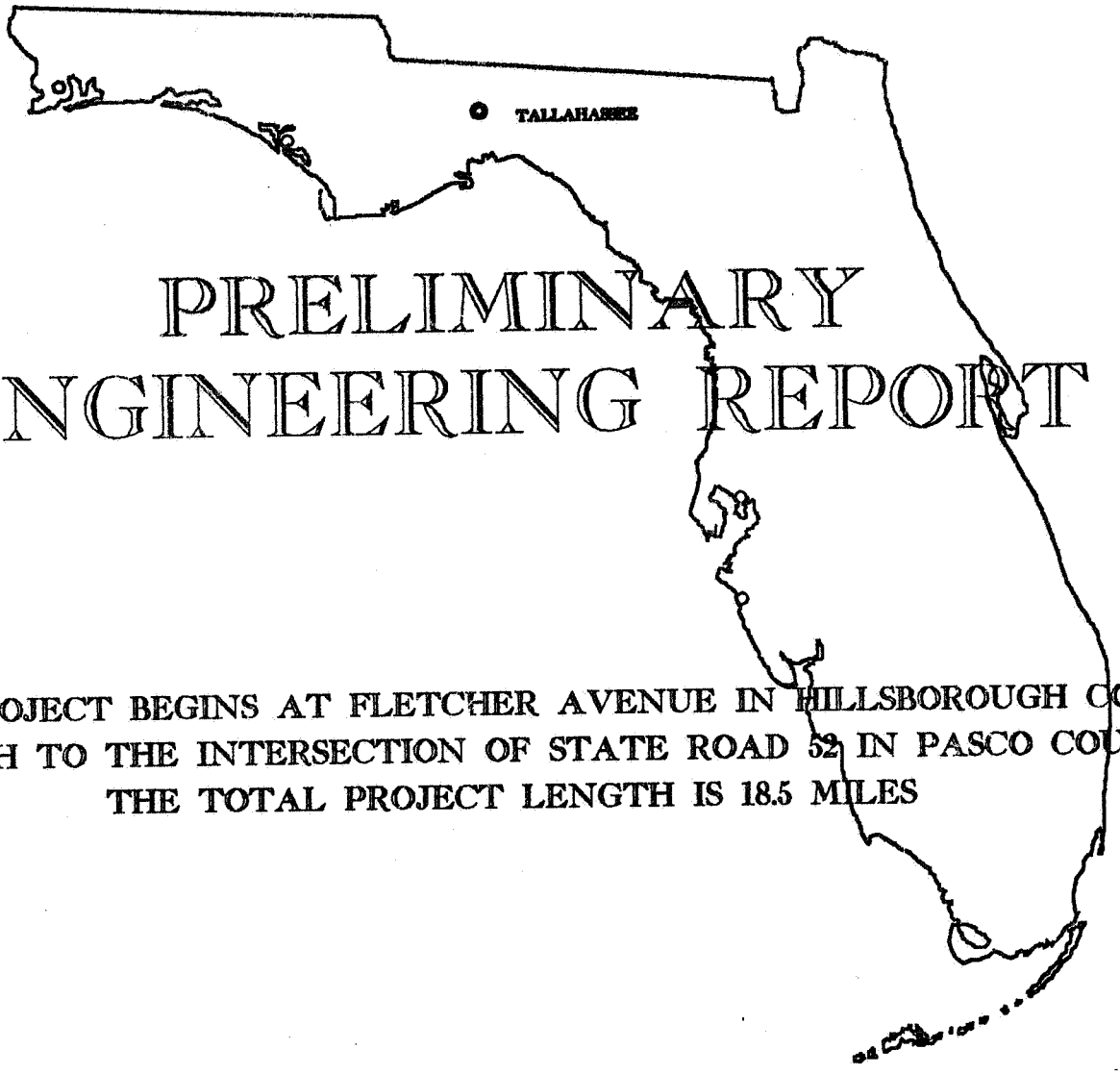
FEDERAL HIGHWAY ADMINISTRATION
REGION FOUR

STATE ROAD 45 (U.S. 41)

HILLSBOROUGH AND PASCO COUNTIES, FLORIDA



PRELIMINARY ENGINEERING REPORT

THE PROJECT BEGINS AT FLETCHER AVENUE IN HILLSBOROUGH COUNTY
NORTH TO THE INTERSECTION OF STATE ROAD 52 IN PASCO COUNTY
THE TOTAL PROJECT LENGTH IS 18.5 MILES

STATE PROJECT NOS. 10040-1506 & 14010-1510
FEDERAL AID PROJECT NO. F-301-4(16)
WORK PROGRAM ITEM NOS. 7113216 & 7115842

MARCH 1988

D E S I G N M E M O R A N D U M #1

State of Florida Department of Transportation
Project Development and Environmental

DATE: March 5, 1987

STATE PROJECT NO.: 10040-1506 & 14010-1510

WORK PROGRAM ITEM NO.: 7113216 & 7115842

FEDERAL AID PROJECT NO.: F-301-4(16)

DESCRIPTION: U.S. 41 from Fletcher Ave. to S.R. 52 in Hillsborough and Pasco Co., Florida

1. ALTERNATES TO BE CONSIDERED:

A four-lane urban facility is proposed from Fletcher Ave. to Florida Ave. (Bus. U.S. 41). A six-lane urban facility is proposed from Florida Ave. to Sunset Ln. A four-lane urban facility is proposed from Sunset Ln. to Dale Mabry Hwy. A six-lane urban facility is proposed from Dale Mabry Hwy. north to C.R. 583 and a four-lane rural section is proposed from C.R. 583 to S.R. 52.

The "TYPICAL SECTION" part of this memo gives a detailed description of the typical sections and limits of each section throughout the project limits.

2. ALTERNATES FOUND FEASIBLE:

The four-lane urban section from Fletcher Ave. to south of I-275 has poor around-the-block movement and is highly developed. Because of these restrictions only a painted median typical was considered feasible. At I-275, the median must become raised to protect the existing bridge pilings under the interstate roadway.

North of I-275 to Florida Ave., a four-lane urban section with both painted and raised medians was analyzed. Due to the railroad tracks becoming contiguous to the roadway right-of-way at I-275 both a true urban section and a "hybrid" section were analyzed with both the raised and painted medians. The "hybrid" section would share the open drainage ditch with the railroad and utilize curb and gutter on the opposite side from the railroad.

At Florida Ave., the roadway becomes six lanes and remains six lanes north to Sunset Ln. Six-lane urban and "hybrid" typical sections with both the painted and raised medians were analyzed.

At Sunset Ln., the roadway become four-laned and the typical sections analyzed north of I-275 to Florida Ave. were also analyzed through this section to Dale Mabry Hwy. A narrow typical section was also analyzed in the Lutz area to eliminate encroach ment on a historical site (Old Lutz Schoolhouse).

From Dale Mabry Hwy. north to south of Lake Patience Rd. both the six-lane urban and six-lane "hybrid" sections were analyzed. At that point the railroad takes a westerly direction and only the urban typical sections with the raised and painted medians were analyzed north to C.R. 583.

Because of the development, railroad, 4f (historical) and narrow existing right-of-way a pure rural section was not considered feasible through the area south of C.R. 583 so only the urban and the "hybrid" typical sections were considered.

At C.R. 583, the existing right-of-way widens to 200 feet. A four-lane rural section was developed that could be constructed within this existing right-of-way.It was the only alternative considered from C.R. 583 to S.R. 52.

3. TYPICAL SECTIONS:

At Fletcher Ave., a four-lane urban section consisting of two 12 foot inside lanes and two 14 foot outside lanes to accommodate both vehicular and bicycle traffic was developed. The roadways will be separated by a 14 foot painted median marked for two-way left-turns and will require a minimum of 90 foot of right-of-way to construct. At I-275 the painted median will need to be removed and a raised median incorporated to protect the vehicles from the pilings between the through lanes under the I-275 bridge structures. At I-275, the CSX Railroad right-of-way becomes contiguous with the highway right-of-way. To lessen the impacts in the areas having the railroad next to the roadway, a typical section was developed utilizing the existing drainage ditch area between the roadway and the railroad tracks. By placing the travel lanes outside edge of pavement on the existing right-of-way line, a standard paved shoulder and a standard width and depth drainage ditch can be accommodated between the proposed roadway and the existing railroad tracks.

If a suitable arrangement were not made with the CSX Railroad by either having joint use of the ditch by agreement or purchasing 10 feet of right-of-way for roadway improvements and sharing the ditch, then a "pure" urban section would have had to be util ized. In either case, two median types will be analyzed. One will utilize a 14 foot painted median requiring a minimum of 76 feet of right-of-way for the "hybrid" design and 90 feet for the "pure" design. The second median type will utilize a 30 foot

raised median, wide enough to allow U-turns. The minimum right-of-way requirement for the "hybrid" design is 92 feet while the "pure" design requires 106 feet. The analysis of this four-lane section with the "hybrid" design with both the painted and the raised median will continue north to the area of Florida Ave. where the roadway will become six lanes.

At Florida Ave., with the railroad still abutting the highway, the "hybrid" designs were analyzed with the painted and raised medians. The raised median was narrowed to 22 feet because of the ample turning radius allowed with a six-laned roadway. The minimum right-of-way requirements for this section from Florida Ave. to Sunset Ln. are 100 feet for the 14 foot painted median "hybrid" design and 108 feet for the raised median "hybrid" design.

North of Sunset Ln., the roadway returns to four lanes and the typicals analyzed are the same as the those analyzed from I-275 to Florida Ave. This analysis continues north to the intersection of Dale Mabry Hwy. The narrowed typical section also evaluated in the community of Lutz is a "hybrid" design utilizing 11 foot lanes, except for the 14 foot outside lane used for both vehicles and bicycles, and a 12 foot painted median. This typical section can be constructed within the existing 66 feet of right-of-way.

At Dale Mabry Hwy., the roadway again becomes six lanes. The same typical sections analyzed between Florida Ave. and Sunset Ln. were analyzed from Dale Mabry Hwy. to Lake Patience Rd. From Dale Mabry Hwy. to Carson Dr., a 28 foot raised median was analyzed to accommodate dual-left turns at both these major intersections. This design requires a minimum of 114 feet for the "hybrid" section. North of Lake Patience Rd., the CSX Railroad is no longer contiguous to the roadway and only the "pure" urban sections were analyzed. This six-lane urban analysis was done from Lake Patience Rd. to C.R. 583.

At C.R. 583, the roadway again becomes four lanes and the existing right-of-way widens to 200 feet. A four-lane rural design utilizing two, 24 foot roadways in each direction separated by a 46 foot depressed grass median. This typical section can be constructed within the existing right-of-way and was the only alternate considered.

A graphic representation of the proposed typical sections along with a detailed cross-section of the ditch for the "hybrid" design are in the Engineering Report.

4. GENERAL HORIZONTAL AND VERTICAL ALIGNMENT:

All existing curves along the project limits are adequate for the proposed design speeds, 45 M.P.H. in the urban and "hybrid" sections and 70 M.P.H. in the rural sections.

5. PRELIMINARY R/W & CONSTRUCTION ESTIMATES:

Right-of-way, construction, relocation, business damages estimates in Section 5.00 of the Engineering Report and establish the recommended alternate.

6. DRAINAGE REPORT

The drainage report will be done during the Environmental Determination part of the study.

7. & 8. BRIDGES & INTERCHANGE LAYOUTS:

The only existing bridge on this project will be rebuilt due to the relocation of the roadway. No interchanges are proposed in the project limits.

9. MAJOR INTERSECTION DESIGN CONCEPTS:

Capacity analysis was preformed for the major intersections on all the alternates considered. Lane requirements were identified for both the mainline facility and side streets. See the capacity section of the Engineering Report.

10. MAJOR UTILITY ADJUSTMENTS:

The utility adjustment estimate will be made for the recommended alternate after the final determination is made.

11. MAINTENANCE OF TRAFFIC:

The Maintenance of Traffic Plan is being made for the recommended alternate at this time.

12. RIGHT-OF-WAY REQUIREMENTS:

The concepts provided will identified all additional R/W required for the alternate recommended.

13. BICYCLE ACCOMMODATIONS:

Wide curb lanes in the urban curb and gutter areas and paved shoulders in the open ditch rural and "hybrid"areas were provided throughout the entire project limits.

_____	J. Franklin Black
F.H.W.A. Area Engineer	F.D.O.T. Project Manager
____/_____/_____	03/08/88
Date	Date

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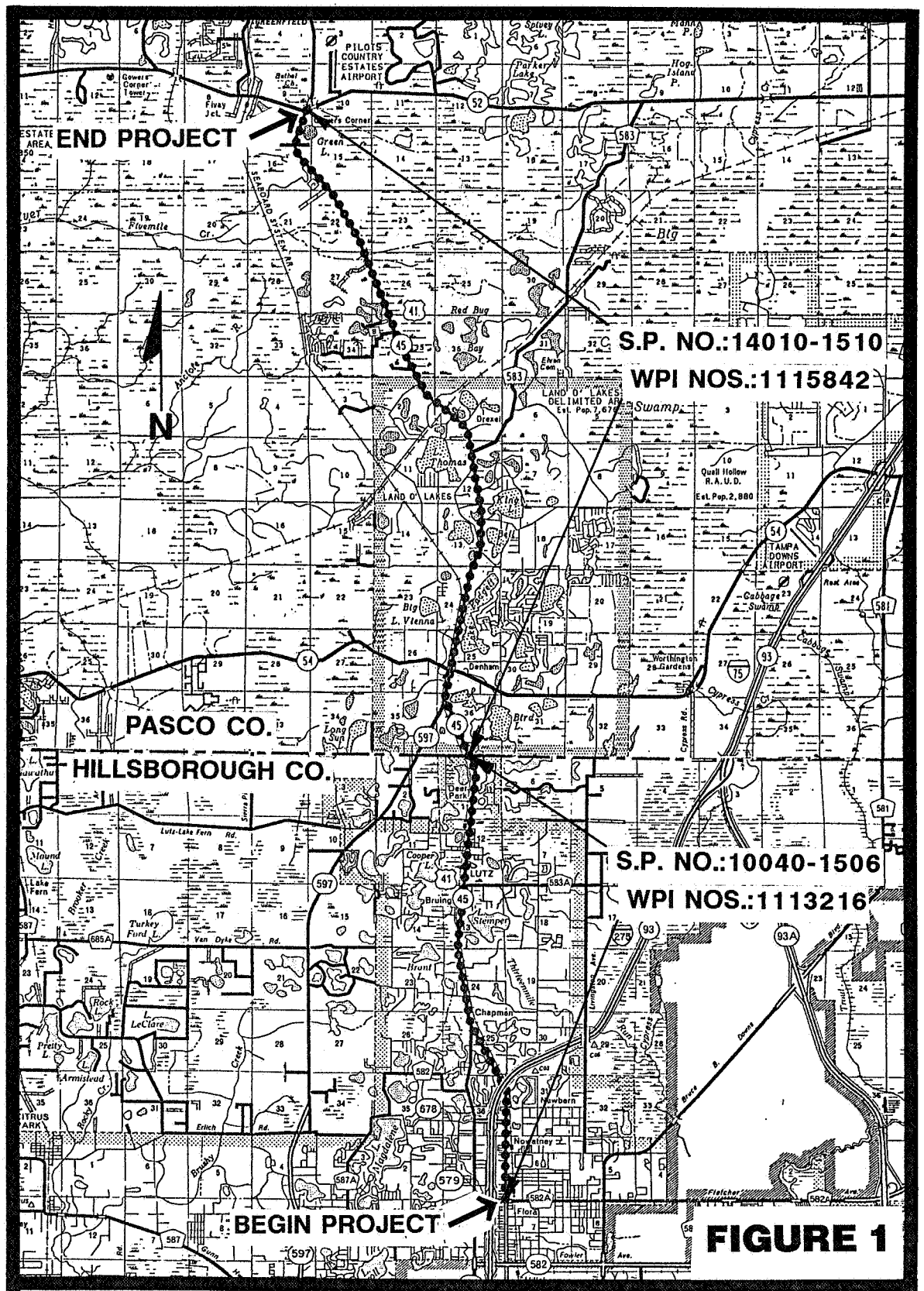

U.S. 41
From Fletcher to State Road 52

1.00 ABSTRACT

The Florida Department of Transportation, acting as an agent to the Federal Highway Administration has documented existing conditions of U.S. 41 (SR 45) in Hillsborough and Pasco Counties, Florida. This document will establish a need for improving the state road based on the existing and projected conditions. Engineering aspects of the study corridor are discussed thoroughly including alternatives considered, those preferred and those eliminated. Environmental documentation will be prepared to determine human and environmental impacts of the proposed improvements, such as; wetlands impacts, possible mitigation, community cohesion, land-uses, relocation impacts and hazardous waste locations. Together, the Engineering Report and the required environmental documentation make up the final "Environmental Determination".

1.01 DESCRIPTION OF THE PROPOSED ACTION

The project involves an 18.5 mile segment of U.S. 41 in Hillsborough and Pasco Counties extending from the vicinity of Fletcher Ave. in Tampa, Hillsborough County to SR 52 in central Pasco County. Refer to the Project Location Map, Figure 1. The highway is to be improved from the existing two-lane rural facility to a divided multi-lane facility. The existing roadway is predominantly 24 to 28 feet wide with 6 to 10-foot grassed shoulders. Areas of high traffic volumes and high accident rates have been widened to provide

a safer facility. The existing right-of-way throughout the project limits varies from 66 to 200 feet.

Upgrading the existing facility to a four and six-lane divided highway will provide 12-foot inside lanes and 14-foot outside lanes to accommodate bicycles in the areas utilizing curb and gutter. Twelve-foot travel lanes with 4-foot paved shoulders will be provided adjacent to areas with open drainage ditches. The concept includes a four-lane divided urban and "hybrid" typical section from Fletcher Avenue to Florida Avenue. A "hybrid" facility has curb and gutter on one side and open ditch on the other. In this case, the open ditch is on the side adjacent to the existing railroad. In the area of I-275 (SR 93), a 22-foot raised median for protection of the pillars to the I-275 overpass will be utilized.

From Florida Avenue to Sunset Lane, a six-lane divided "hybrid" typical section will be utilized. From Sunset Lane north to Dale Mabry Highway,the facility will become a four-lane divided "hybrid" facility. At Dale Mabry Highway, the facility will again become a six-lane divided "hybrid" roadway. This facility will continue north to the vicinity of Lake Patience Road where the roadway becomes a six-lane divided urban roadway. The six-lane urban facility will continue north to north of CR 583. North of CR 583 the existing right-of-way widens to predominantly 200 feet and a four-lane rural facility with four 12-foot lanes, 4-foot paved shoulders, a 46-foot grassed median and open drainage ditches will be utilized.

2.00 NEED

2.01 PLANNING BASIS FOR THE PROPOSED ACTION

The Florida Department of Transportation, Hillsborough County and Pasco County have proposed that U.S. 41 be widened to a four and six-lane divided facility. The basic need for this improvement has been identified and documented through awareness of the projected growth and the inability of the existing facility to continue serving the growing transportation demand. The U.S. 41 corridor is a major connector between Tampa and the communities of Lutz, Land-O'-Lakes and the Brooksville area of Hernando County. The present alignment traverses established and proposed industrial, residential and business districts and would continue to experience a substantial increase in traffic demand regardless of improvements in any parallel corridor.

2.02 TRANSPORTATION DEMAND

The 1962 Federal-Aid Highway Act, the 1964 Urban Mass Transportation Act and the 1973 Federal-Aid Highway Act provide the basic framework for transportation planning in Hillsborough County. Pursuant to this legislation, the county must maintain a transportation planning process that is comprehensive, cooperative and continuing in order to qualify for federal capital participation in highway and mass transit projects. To effect this compliance, the Tampa Urban Area Transportation Study (TUATS) was established.The Tampa

Urban Area Metropolitan Planning Organization (MPO), the decision making body for TUATS, is recognized by the State of Florida to be responsible for transportation planning in the Tampa Urban Area. Along with the MPO, the Technical Advisory Committee (TAC) and the Citizens Advisory Committee (CAC), gives local elected officials, transportation engineers, planners and concerned citizens an input to area-wide transportation planning.

The TUATS Year 2010 Long Range Transportation Plan has been adopted by the MPO with the basic objectives to develop a transportation system which will meet the projected travel demands, compliment the stated goals and objectives of the community, be compatible with adopted land-use development goals and enhance the overall quality of life in the area. The proposal of upgrading the existing two-lane rural facility to a four- and six-lane divided, facility is consistent with the TUATS. (See the Appendix for Transportation Plan documentation). U.S. 41 in Pasco County is not covered by a transportation study, but Pasco County has passed a resolution endorsing FDOT's proposed improvements (See the Appendix for a copy of the resolution).

2.03 CAPACITY

Existing average daily traffic (ADT) counts at stations on or near the subject facility were provided by the FDOT Planning Department. Existing counts for turning movements were conducted at major intersections. Future ADT's were

developed based on the historical traffic counts, the turning movement counts, 2010 traffic supplied by the TUATS and the assumption that facilities having capacities equal to or greater than these estimates will be provided. (See Figure 2 for the existing and projected traffic.)

Based on the existing traffic counts for roadway links and in accordance with the 1985 Highway Capacity Manual, the majority of the existing facility is operating at or near level of service (LOS) 'C'. The existing signalized intersections are operating at LOS 'D' or better with the exception of Fletcher Avenue which is operating at LOS 'E'. Without improvements, this facility will operate at LOS 'F' by the year 1989.

According to the Tampa Urban Area Transportation Plan, traffic on U.S. 41 dictates that four lanes are necessary from Fletcher Avenue to Florida Ave., six lanes from Florida Avenue to Sunset Lane and four lanes from Sunset Lane to the Pasco County line. Using the same requirements for laneage, four lanes will be required from the Hillsborough County line to Dale Mabry Highway, six lanes from Dale Mabry Highway to CR 583 and four lanes from CR 583 to SR 52. These lane requirements are necessary to maintain an acceptable LOS in the year 2010. Estimated ADT's for the year 2010 indicate that the facility will operate at LOS 'B' and all major intersections will operate at LOS 'D' or better. For a detailed analysis of the intersection capacity and arterial LOS see the Technical Memorandum "Traffic Report" for this project. (See Figure 3 for the Proposed Intersection Configurations.)

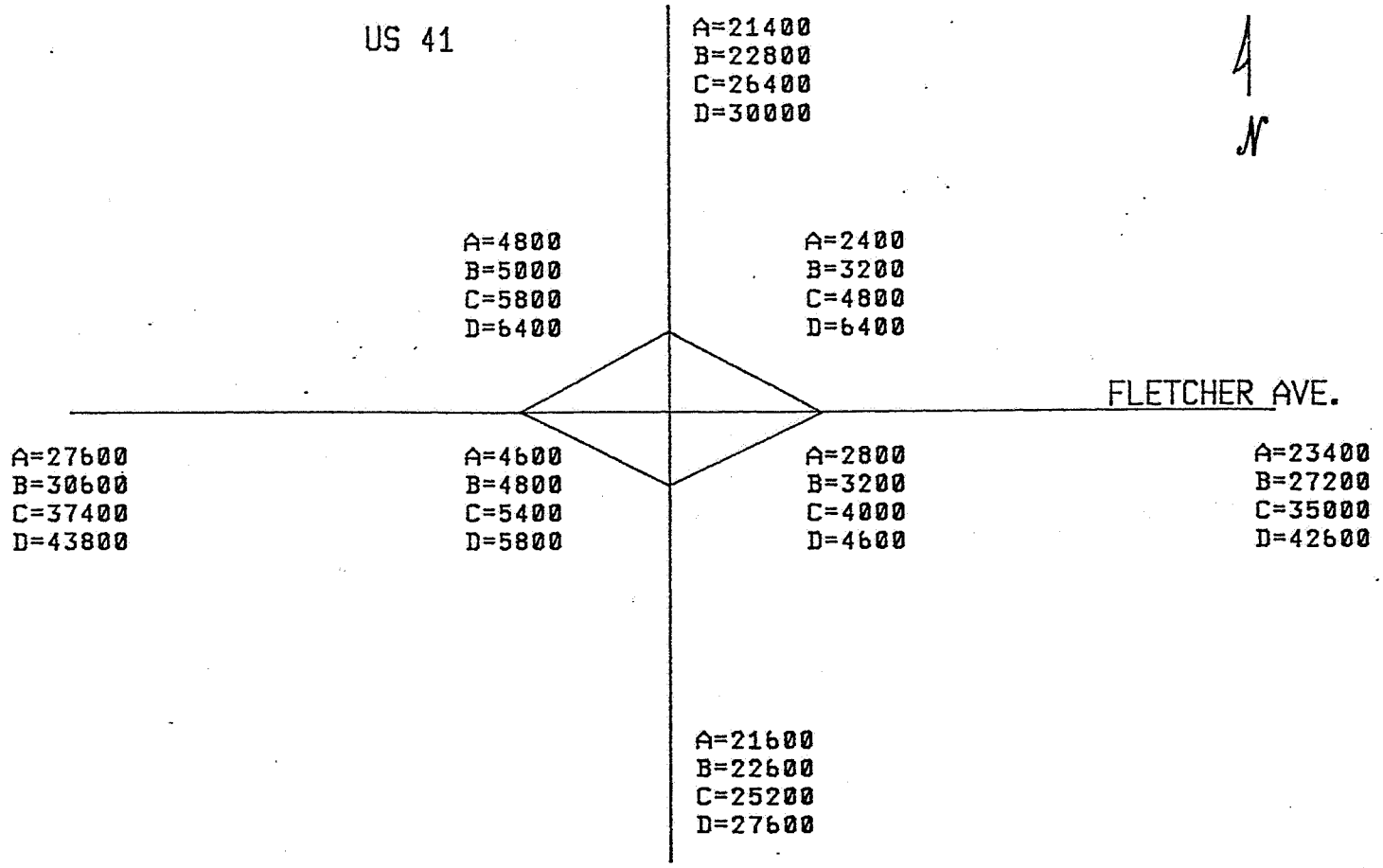

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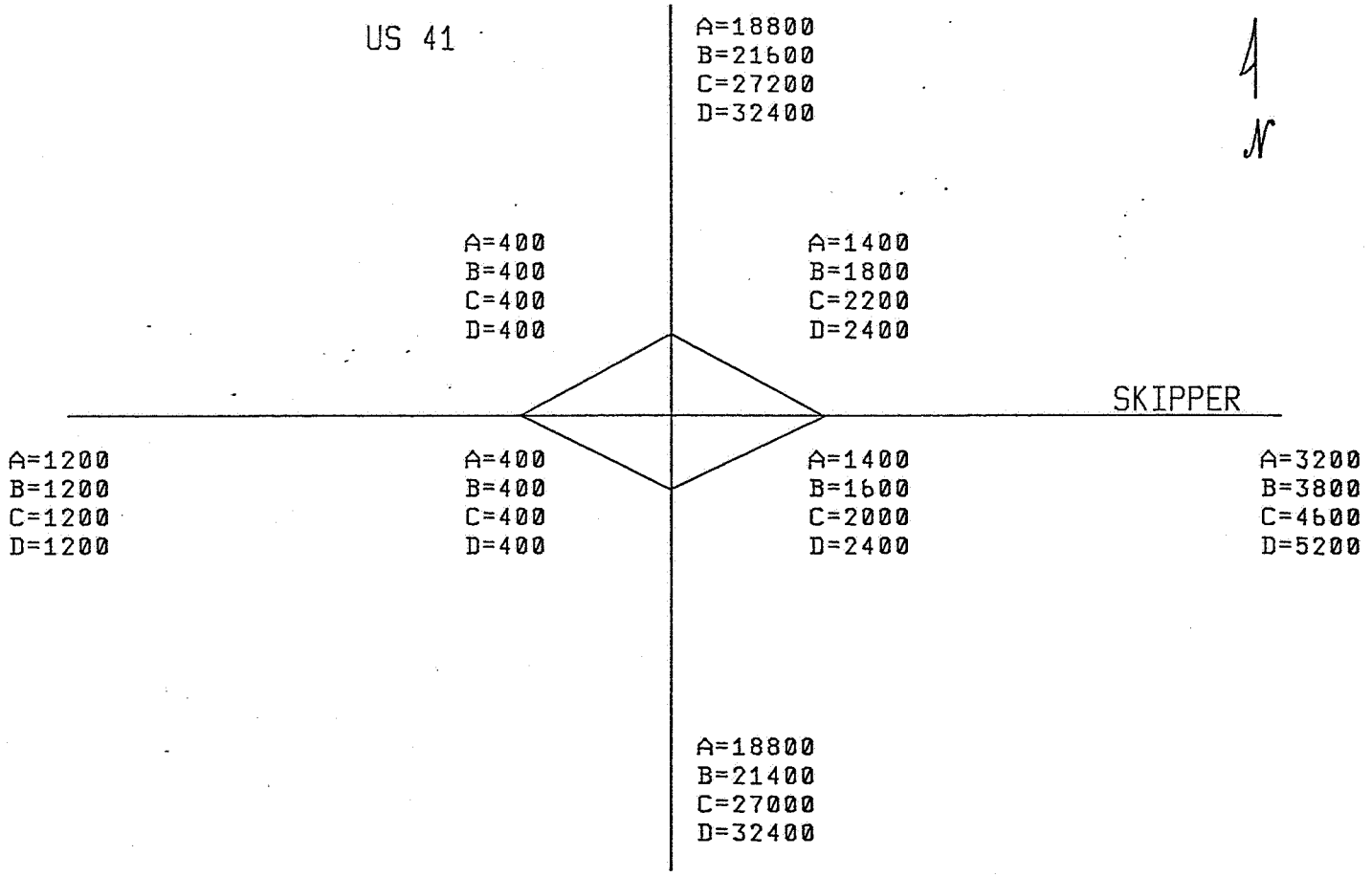
FIGURE 2



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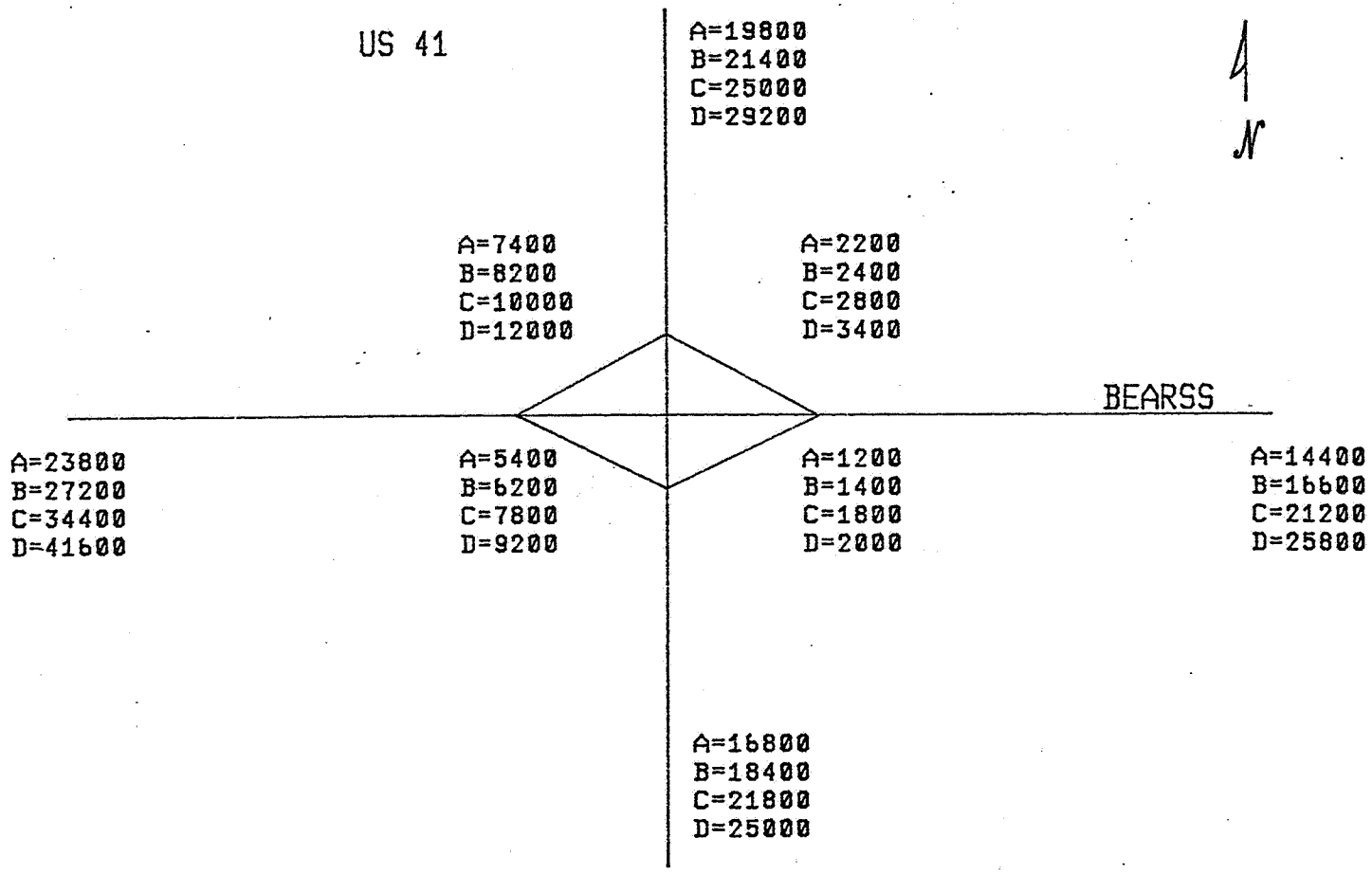

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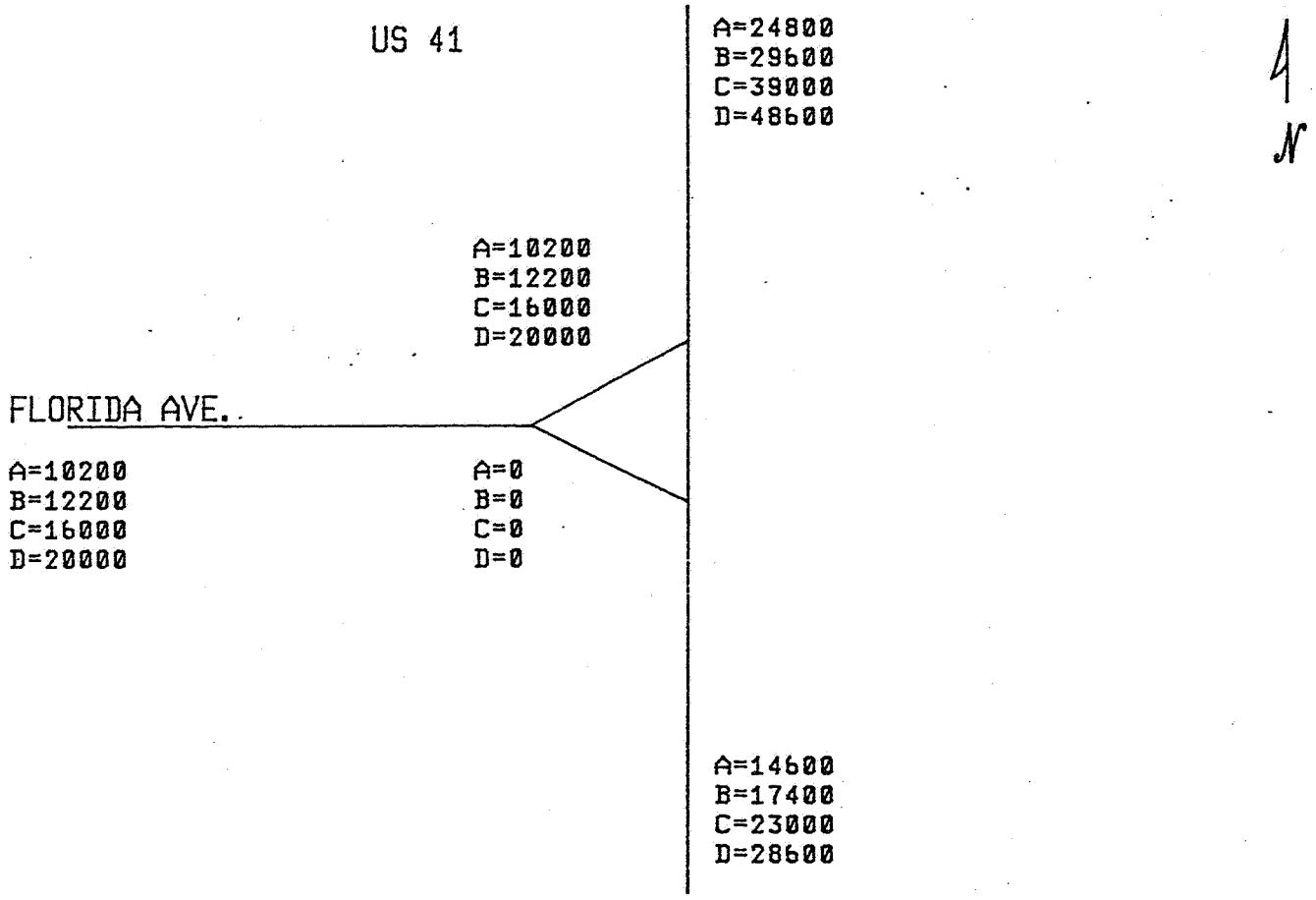

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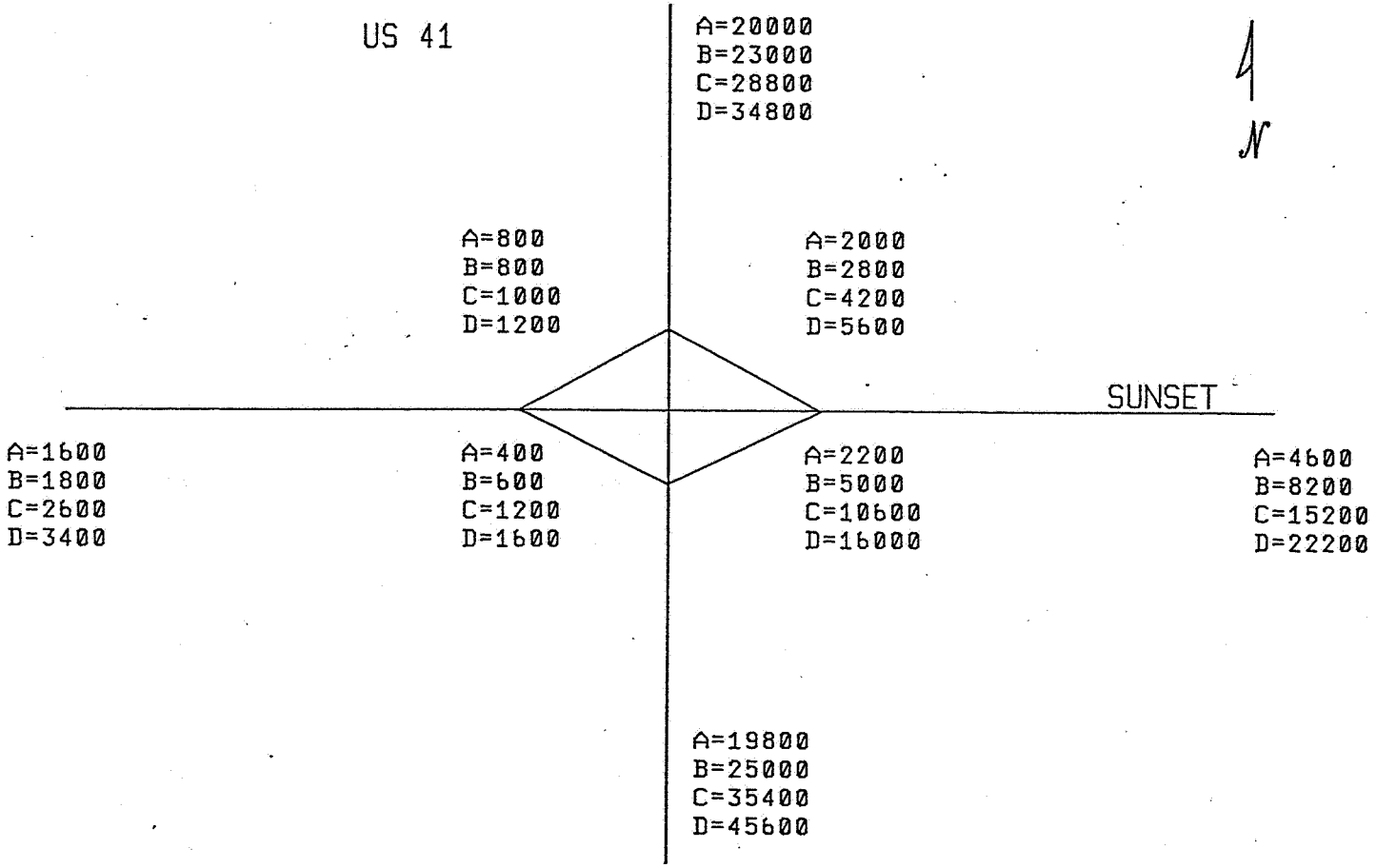

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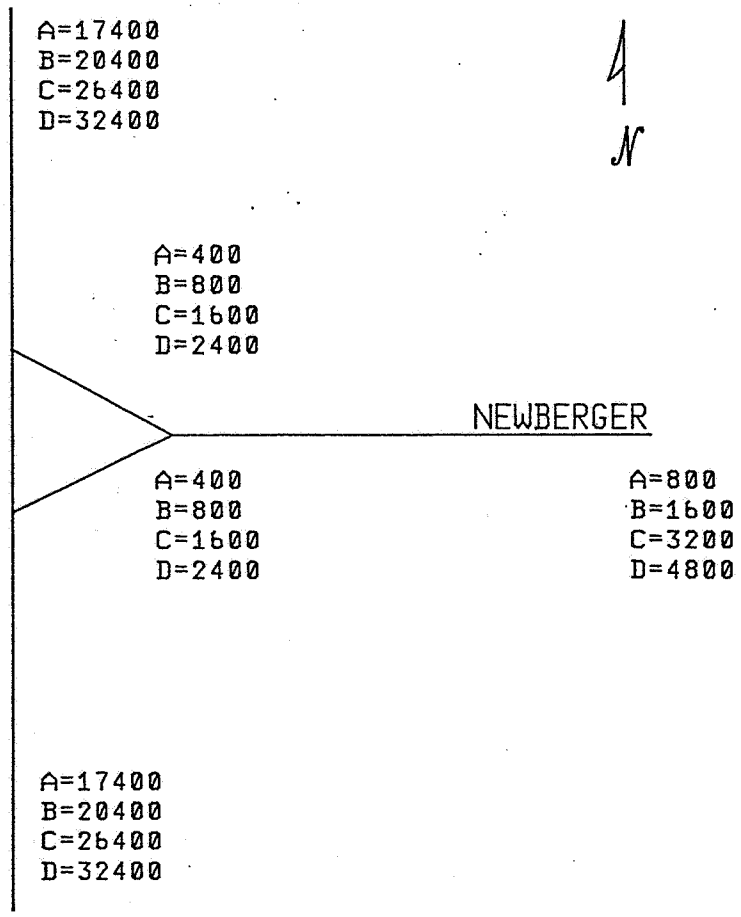

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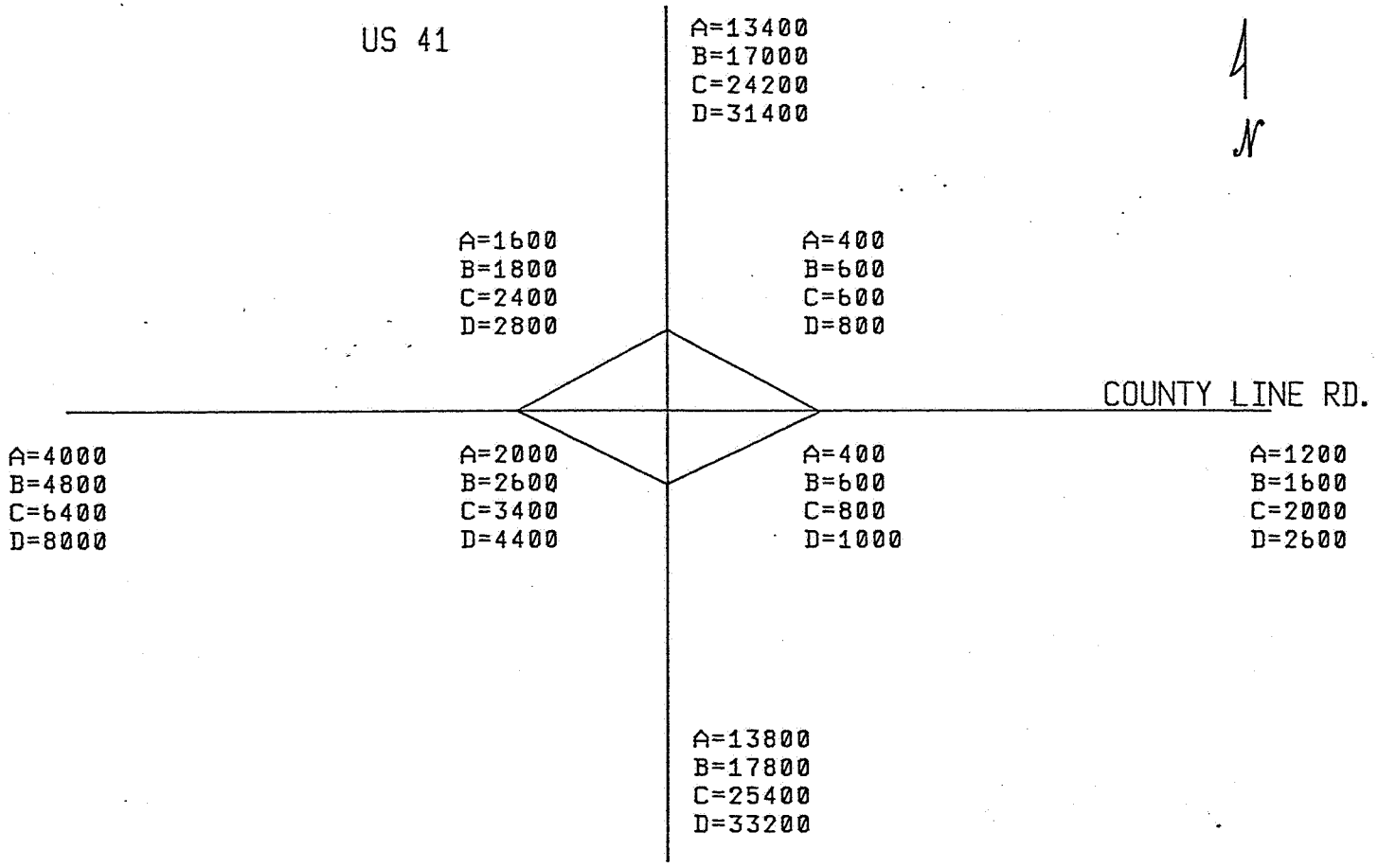

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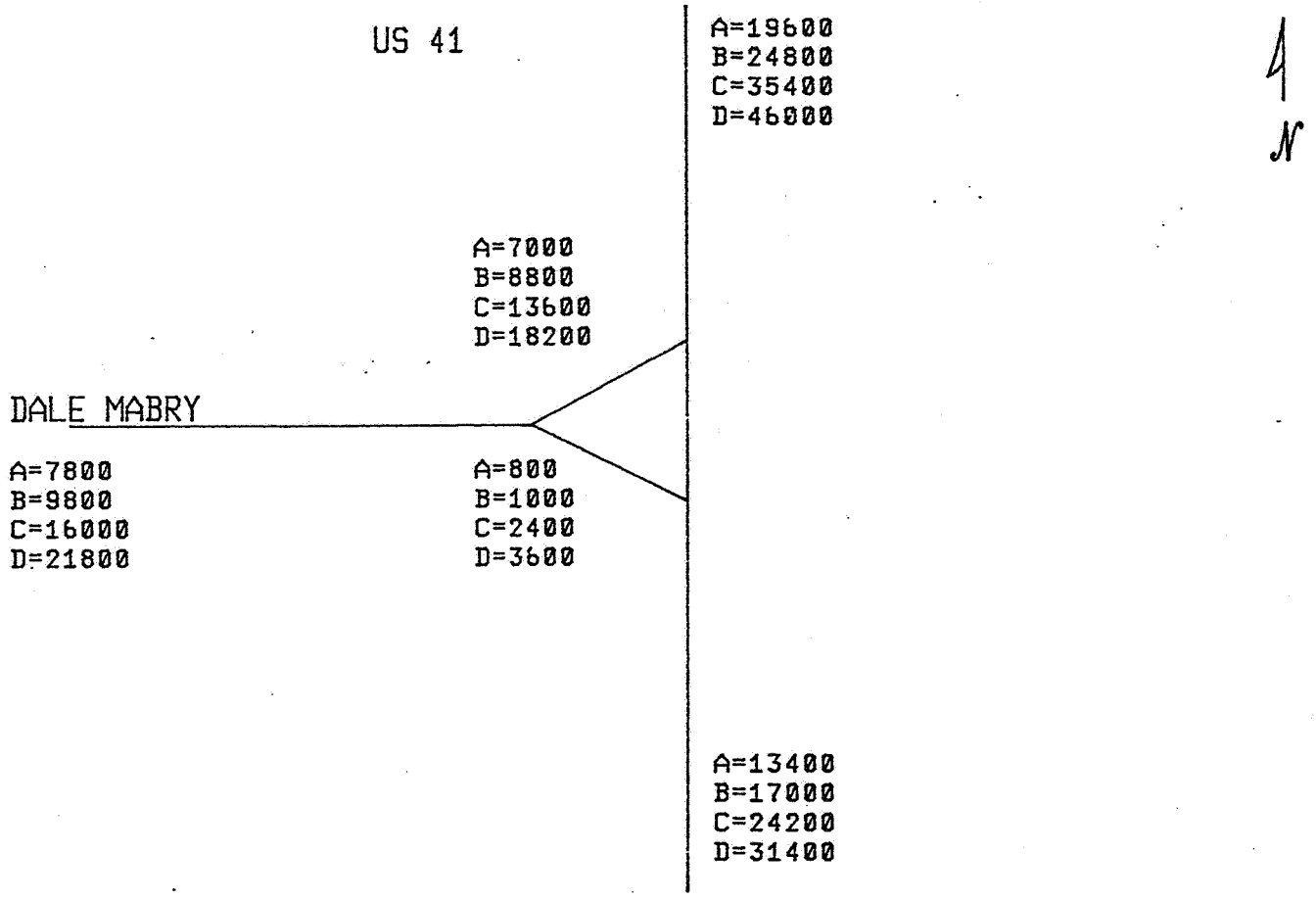

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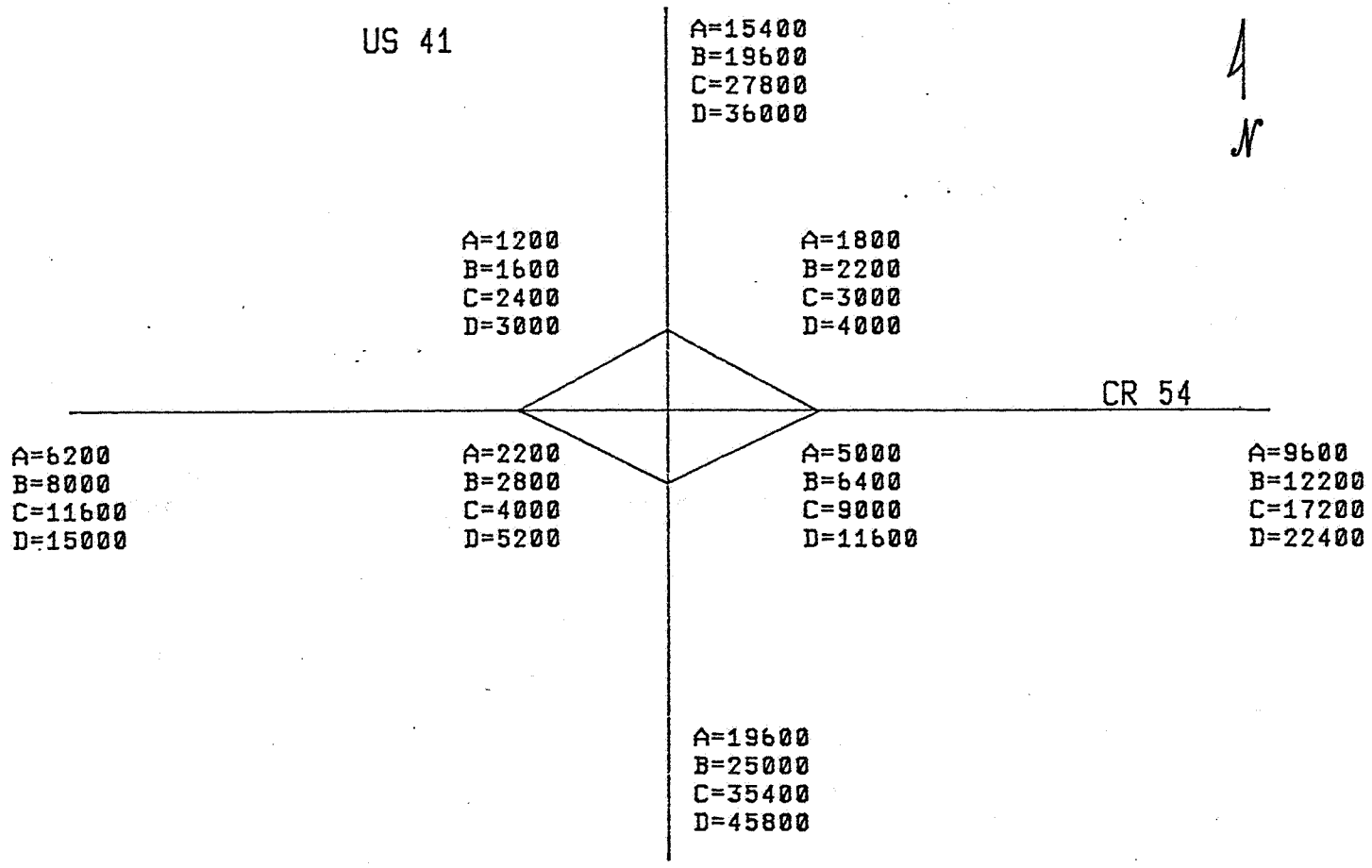

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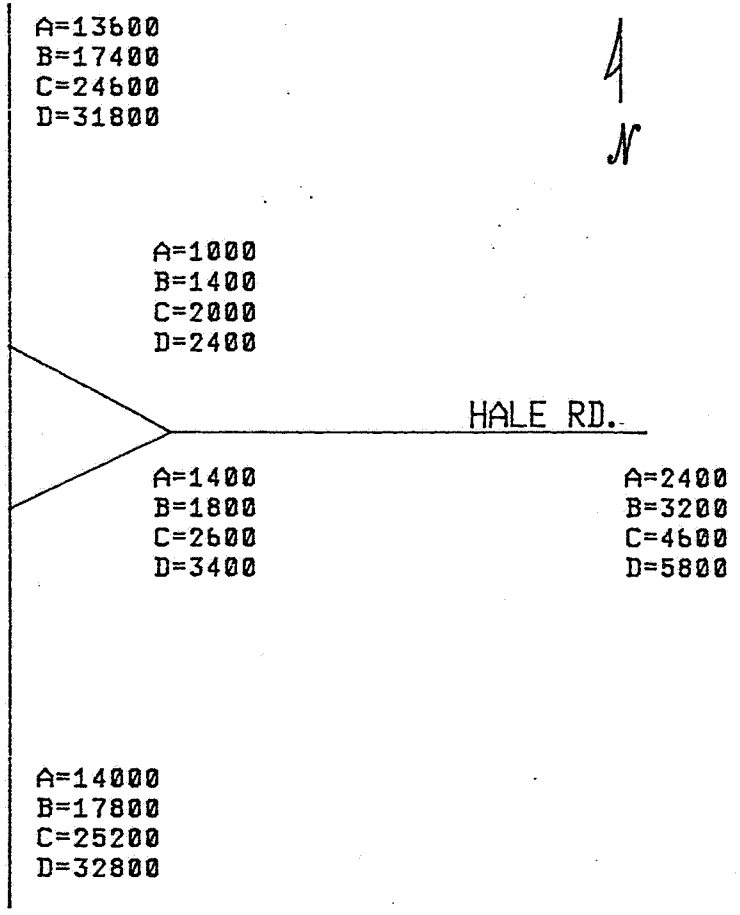

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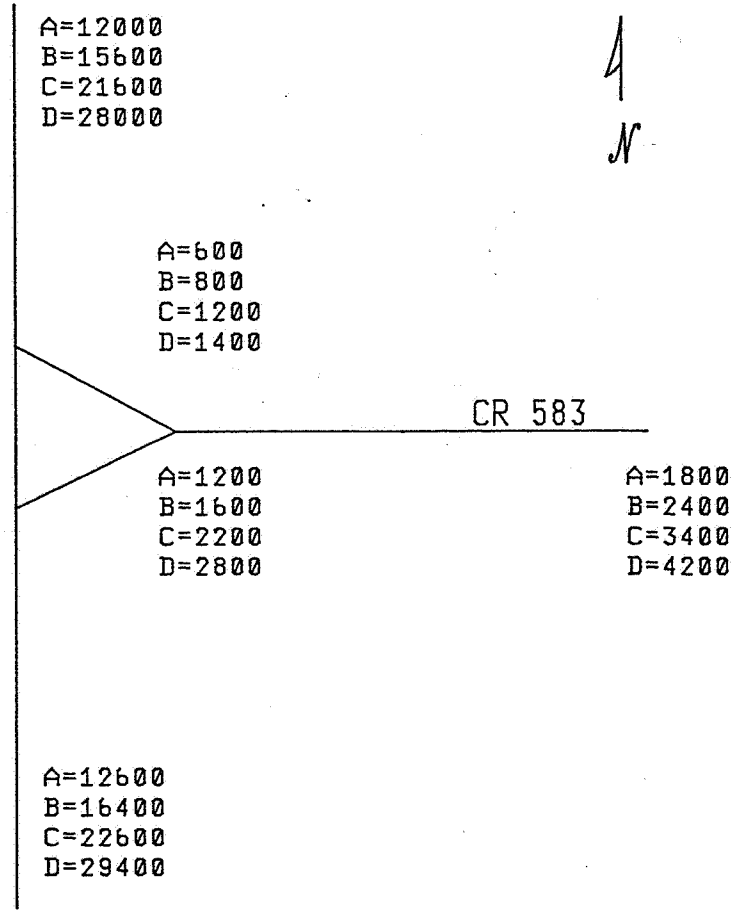
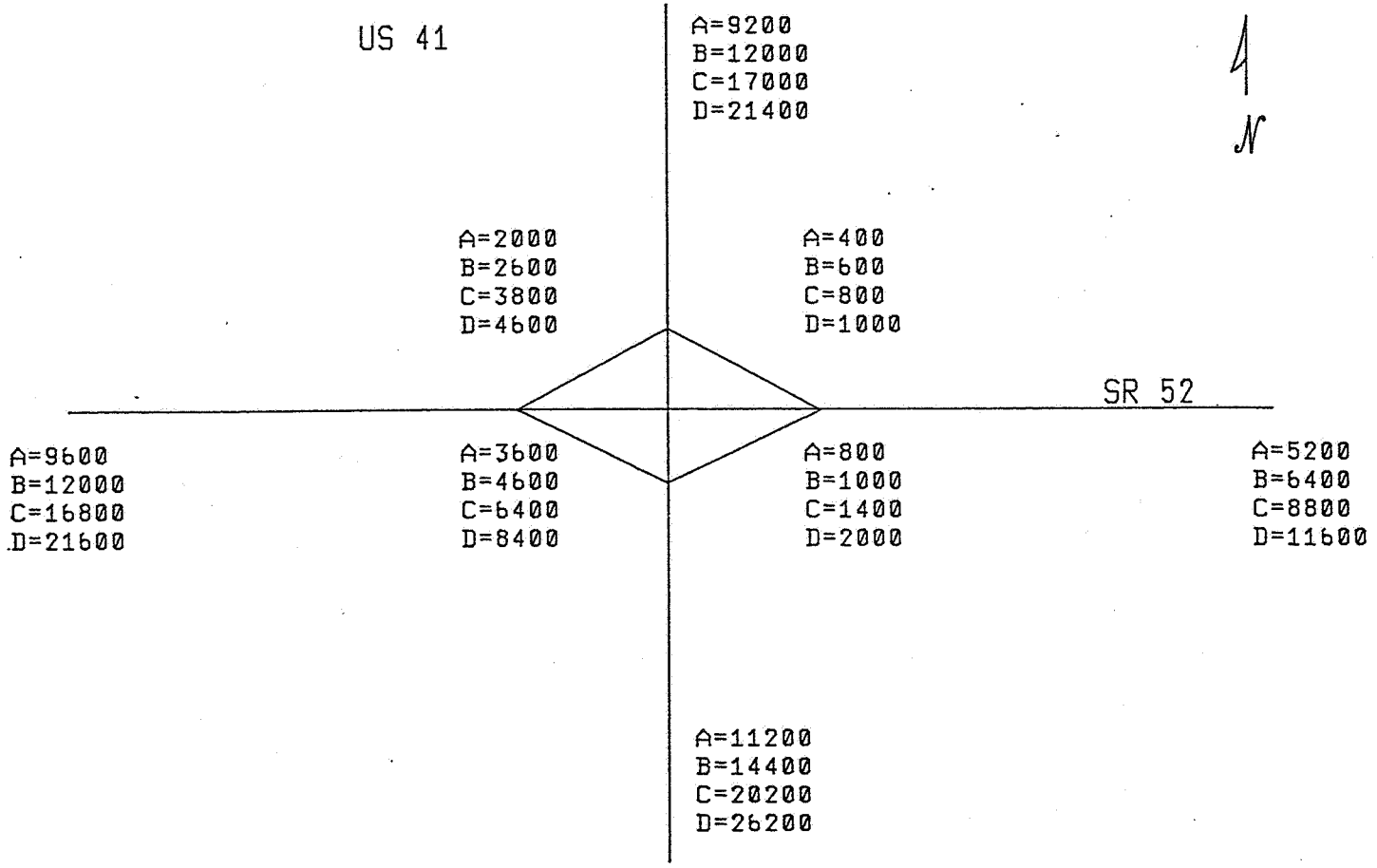
D HR T= 6%	D=2010			

FIGURE 2 CONT.



ESTIMATED TWO-WAY AADT THROUGH AND TURNING VOLUMES		STATE PROJECT NO. 14010-1510 W.P.I. 7115842 DESCRIPTION: US 41 FROM HILLSBOROUGH C/L TO SR 52 PAGE 4 OF 5		
K=10%	A=1987	PREPARED BY	Greg Czerepak	9/9/87
D=57%	B=1990	CHECKED BY	[illegible]	9/9/87
24 HR T=12%	C=2000	APPROVED BY	[illegible]	9-10-87
D HR T= 6%	D=2010			

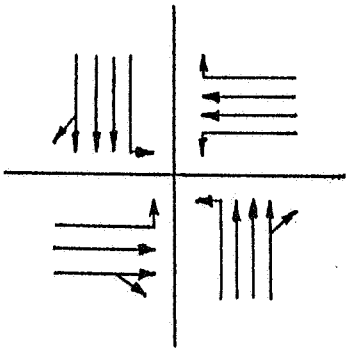
FIGURE 2 CONT.



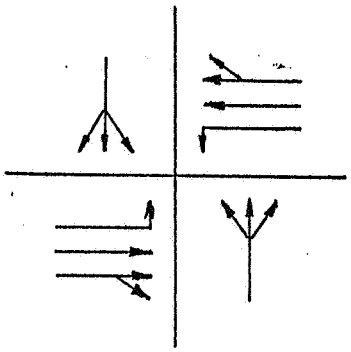
ESTIMATED TWO-WAY AADT THROUGH AND TURNING VOLUMES		STATE PROJECT NO. 14010-1510 W.P.I. 7115842 DESCRIPTION: US 41 FROM PASCO C/L TO SR 52 PAGE 5 OF 5		
K= 10%	A=1987	PREPARED BY	Greg Gerpate	9/9/87
D= 57%	B=1990	CHECKED BY	[illegible]	9/9/87
24 HR T= 12%	C=2000	APPROVED BY	[illegible]	9-10-87
D HR T= 6%	D=2010			

FIGURE 2 CONT.

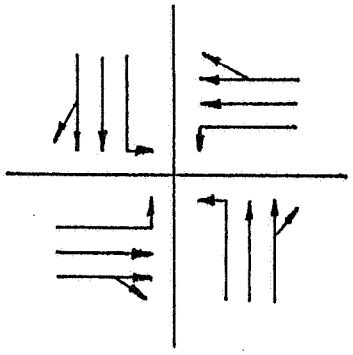
PROPOSED INTERSECTION CONFIGURATIONS



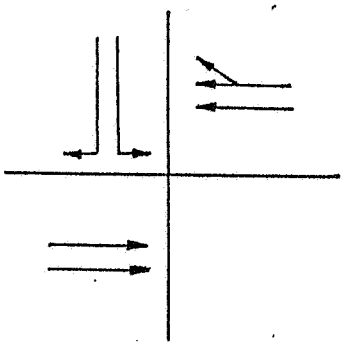
Fletcher Ave.



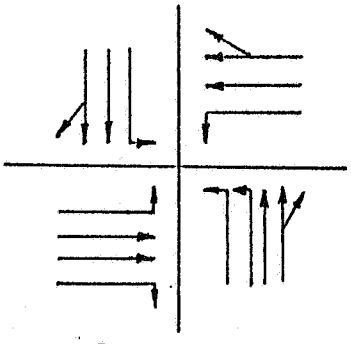
Skipper Rd.



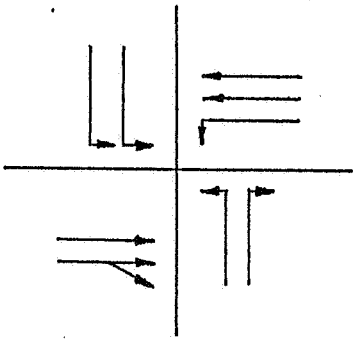
Bearss Ave.



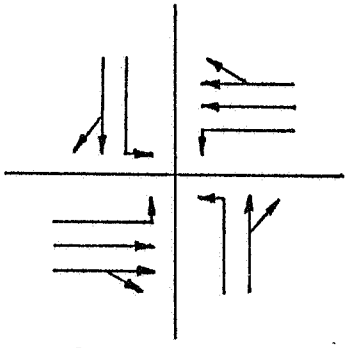
Florida Ave.



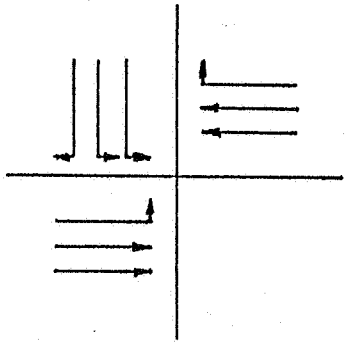
Sunset Lane



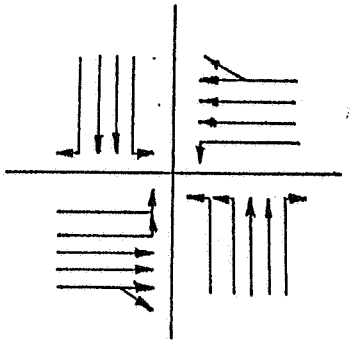
Newberger Rd.



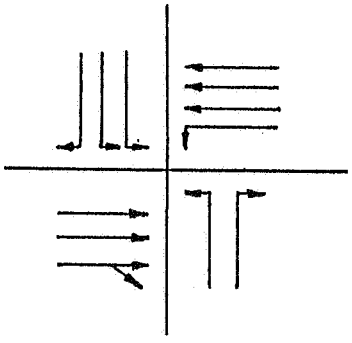
County Line Rd.



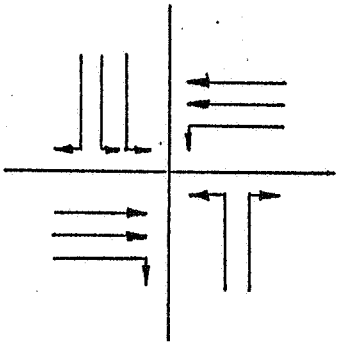
Dale Mabry Hwy.



C.R. 54



Hale Rd.



C.R. 583

FIGURE 3

3.00 EXISTING PHYSICAL FEATURES

3.01 SYSTEM LINKAGE

U.S. 41 (SR 45) is on the Federal-Aid Primary System and is classified as an urban principal arterial from Fletcher Avenue to Sunset Lane and a rural principal arterial from Sunset Lane north through the remainder of project limits. This transportation facility along with U.S. 301 (SR 43) are the only general service arterial routes leading from Tampa through Pasco County and on into north-central Florida. Parallel Interstate facilities leading from the Tampa area north, include I-275 (SR 93) and I-75 (SR 93A & SR 93).

Major east-west facilities connecting to U.S. 41 in the Tampa area include SR 60, I-4 (SR 400), U.S. 92 (SR 600), SR 574 and SR 580. (See Figure 4 for a System Linkage Map of the Hillsborough and Pasco County area.)

3.02 ROADWAY

The existing U.S. 41 horizontal alignment is basically a north-south alignment through the project limits. From Fletcher Avenue to SR 52, U.S. 41 runs northerly and turns to a north-northwest direction for the remainder of the project limits. The vertical alignment is generally on flat terrain throughout the project limits.

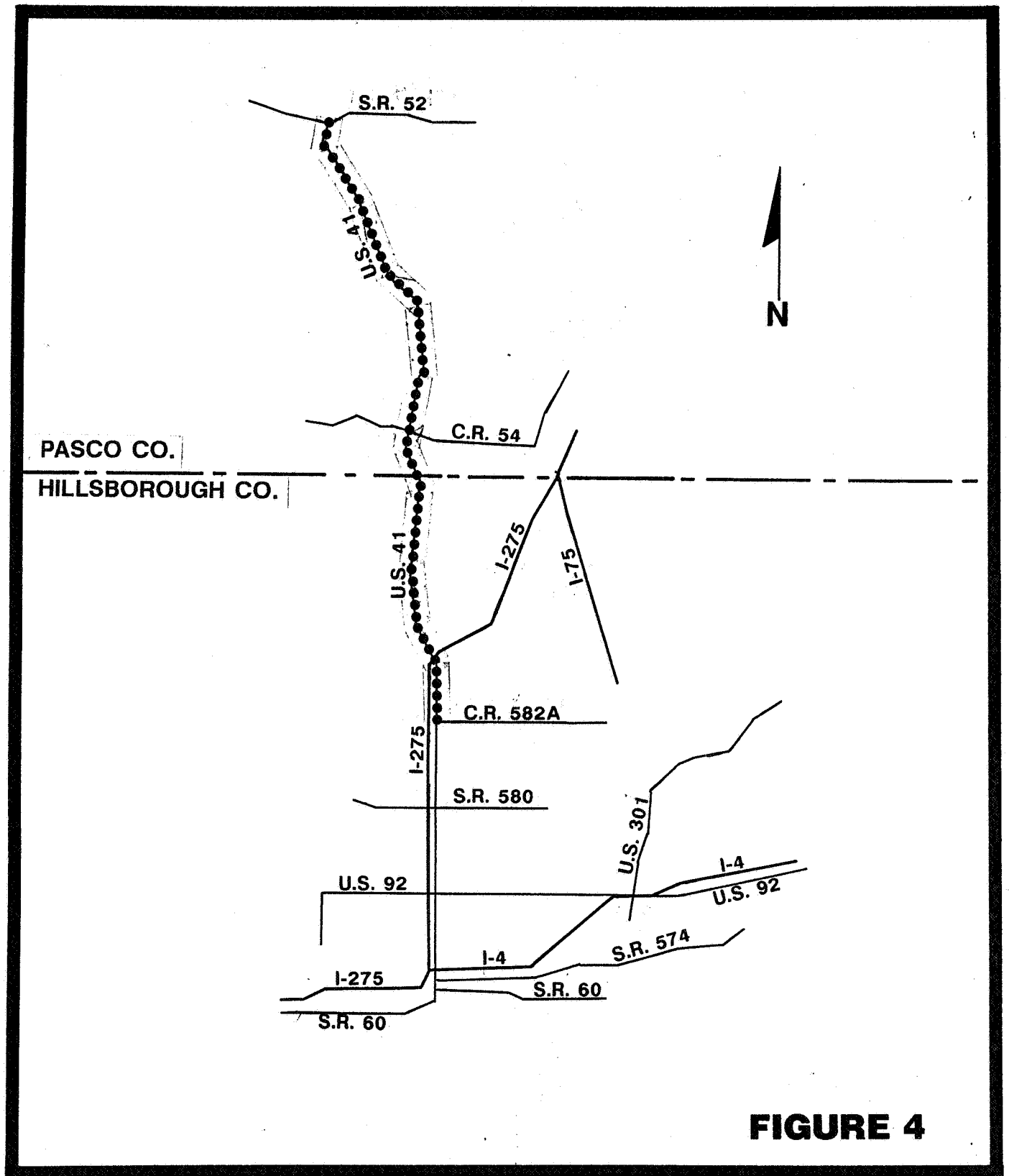


FIGURE 4

AREA SYSTEM LINKAGE MAP

Posted speed limits along this facility are:

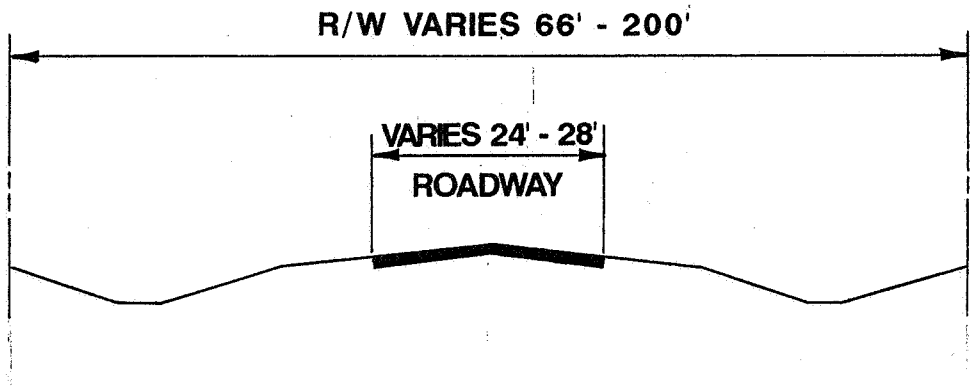
Fletcher Avenue to north of I-275	45 mph
North of I-275 to south of Crystal Lake Road	50 mph
South of Crystal Lake Road to County Line Road	45 mph
County Line Road to south of Dale Mabry Highway	50 mph
South of Dale Mabry Highway to north of Barcalona Road	45 mph
North of Barcalona Road to SR 52	55 mph

A two-lane, undivided section is predominant throughout the project limits. The travel lanes are 12 feet wide with 8-foot grassed shoulders on each side of the roadway from Fletcher Avenue to CR 54. North of CR 54 to SR 52, the roadway is 14 feet wide with 6-foot grassed shoulders. Existing right-of-way from Fletcher Avenue north to north of CR 583 varies from 66 feet to 100 feet. From north of CR 583 to SR 52 the existing right-of-way is predominately 200 feet. (See Figure 5 for the existing typical section).

The facility has been widened to incorporate left-turn lanes at the following intersections:

U.S. 41/Fletcher Avenue	U.S. 41/Leonard Street
U.S. 41/Bearss Avenue	U.S. 41/CR 54
U.S. 41/Sunset Lane	U.S. 41/Carson Road
U.S. 41/Northwood Drive	U.S. 41/Gator Lane
U.S. 41/Village on the Pond	U.S. 41/School Board Ent.
U.S. 41/Dale Mabry Highway	U.S. 41/Bell Lake Road

U.S. 41/Hale Road



EXISTING TYPICAL SECTION

FIGURE 5

EXISTING TYPICAL SECTION

The facility from north of Fletcher Avenue north to the Pasco County line was resurfaced in 1979. From the Hillsborough County line to Mile Post 7.21 the existing facility was resurfaced in 1988. From Five Mile Creek north to SR 52, the existing facility is scheduled to be resurfaced in mid-1988. See the Appendix for a computer printouts of the cross-sections, thru lanes, shoulders, alignment sufficiency, speed zones and intersections.

3.03 DRAINAGE

Drainage is accomplished with crossdrains, box culvert and catch basins. There are 4 crossdrains ranging in size from 10 inches to 54 inches and 34 box culverts ranging from 2x2 feet to 4x8 feet. This segment of roadway also includes 125 catch basins. For an inventory of the crossdrain pipes, box culverts and catch basins showing length, number, size, type, mile post location and side of the roadway, see the printout of roadway characteristics for crossdrains (241) and storm sewers (242) in the appendix.

One bridge (No. 140002) is within the project limits. Because of the roadway being relocated in this area, this will require replacement.

3.04 LIGHTING

3.04.01 STREET LIGHTING

Information provided by the FDOT Traffic Operations Department states that roadway lighting will be warranted from

Fletcher Avenue to CR 583 and at the intersection of SR 52.

The Department would require the local government agencies to execute a Maintenance Agreement, agreeing to maintain the lighting system and pay the electrical costs.

3.04.01 TRAFFIC SIGNALS

There are currently eleven traffic signals within the project limits of U.S. 41. There location and type are as follows:

M.P.	Cross Street	Type
Hillsborough Co.		
8.214	Fletcher Avenue	Intersection Control
8.985	Skipper Road	Intersection Control
9.503	Bearss Avenue	Intersection Control
11.272	Florida Avenue	Intersection Control
11.620	Crenshaw Lake Rd.	Intersection Control
13.401	Sunset Lane	Intersection Control
Pasco Co.		
0.932	Dale Mabry Hwy.	Intersection Control
1.440	CR 54	Intersection Control
3.365	Bell Lake Road	Intersection Control
3.913	Hale Road	Emergency Signal
11.305	State Road 52	Intersection Control

See Figure 6 for a graphic representation of the existing signal locations.

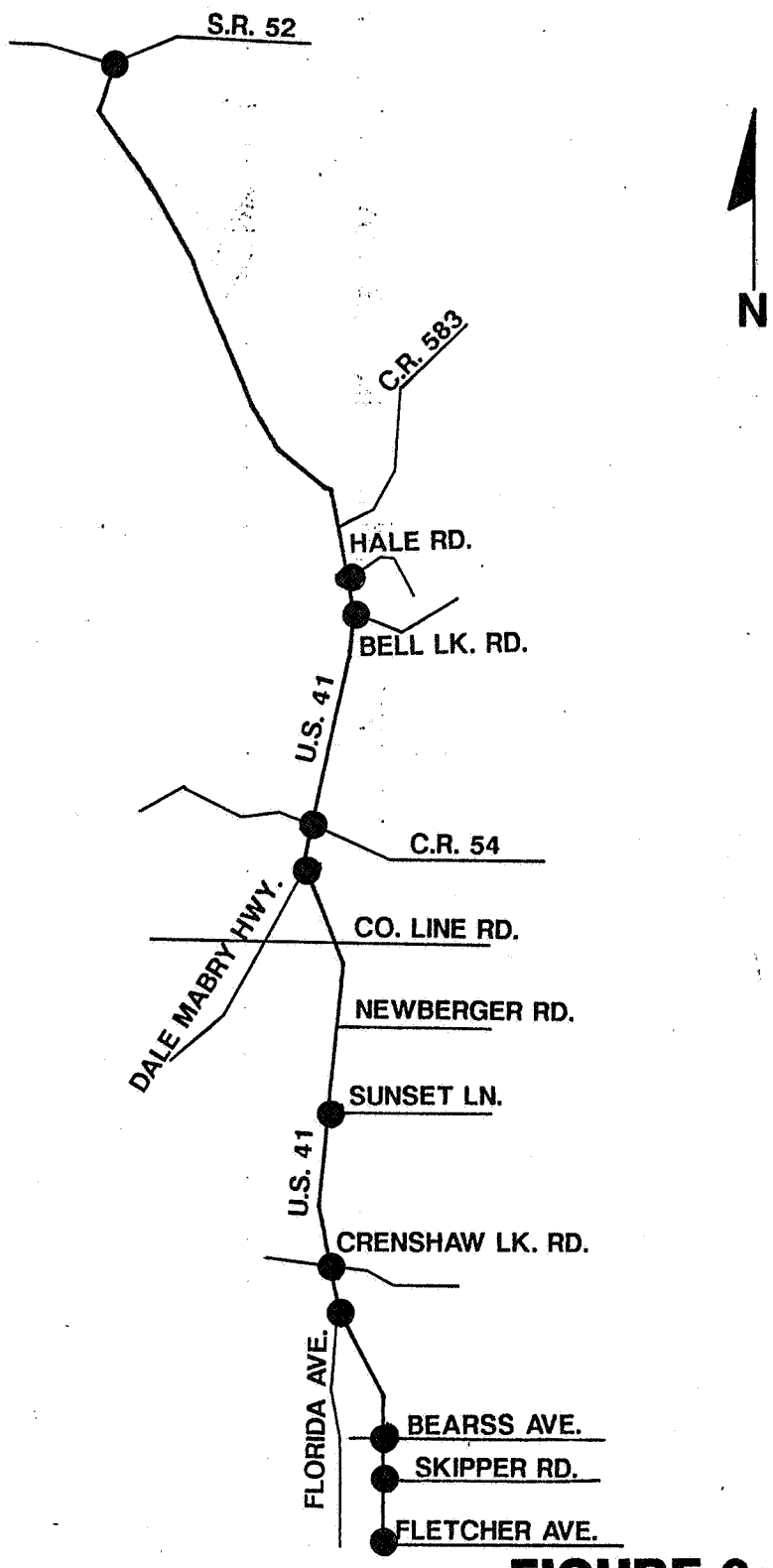


FIGURE 6

EXISTING TRAFFIC SIGNALS

3.05 BICYCLE/PEDESTRIAN CONSIDERATIONS

There are no existing provisions for bicycles within the study limits of U.S. 41. The only sidewalk on State right-of-way is in the area of the Old Lutz Schoolhouse in Hillsborough County.

The FDOT recommend that in the urban typical section areas 14-foot curb lanes and 5-foot sidewalks be incorporated. In the rural typical section areas, a 4-foot paved shoulder is recommended. The wide curb lane will accommodate the bicycle traffic, and the sidewalks will accommodate the pedestrians. The paved shoulder will accommodate the bicycles as well as disabled vehicles. See the memo regarding bicycle recommendation in the appendix.

3.06 GEOTECHNICAL DATA

The general soil profile of the subject sections of Hillsborough and Pasco Counties consists of nearly level to sloping, poorly drained, fine sands with traces of silt and clay in the upper six feet. Numerous small wet weather areas are encountered along this alignment. These areas usually have a layer of organic muck of 12 inches or less. However, larger deposits of muck may be expected. An in-depth soil survey and foundation investigation prior to the design stage is needed to determine the actual depth of the organic material, and to provide recommendations for its removal.

The water table will generally be encountered in the upper 18 inches. However, some areas are subjected to local-

ized flood during heavy rainfall.

Review of LBR (Limerock Bearing Ratio) records how that a preliminary design LBR of 16 to 20 can be used for preliminary typical section design. See Soil Survey Memo in the Appendix.

3.07 EXISTING MULTI-MODAL TRANSPORTATION

There are currently two local bus routes serving the Hillsborough County portion of this project. An average of 54,000 riders per month utilize this service with an average of about 20 passenger/trips.

Two existing Park & Ride facilities exist in the project area. In in the Lutz area, 30 to 35 cars park each day. In the Land-O'-Lakes area, 15 to 20 cars use the facility daily. A large Park & Ride lot is proposed near Bearss Avenue and Sinclair Hills Blvd. This lot is scheduled to open in fiscal year 1988/89 and is anticipated initially to accommodate 80 to 100 cars per day.

Special transportation services for the elderly, handicapped and financially disadvantaged are provided by both the Hillsborough County and the Pasco County Department of Social Services with county-wide, door to door service, on a 24 hour reservation basis.

The study area is served by two private airports. Regionally, commercial air traffic is served by the Tampa International Airport located northwest of Tampa.

No passenger rail service is provided in the study limits of this project. One rail line serves the area, crossing the project in one location. Two switching trains use the line daily. See the Multi-Model Memo in the Appendix.

3.08 STRUCTURAL AND OPERATIONAL CONDITIONS

The existing two-lane rural section has been evaluated to determine its structural and operational rating. Some areas along this two-lane section have been widened to allow for left-turn storage lanes, and/or provide sufficient width for through vehicles to pass turning vehicles. Such arrangements were made primarily at high volume intersections and entrances to large planned residential communities. The existing facility is rated in accordance with structural condition, operational condition and overall engineering. The 1987 ratings ranging from 0 to 100 are:

1987 Structural Rating = 77

1987 Operational Rating = 40

1987 Engineering Rating = 55

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 rating measured by the Mays Meter reading. The operational rating closely approximates the method used in the 1965 Highway Capacity Manual. Level of Service and pavement distress are the two factors which make up the engineering rating.The engineering rating

is the square root of the product of the structural and operational rating and is the a numerical measurement of the need for the improvement. A rating of 60 or below justifies a need for improvement. The average 1987 rating has been compiled and supplied from the "Office of Transportation Priorities - Consolidated Printout No. 2". This printout also provides projected ratings, considering a No-Action situation. These projected ratings for 1992 are:

1992 Structural Rating = 74

1992 Operational Rating = 28

1992 Engineering Rating = 45

Based on these figures, a need for the improvement has been established. See memo for Asphalt Use recommendations.

3.09 SAFETY

The overall actual to critical ratio (A/C) for the portion of U.S. 41 in Hillsborough County for 1986 was 0.957, for 1985 was 0.733 and for 1984 was 0.625. The overall actual to critical ratio for U.S. 41 in Pasco County for 1986 was 0.981, for 1985 was 0.970 and for 1984 was 1.138.

An A/C of less than 1.000 is considered acceptable and indicates the section of roadway is experiencing less accidents than other simular sections of roadway within the state. Both sections of the roadway through the study area are considered acceptable except for the Pasco County section which would be considered slightly above normal in 1984.

There are several high accident spots and segments within the study section in both Hillsborough and Pasco Counties. These segments and spots are identified as follows:

SEGMENTS

BEGINING M.P.	ENDING M.P.	YEAR	DISCRIPTION	A/C RATIO
Hillsborough Co.				
08.214	09.285	1986	Fletcher Ave. to south Bearss Ave.	1.621
14.069	15.455	1986	1st. Ave. to the Pasco Co. Line	1.216
08.243	09.303	1985	North of Fletcher Ave. to south of Bearss Ave.	1.484
08.252	09.389	1984	North of Fletcher Ave. to south of Bearss Ave.	1.323
14.036	15.398	1984	Lake Fern Rd. to south of the Pasco Co. Line	1.204
Pasco Co.				
01.763	04.750	1986	North of Carson Dr. to School Rd.	1.138
08.805	11.646	1986	North of Five Mile Ck. to north of SR 52	1.212
01.640	04.348	1985	North of Carson Dr. to Dupree Rd.	1.631
01.663	04.570	1984	North of Carson Dr. to Coummunity Center Rd.	1.650
04.860	07.359	1984	North of School Rd. to 1 mile north of Suydam Rd.	1.085
08.614	11.505	1984	Five Mile Ck. to north of SR 52	1.173

SPOTS			
MILE POST	YEAR	DISCRIPTION	A/C RATIO
Hillsborough Co.			
08.214	1986	Fletcher Ave.	1.209
Pasco Co.			
01.440	1986	CR 54	1.011
11.305	1986	SR 52	1.021

At this time the existing accident rate is not excessively high. However, with the projected increase in traffic the A/C ratios would increase significantly and would reach unacceptable levels along this section of highway.

The existing conditions along U.S. 41 are deficient in many areas as related to current safety standards and design criteria. The proposed multi-laning should bring this section of U.S. 41 up to all current AASHTO and FDOT standards. Multi-laning should also improve accident statistics in the high accident segment and spot ares along U.S. 41 because of the present higher safety and design standards. (See the Appendix for a summary of the accident report.)

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. Improvements to U.S. 41 should assure quicker response with less delay due to highway congestion.

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. 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 U.S. 41. The roadway not only handles some coastal evacuees en-route out of the region, but also, and probably more importantly, the many mobile home residents in the central Pasco/ north Hillsborough areas, which would be evacuated at any level.

3.11 EXISTING UTILITY SYSTEMS

Existing utility systems within the project limits include Hillsborough County (sewer and water),GTE (telephone), Florida Satellite Cable (television cable), Tampa Electric (electrical power), Pasco County (sewer and water), Florida Power Corp.(electrical power) and Withlacoochee Co-op(electrical power). A relocation cost estimate of these utilities for the recommended alternative can be found in section 5.40 UTILITY ADJUSTMENTS of this document.

3.12 LAND USES WHICH MODIFY THE ALIGNMENT

Because of the proximity of the railroad to the existing roadway, only minimal right-of-way can be acquired from the railroad. With the use of the "hybrid" typical section,

reduced amount of right-of-way would be taken from the side opposite from the railroad.

A typical section modification was incorporated in the Lutz community. A historical site, the Old Lutz Schoolhouse, required that a typical section not requiring any right-of-way from the site be established. This typical section would retain the total historical value of the site and still allow for highway improvements through the Lutz area.

4.00 ANALYSIS AND INDICATED DEFICIENCIES

4.01 ALTERNATIVES CONSIDERED

Project Alternatives were developed because the "No-Action Alternative" does not meet the needs. Various alternates were developed for the existing corridor. These alternatives were based on avoiding expensive right-of-way acquisition and excessive community impacts and still meet the transportation need. Various intersection designs were also considered for the best traffic flow patterns.

All alternatives considered were developed to conform to minimum design standards for the designed speed set for each segment of roadway. The design speeds were set in order to be consistent with the existing posted speed limit and the development in the area.The following is the design criteria utilized throughout the project:

Design Speed:	Fletcher Avenue to north of CR 583 - 45 MPH North of CR 583 to SR 52 - 70 MPH
Pavement Width:	(In restricted area of Lutz)
	Inside through lanes - 11 feet
	Outside through lanes - NB - 14 feet - SB - 11 feet
	(All other areas of the project)
	Inside through lanes - 12 feet
	Outside through lanes - Urban - 14 feet
	Rural - 12 feet

Median Width:	(In restricted area of Lutz) 12 feet Paved (All other areas of the project) Urban and "Hybrid" - 14 feet paved 22 feet raised (six-lanes) 30 feet raised (four-lanes) 28 feet raised (in six-lane areas with intersections requiring dual left turn lanes) Rural - 46 feet grassed
Vertical Alignment:	Rate of grade - 3% desirable 5% maximum
Stopping Sight Distance:	AASHTO Standards
Horizontal Alignment:	Degree of Curve - 45 MPH Design Speed - 6 Degrees Maximum 70 MPH Design Speed- 3 Degrees 30 Minutes Maximum Minimum Length of Curve - 400 feet Tangents - Length of tangents between curves should be adequate of transition of superelevation.

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

4.02 ALTERNATE CORRIDORS

The present U.S. 41 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. In addition, construction of an alternate corridor would provide no

distinct advantage and would result in generally greater impacts on residential and wetland areas, significantly higher costs associated with land acquisition and higher construction costs. For these reasons, the specific alignments for the project are limited to a corridor that encompasses the existing facility.

4.03 NO-ACTION ALTERNATIVE

This alternate examines the probable consequences of leaving existing U.S. 41 in its current condition while allowing for routine maintenance.The advantages and disadvantages of implementing this alternative are as follows:

Advantages

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

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. Incompatibility with overall future transportation network, as defined by the TUATS and the Hillsborough Comprehensive Plan.
4. No improvement in emergency services response time or the highway's use as an evacuation route.
5. Increase in the number of accidents due to increase 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 a valid alternate until after the public hearing, when a final recommendation will be made.

4.04 MULTI MODAL ALTERNATIVE

Neither the TUATS nor the FDOT Multi-Modal Programs Department have plans for future additional public bus service, rail service or park-n-ride facilities to supplement the existing services with access to U.S. 41. Specialized transportation still will continue to be provided by a Coordinated Transportation Provider.

4.05 TRANSPORTATION SYSTEM MANAGEMENT ALTERNATE

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.

Intersection improvements, that added left-turn lanes were done at Bearss Avenue, Sunset Lane, Dale Mabry Highway, CR 54, Northwood Drive, Leonard Road, Carson Drive, Village on the Pond entrance, Gator Lane, School Board Offices Entrances, Bell Lake Road and Hale Road. It has been determined that options of TSM have been or are in the process of utilization. Further adequate improvements are limited without major new construction of the facility.

4.06 RIGHT-OF-WAY CONSIDERATIONS

A comparison of proposed right-of-way acquisition was conducted which included cost analysis of property, business damages and relocations. These comparisons include acquisition from the north side only or the south side only in areas not contiguous to the railroad right-of-way. In the area where the railroad does not affect right-of-way, an alignment where right-of-way would be acquired from both sides of the existing was not considered. A higher cost would be incurred due to the administrative costs for the increased number of property owners.

In areas where the existing roadway and the railroad rights-of-way share a common line, 10 feet of right-of-way will be acquired from the railroad and the remainder from the side opposite the railroad. See appendix for cooridination letter with the CSX railroad.

4.07 DRAINAGE CONSIDERATION - URBAN VS "HYBRID" DESIGN

In the areas where the railroad is contiguous to the roadway, an urban design was evaluated and compared to the "hybrid" typical section. The "hybrid" typical section is an urban-type curb and gutter design on the developed or developable property opposite the railroad and a rural open ditch design on the railroad side that sharing the ditch with the railroad.

The urban design would require a minimum of 12 feet from the right-of-way line to the outside edge of through

travel lanes. Because the ditch would still be required for drainage of the railroad grade, the urban typical would not be able to utilize any railroad right-of-way. Thus,the urban typical would require 14 more feet then the "hybrid" design.

The "hybrid" typical would drain the railroad side of the roadway into the shared ditch. The outside edge of the through travel lanes would be on the existing right-of-way line and only the 10 feet for the paved and grassed shoulder would need to be acquired. The grade for the shoulder would be such that the characteristics of the ditch would not be disrupted as it would in the urban design.

Based on this analysis, in the areas contiguous to the railroad, the most efficient type of section from a design, drainage, and property impact point of view is the "hybrid" typical section. In the other areas, from Fletcher Avenue to CR 583, due to high development and narrow existing right-of-way only, an urban curb and gutter section was analyzed. North of CR 583, where the existing right-of-way is 180 to 200 feet, only a rural typical section was analyzed.

4.08 DESIGN CONCEPTS ANALYZED

Throughout the study limits, different criteria called for the evaluation of certain typical sections. From Fletcher Avenue to Lake Burrell Avenue an urban typical section with a painted median and raised median was evaluated. From Lake Burrell Avenue to Hanna Road, only the raised median was analyzed because of an over-crossing bridge structure.

From Hanna Road to Dale Mabry Highway, both the painted and raised median "hybrid" typical sections were analyzed with the exception of the Lutz community were only a painted median "hybrid" typical section was analyzed to avoid historical site impacts. At Dale Mabry Highway, the potential for dual left turns exists through the segment to Carson Drive. Because of this potential, only a 28-foot raised median "hybrid" section was evaluated. From Carson Drive to south of Lake Patience Road, through the Land-O'-Lakes community, a painted median "hybrid" typical section was analyzed. Near Lake Patience Road, the railroad no longer abuts the roadway. From this point north to CR 583 only the urban painted and raised median typical sections were evaluated. From CR 583 to SR 52, with the existing right-of-way expanding predominately to 200 feet, only a rural open ditch typical section was analyzed.

Because of the criteria, some areas were limited to the type of typical section that was feasible. The following section is a detailed discussion of the typical sections evaluated through each segment of the study limits.

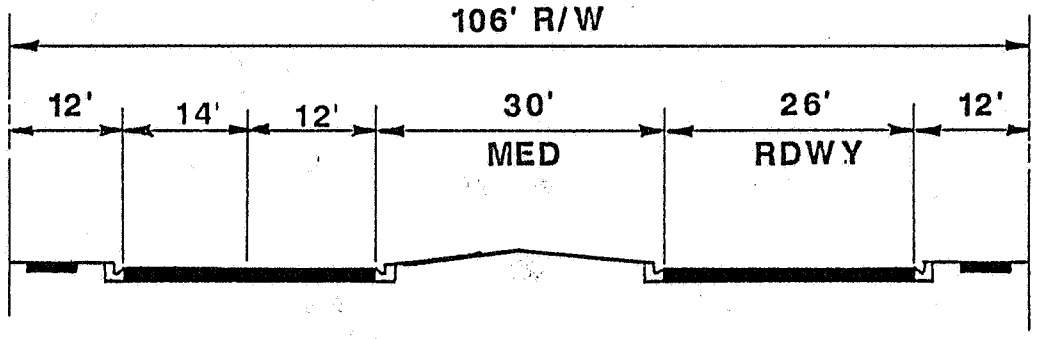
4.08.01 FLETCHER AVENUE TO LAKE BURRELL AVENUE

The area from Fletcher Avenue to I-275 is densely developed with commercial and industrial land uses with some residential land use scattered throughout. Many of the structures along this section of roadway are in close proximity to the existing right-of-way. With a large number of struc-

tures and a narrow right-of-way (80 feet), only urban typical sections were analyzed. The urban typical section would also be consistent with the existing urban nature of the area.

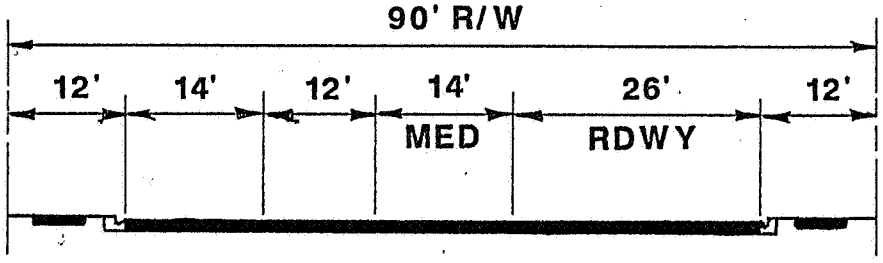
Four lanes are required for this section. The development in the area demands an urban typical section. Because of these limitations two typical sections were analyzed. One typical section would be a four-lane urban section with the through lanes separated by a 30-foot raised median. The outside travel lanes would be 14 feet in wide to accommodate both vehicle and bicycle traffic. The inside travel lanes would be 12 feet wide. Drainage would be accommodated by an enclosed drainage system. A 5-foot sidewalk would be constructed along both sides of the proposed facility. This typical section would require a minimum of 106 feet of right-of-way. (See Figure 7a for graphic representation of this typical section.)

A four-lane urban typical section with a 14-foot painted median was also analyzed. This typical section would have 14-foot outside travel lanes, 12-foot inside travel lanes, 5-foot sidewalks and an enclosed drainage system. The painted median would be striped for two-way left-turns. This typical section would require a minimum of 90 feet of right-of-way. (See Figure 7b for a graphic representation of the typical section.)



A

FOUR-LANE "PURE URBAN" DESIGN SECTION



B

FOUR-LANE "PURE URBAN" DESIGN SECTION

FIGURE 7

PROPOSED TYPICAL SECTIONS

4.08.02 LAKE BURRELL AVENUE TO HANNA ROAD

Within this section only an urban typical section with a 30-foot raised median was analyzed. This section contains a grade separation with Interstate 275 (SR 93) over-passing. Because the existing bridge supports for the grade separation would be located within the median, the painted median was not feasible. The typical section would be the same as the section analyzed to the south, between Fletcher Avenue and Lake Burrell Avenue, with a 30-foot raised median. This typical section would also require 106 feet of right-of-way. (See Figure 7b for a graphic representation of the typical section.)

4.08.03 HANNA ROAD TO FLORIDA AVENUE

In the vicinity of Hanna Road, the railroad right-of-way become contiguous to the east side of the existing right-of-way. To relieve right-of-way impacts on property on the west side of the existing roadway, a modified urban typical section, the "hybrid typical", was developed. As stated in "4.106 Drainage Considerations - Urban vs Hybrid", in the areas contiguous to the railroad, right-of-way impacts can be reduced by utilizing the existing ditch between the railroad grade and the highway grade.

From Hanna Road to Florida Avenue, two typical sections were analyzed. Both typical sections would require 10 feet of additional right-of-way to be acquired from the railroad.

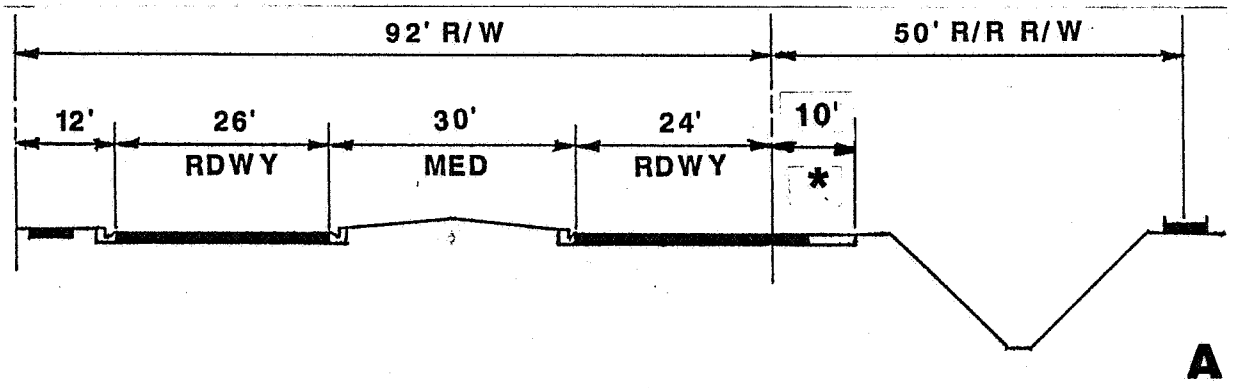
This 10 feet would contain the grassed and paved shoulders for the proposed roadway.

The "hybrid" raised median typical section would consist of four through lanes separated by a 30-foot raised median. The southbound outside through lane, opposite the railroad, would be 14 feet wide to accommodate both vehicles and bicycles. The southbound inside lane would be 12 feet in width. Curb and gutter and a five-foot sidewalk would be included adjacent to the southbound lanes. The northbound travel lanes would be both 12-feet wide within a 4-foot paved shoulder. The paved shoulder would accommodate both disabled vehicles and bicycle traffic. This typical section would require 102 feet of right-of-way, 10 feet of which would acquired from the railroad. (See Figure 8a for a graphic representation of the typical section.)

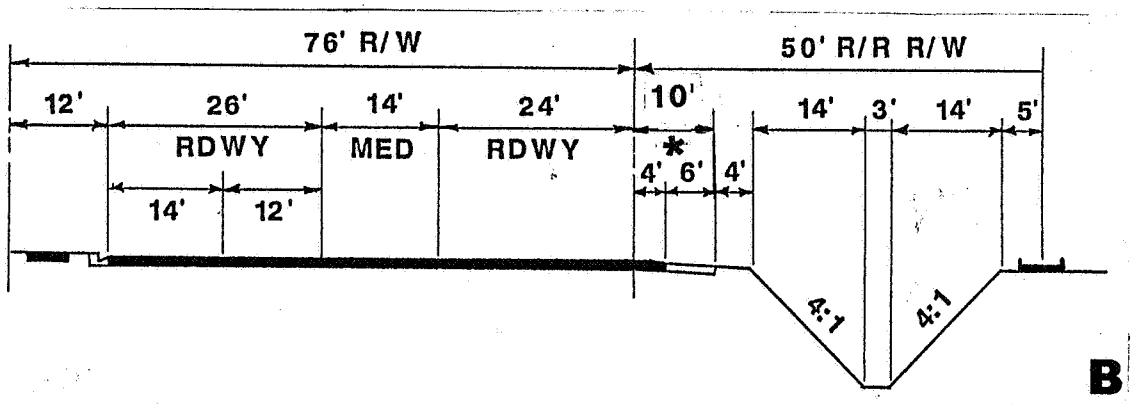
A "hybrid" typical section with a painted median was also analyzed. The characteristics of this typical section are the same, except for the 14-foot painted median marked for two-way left-turns. This typical section would require a minimum of 86 feet, 10 feet of which would be acquired from the railroad. (See Figure 8b for a graphic representation of this typical section).

4.08.04 FLORIDA AVENUE TO LAKESIDE DRIVE

At Florida Avenue, the TUATS Plan calls for six lanes. Through this segment two typical sections were analyzed. Like the section to the south, the "hybrid" typical section was



FOUR-LANE "HYBRID" DESIGN SECTION



FOUR-LANE "HYBRID" DESIGN SECTION

*R/R ACQUISITION

FIGURE 8

PROPOSED TYPICAL SECTIONS

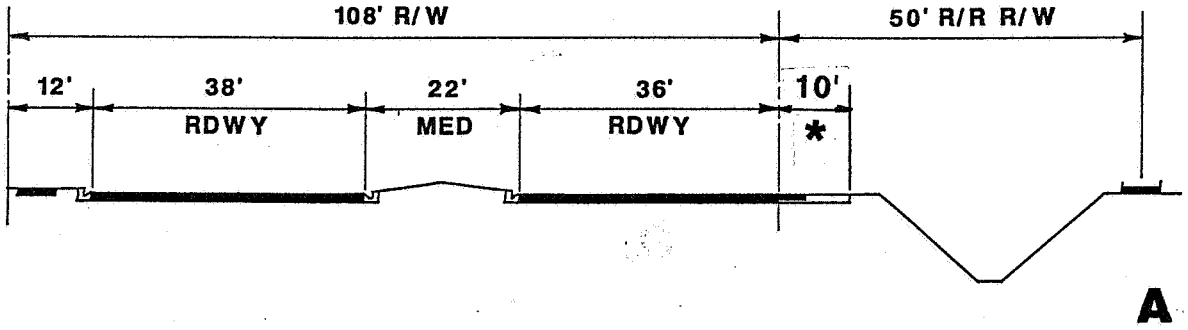
selected to conserve right-of-way. Both a raised median and a painted median were analyzed. Each "hybrid" typical section has a 14 foot outside lane in the southbound direction, while all the other travel lanes are 12 feet. The southbound side would have curb and gutter and sidewalk incorporated in to the design, while the northbound lanes would share the open drainage ditch with the railroad and have a 4-foot paved shoulder.

The raised median typical section would incorporate a 22-foot raised median. This design will require a minimum of 118 feet of right-of-way, with ten feet being acquired from the railroad side of the roadway.(See Figure 9a for the graphic representation of this typical.)

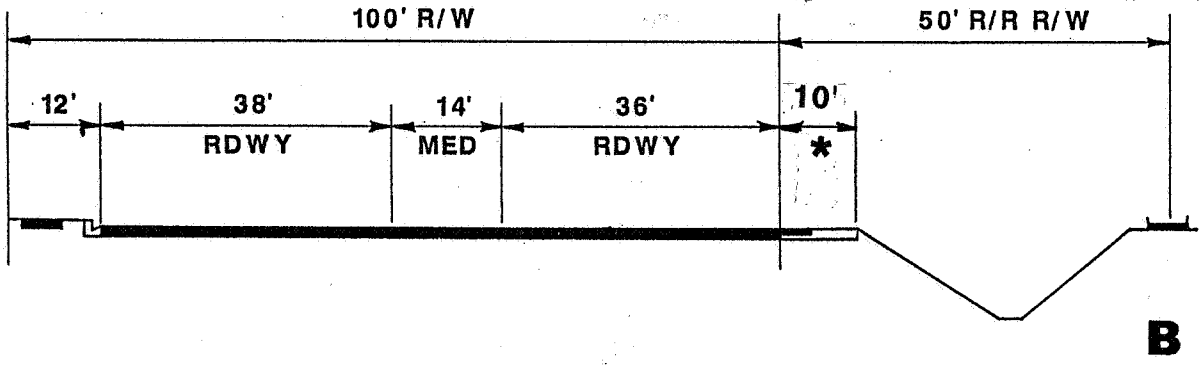
The 14-foot painted median typical section will require the same 10 feet from the railroad with a total minimum right-of-way requirement of 110 feet. The painted median will be marked for two-way left-turns. (See Figure 9b for a graphic representation of this typical section.)

4.08.05 LAKESIDE DRIVE TO SUNSET LANE

In the vicinity of Lakeside Drive the railroad crosses U.S. 41. The typical sections analyzed in this section are similar to those analyzed to the south, from Florida Avenue to Lakeside Drive. The only difference is that the open ditch will abut the proposed southbound roadway and the curb and gutter will abut the proposed northbound roadway. With the 10 feet being required from the railroad, the same 110



SIX-LANE "HYBRID" DESIGN SECTION



SIX-LANE "HYBRID" DESIGN SECTION

* R/R ACQUISITION

FIGURE 9

PROPOSED TYPICAL SECTIONS

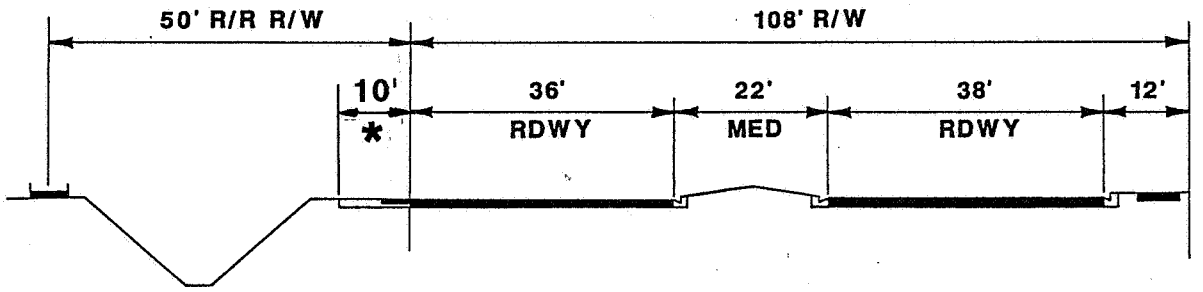
and 118 feet of right-of-way will be required to construct these proposed improvements. (See Figure 10 for the graphic representations for these typical sections.)

4.08.06 SUNSET LANE TO LAKE HOBBS ROAD

The section from Sunset Lane to Lake Hobbs Road traverses the community of Lutz. Two areas of historical significance are within the study area. The Old Lutz Schoolhouse and the Lutz Cemetery abut U.S. 41 on the east side of the existing roadway.

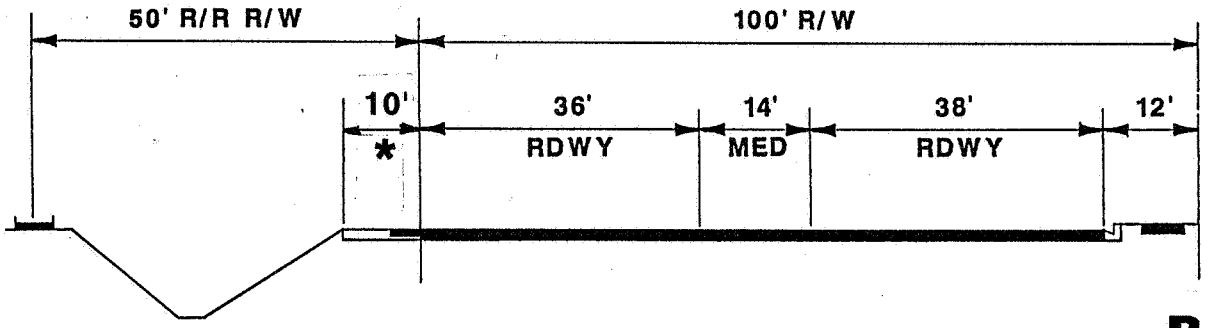
In order not to affect these properties and preserve their historical nature, a "hybrid" 4-lane painted median typical section was developed to minimize right-of-way acquisition from the east side of the existing facility in the areas of historical significance. The "hybrid" typical section, with the acquisition of the 10 feet from the railroad, can be built without additional right-of-way from the east side of the existing right-of-way.

This proposed typical section through this historical area will include a 14-foot outside, northbound travel lane with curb and gutter and a 5 foot sidewalk. The wide travel lane and sidewalk will accommodate bicycle and pedestrian traffic respectively. The inside northbound travel lane and both southbound travel lanes will be 11 feet wide. The northbound and southbound travel lanes will be separated by a 12-foot painted median marked for two-way left-turns. A 4-foot paved shoulder adjacent to the southbound roadway will accommodate bicycle traffic and disabled vehicles.



A

SIX-LANE "HYBRID" DESIGN SECTION



B

SIX-LANE "HYBRID" DESIGN SECTION

* R/R ACQUISITION

FIGURE 10

PROPOSED TYPICAL SECTIONS

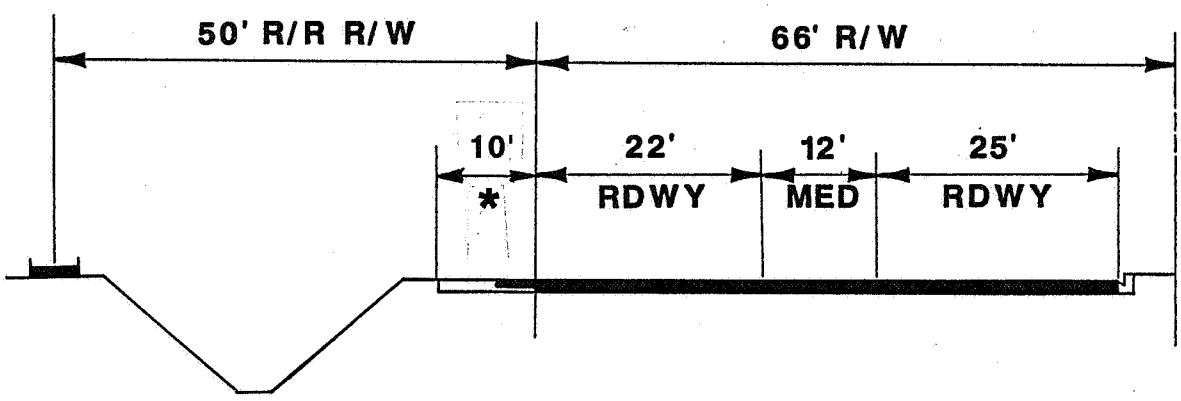
With the acquisition of the 10 additional feet from the railroad, the proposed typical section can be built without right-of-way being acquired from the east side of the existing facility, thus avoiding impacts on the historical sites in the Lutz community. (See Figure 11 for a graphic representation of the proposed typical section.)

4.08.07 LAKE HOBBS ROAD TO DALE MABRY HIGHWAY

The alternatives analyzed in this section are the same as those considered south of the Lutz area, except for the number of through lanes, 6 versus 4 and the raised median width, 22 feet verses 30 feet. Both a raised 30-foot median and a 14-foot painted median were considered. Both would have 14-foot outside northbound lanes with all other lanes being 12 feet. The northbound roadway would have curb and gutter with a 5-foot sidewalk while the southbound roadway would have a 4-foot paved shoulder next to the open drainage ditch shared with the railroad. The wide curb lane and the paved shoulder would accommodate any bicycle traffic through this section of study limits. These typical sections will require 102 and 86 feet respectively with 10 feet being acquired from the railroad. (See Figure 12 for the graphic representation of the proposed typical sections.)

4.08.08 DALE MABRY HIGHWAY TO CARSON DRIVE

This section of U.S. 41 intersects two major roadways within a 0.6 mile segment, Dale Mabry Highway (SR 597) and

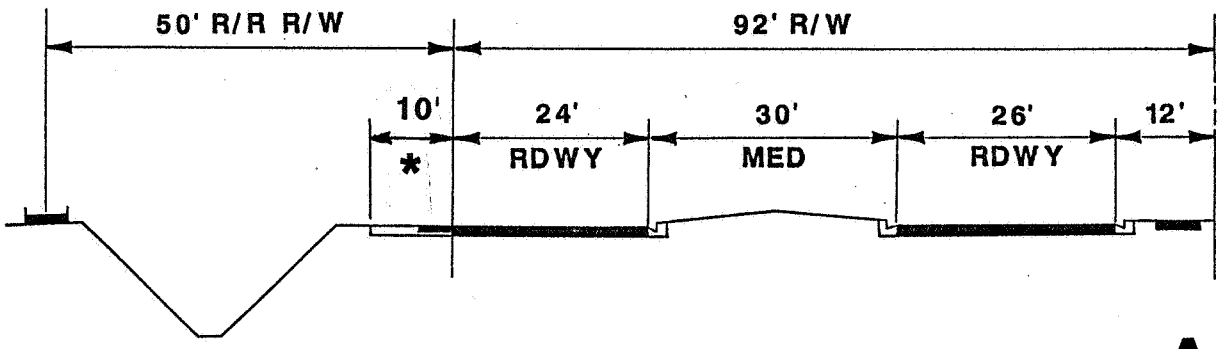


FOUR-LANE "HYBRID" DESIGN SECTION

* R/R ACQUISITION

FIGURE 11

PROPOSED TYPICAL SECTIONS



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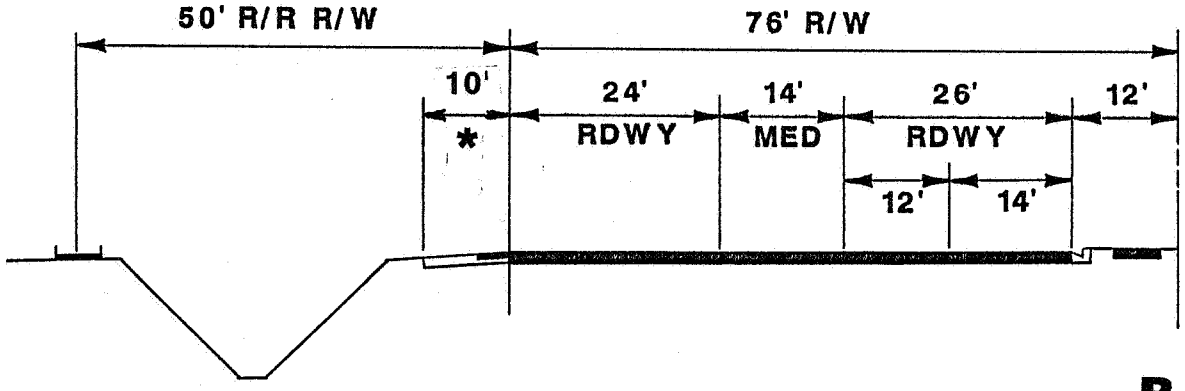
FOUR-LANE "HYBRID" DESIGN SECTION



B

FOUR-LANE "HYBRID" DESIGN SECTION

* R/R ACQUISITION

FIGURE 12

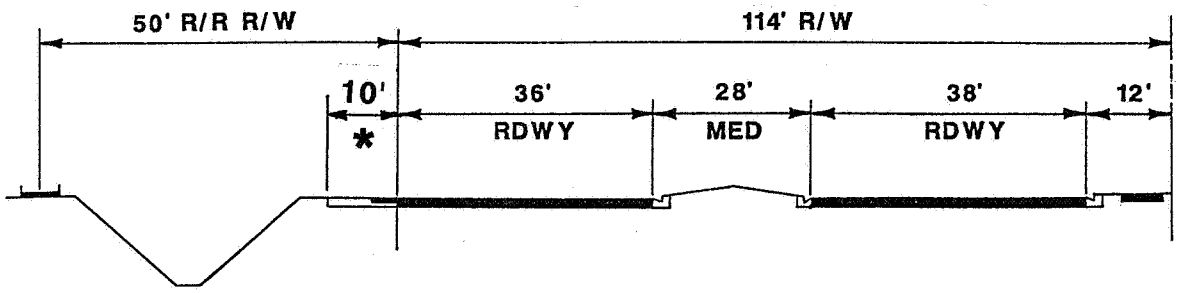
PROPOSED TYPICAL SECTIONS

CR 54. These two major roadway are proposed for multi-laning, the need for dual left-turn lanes exists. To accommodate this need, a minimum width of 28 feet is required for the median. The anticipated traffic volumes for the year 2010 also require six through lane to handle these volumes at an acceptable level of service.

The typical section proposed for this section is a "hybrid" six-lane facility with a 28-foot raised median. As in all other "hybrid" typical sections, curb and gutter will be utilized on the side opposite the railroad, northbound, and will incorporate a 14-foot outside through lane for both vehicles and bicycles. A 5-foot sidewalk will also be included in the proposed improvement. The roadway contiguous to the railroad, southbound, will utilize 12-foot wide lanes and have a 4-foot paved shoulder. The 28-foot raised median will allow for two, 12-foot left-turn lanes and a 4-foot wide raised traffic separator. Including the acquisition of the 10 feet from the railroad, this typical section will require a minimum of 124 feet of right-of-way. (See Figure 13 for a graphic representation of the proposed typical section.)

4.08.09 CARSON DRIVE TO SOUTH OF LAKE PATIENCE ROAD

This section of roadway includes the community of Land-O'-Lakes. The six-lane "hybrid" typical section analyzed through this section of the study limits utilizes a 14-foot painted median. As in all "hybrid" typical sections, the



SIX-LANE "HYBRID" DESIGN SECTION

* R/R ACQUISITION

FIGURE 13

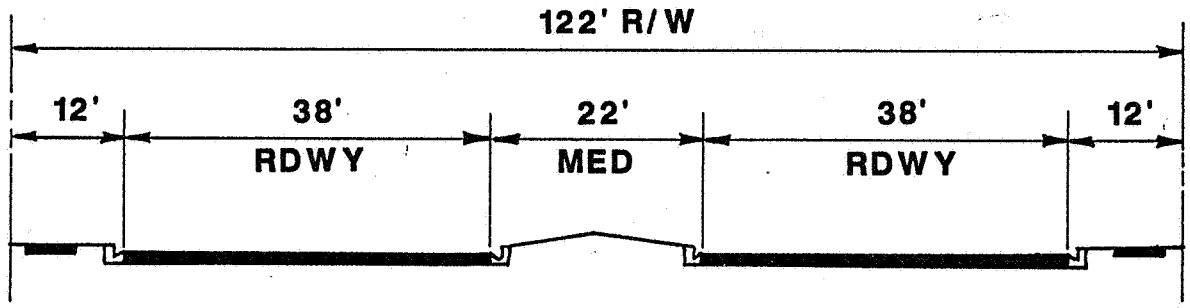
PROPOSED TYPICAL SECTIONS

side opposite the railroad utilizes curb and gutter, while the side nearest the railroad utilizes a paved shoulder and a shared open drainage ditch. All travel lanes, except for the outside northbound lane, are 12-feet wide. The outside northbound lane will be 14 feet wide. This typical section will require a minimum of 110 feet. (See Figure 10b for the graphic representation of these typical section.)

4.08.10 SOUTH OF LAKE PATIENCE ROAD TO NORTH OF CR 583

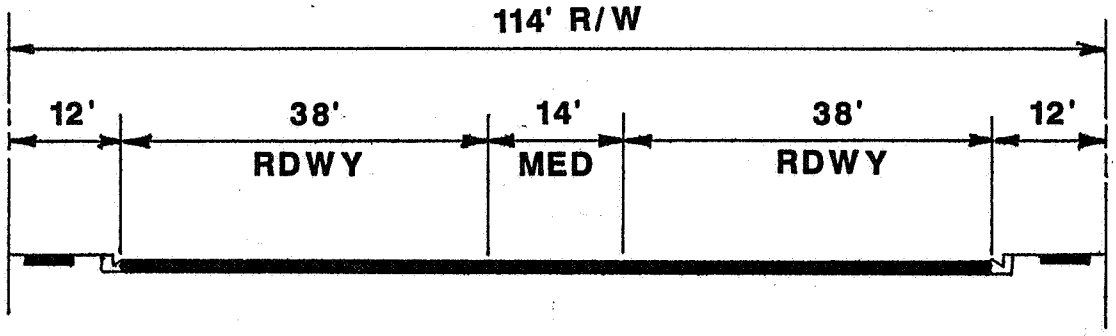
South of Lake Patience Road, the railroad make a northwesterly turn, away from U.S. 41. From this point, standard or "pure" urban six-lane typical sections were analyzed. The narrow existing right-of-way and the development along this section of roadway made a rural typical section infeasible.

Two urban typical sections were analyzed through this section of the study limits. Both have 14-foot outside travel lanes in each direction, for both vehicles and bicycles, and 5-foot sidewalks for pedestrians along each side of the proposed facility. The inside travel lanes are all 12 feet wide. Curb and gutter, with an enclosed drainage system, will be utilized along both sides of the proposed roadway. One typical section will utilize a 22-foot raised median, while the other typical section analyzed,utilizes a 14-foot painted median, marked for two-way left-turns. The 14-foot painted median typical section will require a minimum of 114 feet in right-of-way and the 22-foot raised median typical section will require a minimum of 122 feet of right-of-way.



A

SIX-LANE "PURE" DESIGN SECTION



B

SIX-LANE "PURE" DESIGN SECTION

FIGURE 14

PROPOSED TYPICAL SECTIONS

(See Figure 14 for a graphic representation of the typical section.)

4.08.11 NORTH OF CR 583 TO SR 52

North of CR 583, the lane requirements and the wide existing right-of-way dictate that a four-lane rural typical section be utilized. Because of wide 200 feet of existing right-of-way, only a four-lane rural typical section built within existing right-of-way was considered. This typical section consists of four through lanes, 12-feet wide, four-paved shoulders and a 46-foot grassed median. (See Figure 15 for a graphic representation of the proposed typical section.)

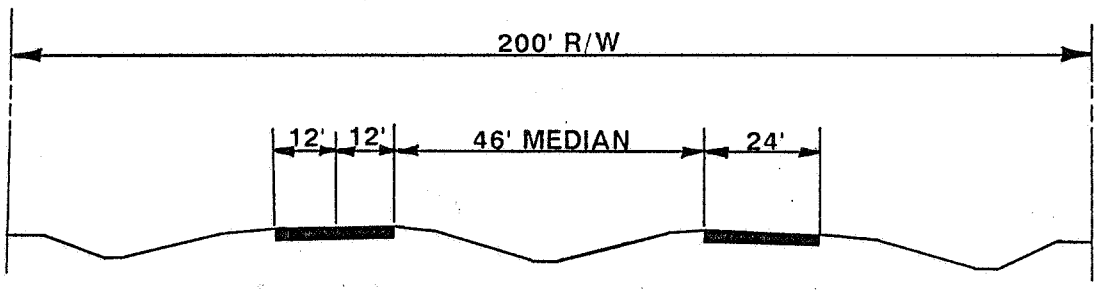


FIGURE 15

PROPOSED TYPICAL SECTION

5.00 PROPOSED ALTERNATIVE SOLUTIONS

The following section of this document is a summary of the alternatives considered and a recommendation for the alternative to be further evaluated in the Environmental Determination stage of the study process. Each alternative was analyzed as to right-of-way cost, relocations and construction costs.

5.01 FLETCHER AVENUE TO LAKE BURRELL AVENUE

The land use through this segment is a mixture of residental/commercial(mobile home parks), retail commercial and industrial/commercial. Many of these businesses and residential structures are in close proximity to the existing right-of-way. Of the two typical sections analyzed, each was analyzed on two alignments, one taking all the additional right-of-way from the east side and the other taking all the addition right-of-way from the west side. A combination of both was also considered to reduce right-of-way impacts through this area.

The following is a comparison of the four alternatives considered for this segment. First from Fletcher Avenue to Skipper Road:

	14' Painted Median		30' Raised Median	
	East	West	East	West
R/W	$ 1,913,100	$ 2,299,100	$ 4,195,200	$ 4,599,300
Const.	$ 1,289,100	$ 1,289,100	$ 1,323,700	$ 1,323,700
Eng.	$ 167,600	$ 167,600	$ 172,100	$ 172,100
Total	$ 3,369,800	$ 3,755,800	$ 5,691,000	$ 6,095,100
Relocations				
Bus.	1	10	6	18
Res.	3	2	10	11
Non-P	0	0	0	0
Total	4	12	16	29

	14' Painted Median
	East
R/W	$ 1,913,100
Const.	$ 1,289,100
Eng.	$ 167,600
Total	$ 3,369,800
Relocations	
Bus.	1
Res.	3
Non-P	0
Total	4

The 14-foot painted median (Figure 7b) was considered the most viable through this segment of the study limits. Not only were the right-of-way impacts less, but from an engineering standpoint, would give better access to the adjacent property. This area, due to a limited access facility west of the existing facility (I-275) and a railroad approximately 100 to 550 feet to the east, has a very poor

around-the-block movement. If the raised median were constructed this situation would create a heavy U-turn movement throughout the area.

The four-lane urban typical section with a 14-foot painted median, (Figure 7b) taking the additional right-of-way from the east side of the existing to Skipper Rd., was deemed the most feasible and is recommended for further evaluation in the environmental phase of this study.

North of Skipper Road, right-of-way estimates show that the 14-foot painted median was still the most feasible typical section design. The following is a summary of the alternatives considered for the area from Skipper Road north to Lake Burrell Avenue:

	14' Painted Median		30' Raised Median	
	East	West	East	West
R/W	$ 1,626,300	$ 1,422,300	$ 5,009,300	$ 3,831,300
Const.	$ 1,558,500	$ 1,558,500	$ 1,584,100	$ 1,584,100
Eng.	$ 206,500	$ 206,500	$ 205,900	$ 205,900
Total	$ 3,391,300	$ 3,187,300	$ 6,799,300	$ 4,621,300
Relocations				
Bus.	0	1	7	12
Res.	0	0	0	3
Non-P	0	0	0	0
Total	0	1	7	15

14' Painted Median	
West	
R/W	$ 1,422,300
Const.	$ 1,558,500
Eng.	$ 206,500
Total	$ 3,187,300
Relocations	
Bus.	1
Res.	0
Non-P	0
Total	1

Through this area the 14-foot painted median taking right-of-way from the west side was the most viable and is recommended for further evaluation.

5.02 LAKE BURRELL AVENUE TO HANNA ROAD

Because of the grade separation at I-275, only the raised median was considered feasible. The bridge supports between the roadways for the grade separation made it necessary for safety reasons to construct a raised median (Figure 7a). The following is a summary of costs and relocations associated with this section of the study limits:

30' Raised Median	
West	
R/W	$ 144,500
Const.	$ 583,300
Eng.	$ 75,800
Total	$ 803,600
Relocations	
Bus.	0
Res.	0
Non-P	0
Total	0

30' Raised Median	
West	
R/W	$ 144,500
Const.	$ 583,300
Eng.	$ 75,800
Total	$ 803,600
Relocations	
Bus.	0
Res.	0
Non-P	0
Total	0

5.03 HANNA ROAD TO FLORIDA AVENUE

In the vicinity of Hanna Road, the railroad becomes parallel and adjacent to the right-of-way on the eastern side. Through this area, and other areas contiguous to the railroad, only the "hybrid" typical sections were analyzed. One section includes a 14-foot painted median and the other includes with a 30-foot raised median.

As previously stated, a "hybrid" typical section has curb and gutter on the side opposite the railroad, in this case the west side,and an open drainage ditch between, and shared with, the railroad.

The following is the summary of the costs and relocations associated with these alternatives:

14' Painted Median		30' Raised Median	
West		West	
R/W	$ 515,800	R/W	$ 1,296,500
Const.	$ 1,244,900	Const.	$ 1,270,500
Eng.	$ 161,800	Eng.	$ 165,200
Total	$ 1,922,500	Total	$ 2,732,200
Relocations			
Bus.	0	Bus.	1
Res.	0	Res.	1
Non-P	0	Non-P.	0
Total	0	Total	2

14' Painted Median	
West	
R/W	$ 515,800
Const.	$ 1,244,900
Eng.	$ 161,800
Total	$ 1,922,500
Relocations	
Bus.	0
Res.	0
Non-P	0
Total	0

The 14-foot painted median "hybrid" typical section (Figure 8b) was the most viable design through this section of the study limits and is recommended for further evaluation.

5.04 FLORIDA AVENUE TO LAKESIDE DRIVE

At Florida Avenue, the TUATS Plan identifies U.S. 41 as a six-lane divided facility. The typical sections analyzed through this segment are similar to those analyzed south of Florida Avenue. The exceptions are the number of lanes, six instead of four and the raised median width, 30 feet instead of 22 feet. A comparison of the two alternatives evaluated follows:

14' Painted Median		22' Raised Median	
West		West	
R/W	$ 3,248,200	R/W	$ 3,673,300
Const.	$ 2,278,500	Const.	$ 2,304,100
Eng.	$ 296,200	Eng.	$ 299,500
Total	$ 5,822,900	Total	$ 6,276,900
Relocations			
Bus.	12	Bus.	12
Res.	3	Res.	3
Non-P	0	Non-P.	0
Total	15	Total	15

14' Painted Median	
West	
R/W	$ 3,248,200
Const.	$ 2,278,500
Eng.	$ 296,200
Total	$ 5,822,900
Relocations	
Bus.	12
Res.	3
Non-P	0
Total	15

The 14-foot painted median "hybrid" typical section was the most viable design through this section of the study limits and is recommended for further evaluation.

5.05 LAKESIDE DRIVE TO SUNSET LANE

The same typical section criteria that was analyzed south of Lakeside Drive was used from Lakeside Drive to Sunset Lane. In the vicinity of Lakeside Drive the railroad

crosses U.S. 41 and reverses the typical sections. The open ditch then abuts the southbound lanes and the curb and gutter and sidewalk are on the northbound side. The number of lanes, lane widths and median width all remain the same as that of the typicals south of Lakeside Drive. The following is a comparison of the two alternatives considered through this section:

14' Painted Median		22' Raised Median	
East		East	
R/W	$ 1,972,000	R/W	$ 2,027,000
Const.	$ 1,166,800	Const.	$ 1,192,400
Eng.	$ 151,700	Eng.	$ 155,000
Total	$ 3,290,500	Total	$ 3,374,400
Relocations			
Bus.	2	Bus.	3
Res.	0	Res.	1
Non-P	0	Non-P.	0
Total	2	Total	4

14' Painted Median	
East	
R/W	$ 1,972,000
Const.	$ 1,166,800
Eng.	$ 151,700
Total	$ 3,290,500
Relocations	
Bus.	2
Res.	0
Non-P	0
Total	2

The 14-foot painted median "hybrid" typical section (Figure 10b) was the most viable design through this section of the study limits and is recommended for further evaluation.

5.06 SUNSET LANE TO LAKE HOBBS ROAD

This area traverses the community of Lutz which includes two locations of historical significance. A reduced typical section to avoid encroachment on these historical locations was developed. It was the only alternative evaluated that would not encroach on the historical locations and still provide for the transportation demand through this segment of the study limits. The following is a summary of the costs associated with this alternate:

14' Painted Median	
East	
R/W	$ 1,387,900
Const.	$ 1,268,400
Eng.	$ 164,900
Total	$ 2,821,200
Relocations	
Bus.	8
Res.	0
Non-P	0
Total	8

14' Painted Median	
East	
R/W	$ 1,387,900
Const.	$ 1,268,400
Eng.	$ 164,900
Total	$ 2,821,200
Relocations	
Bus.	8
Res.	0
Non-P	0
Total	8

The 14-foot painted median "hybrid" typical section (Figure 11) was the only viable design through this section of the study limits and is recommended for further evaluation.

5.07 LAKE HOBBS ROAD TO DALE MABRY HIGHWAY

This section of the study area evaluated the same "hybrid" typical section as the area south of Sunset Lane. The exceptions are the number of lanes, four lanes rather then six lanes and the raised median width, 30 feet rather than 22 feet. Both these typical sections have curb and gutter abutting the eastern, or northbound roadway and share a common ditch with the railroad on the western or southbound roadway. The eastern side has a 5-foot sidewalk and a wide curb lane to accommodate bicycle traffic and the western side has a 4-foot paved shoulder for bicycles and disabled vehicles. The following is a summary of the alternatives analyzed in this study area:

14' Painted Median		30' Raised Median	
East		East	
R/W	$ 1,014,100	R/W	$ 1,484,100
Const.	$ 2,423,000	Const.	$ 2,448,600
Eng.	$ 315,000	Eng.	$ 318,300
Total	$ 3,752,100	Total	$ 4,251,000
Relocations			
Bus.	2	Bus.	14
Res.	0	Res.	1
Non-P	0	Non-P.	
Total	2	Total	15

14' Painted Median	
East	
R/W	$ 1,014,100
Const.	$ 2,423,000
Eng.	$ 315,000
Total	$ 3,752,100
Relocations	
Bus.	2
Res.	0
Non-P	0
Total	2

The 14-foot painted median "hybrid" typical section (Figure 12b) was the most viable design through this section of the study limits and is recommended for further evaluation.

5.08 DALE MABRY HIGHWAY TO CARSON DRIVE

Due to the criteria previously stated for this section of the study limits only a six-lane raised median "hybrid" typical section was analyzed. The potential for dual-left turn lanes at both Dale Mabry Highway and CR54 required that a 28-foot raised median be included in the "hybrid" typical section analyzed in this segment of the study. The following is a summary of the typical section utilized in this section:

28' Raised Median	
East	
R/W	$ 1,914,400
Const.	$ 1,021,200
Eng.	$ 132,800
Total	$ 3,068,400
Relocations	
Bus.	14
Res.	0
Non-P	0
Total	14

28' Raised Median	
East	
R/W	$ 1,914,400
Const.	$ 1,021,200
Eng.	$ 132,800
Total	$ 3,068,400
Relocations	
Bus.	14
Res.	0
Non-P	0
Total	14

The 28-foot raised median "hybrid" typical section (Fig. 13) was the only viable design through this section of the study limits and is recommended for further evaluation.

5.09 CARSON DRIVE TO SOUTH OF LAKE PATIENCE ROAD

This section of the study limits traverses the community of Land-O'-Lakes. Due to the extensive development in this segment only a six-lane "hybrid" typical section with a 14-foot painted median was analyzed. The following is the summary of the alternative associated with this section:

14' Painted Median	
East	
R/W	$ 2,185,800
Const.	$ 2,497,000
Eng.	$ 324,600
Total	$ 5,007,400
Relocations	
Bus.	9
Res.	0
Non-P	0
Total	9

14' Painted Median	
East	
R/W	$ 2,185,800
Const.	$ 2,497,000
Eng.	$ 324,600
Total	$ 5,007,400
Relocations	
Bus.	9
Res.	0
Non-P	0
Total	9

The 14-foot painted median "hybrid" typical section (Figure 10b) was the most viable design through this section of the study limits and is recommended for further evaluation.

5.10 SOUTH OF LAKE PATIENCE ROAD TO NORTH OF CR 583

Because the railroad no longer abuts the roadway, only "pure" urban typical sections were evaluated through this section. Two urban typical sections, each on two alignments, were analyzed.

Each typical section has three travel lanes in each direction and curb and gutter and sidewalk on each side. The typical sections have either a 14-foot painted median or a 22-foot raised median.

The two typical sections were analyzed on two alignments, one taking right-of-way from the east side and one taking right-of-way from the west side.

The following is the summary of the four alternatives evaluated through this segment of the study limits:

	14' Painted Median		30' Raised Median	
	East	West	East	West
R/W	$ 2,690,600	$ 2,299,100	$ 4,195,200	$ 4,599,300
Const.	$ 4,695,500	$ 4,695,500	$ 4,746,900	$ 4,746,900
Eng.	$ 610,400	$ 610,400	$ 617,100	$ 617,100
Total	$ 7,996,500	$ 7,605,000	$ 9,559,200	$ 9,963,300
Relocations				
Bus.	12	3	15	18
Res.	5	5	5	12
Non-P	0	0	0	0
Total	17	8	20	30

14' Painted Median	
East	
R/W	$ 2,690,600
Const.	$ 4,695,500
Eng.	$ 610,400
Total	$ 7,996,500
Relocations	
Bus.	12
Res.	5
Non-P	0
Total	17

5.11 NORTH OF CR 583 TO SR 52

Because of the wide existing right-of-way through this area, a four-lane rural typical section with a 46-foot grass median was analyzed. This section can be built mostly within the existing 200 feet of right-of-way. Property acquisition in this segment would be limited to the realignment of

the roadway to connect to the proposed intersection with SR 52. The following is a summary of the costs associated with this segment of the study limits:

46' Grassed Median	
Existing	
R/W	$ 276,000
Const.	$ 8,268,000
Eng.	$ 1,074,800
Total	$ 9,618,800
Relocations	
Bus.	0
Res.	2
Non-P	0
Total	2

46' Grassed Median	
Existing	
R/W	$ 276,000
Const.	$ 8,268,000
Eng.	$ 1,074,800
Total	$ 9,618,800
Relocations	
Bus.	0
Res.	2
Non-P	0
Total	2

5.20 SUMMARY FOR THE PROPOSED IMPROVEMENTS

The following figure (Figure 16) is a summary of the alternatives considered for each segment and the alternative that is recommended for further evaluation in the Environmental Determination stage of this project. The total cost and relocation estimate for each alternate in each segment and the total cost and relocation estimate for the recommended improvements are shown.

5.30 MAINTENANCE OF TRAFFIC

The maintenance of traffic scheme to be used during construction is primarily a function of the final vertical profile of the roadway. Where the existing grade will be maintained, or only minor modifications required, the lane additions will be implemented with traffic travelling on the existing pavement and a minimum of lane closures. Where major grade changes are required, lane closures will be implemented on an as needed basis.

The maintenance of traffic plan will be developed during final design and will comply with all FDOT requirements. Whenever feasible, lane closures will be minimized and could be limited to off-peak hours if necessary.

5.4 UTILITY ADJUSTMENTS

The following is a estimate of the relocation cost for the utilities within the study limits of this project. The costs of these relocations will be absorbed by the respective utility company but, indirectly would be an impact to the utility users.

Hillsborough County (sewer and water)	$ 20,000
Tampa Electric (electric power)	$ 900,000
General Telephone (telephone)	$1,500,000
Florida Satellite Cable (television cable)	$ 85,000
Florida Power Corp. (electric power)	$ 400,000
Withlacoochee Co-op (electric power)	$ 335,000
Total	$3,240,000

APPENDIX

APPENDIX

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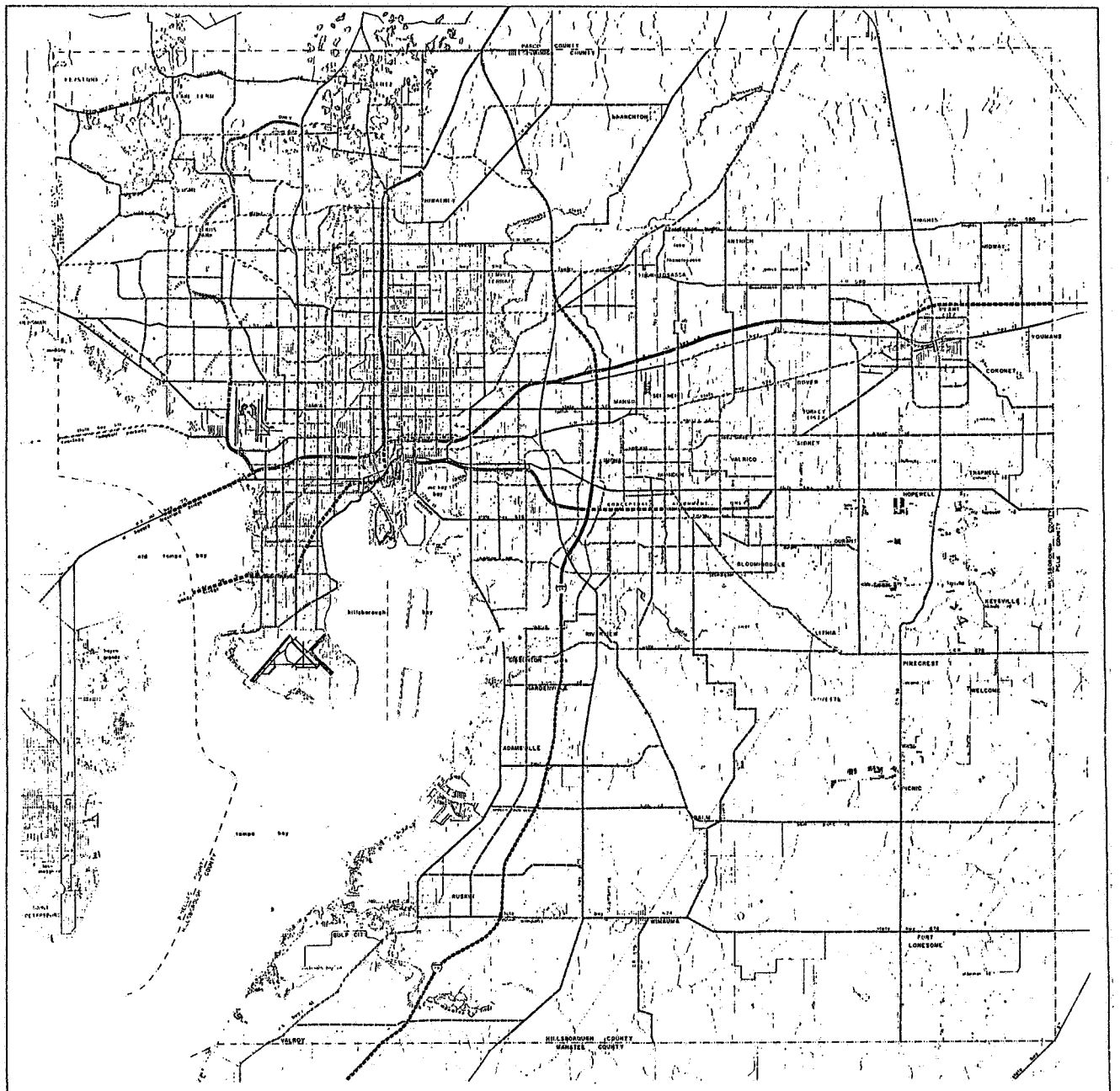


TAMPA URBAN AREA
METROPOLITAN PLANNING ORGANIZATION
YEAR 2010 LONG RANGE TRANSPORTATION PLAN
FOR
HILLSBOROUGH COUNTY

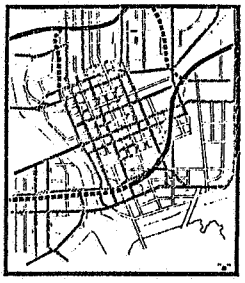
LEGEND

FREEWAYS and EXPRESSWAYS

- 8 LANE OR MORE
- 6 LANE
- 4 LANE

ARTERIALS and COLLECTORS

- 6 LANE
- 4 LANE DIVIDED
- 4 LANE UNDIVIDED
- 2 LANE
- 3 LANE ONE WAY
- 3 LANE ONE WAY
- 4 LANE ONE WAY
- ARTERIAL INTERCHANGE



NOTE: The MPO's Long Range Transportation Plan reflects the highway and public transportation improvements necessary to address Hillsborough County's transportation needs through the year 2010. New roadway alignments and transit facility routes shown on these plans are conceptual in nature and their final, exact location will be determined after detailed corridor and environmental studies are completed on each project.

New interchanges on Interstate or Expressway facilities are not shown in that their final location will be determined at the time detailed studies are completed.

Final approval of new toll financed facilities is pending completion of detailed locational and financial feasibility studies.

The proposed Crosstown / Interstate connection is currently being studied and is being considered between Howard / Armenia Avenues and 40th Street. The specific corridor has not been selected.

PREPARED BY: THE HOOSPS FOR THE TAMPA URBAN AREA METROPOLITAN PLANNING ORGANIZATION

BY COMMISSIONER Wells RESOLUTION NO. 88-60

RESOLUTION BY THE BOARD OF COUNTY COMMISSIONERS OF PASCO COUNTY, FLORIDA ENDORSING THE FLORIDA DEPARTMENT OF TRANSPORTATION'S PROPOSED IMPROVEMENTS TO U.S. 41.

WHEREAS, the Florida Department of Transportation is now conducting the Project Development Phase of proposed improvements to U.S. 41 within Pasco County, Florida; and

WHEREAS, the Florida Department of Transportation has requested a resolution from Pasco County endorsing the proposed improvements; and

WHEREAS, the Board of County Commissioners have reviewed the Florida Department of Transportation's proposals for improvements and are in agreement with the project as currently proposed.

NOW, THEREFORE, BE IT RESOLVED by the Board of County Commissioners of Pasco County that the County of Pasco endorses Florida Department of Transportation's proposed improvements to U.S. 41 under State Project Numbers 14010-1510 and 14010-1519.

DONE AND RESOLVED this 8th day of December, 1987.

(SEAL)

ATTEST:

By Jed Pittman
Jed Pittman, Clerk
By: Elaine H. Mitchell, DC

BOARD OF COUNTY COMMISSIONERS
OF PASCO COUNTY, FLORIDA

By Sylvia Young
Sylvia Young, Chairman

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

By
Attorney

STATE OF FLORIDA
COUNTY OF PASCO

THIS IS TO CERTIFY THAT THE FOREGOING IS A TRUE AND CORRECT COPY OF THE ORIGINAL OF RECORD IN MY OFFICE. WITNESS MY HAND AND THE COUNTY'S OFFICIAL SEAL THIS 10th day of December, 1987

JED PITTMAN, CLERK TO THE BOARD

BY Elaine H. Mitchell D.C.

RCITS06A 00 10040000 211 008.214 015.455 12 2/09/88 10.15.32

AGENCY- DEPARTMENT OF TRANSPORTATION

RCIB017 ROADWAY CHARACTERISTICS PER PHYSICAL FEATURE PAGE 1

STATE- FLORIDA COUNTY- 10 HILLSBOROUGH SECTION- 040 SUB-SECTION- 000

DESCRIPTION- SR-45/US-41 BEG.AT.- 0.000 MI END.AT.- 15.455 MI

STATUS- ACTIVE

211 CROSS SECTION (LENGTH FEATURE)

CHARACTERISTIC	VALUE	UNIT	SIDE	BEG.PT.	END.PT.
ROADWAY WIDTH SHLD. TO SHLD.	40.0000	FT	C	8.214	9.400
ROADWAY WIDTH SHLD. TO SHLD.	26.0000	FT	L	9.400	9.584
ROADWAY WIDTH SHLD. TO SHLD.	26.0000	FT	R	9.400	9.584
ROADWAY WIDTH SHLD. TO SHLD.	40.0000	FT	C	9.584	13.401
ROADWAY WIDTH SHLD. TO SHLD.	26.0000	FT	L	13.401	13.784
ROADWAY WIDTH SHLD. TO SHLD.	26.0000	FT	R	13.401	13.784
ROADWAY WIDTH SHLD. TO SHLD.	40.0000	FT	C	13.784	15.455

INQUIRY COMPLETE

RCITS06A 00 14010000 211 000.000 011.305 12 2/09/88 10.17.26

AGENCY- DEPARTMENT OF TRANSPORTATION

RCIB017 ROADWAY CHARACTERISTICS PER PHYSICAL FEATURE PAGE 1

STATE- FLORIDA COUNTY- 14 PASCO SECTION- 010 SUB-SECTION- 000

DESCRIPTION- SR-45/US-41 BEG.AT.- 0.000 MI END.AT.- 19.800 MI

STATUS- ACTIVE

211 CROSS SECTION (LENGTH FEATURE)

CHARACTERISTIC	VALUE	UNIT	SIDE	BEG.PT.	END.PT.
ROADWAY WIDTH SHLD. TO SHLD.	36.0000	FT	C	0.000	0.227
ROADWAY WIDTH SHLD. TO SHLD.	40.0000	FT	C	0.227	0.930
ROADWAY WIDTH SHLD. TO SHLD.	29.0000	FT	L	0.930	1.175
ROADWAY WIDTH SHLD. TO SHLD.	29.0000	FT	R	0.930	1.175
ROADWAY WIDTH SHLD. TO SHLD.	48.0000	FT	C	1.175	1.380
ROADWAY WIDTH SHLD. TO SHLD.	27.0000	FT	L	1.380	1.600
ROADWAY WIDTH SHLD. TO SHLD.	27.0000	FT	R	1.380	1.600
ROADWAY WIDTH SHLD. TO SHLD.	40.0000	FT	C	1.600	5.479
ROADWAY WIDTH SHLD. TO SHLD.	48.0000	FT	C	5.479	6.048
ROADWAY WIDTH SHLD. TO SHLD.	40.0000	FT	C	6.048	19.800

INQUIRY COMPLETE

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RCITS06A 00 10040000 212 008.214 015.455   12                    2/09/88 10.19.31
                    AGENCY- DEPARTMENT OF TRANSPORTATION
RCIB017       ROADWAY CHARACTERISTICS PER PHYSICAL          FEATURE     PAGE   1
STATE- FLORIDA        COUNTY- 10  HILLSBOROUGH    SECTION- 040  SUB-SECTION- 000
DESCRIPTION- SR-45/US-41            BEG.AT.-    0.000 MI    END.AT.-  15.455 MI
                                STATUS- ACTIVE
212 THRU LANES                      (LENGTH      FEATURE)       SIDE
        CHARACTERISTIC                  VALUE                UNIT  BEG.PT. END.PT.
NUMBER OF ROADWAY LANES                  2                    EA C   8.214   9.400
PAVEMENT SURFACE WIDTH                  24.0000               FT C   8.214   9.400
NUMBER OF ROADWAY LANES                  1                    EA L   9.400   9.584
PAVEMENT SURFACE WIDTH                  12.0000               FT L   9.400   9.584
NUMBER OF ROADWAY LANES                  1                    EA R   9.400   9.584
PAVEMENT SURFACE WIDTH                  12.0000               FT R   9.400   9.584
NUMBER OF ROADWAY LANES                  2                    EA C   9.584  13.401
PAVEMENT SURFACE WIDTH                  24.0000               FT C   9.584  13.401
NUMBER OF ROADWAY LANES                  1                    EA L  13.401  13.784
PAVEMENT SURFACE WIDTH                  12.0000               FT L  13.401  13.784
NUMBER OF ROADWAY LANES                  1                    EA R  13.401  13.784
PAVEMENT SURFACE WIDTH                  12.0000               FT R  13.401  13.784
NUMBER OF ROADWAY LANES                  2                    EA C  13.784  15.455
PAVEMENT SURFACE WIDTH                  24.0000               FT C  13.784  15.455

            INQUIRY COMPLETE
RCITS06A 00 14010000 212 000.000 011.305   12                    2/09/88 10.21.14
                    AGENCY- DEPARTMENT OF TRANSPORTATION
RCIB017       ROADWAY CHARACTERISTICS PER PHYSICAL          FEATURE     PAGE   1
STATE- FLORIDA        COUNTY- 14  PASCO           SECTION- 010  SUB-SECTION- 000
DESCRIPTION- SR-45/US-41            BEG.AT.-    0.000 MI    END.AT.-  19.800 MI
                                STATUS- ACTIVE
212 THRU LANES                      (LENGTH      FEATURE)       SIDE
        CHARACTERISTIC                  VALUE                UNIT  BEG.PT. END.PT.
NUMBER OF ROADWAY LANES                  2                    EA C   0.000   0.930
PAVEMENT SURFACE WIDTH                  24.0000               FT C   0.000   0.227
PAVEMENT SURFACE WIDTH                  28.0000               FT C   0.227   0.930
NUMBER OF ROADWAY LANES                  1                    EA L   0.930   1.175
PAVEMENT SURFACE WIDTH                  12.0000               FT L   0.930   1.175
NUMBER OF ROADWAY LANES                  1                    EA R   0.930   1.175
PAVEMENT SURFACE WIDTH                  12.0000               FT R   0.930   1.175
NUMBER OF ROADWAY LANES                  2                    EA C   1.175   1.380
PAVEMENT SURFACE WIDTH                  28.0000               FT C   1.175   1.380
NUMBER OF ROADWAY LANES                  1                    EA L   1.380   1.600
PAVEMENT SURFACE WIDTH                  12.0000               FT L   1.380   1.600
NUMBER OF ROADWAY LANES                  1                    EA R   1.380   1.600
PAVEMENT SURFACE WIDTH                  12.0000               FT R   1.380   1.600
NUMBER OF ROADWAY LANES                  2                    EA C   1.600  19.800

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                    AGENCY- DEPARTMENT OF TRANSPORTATION
RCIB017       ROADWAY CHARACTERISTICS PER PHYSICAL          FEATURE     PAGE   2
STATE- FLORIDA        COUNTY- 14  PASCO           SECTION- 010  SUB-SECTION- 000
DESCRIPTION- SR-45/US-41            BEG.AT.-    0.000 MI    END.AT.-  19.800 MI
                                STATUS- ACTIVE
212 THRU LANES                      (LENGTH      FEATURE)       SIDE
        CHARACTERISTIC                  VALUE                UNIT  BEG.PT. END.PT.
PAVEMENT SURFACE WIDTH                  28.0000               FT C   1.600  19.800
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RCITS06A 00 10040000 214 008.214 015.455   12                    2/09/88 10.25.19
                    AGENCY- DEPARTMENT OF TRANSPORTATION
RCIB017      ROADWAY CHARACTERISTICS PER PHYSICAL          FEATURE     PAGE   1
STATE- FLORIDA        COUNTY- 10  HILLSBOROUGH   SECTION- 040  SUB-SECTION- 000
DESCRIPTION- SR-45/US-41            BEG.AT.-    0.000 MI   END.AT.-  15.455 MI
                              STATUS- ACTIVE
214 OUTSIDE SHOULDERS                (LENGTH      FEATURE)       SIDE
        CHARACTERISTIC                   VALUE                UNIT  BEG.PT.  END.PT.
HIGHWAY SHOULDER TYPE            LAWN                          CD C   8.214   9.400
                          OFFSET- RIGHT&LEFT
HIGHWAY SHOULDER WIDTH                   8.0000                FT C   8.214   9.400
                          OFFSET- RIGHT&LEFT
HIGHWAY SHOULDER TYPE            LAWN                          CD L   9.400   9.584
                          OFFSET- LEFT
HIGHWAY SHOULDER WIDTH                   8.0000                FT L   9.400   9.584
                          OFFSET- LEFT
HIGHWAY SHOULDER TYPE            LAWN                          CD R   9.400   9.584
                          OFFSET- RIGHT
HIGHWAY SHOULDER WIDTH                   8.0000                FT R   9.400   9.584
                          OFFSET- RIGHT
HIGHWAY SHOULDER TYPE            LAWN                          CD C   9.584  13.401
                          OFFSET- RIGHT&LEFT

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                    AGENCY- DEPARTMENT OF TRANSPORTATION
RCIB017      ROADWAY CHARACTERISTICS PER PHYSICAL          FEATURE     PAGE   2
STATE- FLORIDA        COUNTY- 10  HILLSBOROUGH   SECTION- 040  SUB-SECTION- 000
DESCRIPTION- SR-45/US-41            BEG.AT.-    0.000 MI   END.AT.-  15.455 MI
                              STATUS- ACTIVE
214 OUTSIDE SHOULDERS                (LENGTH      FEATURE)       SIDE
        CHARACTERISTIC                   VALUE                UNIT  BEG.PT.  END.PT.
HIGHWAY SHOULDER WIDTH                   8.0000                FT C   9.584  13.401
                          OFFSET- RIGHT&LEFT
HIGHWAY SHOULDER TYPE            LAWN                          CD L  13.401  13.784
                          OFFSET- LEFT
HIGHWAY SHOULDER WIDTH                   8.0000                FT L  13.401  13.784
                          OFFSET- LEFT
HIGHWAY SHOULDER TYPE            LAWN                          CD R  13.401  13.784
                          OFFSET- RIGHT
HIGHWAY SHOULDER WIDTH                   8.0000                FT R  13.401  13.784
                          OFFSET- RIGHT
HIGHWAY SHOULDER TYPE            LAWN                          CD C  13.784  15.455
                          OFFSET- RIGHT&LEFT
HIGHWAY SHOULDER WIDTH                   8.0000                FT C  13.784  15.455
                          OFFSET- RIGHT&LEFT

            INQUIRY COMPLETE
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RCITS06A 00 14010000 214 000.000 011.305   12                    2/09/88 10.26.49
                    AGENCY- DEPARTMENT OF TRANSPORTATION
RCIB017       ROADWAY CHARACTERISTICS PER PHYSICAL          FEATURE      PAGE   1
STATE- FLORIDA        COUNTY- 14  PASCO            SECTION- 010  SUB-SECTION- 000
DESCRIPTION- SR-45/US-41            BEG.AT.-    0.000 MI    END.AT.-  19.800 MI
                                 STATUS- ACTIVE
214 OUTSIDE SHOULDERS                 (LENGTH      FEATURE)       SIDE
        CHARACTERISTIC                    VALUE                UNIT  BEG.PT. END.PT.
HIGHWAY SHOULDER TYPE            LAWN                           CD C   0.000   0.930
                          OFFSET- RIGHT&LEFT
HIGHWAY SHOULDER WIDTH                     6.0000               FT C   0.000   0.930
                          OFFSET- RIGHT&LEFT
HIGHWAY SHOULDER TYPE            LAWN                           CD L   0.930   1.175
                          OFFSET- LEFT
HIGHWAY SHOULDER WIDTH                    10.0000               FT L   0.930   1.175
                          OFFSET- LEFT
HIGHWAY SHOULDER TYPE            LAWN                           CD R   0.930   1.175
                          OFFSET- RIGHT
HIGHWAY SHOULDER WIDTH                    10.0000               FT R   0.930   1.175
                          OFFSET- RIGHT
HIGHWAY SHOULDER TYPE            LAWN                           CD C   1.175   1.380
                          OFFSET- RIGHT&LEFT

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RCITS06A 00 14010000 214 000.000 011.305   12                    2/09/88 10.26.49
                    AGENCY- DEPARTMENT OF TRANSPORTATION
RCIB017       ROADWAY CHARACTERISTICS PER PHYSICAL          FEATURE      PAGE   2
STATE- FLORIDA        COUNTY- 14  PASCO            SECTION- 010  SUB-SECTION- 000
DESCRIPTION- SR-45/US-41            BEG.AT.-    0.000 MI    END.AT.-  19.800 MI
                                 STATUS- ACTIVE
214 OUTSIDE SHOULDERS                 (LENGTH      FEATURE)       SIDE
        CHARACTERISTIC                    VALUE                UNIT  BEG.PT. END.PT.
HIGHWAY SHOULDER WIDTH                    10.0000               FT C   1.175   1.380
                          OFFSET- RIGHT&LEFT
HIGHWAY SHOULDER TYPE            LAWN                           CD L   1.380   1.600
                          OFFSET- LEFT
HIGHWAY SHOULDER WIDTH                     8.0000               FT L   1.380   1.600
                          OFFSET- LEFT
HIGHWAY SHOULDER TYPE            LAWN                           CD R   1.380   1.600
                          OFFSET- RIGHT
HIGHWAY SHOULDER WIDTH                     8.0000               FT R   1.380   1.600
                          OFFSET- RIGHT
HIGHWAY SHOULDER TYPE            LAWN                           CD C   1.600   5.479
                          OFFSET- RIGHT&LEFT
HIGHWAY SHOULDER WIDTH                     6.0000               FT C   1.600   5.479
                          OFFSET- RIGHT&LEFT

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AGENCY- DEPARTMENT OF TRANSPORTATION

RCIB017 ROADWAY CHARACTERISTICS PER PHYSICAL FEATURE

STATE- FLORIDA COUNTY- 14 PASCO SECTION- 010 SUB-SECTION- 000

DESCRIPTION- SR-45/US-41 BEG.AT.- 0.000 MI END.AT.- 19.800 MI

STATUS- ACTIVE

214 OUTSIDE SHOULDERS (LENGTH FEATURE)

CHARACTERISTIC	VALUE	SIDE UNIT	BEG.PT.	END.PT.
HIGHWAY SHOULDER TYPE	LAWN OFFSET- RIGHT&LEFT	CD C	5.479	6.048
HIGHWAY SHOULDER WIDTH	10.0000 OFFSET- RIGHT&LEFT	FT C	5.479	6.048
HIGHWAY SHOULDER TYPE	LAWN OFFSET- RIGHT&LEFT	CD C	6.048	19.800
HIGHWAY SHOULDER WIDTH	6.0000 OFFSET- RIGHT&LEFT	FT C	6.048	19.800

INQUIRY COMPLETE

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RCITS06A 00 10040000 223 008.214 015.455   12                    2/09/88 14.03.56
                    AGENCY- DEPARTMENT OF TRANSPORTATION
RCIB017       ROADWAY CHARACTERISTICS PER PHYSICAL          FEATURE      PAGE   1
STATE- FLORIDA        COUNTY- 10  HILLSBOROUGH    SECTION- 040  SUB-SECTION- 000
DESCRIPTION- SR-45/US-41              BEG.AT.-    0.000 MI    END.AT.-  15.455 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 C    8.214    9.400
ROADWAY CONSISTENCY RATING     CONSISTENCY TOLERABLE       CD C    8.214    9.400
ROADWAY ALIGNMENT RATING       NO SUB-STANDARD CURVE OR GR CD C    8.214    9.400
STOPPING SIGHT DISTANCE RATING NO SUB-STANDARD FEATURES    CD C    8.214    9.400
PASSING SIGHT DISTANCE RATING  UNRESTRICTED                CD L    9.400    9.584
ROADWAY CONSISTENCY RATING     CONSISTENCY GOOD            CD L    9.400    9.584
ROADWAY ALIGNMENT RATING       NO SUB-STANDARD CURVE OR GR CD L    9.400    9.584
STOPPING SIGHT DISTANCE RATING NO SUB-STANDARD FEATURES    CD L    9.400    9.584
PASSING SIGHT DISTANCE RATING  UNRESTRICTED                CD R    9.400    9.584
ROADWAY CONSISTENCY RATING     CONSISTENCY GOOD            CD R    9.400    9.584
ROADWAY ALIGNMENT RATING       NO SUB-STANDARD CURVE OR GR CD R    9.400    9.584
STOPPING SIGHT DISTANCE RATING NO SUB-STANDARD FEATURES    CD R    9.400    9.584
PASSING SIGHT DISTANCE RATING  UNRESTRICTED                CD C    9.584   13.401
ROADWAY CONSISTENCY RATING     CONSISTENCY GOOD            CD C    9.584   13.401

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RCITS06A 00 10040000 223 008.214 015.455   12                    2/09/88 14.03.56
                    AGENCY- DEPARTMENT OF TRANSPORTATION
RCIB017       ROADWAY CHARACTERISTICS PER PHYSICAL          FEATURE      PAGE   2
STATE- FLORIDA        COUNTY- 10  HILLSBOROUGH    SECTION- 040  SUB-SECTION- 000
DESCRIPTION- SR-45/US-41              BEG.AT.-    0.000 MI    END.AT.-  15.455 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    9.584   13.401
STOPPING SIGHT DISTANCE RATING NO SUB-STANDARD FEATURES    CD C    9.584   13.401
PASSING SIGHT DISTANCE RATING  UNRESTRICTED                CD L   13.401   13.784
ROADWAY CONSISTENCY RATING     CONSISTENCY GOOD            CD L   13.401   13.784
ROADWAY ALIGNMENT RATING       NO SUB-STANDARD CURVE OR GR CD L   13.401   13.784
STOPPING SIGHT DISTANCE RATING NO SUB-STANDARD FEATURES    CD L   13.401   13.784
PASSING SIGHT DISTANCE RATING  UNRESTRICTED                CD R   13.401   13.784
ROADWAY CONSISTENCY RATING     CONSISTENCY GOOD            CD R   13.401   13.784
ROADWAY ALIGNMENT RATING       NO SUB-STANDARD CURVE OR GR CD R   13.401   13.784
STOPPING SIGHT DISTANCE RATING NO SUB-STANDARD FEATURES    CD R   13.401   13.784
PASSING SIGHT DISTANCE RATING  1 OR 2 RESTRICTIONS PER MIL CD C   13.784   15.455
ROADWAY CONSISTENCY RATING     CONSISTENCY POOR            CD C   13.784   15.455
ROADWAY ALIGNMENT RATING       NO SUB-STANDARD CURVE OR GR CD C   13.784   15.455
STOPPING SIGHT DISTANCE RATING NO SUB-STANDARD FEATURES    CD C   13.784   15.455

            INQUIRY COMPLETE
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RCITS06A 00 14010000 223 000.000 011.305 12 2/09/88 14.08.11

AGENCY- DEPARTMENT OF TRANSPORTATION

RCIB017 ROADWAY CHARACTERISTICS PER PHYSICAL FEATURE PAGE 1

STATE- FLORIDA COUNTY- 14 PASCO SECTION- 010 SUB-SECTION- 000

DESCRIPTION- SR-45/US-41 BEG.AT.- 0.000 MI END.AT.- 19.800 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	0.930
ROADWAY CONSISTENCY RATING	CONSISTENCY GOOD	CD C	0.000	0.930
ROADWAY ALIGNMENT RATING	NO SUB-STANDARD CURVE OR GR	CD C	0.000	0.930
STOPPING SIGHT DISTANCE RATING	NO SUB-STANDARD FEATURES	CD C	0.000	0.930
PASSING SIGHT DISTANCE RATING	UNRESTRICTED	CD L	0.930	1.175
ROADWAY CONSISTENCY RATING	CONSISTENCY GOOD	CD L	0.930	1.175
ROADWAY ALIGNMENT RATING	NO SUB-STANDARD CURVE OR GR	CD L	0.930	1.175
STOPPING SIGHT DISTANCE RATING	NO SUB-STANDARD FEATURES	CD L	0.930	1.175
PASSING SIGHT DISTANCE RATING	UNRESTRICTED	CD R	0.930	1.175
ROADWAY CONSISTENCY RATING	CONSISTENCY GOOD	CD R	0.930	1.175
ROADWAY ALIGNMENT RATING	NO SUB-STANDARD CURVE OR GR	CD R	0.930	1.175
STOPPING SIGHT DISTANCE RATING	NO SUB-STANDARD FEATURES	CD R	0.930	1.175
PASSING SIGHT DISTANCE RATING	UNRESTRICTED	CD C	1.175	1.380
ROADWAY CONSISTENCY RATING	CONSISTENCY GOOD	CD C	1.175	1.380

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RCITS06A 00 14010000 223 000.000 011.305 12 2/09/88 14.08.11

AGENCY- DEPARTMENT OF TRANSPORTATION

RCIB017 ROADWAY CHARACTERISTICS PER PHYSICAL FEATURE PAGE 2

STATE- FLORIDA COUNTY- 14 PASCO SECTION- 010 SUB-SECTION- 000

DESCRIPTION- SR-45/US-41 BEG.AT.- 0.000 MI END.AT.- 19.800 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	1.175	1.380
STOPPING SIGHT DISTANCE RATING	NO SUB-STANDARD FEATURES	CD C	1.175	1.380
PASSING SIGHT DISTANCE RATING	UNRESTRICTED	CD L	1.380	1.600
ROADWAY CONSISTENCY RATING	CONSISTENCY GOOD	CD L	1.380	1.600
ROADWAY ALIGNMENT RATING	NO SUB-STANDARD CURVE OR GR	CD L	1.380	1.600
STOPPING SIGHT DISTANCE RATING	NO SUB-STANDARD FEATURES	CD L	1.380	1.600
PASSING SIGHT DISTANCE RATING	UNRESTRICTED	CD R	1.380	1.600
ROADWAY CONSISTENCY RATING	CONSISTENCY GOOD	CD R	1.380	1.600
ROADWAY ALIGNMENT RATING	NO SUB-STANDARD CURVE OR GR	CD R	1.380	1.600
STOPPING SIGHT DISTANCE RATING	NO SUB-STANDARD FEATURES	CD R	1.380	1.600
PASSING SIGHT DISTANCE RATING	UNRESTRICTED	CD C	1.600	4.965
ROADWAY CONSISTENCY RATING	CONSISTENCY GOOD	CD C	1.600	4.965
ROADWAY ALIGNMENT RATING	NO SUB-STANDARD CURVE OR GR	CD C	1.600	4.965
STOPPING SIGHT DISTANCE RATING	NO SUB-STANDARD FEATURES	CD C	1.600	4.965

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RCITS06A 00 14010000 223 000.000 011.305 12 2/09/88 14.08.11
AGENCY- DEPARTMENT OF TRANSPORTATION
RCIB017 ROADWAY CHARACTERISTICS PER PHYSICAL FEATURE PAGE 3
STATE- FLORIDA COUNTY- 14 PASCO SECTION- 010 SUB-SECTION- 000
DESCRIPTION- SR-45/US-41 BEG.AT.- 0.000 MI END.AT.- 19.800 MI
STATUS- ACTIVE
223 ALIGNMENT SUFFICIENCY (LENGTH FEATURE) SIDE

CHARACTERISTIC	VALUE	UNIT	BEG.PT.	END.PT.
PASSING SIGHT DISTANCE RATING	1 OR 2 RESTRICTIONS PER MIL	CD C	4.965	5.479
ROADWAY CONSISTENCY RATING	CONSISTENCY GOOD	CD C	4.965	5.479
ROADWAY ALIGNMENT RATING	1 OR 2 SUB-STD CRV/GRD PER	CD C	4.965	5.479
STOPPING SIGHT DISTANCE RATING	NO SUB-STANDARD FEATURES	CD C	4.965	5.479
PASSING SIGHT DISTANCE RATING	1 OR 2 RESTRICTIONS PER MIL	CD C	5.479	6.048
ROADWAY CONSISTENCY RATING	CONSISTENCY TOLERABLE	CD C	5.479	6.048
ROADWAY ALIGNMENT RATING	NO SUB-STANDARD CURVE OR GR	CD C	5.479	6.048
STOPPING SIGHT DISTANCE RATING	NO SUB-STANDARD FEATURES	CD C	5.479	6.048
PASSING SIGHT DISTANCE RATING	UNRESTRICTED	CD C	6.048	8.800
ROADWAY CONSISTENCY RATING	CONSISTENCY GOOD	CD C	6.048	8.800
ROADWAY ALIGNMENT RATING	NO SUB-STANDARD CURVE OR GR	CD C	6.048	8.800
STOPPING SIGHT DISTANCE RATING	NO SUB-STANDARD FEATURES	CD C	6.048	8.800
PASSING SIGHT DISTANCE RATING	1 OR 2 RESTRICTIONS PER MIL	CD C	8.800	19.800
ROADWAY CONSISTENCY RATING	CONSISTENCY GOOD	CD C	8.800	19.800

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RCITS06A 00 14010000 223 000.000 011.305 12 2/09/88 14.08.11
AGENCY- DEPARTMENT OF TRANSPORTATION
RCIB017 ROADWAY CHARACTERISTICS PER PHYSICAL FEATURE PAGE 4
STATE- FLORIDA COUNTY- 14 PASCO SECTION- 010 SUB-SECTION- 000
DESCRIPTION- SR-45/US-41 BEG.AT.- 0.000 MI END.AT.- 19.800 MI
STATUS- ACTIVE
223 ALIGNMENT SUFFICIENCY (LENGTH FEATURE) SIDE

CHARACTERISTIC	VALUE	UNIT	BEG.PT.	END.PT.
ROADWAY ALIGNMENT RATING	1 OR 2 SUB-STD CRV/GRD PER	CD C	8.800	19.800
STOPPING SIGHT DISTANCE RATING	NO SUB-STANDARD FEATURES	CD C	8.800	19.800

INQUIRY COMPLETE

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RCITS06A 00 10040000 311 008.214 015.455   12                    2/09/88 14.43.26
                    AGENCY- DEPARTMENT OF TRANSPORTATION
RCIB017      ROADWAY CHARACTERISTICS PER OPERATIONAL      FEATURE     PAGE   1
STATE- FLORIDA        COUNTY- 10  HILLSBOROUGH   SECTION- 040  SUB-SECTION- 000
DESCRIPTION- SR-45/US-41            BEG.AT.-    0.000 MI   END.AT.-  15.455 MI
                                STATUS- ACTIVE
311 SPEED ZONE                        (LENGTH      FEATURE)       SIDE
        CHARACTERISTIC                   VALUE                 UNIT  BEG.PT. END.PT.
DATE SPEED ZONE APPR.BY SECT.  082887                           DA C   7.235  10.303
                        OFFSET- RIGHT&LEFT
MAXIMUM SPEED LIMIT                   45.0000                   MH C   7.235  10.303
                        OFFSET- RIGHT&LEFT
DATE SPEED ZONE APPR.BY SECT.  082887                           DA C  10.303  12.883
                        OFFSET- RIGHT&LEFT
MAXIMUM SPEED LIMIT                   50.0000                   MH C  10.303  12.883
                        OFFSET- RIGHT&LEFT
DATE SPEED ZONE APPR.BY SECT.  071080                           DA C  12.883  14.080
                        OFFSET- RIGHT&LEFT
MAXIMUM SPEED LIMIT                   45.0000                   MH C  12.883  14.080
                        OFFSET- RIGHT&LEFT
DATE SPEED ZONE APPR.BY SECT.  071080                           DA C  14.080  15.455
                        OFFSET- RIGHT&LEFT

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RCITS06A 00 10040000 311 008.214 015.455   12                    2/09/88 14.43.26
                    AGENCY- DEPARTMENT OF TRANSPORTATION
RCIB017      ROADWAY CHARACTERISTICS PER OPERATIONAL      FEATURE     PAGE   2
STATE- FLORIDA        COUNTY- 10  HILLSBOROUGH   SECTION- 040  SUB-SECTION- 000
DESCRIPTION- SR-45/US-41            BEG.AT.-    0.000 MI   END.AT.-  15.455 MI
                                STATUS- ACTIVE
311 SPEED ZONE                        (LENGTH      FEATURE)       SIDE
        CHARACTERISTIC                   VALUE                 UNIT  BEG.PT. END.PT.
MAXIMUM SPEED LIMIT                   50.0000                   MH C  14.080  15.455
                        OFFSET- RIGHT&LEFT

            INQUIRY COMPLETE
RCITS06A 00 14010000 311 000.000 011.305   12                    2/09/88 14.44.25
                    AGENCY- DEPARTMENT OF TRANSPORTATION
RCIB017      ROADWAY CHARACTERISTICS PER OPERATIONAL      FEATURE     PAGE   1
STATE- FLORIDA        COUNTY- 14  PASCO          SECTION- 010  SUB-SECTION- 000
DESCRIPTION- SR-45/US-41            BEG.AT.-    0.000 MI   END.AT.-  19.800 MI
                                STATUS- ACTIVE
311 SPEED ZONE                        (LENGTH      FEATURE)       SIDE
        CHARACTERISTIC                   VALUE                 UNIT  BEG.PT. END.PT.
DATE SPEED ZONE APPR.BY SECT.  052780                           DA C   0.000   0.837
                        OFFSET- RIGHT&LEFT
MAXIMUM SPEED LIMIT                   50.0000                   MH C   0.000   0.837
                        OFFSET- RIGHT&LEFT
DATE SPEED ZONE APPR.BY SECT.  052780                           DA C   0.837   5.509
                        OFFSET- RIGHT&LEFT
MAXIMUM SPEED LIMIT                   45.0000                   MH C   0.837   5.509
                        OFFSET- RIGHT&LEFT
MAXIMUM SPEED LIMIT                   55.0000                   MH C   5.509  19.443
                        OFFSET- RIGHT&LEFT

            INQUIRY COMPLETE
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RCITS06A 00 10040000 251 008.214 015.455 12 2/09/88 14.30.24

AGENCY- DEPARTMENT OF TRANSPORTATION

RCIB017 ROADWAY CHARACTERISTICS PER PHYSICAL FEATURE PAGE 1

STATE- FLORIDA COUNTY- 10 HILLSBOROUGH SECTION- 040 SUB-SECTION- 000

DESCRIPTION- SR-45/US-41 BEG.AT.- 0.000 MI END.AT.- 15.455 MI

STATUS- ACTIVE

251 INTERSECTION

CHARACTERISTIC	(POINT FEATURE) VALUE	SIDE UNIT	BEG.PT.	END.PT.
90 DEGREES L. & 90 DEGREES R.	SR 579 (FLETCHER AV)	ID C	8.214	
INTERSECTION SURFACE TYPE8	ASPHALT	CD C	8.214	
90 DEGREES LEFT	138TH AVE	ID C	8.470	
INTERSECTION SURFACE TYPE2	ASPHALT	CD C	8.470	
90 DEGREES RIGHT	139TH AVE	ID C	8.524	
INTERSECTION SURFACE TYPE5	ASPHALT	CD C	8.524	
90 DEGREES RIGHT	140TH AVE	ID C	8.588	
INTERSECTION SURFACE TYPE5	ASPHALT	CD C	8.588	
90 DEGREES RIGHT	142ND AVE	ID C	8.650	
INTERSECTION SURFACE TYPE5	ASPHALT	CD C	8.650	
90 DEGREES LEFT	145TH AVE	ID C	8.866	
INTERSECTION SURFACE TYPE2	ASPHALT	CD C	8.866	
90 DEGREES RIGHT	SKIPPER DR	ID C	8.985	
INTERSECTION SURFACE TYPE5	ASPHALT	CD C	8.985	

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RCITS06A 00 10040000 251 008.214 015.455 12 2/09/88 14.30.24

AGENCY- DEPARTMENT OF TRANSPORTATION

RCIB017 ROADWAY CHARACTERISTICS PER PHYSICAL FEATURE PAGE 2

STATE- FLORIDA COUNTY- 10 HILLSBOROUGH SECTION- 040 SUB-SECTION- 000

DESCRIPTION- SR-45/US-41 BEG.AT.- 0.000 MI END.AT.- 15.455 MI

STATUS- ACTIVE

251 INTERSECTION

CHARACTERISTIC	(POINT FEATURE) VALUE	SIDE UNIT	BEG.PT.	END.PT.
90 DEGREES LEFT	APRIL LN	ID C	9.103	
INTERSECTION SURFACE TYPE2	ASPHALT	CD C	9.103	
90 DEGREES LEFT	SR 678 (BEARSS AVE)	ID C	9.503	
INTERSECTION SURFACE TYPE2	ASPHALT	CD C	9.503	
90 DEGREES LEFT	153RD AVE	ID C	9.668	
INTERSECTION SURFACE TYPE2	ASPHALT	CD C	9.668	
90 DEGREES L. & 90 DEGREES R.	SINCLAIR HILL RD	ID C	9.735	
INTERSECTION SURFACE TYPE8	ASPHALT	CD C	9.735	
90 DEGREES RIGHT	LAKE BURRELL AVE	ID C	9.928	
INTERSECTION SURFACE TYPE5	ASPHALT	CD C	9.928	
90 DEGREES LEFT	HAYES RD	ID C	10.265	
90 DEGREES RIGHT	HANNA RD	ID C	10.265	
INTERSECTION SURFACE TYPE8	ASPHALT	CD C	10.265	
45 DEGREES L. & 135 DEGREES R.	E CHAPMAN RD	ID C	10.806	

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251 INTERSECTION (POINT FEATURE)

CHARACTERISTIC	VALUE	SIDE UNIT	BEG.PT.	END.PT.
INTERSECTION SURFACE TYPE9	ASPHALT	CD C	10.806	
135 DEGREES LEFT	SR 685 (FLORIDA AVE)	ID C	11.272	
INTERSECTION SURFACE TYPE1	ASPHALT	CD C	11.272	
90 DEGREES LEFT	CRENSHAW LAKE RD	ID C	11.620	
90 DEGREES RIGHT	WHITAKER RD	ID C	11.620	
INTERSECTION SURFACE TYPE8	ASPHALT	CD C	11.620	
90 DEGREES RIGHT	DUQUE RD	ID C	11.872	
INTERSECTION SURFACE TYPE5	ASPHALT	CD C	11.872	
90 DEGREES LEFT	HOLLAND RD	ID C	11.968	
INTERSECTION SURFACE TYPE2	ASPHALT	CD C	11.968	
90 DEGREES LEFT	DENNISON RD	ID C	11.998	
INTERSECTION SURFACE TYPE2	ASPHALT	CD C	11.998	
90 DEGREES RIGHT	MYRTLE RIDGE	ID C	12.065	
INTERSECTION SURFACE TYPE5	OTHER	CD C	12.065	

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251 INTERSECTION (POINT FEATURE)

CHARACTERISTIC	VALUE	SIDE UNIT	BEG.PT.	END.PT.
90 DEGREES LEFT	WARREN RD	ID C	12.153	
INTERSECTION SURFACE TYPE2	ASPHALT	CD C	12.153	
90 DEGREES LEFT	CYPRESS LN	ID C	12.380	
90 DEGREES RIGHT	DEBUEL RD	ID C	12.380	
INTERSECTION SURFACE TYPE8	ASPHALT	CD C	12.380	
90 DEGREES RIGHT	LAKESIDE DR	ID C	12.631	
INTERSECTION SURFACE TYPE3	ASPHALT	CD C	12.631	
INTERSECTION SURFACE TYPE5	ASPHALT	CD C	12.631	
90 DEGREES LEFT	CRYSTAL LAKE RD	ID C	13.003	
INTERSECTION SURFACE TYPE2	ASPHALT	CD C	13.003	
90 DEGREES L. & 90 DEGREES R.	SUNSET LN	ID C	13.401	
INTERSECTION SURFACE TYPE8	ASPHALT	CD C	13.401	
90 DEGREES RIGHT	4TH AVE S E	ID C	13.763	
INTERSECTION SURFACE TYPE5	ASPHALT	CD C	13.763	

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RCITS06A 00 10040000 251 008.214 015.455 12 2/09/88 14.30.24
AGENCY- DEPARTMENT OF TRANSPORTATION
RCIB017 ROADWAY CHARACTERISTICS PER PHYSICAL FEATURE PAGE 5
STATE- FLORIDA COUNTY- 10 HILLSBOROUGH SECTION- 040 SUB-SECTION- 000
DESCRIPTION- SR-45/US-41 BEG.AT.- 0.000 MI END.AT.- 15.455 MI
STATUS- ACTIVE

251 INTERSECTION CHARACTERISTIC	(POINT FEATURE) VALUE	SIDE UNIT	BEG.PT.	END.PT.
90 DEGREES RIGHT	2ND AVE	ID C	13.881	
INTERSECTION SURFACE TYPE5	ASPHALT	CD C	13.881	
90 DEGREES LEFT	1ST AVE SW	ID C	13.939	
90 DEGREES RIGHT	1ST AVE S E	ID C	13.939	
INTERSECTION SURFACE TYPE8	ASPHALT	CD C	13.939	
90 DEGREES LEFT	LUTZ LK FERN RD	ID C	13.993	
INTERSECTION SURFACE TYPE2	ASPHALT	CD C	13.993	
90 DEGREES LEFT	1ST AVE N W	ID C	14.069	
90 DEGREES RIGHT	1ST AVE N E	ID C	14.069	
INTERSECTION SURFACE TYPE8	ASPHALT	CD C	14.069	
90 DEGREES RIGHT	2ND AVE N E	ID C	14.114	
INTERSECTION SURFACE TYPE5	ASPHALT	CD C	14.114	
INTERSECTION SURFACE TYPE2	ASPHALT	CD C	14.245	
90 DEGREES RIGHT	5TH AVE N E	ID C	14.268	

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RCITS06A 00 10040000 251 008.214 015.455 12 2/09/88 14.30.24
AGENCY- DEPARTMENT OF TRANSPORTATION
RCIB017 ROADWAY CHARACTERISTICS PER PHYSICAL FEATURE PAGE 6
STATE- FLORIDA COUNTY- 10 HILLSBOROUGH SECTION- 040 SUB-SECTION- 000
DESCRIPTION- SR-45/US-41 BEG.AT.- 0.000 MI END.AT.- 15.455 MI
STATUS- ACTIVE

251 INTERSECTION CHARACTERISTIC	(POINT FEATURE) VALUE	SIDE UNIT	BEG.PT.	END.PT.
INTERSECTION SURFACE TYPE5	ASPHALT	CD C	14.268	
90 DEGREES LEFT	LK HOBBS RD	ID C	14.427	
INTERSECTION SURFACE TYPE2	ASPHALT	CD C	14.427	
90 DEGREES RIGHT	NEW BERGER RD	ID C	14.601	
INTERSECTION SURFACE TYPE5	ASPHALT	CD C	14.601	
90 DEGREES LEFT	RHEA SEE DR	ID C	15.061	
INTERSECTION SURFACE TYPE2	OTHER	CD C	15.061	
END OF SECT. DESC.	PASCO COUNTY LINE	ID C	15.455	
INTERSECTION SURFACE TYPE9	ASPHALT	CD C	15.455	

INQUIRY COMPLETE

RCITS06A 00 14010000 251 000.000 011.305 12 2/09/88 14.34.32

AGENCY- DEPARTMENT OF TRANSPORTATION

RCIB017 ROADWAY CHARACTERISTICS PER PHYSICAL FEATURE PAGE 1

STATE- FLORIDA COUNTY- 14 PASCO SECTION- 010 SUB-SECTION- 000

DESCRIPTION- SR-45/US-41 BEG.AT.- 0.000 MI END.AT.- 19.800 MI

STATUS- ACTIVE

251 INTERSECTION (POINT FEATURE)

CHARACTERISTIC	VALUE	SIDE UNIT	BEG.PT.	END.PT.
BEG.RDWY.SECTION POINT DESC.	HILLSBORO CO LINE	ID C	0.000	
90 DEGREES RIGHT	NORTHWOOD DR	ID C	0.233	
INTERSECTION SURFACE TYPE5	ASPHALT	CD C	0.233	
90 DEGREES RIGHT	GLORY RD	ID C	0.270	
INTERSECTION SURFACE TYPE5	OTHER	CD C	0.270	
90 DEGREES LEFT	MOREHEAD DR	ID C	0.592	
INTERSECTION SURFACE TYPE2	OTHER	CD C	0.592	
135 DEGREES LEFT	SR 597	ID C	1.231	
INTERSECTION SURFACE TYPE1	ASPHALT	CD C	1.231	
90 DEGREES LEFT	LEONARD RD	ID C	1.236	
INTERSECTION SURFACE TYPE2	ASPHALT	CD C	1.236	
90 DEGREES L. & 90 DEGREES R.	CR 54	ID C	1.440	
INTERSECTION SURFACE TYPE8	ASPHALT	CD C	1.440	
90 DEGREES RIGHT	CARSON DR	ID C	1.563	

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RCITS06A 00 14010000 251 000.000 011.305 12 2/09/88 14.34.32

AGENCY- DEPARTMENT OF TRANSPORTATION

RCIB017 ROADWAY CHARACTERISTICS PER PHYSICAL FEATURE PAGE 2

STATE- FLORIDA COUNTY- 14 PASCO SECTION- 010 SUB-SECTION- 000

DESCRIPTION- SR-45/US-41 BEG.AT.- 0.000 MI END.AT.- 19.800 MI

STATUS- ACTIVE

251 INTERSECTION (POINT FEATURE)

CHARACTERISTIC	VALUE	SIDE UNIT	BEG.PT.	END.PT.
INTERSECTION SURFACE TYPE5	ASPHALT	CD C	1.563	
45 DEGREES LEFT	MORGAN RD	ID C	1.899	
INTERSECTION SURFACE TYPE3	ASPHALT	CD C	1.899	
135 DEGREES LEFT	LK PATIENCE RD	ID C	3.106	
INTERSECTION SURFACE TYPE1	ASPHALT	CD C	3.106	
90 DEGREES RIGHT	BELL LAKE RD	ID C	3.365	
INTERSECTION SURFACE TYPE5	OTHER	CD C	3.365	
45 DEGREES LEFT	SCHOOL RD	ID C	3.470	
INTERSECTION SURFACE TYPE3	ASPHALT	CD C	3.470	
90 DEGREES RIGHT	HALE RD	ID C	3.913	
INTERSECTION SURFACE TYPE5	OTHER	CD C	3.913	
90 DEGREES LEFT	HOPSON RD	ID C	4.120	
INTERSECTION SURFACE TYPE2	OTHER	CD C	4.120	
90 DEGREES RIGHT	DUPREE DR	ID C	4.348	

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251 INTERSECTION (POINT FEATURE)

CHARACTERISTIC	VALUE	SIDE UNIT	BEG.PT.	END.PT.
INTERSECTION SURFACE TYPE5	ASPHALT	CD C	4.348	
90 DEGREES LEFT	COMMUNITY CENTER RD	ID C	4.570	
INTERSECTION SURFACE TYPE2	ASPHALT	CD C	4.570	
135 DEGREES LEFT	SCHOOL RD	ID C	4.750	
INTERSECTION SURFACE TYPE1	ASPHALT	CD C	4.750	
45 DEGREES RIGHT	CR 583	ID C	4.965	
INTERSECTION SURFACE TYPE4	ASPHALT	CD C	4.965	
INTERSECTION SURFACE TYPE5	OTHER	CD C	5.337	
90 DEGREES RIGHT	BARCALONE RD	ID C	5.480	
INTERSECTION SURFACE TYPE5	OTHER	CD C	5.480	
INTERSECTION SURFACE TYPE4	OTHER	CD C	5.601	
90 DEGREES LEFT	LITTLE LK.THOMAS RD	ID C	5.620	
INTERSECTION SURFACE TYPE2	ASPHALT	CD C	5.620	
90 DEGREES L. & 90 DEGREES R.	SUYDAM DR	ID C	6.023	

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251 INTERSECTION (POINT FEATURE)

CHARACTERISTIC	VALUE	SIDE UNIT	BEG.PT.	END.PT.
INTERSECTION SURFACE TYPE8	OTHER	CD C	6.023	
45 DEGREES LEFT	SUYDAM RD	ID C	6.355	
INTERSECTION SURFACE TYPE3	ASPHALT	CD C	6.355	
INTERSECTION SURFACE TYPE2	ASPHALT	CD C	7.310	
INTERSECTION SURFACE TYPE1	OTHER	CD C	8.459	
INTERSECTION SURFACE TYPE2	OTHER	CD C	9.872	
135 DEGREES RIGHT	TICINO LN	ID C	10.574	
INTERSECTION SURFACE TYPE6	OTHER	CD C	10.574	
90 DEGREES LEFT	KEENE RD	ID C	10.746	
INTERSECTION SURFACE TYPE2	ASPHALT	CD C	10.746	
90 DEGREES RIGHT	SHETLE DR	ID C	10.760	
INTERSECTION SURFACE TYPE5	ASPHALT	CD C	10.760	
90 DEGREES RIGHT	SHORE DR	ID C	11.220	
INTERSECTION SURFACE TYPE5	ASPHALT	CD C	11.220	

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251 INTERSECTION (POINT FEATURE)

CHARACTERISTIC	VALUE	SIDE UNIT	BEG.PT.	END.PT.
INTERSECTION SURFACE TYPE7	ASPHALT	CD C	11.271	
135 DEGREES L. & 45 DEGREES R.	SR 52	ID C	11.305	
INTERSECTION SURFACE TYPE7	ASPHALT	CD C	11.305	

241 CROSSDRAINS (POINT FEATURE)

CHARACTERISTIC	VALUE	UNIT	SIDE	BEG.PT.	END.PT.
BOX CULVERT HEIGHT	2.0000	FT	C	8.633	
BOX CULVERT WIDTH	2.0000	FT	C	8.633	
BOX CULVERT LENGTH	43.0000	FT	C	8.633	
NUMBER OF BOX CULVERTS	1	EA	C	8.633	
BOX CULVERT HEIGHT	2.0000	FT	C	9.030	
BOX CULVERT WIDTH	2.0000	FT	C	9.030	
BOX CULVERT LENGTH	54.0000	FT	C	9.030	
NUMBER OF BOX CULVERTS	1	EA	C	9.030	
BOX CULVERT HEIGHT	4.0000	FT	C	9.358	
BOX CULVERT WIDTH	3.0000	FT	C	9.358	
BOX CULVERT LENGTH	44.0000	FT	C	9.358	
NUMBER OF BOX CULVERTS	1	EA	C	9.358	
BOX CULVERT HEIGHT	2.0000	FT	C	9.750	
BOX CULVERT WIDTH	2.0000	FT	C	9.750	

TO PAGE FORWARD--PRESS PA1 KEY

241 CROSSDRAINS (POINT FEATURE)

CHARACTERISTIC	VALUE	UNIT	SIDE	BEG.PT.	END.PT.
BOX CULVERT LENGTH	44.0000	FT	C	9.750	
NUMBER OF BOX CULVERTS	1	EA	C	9.750	
BOX CULVERT HEIGHT	2.0000	FT	C	10.150	
BOX CULVERT WIDTH	2.0000	FT	C	10.150	
BOX CULVERT LENGTH	45.0000	FT	C	10.150	
NUMBER OF BOX CULVERTS	1	EA	C	10.150	
BOX CULVERT HEIGHT	2.0000	FT	C	10.646	
BOX CULVERT WIDTH	4.0000	FT	C	10.646	
BOX CULVERT LENGTH	44.0000	FT	C	10.646	
NUMBER OF BOX CULVERTS	1	EA	C	10.646	
BOX CULVERT HEIGHT	2.0000	FT	C	11.352	
BOX CULVERT WIDTH	2.0000	FT	C	11.352	
BOX CULVERT LENGTH	46.0000	FT	C	11.352	
NUMBER OF BOX CULVERTS	1	EA	C	11.352	

TO PAGE FORWARD--PRESS PA1 KEY

241 CROSSDRAINS (POINT FEATURE)

CHARACTERISTIC	VALUE	UNIT	SIDE	BEG.PT.	END.PT.
BOX CULVERT HEIGHT	3.0000	FT	C	11.850	
BOX CULVERT WIDTH	4.0000	FT	C	11.850	
BOX CULVERT LENGTH	46.0000	FT	C	11.850	
NUMBER OF BOX CULVERTS	1	EA	C	11.850	
BOX CULVERT HEIGHT	2.0000	FT	C	12.351	
BOX CULVERT WIDTH	2.0000	FT	C	12.351	
BOX CULVERT LENGTH	47.0000	FT	C	12.351	
NUMBER OF BOX CULVERTS	1	EA	C	12.351	
BOX CULVERT HEIGHT	2.0000	FT	C	12.950	
BOX CULVERT WIDTH	2.0000	FT	C	12.950	
BOX CULVERT LENGTH	44.0000	FT	C	12.950	
NUMBER OF BOX CULVERTS	1	EA	C	12.950	
BOX CULVERT HEIGHT	2.0000	FT	C	13.150	
BOX CULVERT WIDTH	2.0000	FT	C	13.150	

TO PAGE FORWARD--PRESS PA1 KEY

241 CROSSDRAINS (POINT FEATURE)

CHARACTERISTIC	VALUE	UNIT	SIDE	BEG.PT.	END.PT.
BOX CULVERT LENGTH	48.0000	FT	C	13.150	
NUMBER OF BOX CULVERTS	1	EA	C	13.150	
BOX CULVERT HEIGHT	2.0000	FT	C	13.341	
BOX CULVERT WIDTH	2.0000	FT	C	13.341	
BOX CULVERT LENGTH	44.0000	FT	C	13.341	
NUMBER OF BOX CULVERTS	1	EA	C	13.341	
BOX CULVERT HEIGHT	2.0000	FT	C	13.720	
BOX CULVERT WIDTH	2.0000	FT	C	13.720	
BOX CULVERT LENGTH	50.0000	FT	C	13.720	
NUMBER OF BOX CULVERTS	1	EA	C	13.720	
BOX CULVERT HEIGHT	2.0000	FT	C	13.850	
BOX CULVERT WIDTH	2.0000	FT	C	13.850	
BOX CULVERT LENGTH	51.0000	FT	C	13.850	
NUMBER OF BOX CULVERTS	1	EA	C	13.850	

TO PAGE FORWARD--PRESS PA1 KEY

241 CROSSDRAINS (POINT FEATURE)

CHARACTERISTIC	VALUE	UNIT	SIDE	BEG.PT.	END.PT.
BOX CULVERT HEIGHT	2.0000	FT	C	14.185	
BOX CULVERT WIDTH	4.0000	FT	C	14.185	
BOX CULVERT LENGTH	52.0000	FT	C	14.185	
NUMBER OF BOX CULVERTS	1	EA	C	14.185	
BOX CULVERT HEIGHT	2.0000	FT	C	15.340	
BOX CULVERT WIDTH	2.0000	FT	C	15.340	
BOX CULVERT LENGTH	44.0000	FT	C	15.340	
NUMBER OF BOX CULVERTS	1	EA	C	15.340	

STATE- FLORIDA COUNTY- 14 PASCO SECTION- 010 SUB-SECTION- 000
DESCRIPTION- SR-45/US-41 BEG.AT.- 0.000 MI END.AT.- 19.800 MI
STATUS- ACTIVE

241 CROSSDRAINS (POINT FEATURE)

CHARACTERISTIC	VALUE	SIDE UNIT	BEG.PT.	END.PT.
BOX CULVERT HEIGHT	2.0000	FT C	0.284	
BOX CULVERT WIDTH	2.0000	FT C	0.284	
BOX CULVERT LENGTH	54.0000	FT C	0.284	
NUMBER OF BOX CULVERTS	1	EA C	0.284	
LENGTH OF CROSSDRAIN	104.0000	FT C	0.912	
NUMBER OF CROSSDRAIN PIPES	1	EA C	0.912	
PIPE DIAMETER	24.0000	IN C	0.912	
TYPE OF PIPE	CONCRETE	CD C	0.912	
LENGTH OF CROSSDRAIN	84.0000	FT C	1.284	
NUMBER OF CROSSDRAIN PIPES	1	EA C	1.284	
PIPE DIAMETER	36.0000	IN C	1.284	
TYPE OF PIPE	CONCRETE	CD C	1.284	
BOX CULVERT HEIGHT	2.0000	FT C	1.700	
BOX CULVERT WIDTH	2.0000	FT C	1.700	

TO PAGE FORWARD---PRESS PA1 KEY

STATE- FLORIDA COUNTY- 14 PASCO SECTION- 010 SUB-SECTION- 000
DESCRIPTION- SR-45/US-41 BEG.AT.- 0.000 MI END.AT.- 19.800 MI
STATUS- ACTIVE

241 CROSSDRAINS (POINT FEATURE)

CHARACTERISTIC	VALUE	SIDE UNIT	BEG.PT.	END.PT.
BOX CULVERT LENGTH	79.0000	FT C	1.700	
NUMBER OF BOX CULVERTS	1	EA C	1.700	
BOX CULVERT HEIGHT	2.0000	FT C	2.151	
BOX CULVERT WIDTH	2.0000	FT C	2.151	
BOX CULVERT LENGTH	67.0000	FT C	2.151	
NUMBER OF BOX CULVERTS	1	EA C	2.151	
BOX CULVERT HEIGHT	2.0000	FT C	2.640	
BOX CULVERT WIDTH	2.0000	FT C	2.640	
BOX CULVERT LENGTH	50.0000	FT C	2.640	
NUMBER OF BOX CULVERTS	1	EA C	2.640	
BOX CULVERT HEIGHT	2.0000	FT C	3.280	
BOX CULVERT WIDTH	3.0000	FT C	3.280	
BOX CULVERT LENGTH	46.0000	FT C	3.280	
NUMBER OF BOX CULVERTS	1	EA C	3.280	

TO PAGE FORWARD---PRESS PA1 KEY

241 CROSSDRAINS (POINT FEATURE)

CHARACTERISTIC	VALUE	UNIT	SIDE	BEG.PT.	END.PT.
BOX CULVERT HEIGHT	3.0000	FT	C	3.900	
BOX CULVERT WIDTH	8.0000	FT	C	3.900	
BOX CULVERT LENGTH	64.0000	FT	C	3.900	
NUMBER OF BOX CULVERTS	1	EA	C	3.900	
BOX CULVERT HEIGHT	2.0000	FT	C	4.362	
BOX CULVERT WIDTH	2.0000	FT	C	4.362	
BOX CULVERT LENGTH	59.0000	FT	C	4.362	
NUMBER OF BOX CULVERTS	1	EA	C	4.362	
BOX CULVERT HEIGHT	2.0000	FT	C	4.820	
BOX CULVERT WIDTH	2.0000	FT	C	4.820	
BOX CULVERT LENGTH	58.0000	FT	C	4.820	
NUMBER OF BOX CULVERTS	1	EA	C	4.820	
BOX CULVERT HEIGHT	2.0000	FT	C	5.960	
BOX CULVERT WIDTH	2.0000	FT	C	5.960	

TO PAGE FORWARD--PRESS PA1 KEY

241 CROSSDRAINS (POINT FEATURE)

CHARACTERISTIC	VALUE	UNIT	SIDE	BEG.PT.	END.PT.
BOX CULVERT LENGTH	52.0000	FT	C	5.960	
NUMBER OF BOX CULVERTS	1	EA	C	5.960	
LENGTH OF CROSSDRAIN	30.0000	FT	L	5.961	
NUMBER OF CROSSDRAIN PIPES	1	EA	L	5.961	
PIPE DIAMETER	16.0000	IN	L	5.961	
TYPE OF PIPE	CONCRETE	CD	L	5.961	
LENGTH OF CROSSDRAIN	30.0000	FT	R	5.961	
NUMBER OF CROSSDRAIN PIPES	1	EA	R	5.961	
PIPE DIAMETER	16.0000	IN	R	5.961	
TYPE OF PIPE	CONCRETE	CD	R	5.961	
BOX CULVERT HEIGHT	2.0000	FT	C	6.272	
BOX CULVERT WIDTH	2.0000	FT	C	6.272	
BOX CULVERT LENGTH	67.0000	FT	C	6.272	
NUMBER OF BOX CULVERTS	1	EA	C	6.272	

TO PAGE FORWARD--PRESS PA1 KEY

241 CROSSDRAINS (POINT FEATURE)

CHARACTERISTIC	VALUE	UNIT	SIDE	BEG.PT.	END.PT.
BOX CULVERT HEIGHT	4.0000	FT	C	7.268	
BOX CULVERT WIDTH	5.0000	FT	C	7.268	
BOX CULVERT LENGTH	56.0000	FT	C	7.268	
NUMBER OF BOX CULVERTS	1	EA	C	7.268	
BOX CULVERT HEIGHT	2.0000	FT	C	7.530	
BOX CULVERT WIDTH	2.0000	FT	C	7.530	
BOX CULVERT LENGTH	54.0000	FT	C	7.530	
NUMBER OF BOX CULVERTS	1	EA	C	7.530	
BOX CULVERT HEIGHT	4.0000	FT	C	8.542	
BOX CULVERT WIDTH	8.0000	FT	C	8.542	
BOX CULVERT LENGTH	48.0000	FT	C	8.542	
NUMBER OF BOX CULVERTS	1	EA	C	8.542	
BOX CULVERT HEIGHT	3.0000	FT	C	8.700	
BOX CULVERT WIDTH	8.0000	FT	C	8.700	

TO PAGE FORWARD--PRESS PA1 KEY

241 CROSSDRAINS (POINT FEATURE)

CHARACTERISTIC	VALUE	UNIT	SIDE	BEG.PT.	END.PT.
BOX CULVERT LENGTH	54.0000	FT	C	8.700	
NUMBER OF BOX CULVERTS	1	EA	C	8.700	
BOX CULVERT HEIGHT	2.0000	FT	C	9.103	
BOX CULVERT WIDTH	2.0000	FT	C	9.103	
BOX CULVERT LENGTH	74.0000	FT	C	9.103	
NUMBER OF BOX CULVERTS	1	EA	C	9.103	
BOX CULVERT HEIGHT	2.0000	FT	C	9.600	
BOX CULVERT WIDTH	8.0000	FT	C	9.600	
BOX CULVERT LENGTH	51.0000	FT	C	9.600	
NUMBER OF BOX CULVERTS	1	EA	C	9.600	
BOX CULVERT HEIGHT	2.0000	FT	C	9.955	
BOX CULVERT WIDTH	2.0000	FT	C	9.955	
BOX CULVERT LENGTH	56.0000	FT	C	9.955	
NUMBER OF BOX CULVERTS	1	EA	C	9.955	

TO PAGE FORWARD--PRESS PA1 KEY

RCITS06A 00 14010000 241 000.000 011.305 12 2/09/88 14.20.54

AGENCY- DEPARTMENT OF TRANSPORTATION

RCIB017 ROADWAY CHARACTERISTICS PER PHYSICAL FEATURE PAGE 7

STATE- FLORIDA COUNTY- 14 PASCO SECTION- 010 SUB-SECTION- 000

DESCRIPTION- SR-45/US-41 BEG.AT.- 0.000 MI END.AT.- 19.800 MI

STATUS- ACTIVE

241 CROSSDRAINS (POINT FEATURE)

CHARACTERISTIC	VALUE	UNIT	SIDE	BEG.PT.	END.PT.
BOX CULVERT HEIGHT	2.0000	FT	C	10.364	
BOX CULVERT WIDTH	8.0000	FT	C	10.364	
BOX CULVERT LENGTH	52.0000	FT	C	10.364	
NUMBER OF BOX CULVERTS	1	EA	C	10.364	
BOX CULVERT HEIGHT	2.0000	FT	C	10.650	
BOX CULVERT WIDTH	2.0000	FT	C	10.650	
BOX CULVERT LENGTH	52.0000	FT	C	10.650	
NUMBER OF BOX CULVERTS	1	EA	C	10.650	
BOX CULVERT HEIGHT	2.0000	FT	C	10.890	
BOX CULVERT WIDTH	2.0000	FT	C	10.890	
BOX CULVERT LENGTH	50.0000	FT	C	10.890	
NUMBER OF BOX CULVERTS	1	EA	C	10.890	

INQUIRY COMPLETE

RCITS06A 00 10040000 242 008.214 015.455 12 2/09/88 14.28.26
AGENCY- DEPARTMENT OF TRANSPORTATION
RCIB017 ROADWAY CHARACTERISTICS PER PHYSICAL FEATURE PAGE 1
STATE- FLORIDA COUNTY- 10 HILLSBOROUGH SECTION- 040 SUB-SECTION- 000
DESCRIPTION- SR-45/US-41 BEG.AT.- 0.000 MI END.AT.- 15.455 MI
STATUS- ACTIVE

242 STORM SEWERS CHARACTERISTIC	(TOTAL VALUE	FEATURE)	SIDE UNIT	BEG.PT.	END.PT.
CATCH BASINS	11		EA L	9.000	10.000
CATCH BASINS	29		EA R	9.000	10.000
CATCH BASINS	8		EA L	11.000	12.000
CATCH BASINS	5		EA R	13.000	14.000
CATCH BASINS	11		EA R	14.000	15.000

INQUIRY COMPLETE

RCITS06A 00 14010000 242 000.000 011.305 12 2/09/88 14.29.14
AGENCY- DEPARTMENT OF TRANSPORTATION
RCIB017 ROADWAY CHARACTERISTICS PER PHYSICAL FEATURE PAGE 1
STATE- FLORIDA COUNTY- 14 PASCO SECTION- 010 SUB-SECTION- 000
DESCRIPTION- SR-45/US-41 BEG.AT.- 0.000 MI END.AT.- 19.800 MI
STATUS- ACTIVE

242 STORM SEWERS CHARACTERISTIC	(TOTAL VALUE	FEATURE)	SIDE UNIT	BEG.PT.	END.PT.
CATCH BASINS	17		EA L	1.000	2.000
CATCH BASINS	1		EA R	1.000	2.000
CATCH BASINS	3		EA R	2.000	3.000
CATCH BASINS	5		EA L	3.000	4.000
CATCH BASINS	7		EA R	3.000	4.000
CATCH BASINS	22		EA L	4.000	5.000
NUMBER OF CURB INLETS	2		EA L	5.000	6.000
CATCH BASINS	2		EA L	5.000	6.000
NUMBER OF CURB INLETS	2		EA R	5.000	6.000
CATCH BASINS	2		EA R	5.000	6.000
CATCH BASINS	1		EA L	9.000	10.000
CATCH BASINS	1		EA R	10.000	11.000

INQUIRY COMPLETE

RCITS06A 00 14010000 258 000.000 011.305 12 2/09/88 14.42.05
AGENCY- DEPARTMENT OF TRANSPORTATION
RCIB017 ROADWAY CHARACTERISTICS PER PHYSICAL FEATURE PAGE 1
STATE- FLORIDA COUNTY- 14 PASCO SECTION- 010 SUB-SECTION- 000
DESCRIPTION- SR-45/US-41 BEG.AT.- 0.000 MI END.AT.- 19.800 MI
STATUS- ACTIVE
258 STRUCTURES (LENGTH FEATURE)

CHARACTERISTIC	VALUE	SIDE UNIT	BEG.PT.	END.PT.
BRIDGE NUMBER	140002	ID C	8.614	8.619

INQUIRY COMPLETE

Form 281-10

1-6B

MEMORANDUM

State of Florida Department of Transportation

Bartow

DATE July 1, 1987

TO J. M. Baxter, Project Engineer, P.D.&E.

FROM K. A. Umlauf, District I Bicycle/Pedestrian Coordinator

COPIES TO T. S. Estes, Dan Burden

SUBJECT Bicycle Facilities
State Project Nos. 10040-1506 and 14010-1510
WPI Nos. 7113216 and 7115842
FAP No. F-301-4(16)
U.S. 41 (S.R. 45) from Fletcher Avenue to S. R. 52

As requested, the Planning Department has reviewed these projects in regard to bicycle/pedestrian needs. These projects are identified in both the State Transportation Plan (Bicycle Element) and the Tampa Urban Area Comprehensive Bicycle Plan A.C.A.T. system. U.S. 41 is identified in the Tampa Comprehensive Plan as a high potential bicycle usage corridor, and in the State plan as a low to medium potential corridor for bicycle work trips. Seven (7) schools were identified as possible attractors along this corridor. Truck traffic has been estimated at between 10% and 12% in the post construction year of 1990. In addition, ADT for the post construction year 1990 averaged 21,600.

The Planning Department therefore recommends the following:

1. Incorporation of 14' wide outside curb lanes in areas using curb and gutter typical sections.

2. Inclusion of 4' paved shoulders in rural typical cross sections.

3. Five foot (5') sidewalks on both sides of roadway be part of urban sections to accomodate pedestrian traffic.

This would appear to adequately address both bicycle and pedestrian needs for these projects. Since these treatments are considered "silent bikeways", no special beginning and ending termini appear necessary at this time.

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

KAU:lgp

JUL 1987
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Form 281-10

MEMORANDUM

State of Florida Department of Transportation

DATE July 31, 1987

TO Mr. J. M. Baxter, Project Engineer

FROM Jack Buckley, Soils, Foundation and Corrosion Engineer JJB.

COPIES TO File

SUBJECT STATE PROJECT NOS. 10040-1506 & 14010-1510
U. S. 41(S.R.41) from Fletcher Avenue in
Hillsborough County to SR 52 in Pasco Co.

This office has reviewed the above project in the field and offers the following comments on the suitability of the existing soils.

The general soil profile consist of poorly drained fine sand with traces of Silt and Clay in the upper six feet. Numerous small wet weather ponds were encountered along this alignment. These areas usually have a layer of organic muck of 12 inches or less, however, larger deposits of muck may be expected.

An in-depth soil survey and foundation investigation will be necessary to better identify the limits of this organic material and to provide recommendations for its removal.

The water table will generally be encountered in the upper 18 inches, however, some areas are subjected to localized flood during periods of heavy rainfall.

Review of office records indicate a preliminary Design LBR between 16-20 can be used for the 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

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

Don Cashdollar Jr.

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
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PROJECT
DEVELOPMENT

If response is required, please use reverse side
AVE MONEY

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

If response is required, please use reverse side
AVE MONEY

Form 281-10

1-6B

MEMORANDUM

State of Florida Department of Transportation

DATE September 8, 1987

TO Mr. C. W. Lasseter, District Project Development Engineer
Attention: Mr. James Baxter

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

COPIES TO File

SUBJECT State Project Nos.: 10040-1516 & 14010-1510
W. P. I. Nos.: 7113216 & 7115842
Description: US 41 from Fletcher Ave. in Hillsborough County to SR 41 in Pasco County

In response to your request for recommendations on the subject projects, I recommend that you mill and resurface these projects.

However, due to the length of time before these projects are scheduled to be let, and completion of other pavement rehabilitation projects now scheduled within the described limits, a re-evaluation should be made prior to the completion of plans.

If we can be of further assistance in developing these projects, please let us know.

BLM/WJW/mk

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1-6B

TFB

MEMORANDUM

State of Florida Department of Transportation

Bartow

DATE February 10, 1988

TO Mr. T. F. Black, Project Development

FROM Brian A. Bennett, District Safety Engineer
By: Richard Gillenwater, Assistant Safety Engineer

COPIES TO Safety File

FEB 1988 RECEIVED PROJECT DEVELOPMENT

SUBJECT

SAFETY SUMMARY MEMORANDUM
State Project No. 10040-1506
W.P.I. No. 7113216
M.P. 8.200 to 15.400
and
State Project No. 14010-1510
W.P.I. No. 7115842
M.P. 0.000 to 11.300

US 41, Section 10040

The overall actual to critical ratio (A/C) for this portion of US 41 for 1986 was 0.957, for 1985 it was 0.733, and for 1984 it was 0.625. An A/C of less than 1.000 is considered acceptable and indicates this section of roadway is experiencing less than other similar section of roadway within the state.

US 41, Section 14010

The overall actual to critical ratio for this portion of US 41 for 1986 was 0.981, for 1985 it was 0.970 and for 1984 it was 1.138. Again, this would be considered acceptable in 1986 and 1985 and would be considered slightly above normal in 1984.

However, there were several high accident spots and segments within the study section for both 10040 and 14010. These segments and spots are identified by mile post on the attached.

As to your questions "Is the proposed project necessary to correct any existing potential safety hazards?" and "How will the proposed projects improve safety?", we would answer: existing conditions along this section are deficient in many areas as related to current safety standards and design criteria. The proposed multilane typical should bring both section of roadways up to all current AASHTO and DOT standards. Multilaning should also improve the accident statistics in the high accident segment and spot areas along US 41 because of the higher safety and design standards we have today than when this two lane roadway was originally built.

In answer to your question "Is the existing accident rate excessively high?" we would have to say "not at present". However, with the projected increases in ADT you furnished, we feel the A/C ratios would increase significantly and would reach unacceptable levels along these roadway sections if improvements are not made.

If response is required, please use reverse side
AVE MONEY

In case you need additional information, we have attached the 1984, 1985 and 1986 accident summaries for the above section for your use.

BAB:REG:jh
Attachment

10040-1506

SEGMENTS

8.2 - 15.4

	PR #	ACC #	BMP	EMP	A/C RATIO
1986	55	56	8.214	9.285	1.621
1986	95	23	14.069	15.455	1.216
1985	104	55	8.243	9.303	1.484
1984	129	48	8.252	9.389	1.323
1984	164	14	14.036	15.398	1.204

SPOT

1986	79	21	8.214	8.308	1.209
1985	NONE				
1984	NONE				

14010-1510

SEGMENTS

0.000 - 11.300

	PR #	ACC #	BMP	EMP	A/C RATIO
1986	106	28	1.763	4.750	1.138
1986	97	18	8.805	11.646	1.212
1985	79	44	1.640	4.348	1.631
1984	74	55	1.663	4.570	1.650
1984	210	21	4.860	7.359	1.085
1984	177	23	8.614	11.505	1.173

SPOT

1986	137	12	1.402	1.478	1.011
1986	132	8	11.220	11.305	1.021
1985	NONE				
1984	NONE				

Form 281-10

MEMORANDUM

State of Florida Department of Transportation

DATE October 15, 1987

TO C. W. Lasseter, District Project Development Engineer

FROM C. C. Melton, District Rail Coordinator

COPIES TO

SUBJECT State Project No.: 10040-1506 & 14010-1510
WPI No: 7113216 & 7115842 - Railroad Right-of-Way

This is in reference to your memorandum of July 2, 1987 concerning the above subject matter.

In conversation with CSX Transportation, Inc. in Jacksonville, the company would prefer to sell excess right-of-way as opposed to granting a perpetual easement to the Department. The "Hybrid" design section you furnished indicates that pavement will be placed on the sixteen feet of railroad right-of-way needed for this project. I recommend we purchase that portion that will be under pavement, plus the six feet of stabilized shoulder. The remaining six feet can be obtained through easement from the railroad company.

If you have any questions, please advise.

CCM/da

OCT 1987 RECEIVED PROJECT DEVELOPMENT

If response is required, please use reverse side
AVE MONEY