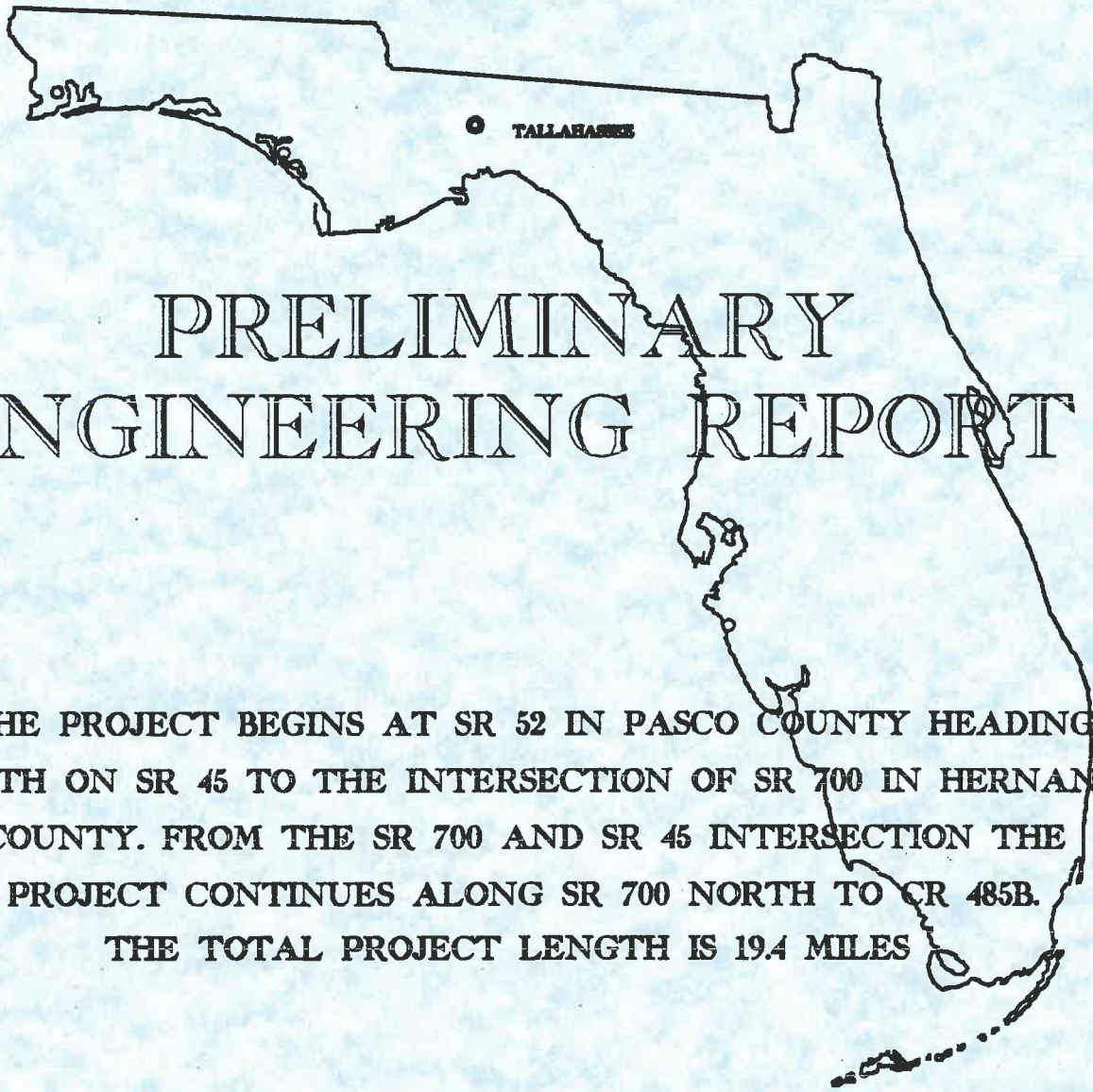
FEDERAL HIGHWAY ADMINISTRATION
REGION FOUR

STATE ROAD 45 (U.S. 41) &
STATE ROAD 700 (U.S. 98)

PASCO AND HERNANDO COUNTIES, FLORIDA



PRELIMINARY ENGINEERING REPORT

THE PROJECT BEGINS AT SR 52 IN PASCO COUNTY HEADING NORTH ON SR 45 TO THE INTERSECTION OF SR 700 IN HERNANDO COUNTY. FROM THE SR 700 AND SR 45 INTERSECTION THE PROJECT CONTINUES ALONG SR 700 NORTH TO CR 485B. THE TOTAL PROJECT LENGTH IS 19.4 MILES

STATE PROJECT NOS. 14010-1514, 08010-1519, 08080-1509
FEDERAL AID PROJECT NO. F-8888(27)
WORK PROGRAM ITEM NOS. 7115924, 7112085, 7112086

MARCH 1988

REVISED JUNE 1989

FLORIDA DEPARTMENT OF TRANSPORTATION

BOB MARTINEZ
GOVERNOR

KAYE N. HENDERSON
SECRETARY

June 26, 1989

4950 West Kennedy Boulevard
Suite 500
Tampa, Florida 33609

MEMORANDUM

TO: J.R. Skinner, Division Administrator
Federal Highway Administration

FROM: David G. Richey
Senior Project Manager

SUBJECT: **U.S. 41 (S.R. 45) and U.S. 98 (S.R. 700)**
From S.R. 52 to C.R. 485B
Pasco and Hernando Counties, Florida
S.P. Nos. 14010-1514, 08010-1519 and 08080-1509
W.P.A. Nos. 7115924, 7112085 and 7112086
F.A.P. No. F-8888(27)

ATTENTION: Steve Walker, Area Engineer

ALTERNATIVES TO BE CONSIDERED:

For S.R. 45: A four-lane rural facility is proposed from S.R. 52 to Moreland Drive, a six-lane urban facility is proposed from Moreland Drive to North of Spring Hill Road, a six-lane rural facility is proposed from North of Spring Hill Road to South of Mason-Smith Road, a six-lane urban facility is proposed from South of Mason-Smith Road to U.S. 98.

For U.S. 98: A four-lane urban facility is proposed from U.S. 41 to C.R. 485B.

ALTERNATIVES FOUND FEASIBLE:

Segment Number 1: U.S. 41 from S.R. 52 to Moreland Drive, a four-lane rural section was considered on three alternative alignments: using the existing roadway for northbound traffic, using the existing roadway for southbound traffic, and a combination of using the existing roadway for northbound traffic then transitioning to use the existing roadway for southbound traffic. The combination alternative was found to incur lower costs and relocations. At the crossing of Canal C-534, the existing structure will be used for northbound traffic.

Segment Number 2: U.S. 41 from Moreland Drive to North of Spring Hill Road, a six-lane urban section within existing right-of-way was the only alternative considered and will not require any relocations.

Segment Number 3: U.S. 41 from North of Spring Hill Road to South of Mason-Smith Road, a six-lane rural section was considered on three alternative alignments, using the existing roadway for northbound traffic adding the northbound median lane and southbound lanes to the west of the exiting roadway, using the existing roadway for southbound traffic adding the southbound median lane and northbound lanes to the east of the existing roadway, and a combination of using the existing roadway for northbound traffic from North of Spring Hill Road approximately 2 miles northward then transitioning to use the existing roadway for southbound traffic. The combination alternative was found to incur lower costs and relocations.

Segment Number 4: U.S. 41 from South of Mason-Smith Road to U.S. 98, a six-lane urban section within the existing 128 feet of right-of-way was the only alternative considered and will not require any relocations.

Segment Number 5: U.S. 98 from U.S. 41 to C.R. 485B, a four-lane urban section with TWLTL median was the only alternative considered. Additional right-of-way to be acquired is minimal and some relocations will be required.

TYPICAL SECTIONS:

Segment Number 1: U.S. 41 from S.R. 52 to Moreland Drive. The proposed four-lane rural section consists of two 12-foot travel lanes in each direction. The roadways will be separated by a 46-foot depressed median. Bicycle traffic will be accommodated by providing 4-foot paved outside shoulders. Open drainage ditches will be provided within the proposed 206 feet of right-of-way.

Segment Number 2: U.S. 41 from Moreland Drive to North of Spring Hill Road. The proposed six-lane urban section consists of two 12-foot inside lanes and one 14-foot outside lane in each direction to accommodate both motor vehicles and bicycle traffic. The roadways will be separated by a 28-foot raised and grassed median. Outside curb and gutter and a 5-foot sidewalk are to be provided to accommodate pedestrian traffic. The existing right-of-way is 128 feet.

Segment Number 3: U.S. 41 from North of Spring Hill Road to South of Mason-Smith Road. The proposed six-lane rural section consists of three 12 foot travel lanes in each direction. The roadways are separated by a 40-foot depressed median. Bicycle traffic will be accommodated by providing a 4-foot paved outside shoulders. Open drainage ditches will be provided within the proposed 224 feet of right-of-way.

Segment Number 4: U.S. 41 from South of Mason-Smith Road to U.S. 98. The proposed six-lane urban section is the same as that which is proposed for Segment Number 2.

Segment Number 5: U.S. 98 from U.S. 41 to C.R. 485B. The proposed four-lane urban section consists of a 12-foot inside travel lane and a 14-foot outside travel lane in each direction to accommodate both motor vehicle and bicycle traffic. The roadways are separated by a 14-foot Two-Way-Left-Turn-Lane median. Outside curb and gutter and a 5-foot sidewalk are to be provided to accommodate pedestrian traffic. This section requires 90 feet of right-of-way

Graphic representations of the proposed typical sections are contained in the Preliminary Engineering Report.

GENERAL HORIZONTAL AND VERTICAL ALIGNMENT:

All existing curves along the project limits are adequate for the proposed design speeds, 45 mph in the urban sections and 65 mph in rural sections.

PRELIMINARY R/W AND CONSTRUCTION ESTIMATES:

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

DRAINAGE REPORT:

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

BRIDGES AND INTERCHANGE LAYOUTS:

Two existing bridges are within the project. Bridge Number 140004 over Scotts Big D Creek will be removed and replaced with twin structures. Bridge Number 140028 over Canal C-534 will be used for the northbound roadway and a new structure is proposed for the southbound roadway.

MAJOR INTERSECTION DESIGN CONCEPTS:

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

MAJOR UTILITY ADJUSTMENTS:

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

RIGHT-OF-WAY REQUIREMENTS:

The concepts provided identify additional R/W required for the alternates recommended.

BICYCLE ACCOMMODATIONS:

Wide curb lanes in the urban curb and gutter areas and paved shoulders in the open ditch rural areas were provided throughout the entire project limits to accommodate bicycle traffic.

F.H.W.A. Area Engineer

F.D.O.T. Project Manager

/ /
Date

6/22/89
Date

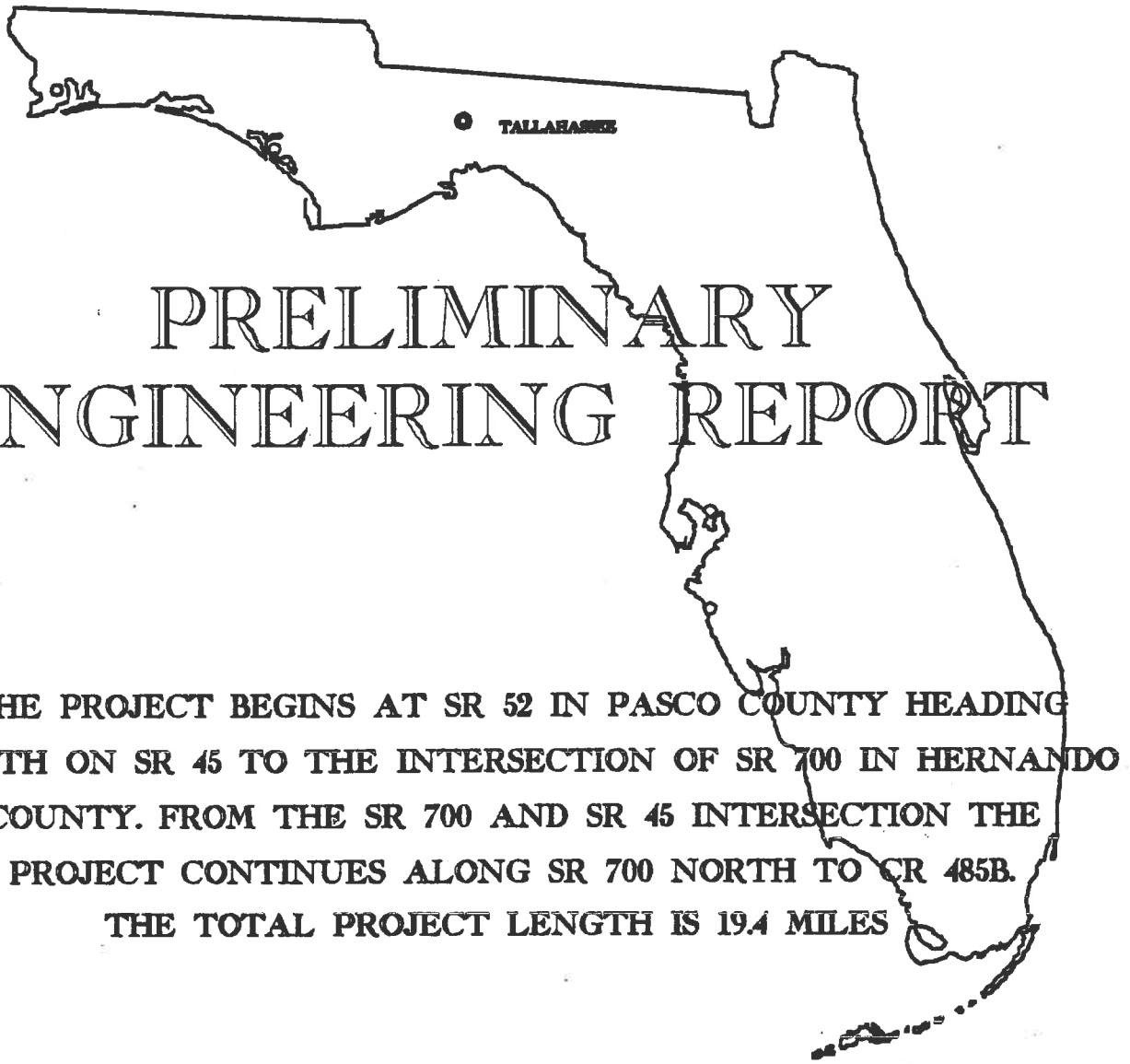
DGR:KJC:vaj

xc: David Twiddy
Jean Dorzback
David A. May
John F. Temple
Steve Walker

FEDERAL HIGHWAY ADMINISTRATION
REGION FOUR

STATE ROAD 45 (U.S. 41) &
STATE ROAD 700 (U.S. 98)

PASCO AND HERNANDO COUNTIES, FLORIDA



PRELIMINARY ENGINEERING REPORT

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STATE PROJECT NOS. 14010-1514, 08010-1519, 08080-1509
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WORK PROGRAM ITEM NOS. 7115924, 7112085, 7112086

MARCH 1988

REVISED JUNE 1989

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PROJECT LOCATION MAP

STATE PROJECT No's 14010-1514
08010-1519
08080-1510

W.P.I. No's 7115924, 7112085, 7112086

FEDERAL AID PROJECT No. F-8888(27)

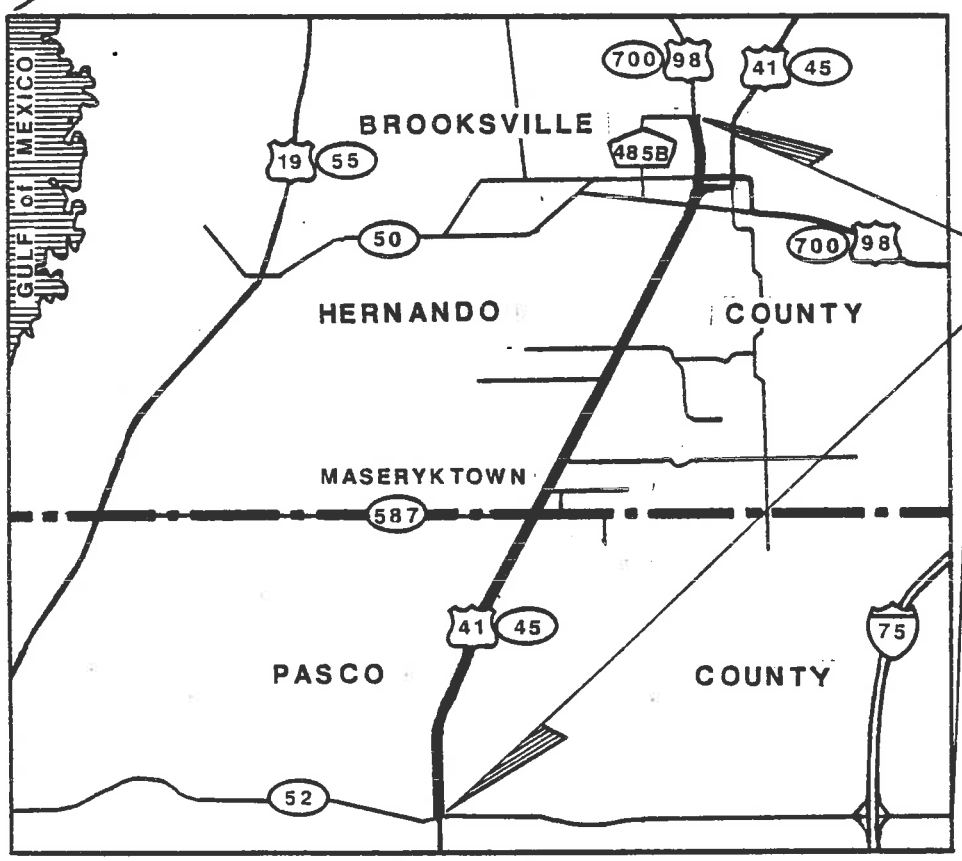


FIGURE 1

1.0 ABSTRACT

The Florida Department of Transportation, acting as an agent to the Federal Highway Administration has documented existing conditions of SR 45 (US 41) from SR 52 to SR 700 (US 98) and SR 700 (US 98) from SR 45 (US 41) to CR 485B (Yontz Road). 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 improvement, such as; wetlands impacts, possible mitigation, community cohesion, land-uses, relocation impacts and hazardous waste locations.

1.1 Description of the Proposed Project

This project involves a 17.4 mile segment of SR 45 in Pasco and Hernando counties from SR 52 to SR 700 and a 1.9 mile segment of SR 700 in Hernando County from SR 45 to CR 485B. (See Project Location Map, Figure 1).

The highway is to be improved from an existing two-lane rural facility to a multi-lane, divided facility. The existing roadway is predominantly 24 feet wide with 6 foot grassed shoulders. The existing right-of-way varies throughout the project limits from 100 feet to 225 feet.

The improvement on SR 45 from SR 52 to Moreland Road would be a rural four-lane divided facility with provisions for future expansion to an ultimate six-lane divided section. From Moreland Road to 1400 feet north of Springhill Road the facility is to be improved to an urban six-lane divided section. A rural six-lane divided section is proposed from 1400 feet north of Springhill Road to 1400 feet south of Mason Smith Road. From 1400 feet south of Mason Smith Road to SR 700 the facility is to be improved to a urban six-lane divided section. The improvement on SR 700 from SR 45 to CR 485B would be a urban four-lane divided section.

There are two bridge structures located on this project. One structure located at Scotts Big 'D' Creek is recommended to be replaced. At Canal C-534 the bridge is recommended to be retained. (See Existing Bridge Typicals, Figure 2).

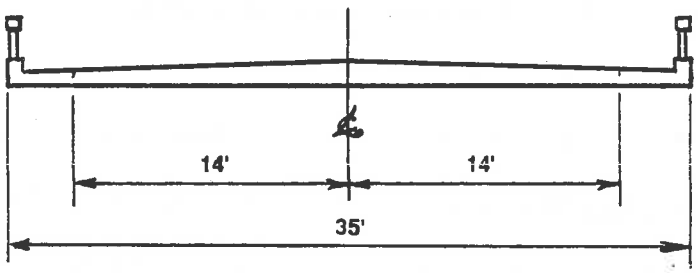
2.0 NEED

2.1 Planning Basis for the Proposed Action

The Florida Department of Transportation has proposed that SR 45 and SR 700 be widened to a multi-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. State Road 45 is a major corridor between SR 55 (US 19) to the west and I-75 to the east and is also considered a evacuation route in the event of a hurricane.

TYPICAL SECTIONS OF EXISTING BRIDGES

BRIDGE # 140004
50' long



BRIDGE # 140028
150' long

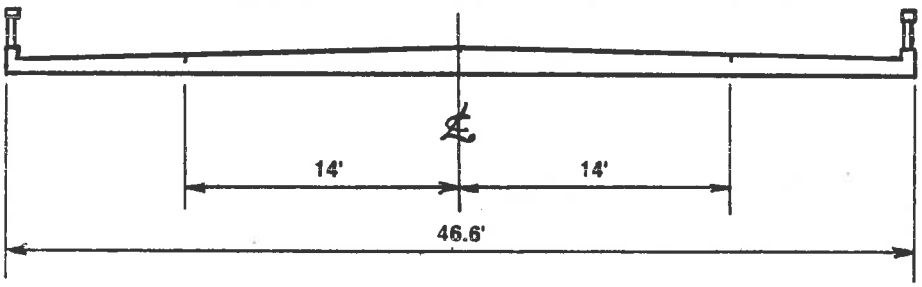


FIGURE 2

2.2 Capacity

Existing average daily traffic counts (ADT's) of 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 historical traffic counts with the assumption that facilities having capacities equal to or greater than these estimates will be provided (See Project Traffic, Figures 3 to 10).

Based on existing traffic counts for roadway links and in accordance with the 1985 Highway Capacity Manual, the existing facility is operating between level of service (LOS) 'B' and 'E'. The majority of the signalized intersections are operating at LOS 'C' or better. Without improvement, analysis indicate that this facility will operate at or near LOS 'F' by the year 2000. Estimated ADT's for the year 2010 indicate that with the improvement the roadway links will operate at LOS 'C' or better. The intersections will operate at LOS 'C' except at SR 700 and SR 50A where it will operate at LOS 'D'. (See Appendix B sheets 14 thru 27 for Link LOS and sheets B 1 thru 13 for intersection turning movements and LOS. See Figure 11 and 12 for Existing and Proposed Intersection Configurations).

3.0 EXISTING PHYSICAL FEATURES

3.1 System Linkage

State Road 45 is classified as a rural principal arterial on the Federal Aid Primary System from SR 52 to Brooksville, where it becomes an

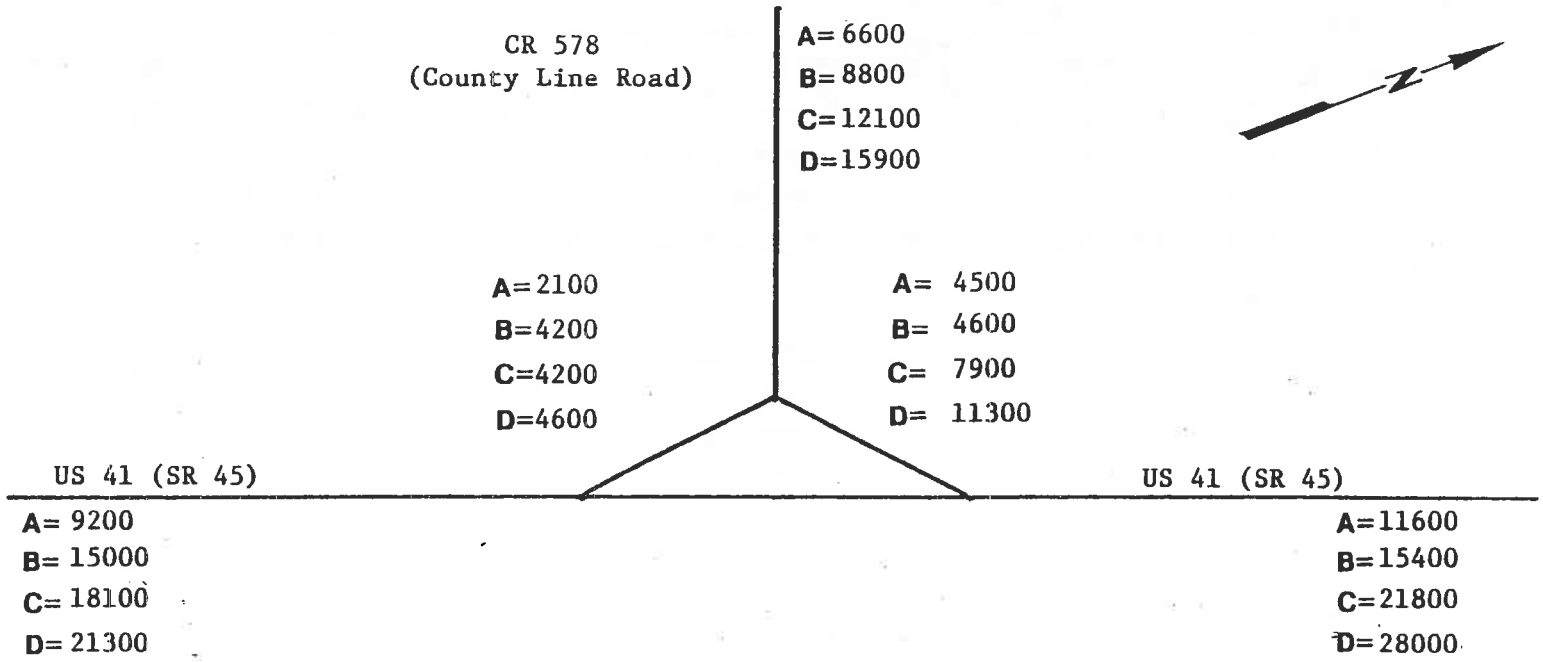
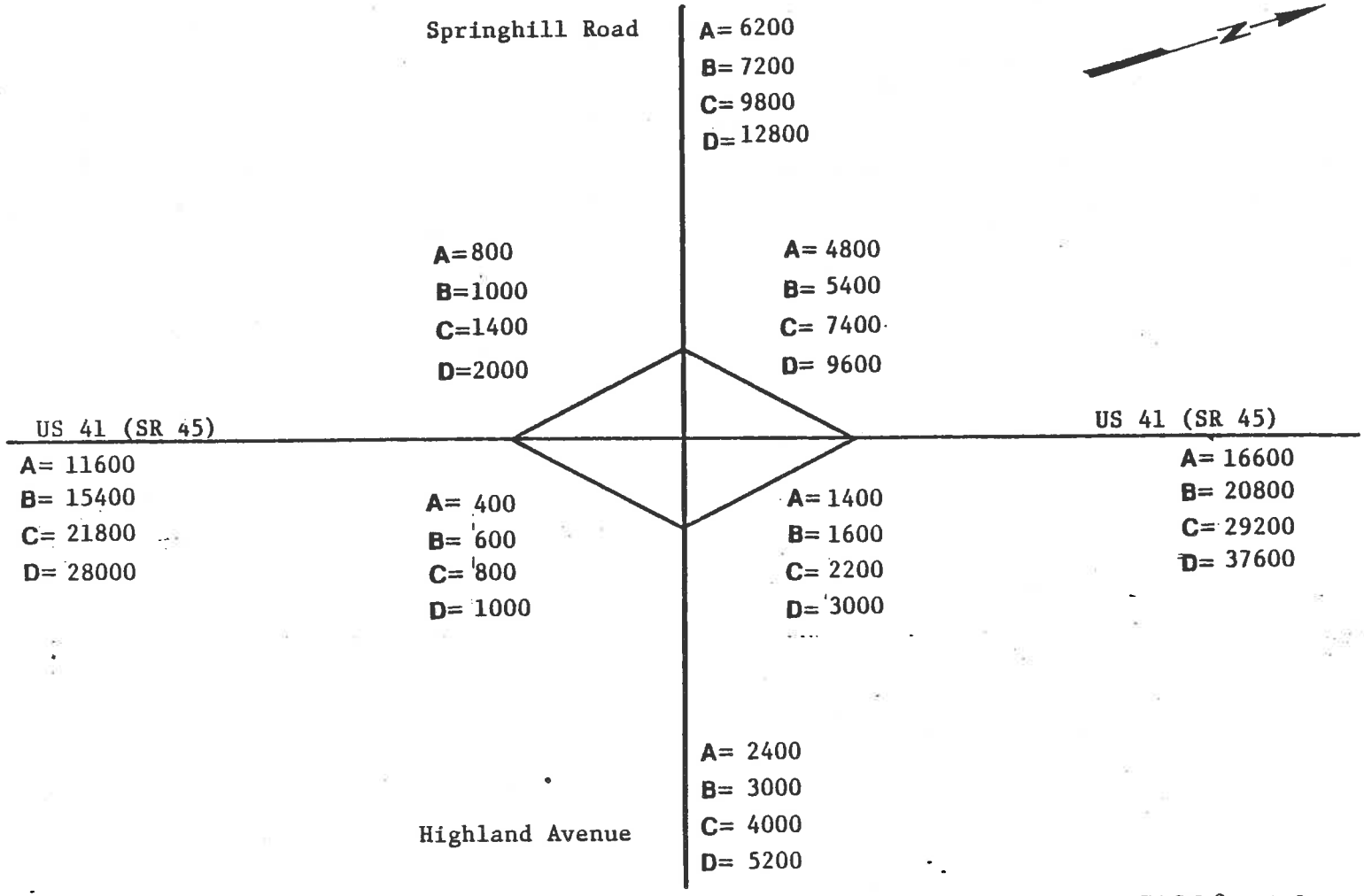


FIGURE 3

ESTIMATED TWO-WAY A A D T THROUGH AND TURNING VOLUMES		STATE PROJECT No. 14010-1514, 08010-1519, 08080-1510 W.P.I. No. 7115924, 7112085, 7112086 DESCRIPTION : US 41 (SR 45) From SR 52 to SR 700 SR 700 - From US 41 to CR 485B		
K = 9.3%	A= 1986	PREPARED BY :	Greg Czerepak	1/4/88
D =60.4%	B= 1990	CHECKED BY :	Nancy Bright	1/4/88
24 hr T =11.6%	C= 2000	APPROVED BY :	[signature]	1/4/88
D hr T = 5.9%	D= 2010			



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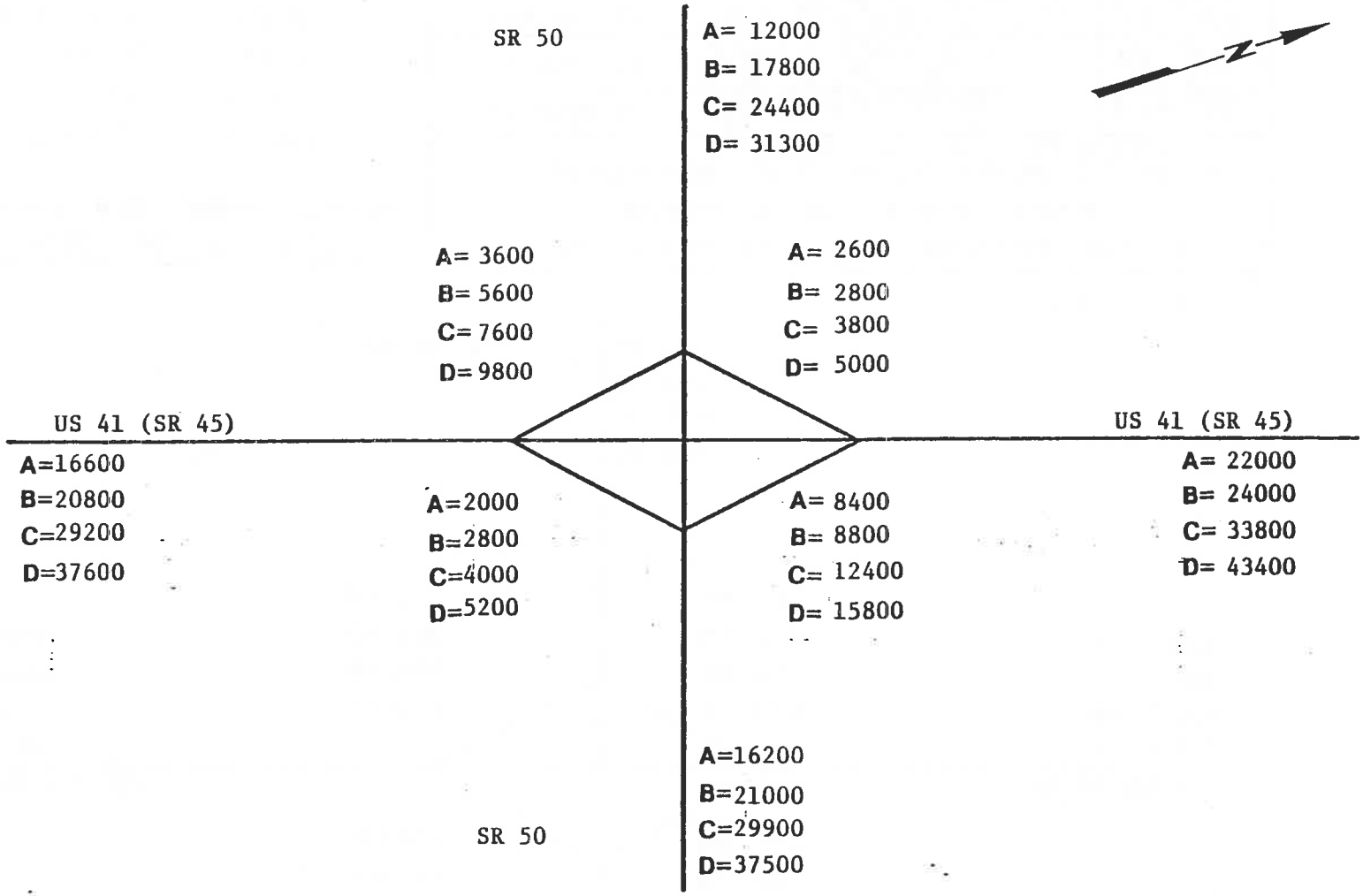
D hr T = 5.9%	D= 2010			



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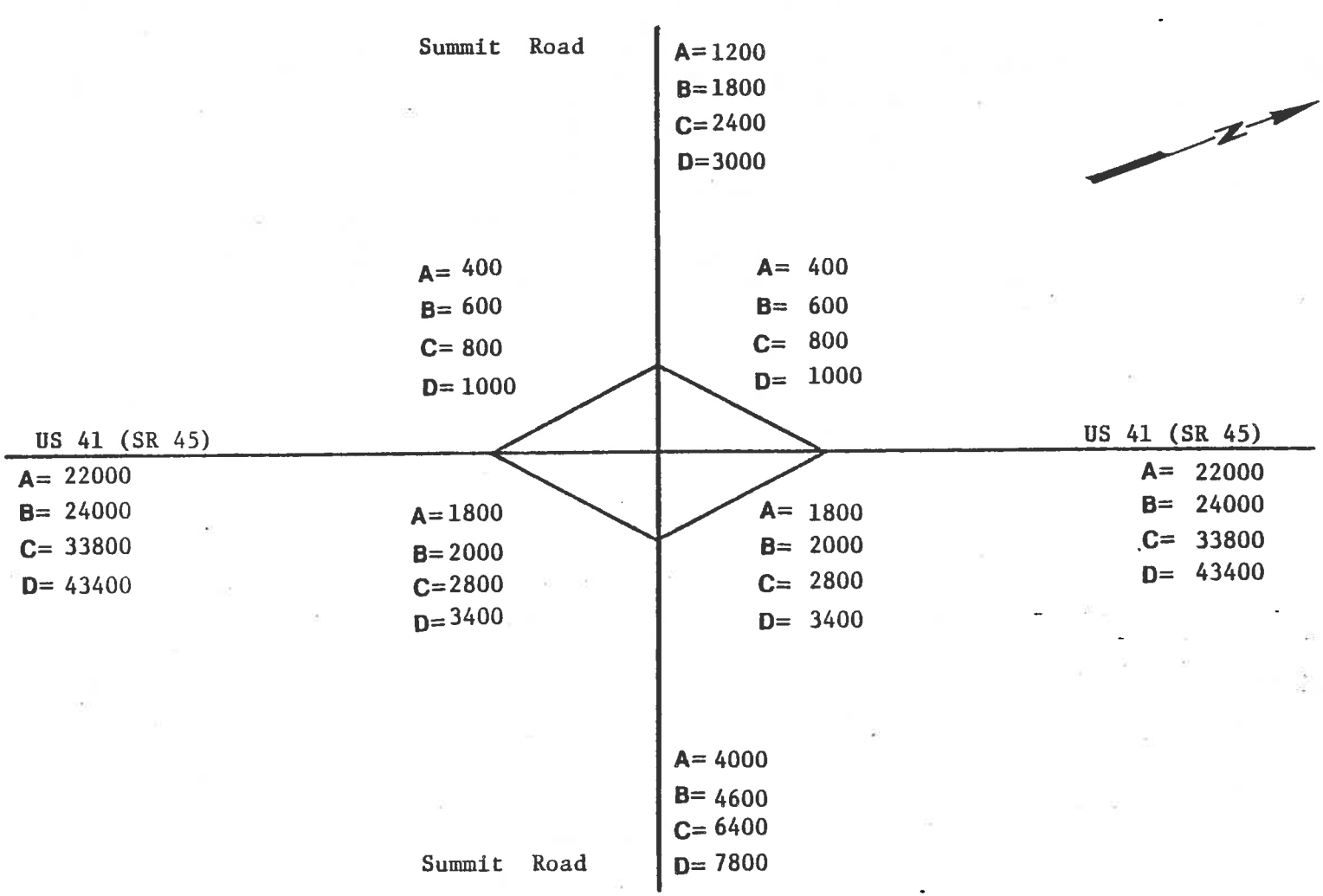
D hr T = 5.9 %	D=2010			

FIGURE 5



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D =60.4%	B=1990	CHECKED BY :	Nancy Bright	1/4/88
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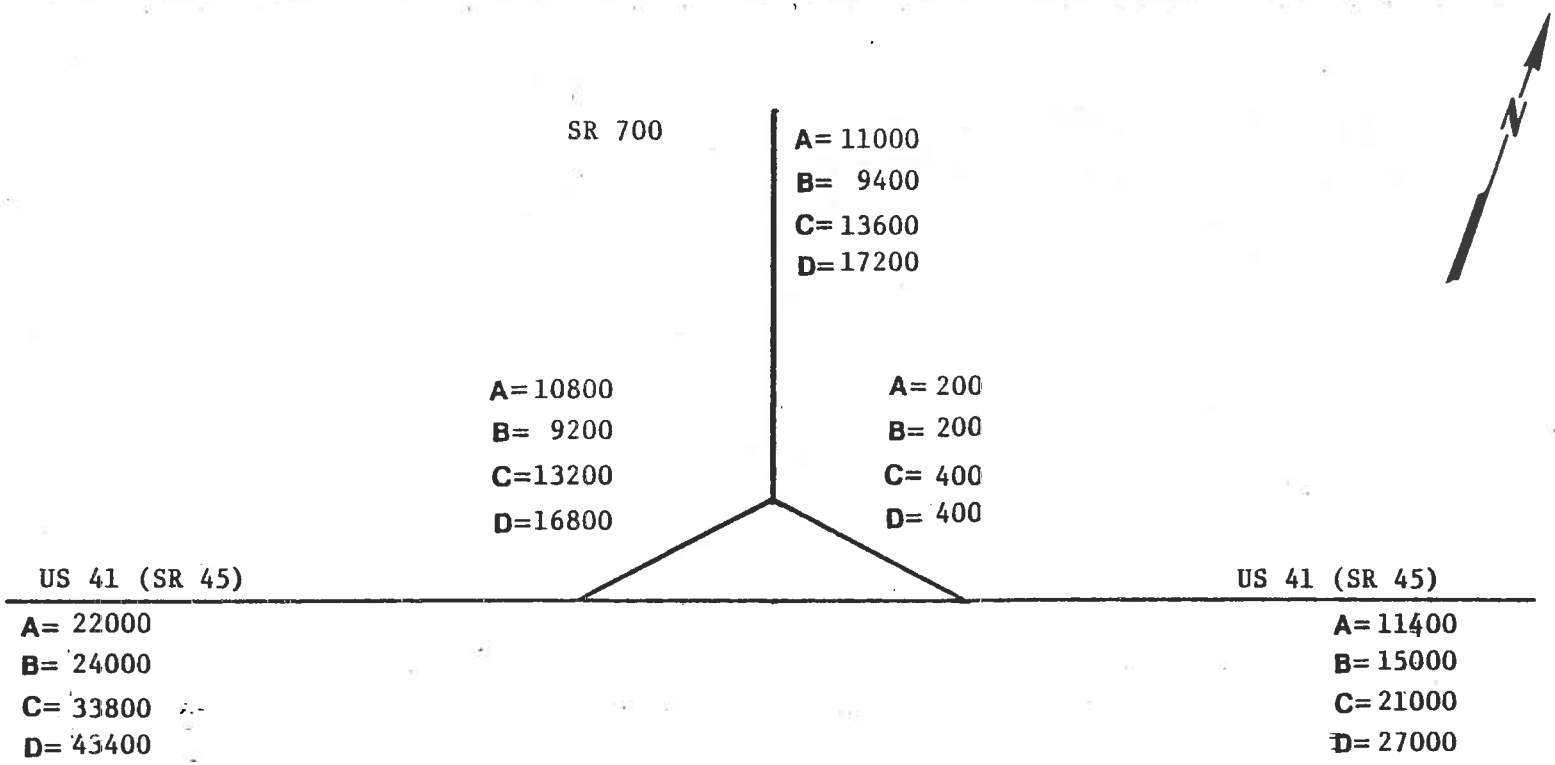
D hr T = 5.9%	D=2010			

FIGURE 6



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D hr T = 5.9%	D= 2010		

FIGURE 7

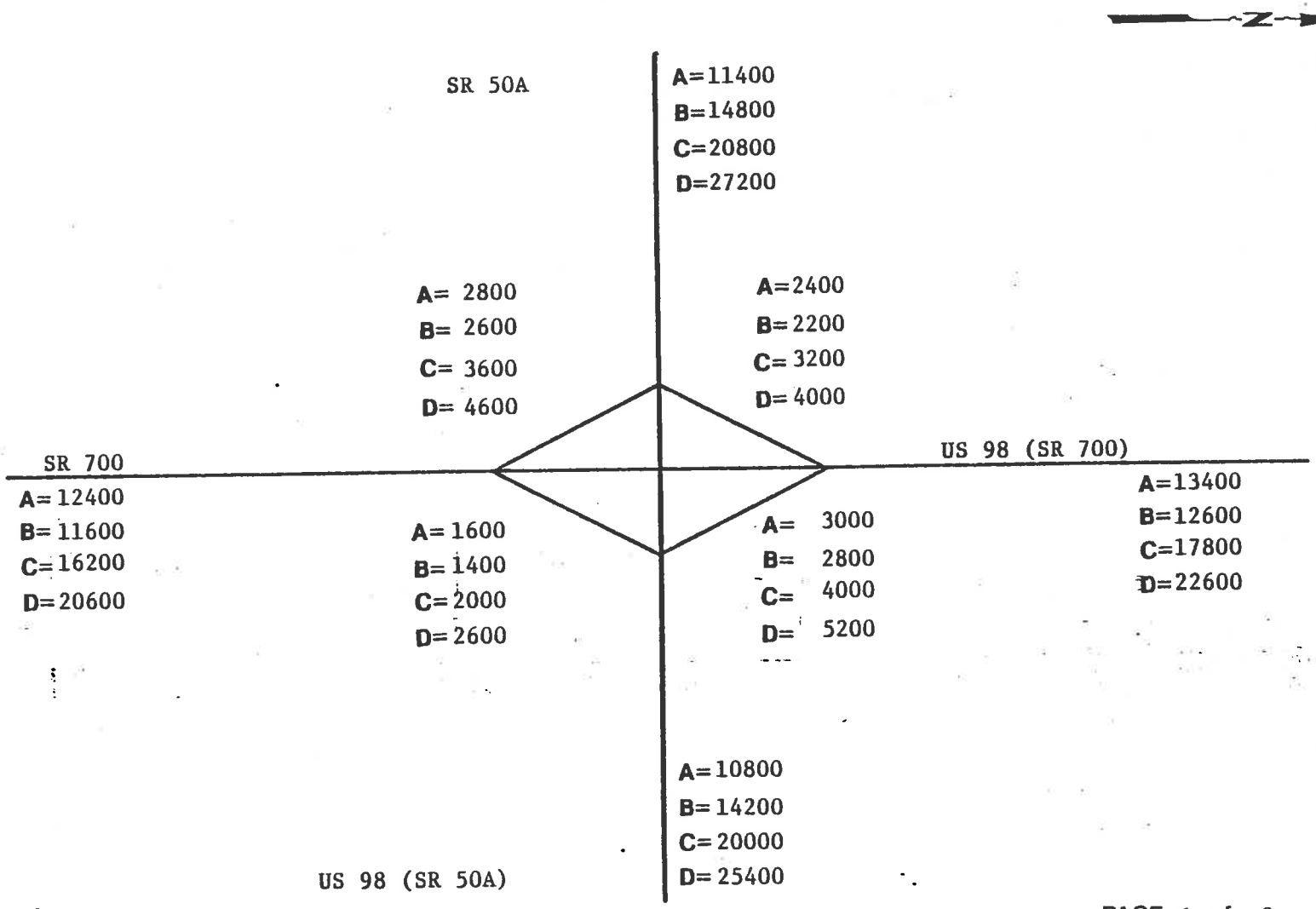

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FIGURE 8

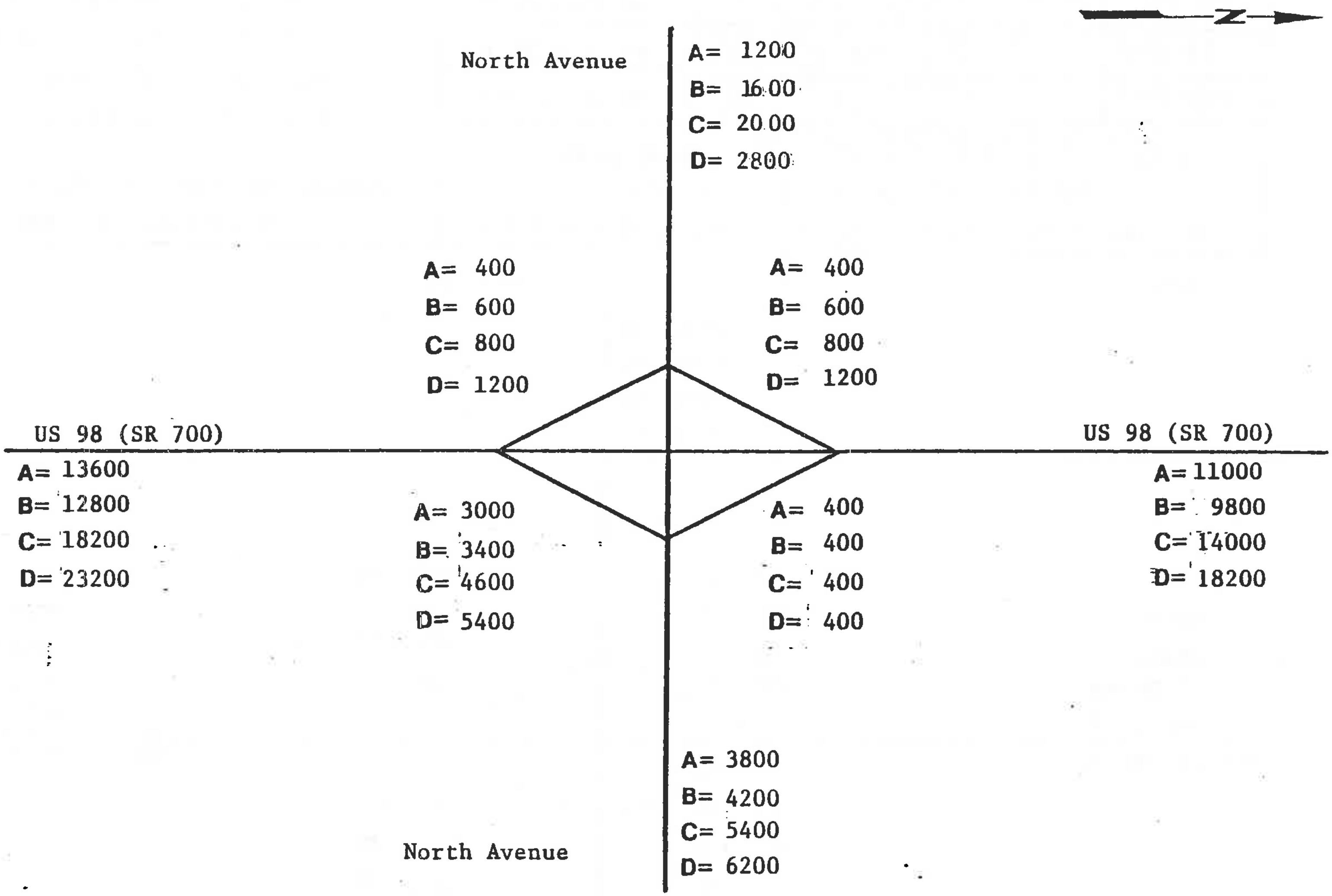

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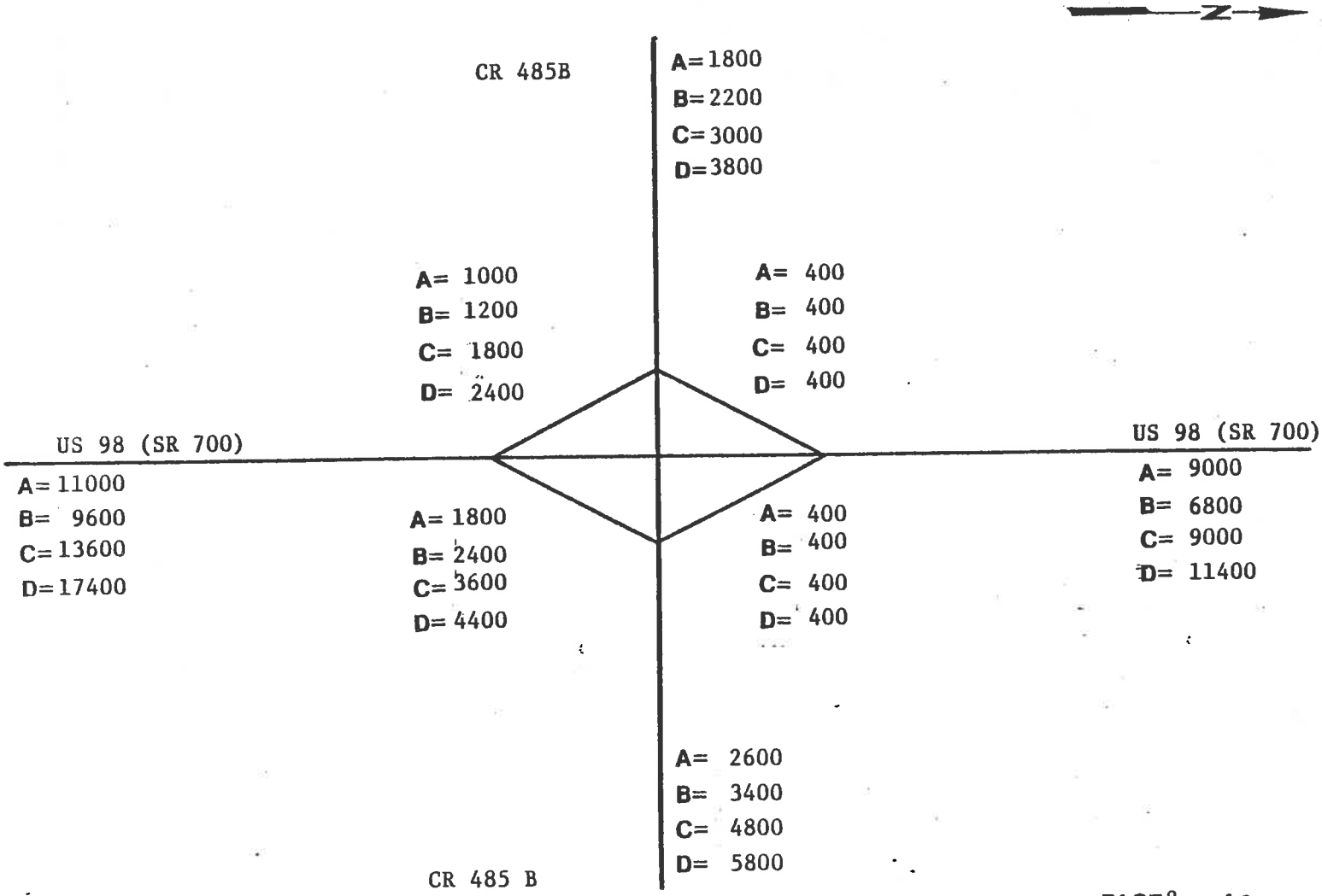
FIGURE 9



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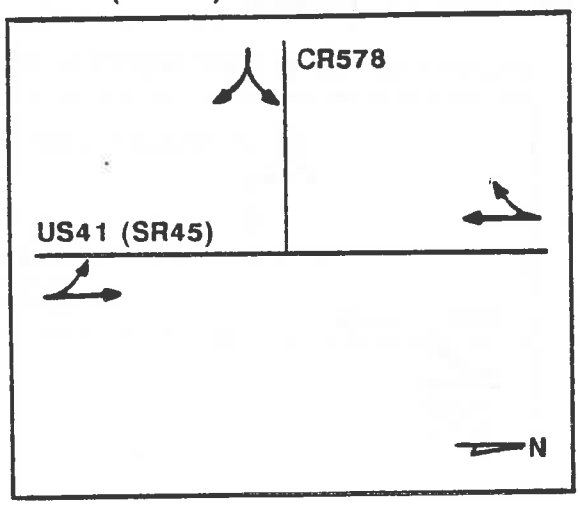
24 hr T =24.2%	C=2000	APPROVED BY :	W. W. Stephens	1-4-88
D hr T =12.2%	D= 2010			

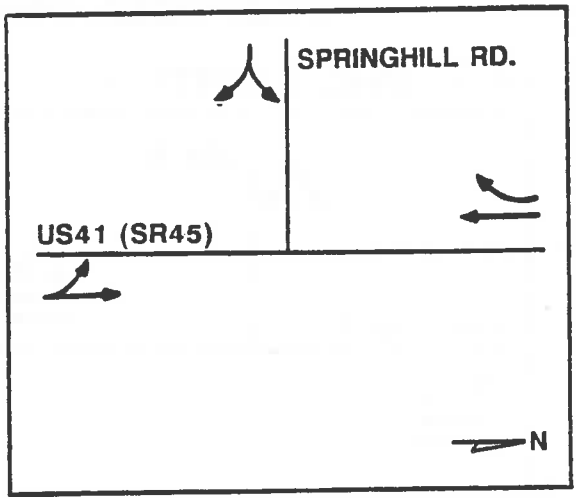
FIGURE 10

EXISTING PRIMARY INTERSECTIONS

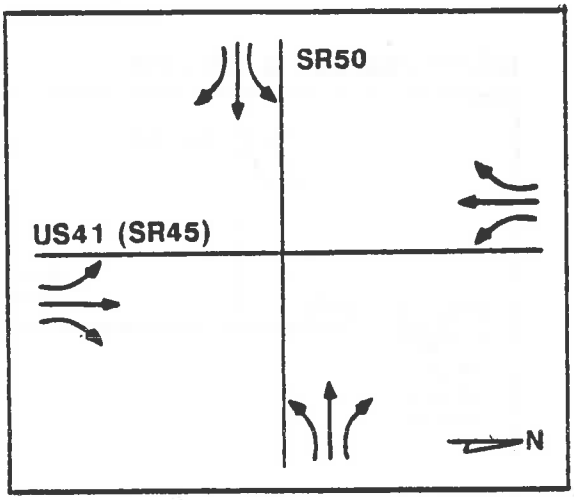
US41 (SR45) & CR578



US41 (SR45) & SPRINGHILL RD.



US41 (SR45) & SR5O



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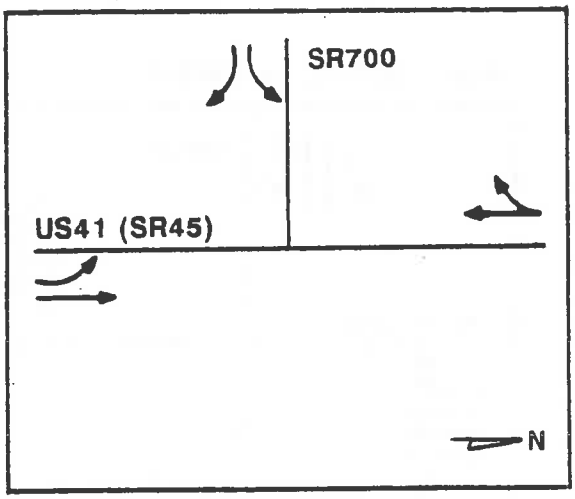


US98 (SR700) & SR50A

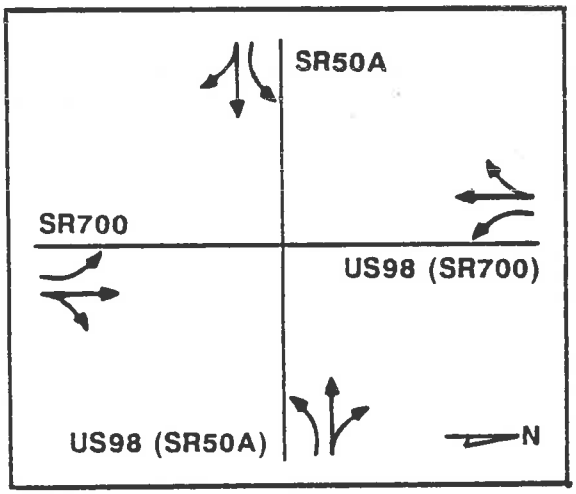
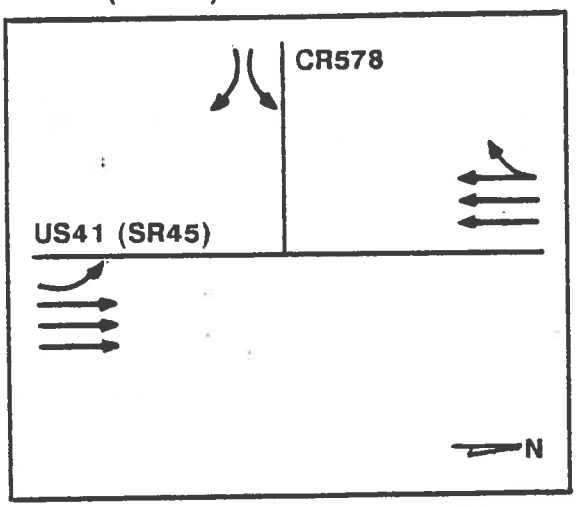


FIGURE 11

PROPOSED PRIMARY INTERSECTIONS

US41 (SR45) & CR578



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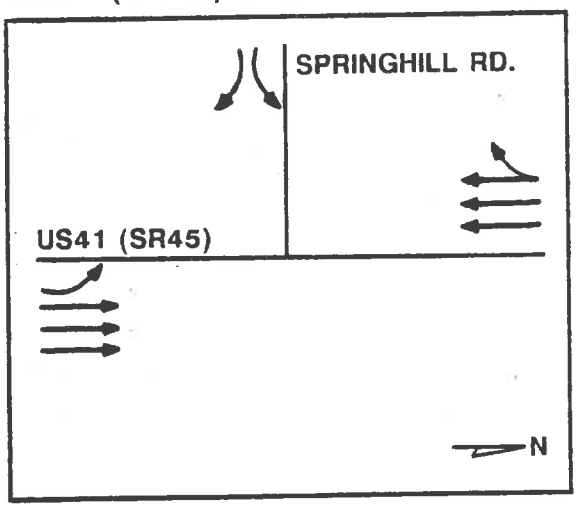
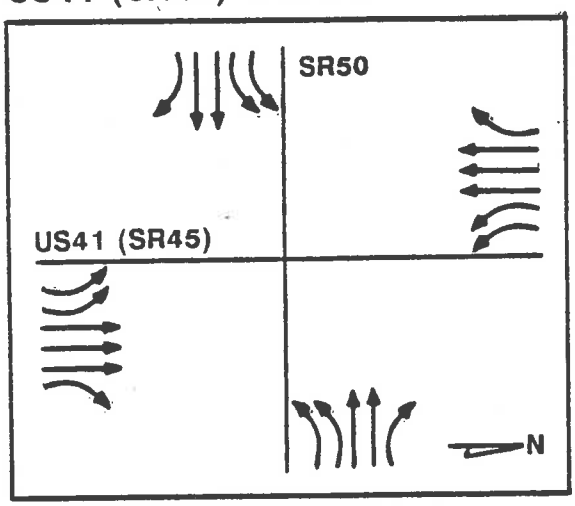


US41 (SR45) & SR5O



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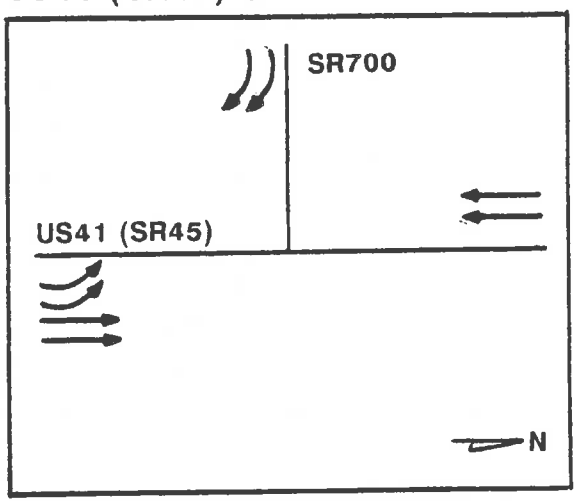
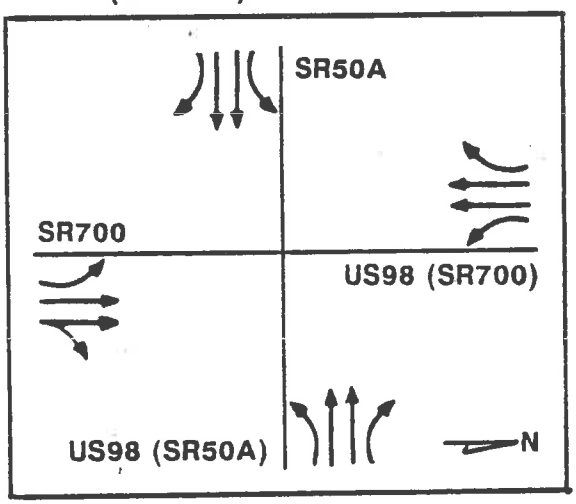


US98 (SR700) & SR50A



urban principal arterial. It serves as a north/south arterial through central Pasco and Hernando Counties.

State Road 700 is classified as an urban principal arterial on the Federal Aid Primary System through Brooksville. It serves as a northwest/southeast arterial through Hernando County.

Figure 13 is an overall view of the network of highways in the Pasco and Hernando County area. Within this network, studies are currently ongoing to multi-lane SR 52 from SR 55 (US 19) toI-75, SR 50 from SR 55 to SR 35 (US 301) and SR 45 from CR 582A in Hillsborough County to SR 52.

3.2 Roadway

State Road 45 is classified as a rural principal arterial on the Federal Aid Primary System from SR 52 to Brooksville, where it becomes an urban principal arterial.

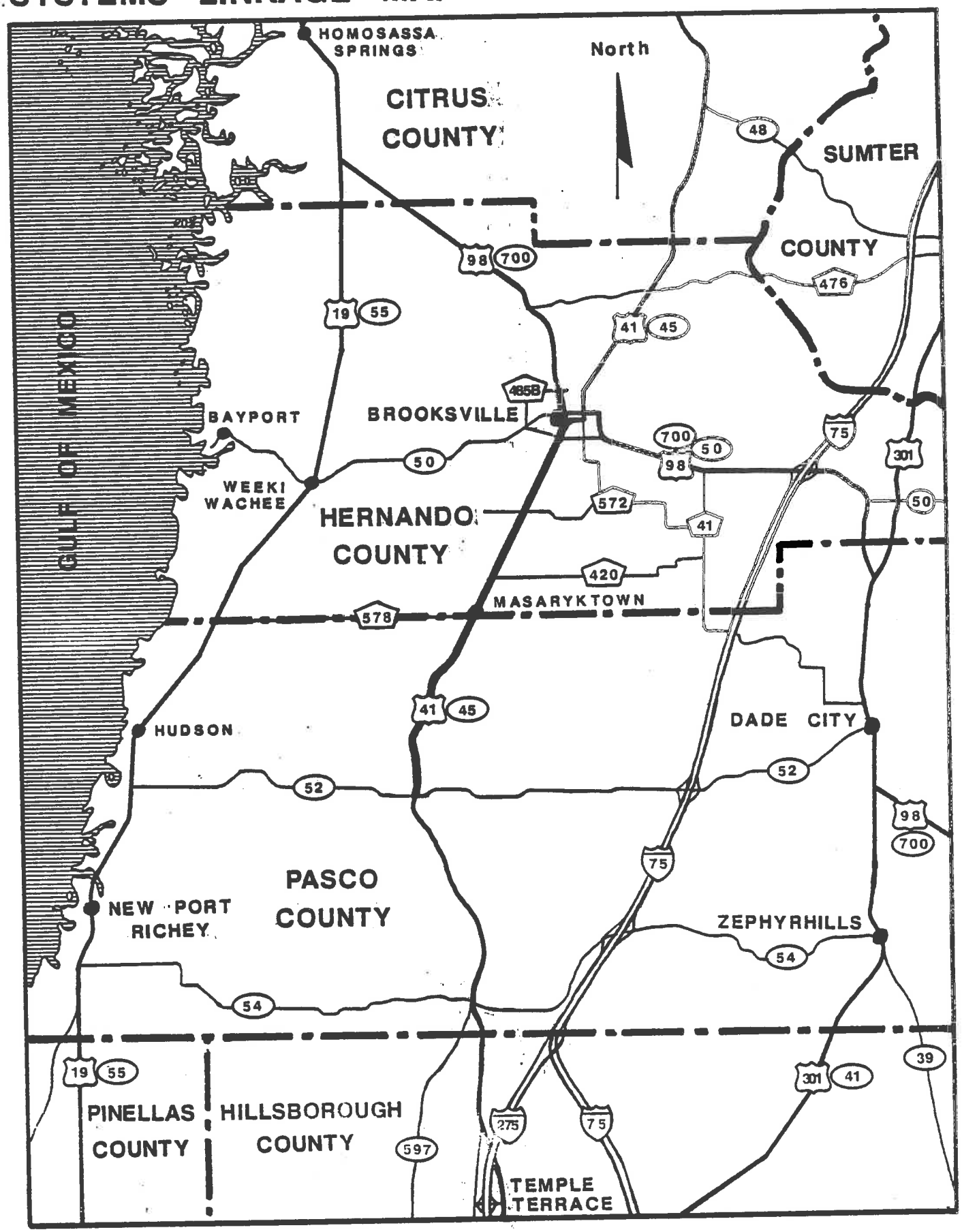
This two-lane facility has 28-feet of pavement with a 6 foot grassed shoulder on each side. The rural right-of-way varies from 100 to 250 feet, while the urban right-of-way is approximately 128 feet.

State Road 700 is classified as an urban principal arterial on the Federal Aid Primary System through Brooksville.

This two-lane facility has 24 feet of pavement with an 8 foot grassed shoulder on each side except at the intersection of SR 50A where it is curb and gutter for a short distance. The right-of-way varies from 50 feet to 190 feet. The predominate width being 100 feet. (See Figure 14).

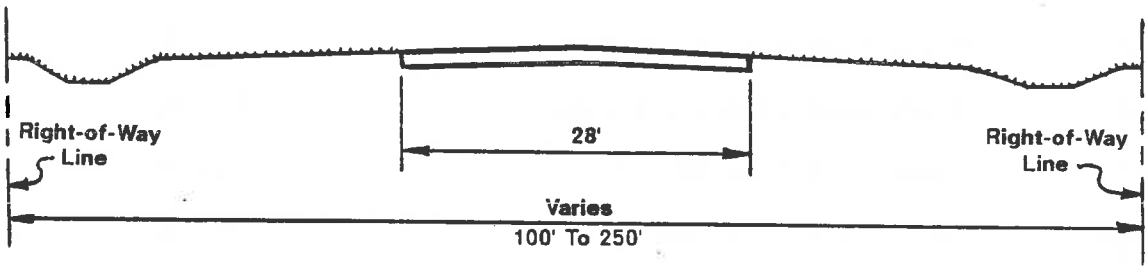
The existing SR 45 horizontal alignment is basically a north/south alignment on this project with moderate curves mainly in Pasco County. The

SYSTEMS LINKAGE MAP



TYPICAL SECTIONS OF EXISTING ROADWAY

SR 45 / US41



SR700 / US98

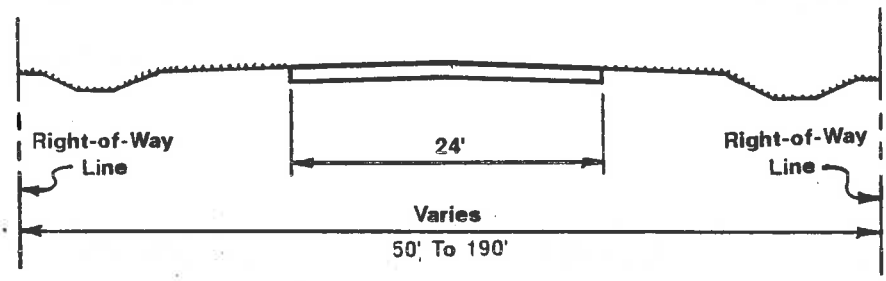


FIGURE 14

vertical alignment is generally flat through Pasco County. In Hernando County the vertical alignment begins a gradual incline to Brooksville.

Posted speed limits along this facility are:

SR45	SR 52 to Moreland Road	55 MPH
SR 45	Moreland Road to Kollar Street	50 MPH
SR 45	Kollar Street to Hooza Street	45 MPH
SR 45	Hooza Street to Ayers Road	50 MPH
SR 45	Ayers Road to Barnett Road	55 MPH
SR 45	Barnett Road to SR 700	40 MPH
SR 700	SR 45 to Ward Avenue	35 MPH
SR 700	Ward Avenue to Yontz Road	45 MPH

Signalized intersections on this facility:

Intersection

SR 45 with	Milepost	Type Intersection
Springhill Road	3.6	Cross Type
SR 50	8.1	Cross Type
South Plaza Entrance	8.2	Cross Type
Summit Road	8.5	Cross Type

Intersection

SR 700 with	Milepost	Type Intersection
SR 50A	0.3	Cross Type
CR 485B	1.9	Cross Type

3.3 Drainage

Drainage is accomplished with crossdrains and roadside ditches along the majority of the project. There are two bridges, 30 concrete box culverts and nine concrete pipes for crossdrainage. For an inventory of crossdrains showing length, number of pipes, size, type and mile post location, see Appendix C.

The bridges are located in Pasco County at Scotts Big D Creek (Mile Post 15.999, bridge number 140004) and canal C-534 (Mile Post 18.242, bridge number 140028). Bridge 140004 was built in 1939 with a design load of H-15 and is 50 feet long by 35 feet wide out to out. It has two spans with a maximum span length of 25 feet. The bridge has a sufficiency rating of 60.8. A rating of 60.0 would place it in the functionally obsolete category. Bridge 140028 was built in 1969 with a design load HS-20 and is 150 feet long by 46.6 feet wide out to out. It has five main spans with a maximum span length of 30 feet. The bridge has a sufficiency rating of 87.2 and is rated as not deficit.

The concrete box culverts vary in size from 2 feet by 2 feet up to 5 feet by 10 feet, while the concrete pipes vary in diameter from 15 inches to 48 inches. (See Existing Features, Appendix C).

3.4 Roadway Lighting

The section of SR 45 (US 41) from SR 50 into Brooksville and SR 700 from SR 45 (US 41) to SR 50A have roadway lighting while the rest of the project has none.

3.5 Pedestrian/Bicycle Facilities

Currently there are no existing provisions for bicycles or pedestrians along SR 45 (US 41) or SR 700.

This project has been identified as part of the Florida Bicycle Trails, which is recommended for touring cyclists through the State Bicycle/Pedestrian Office. (See Appendix A-20).

3.6 Geotechnical Data

The general soil profile along this alignment consists of nearly level sloping, poorly to well drained fine sands. The water table in this area is greatly affected by seasonal rainfall. It will generally be encountered in the upper 20 to 30 inches, with many areas becoming flooded during peak rainfall months. See Appendix A-49 for report from District Soils, Foundation and Corrosion Engineer.

3.7 Structural and Operational Conditions

An evaluation of the surface and base condition of the corridor indicates that the roadway is suitable for use as part of the proposed facility. See Appendix A-48 for letter from the District Bituminous Engineer.

The pavement is rated in accordance with structural and operational condition and overall engineering. Ratings have been obtained from the December 1986 consolidated report, which is available through the State of

Florida Department of Transportation computer resources. Ratings range from 0-100. A rating of 60 or below is considered critical. The average ratings for the corridor are as follows:

	Pasco County SR 45	Hernando County SR 45	Hernando County SR 700
Structural Rating =	49	89	85
Operational Rating =	76	52	45
Engineering Rating =	59	66	61

3.8 Safety

Accident statistics for the years 1983 through 1986 show the total number of accidents for this 19.4 mile long section to be 529. The four accident types listed below accounted for 62 percent of the accidents on this section.

Rear End	149 accidents	or	28.2%
Left Turn	84 accidents	or	15.9%
Angle	77 accidents	or	14.6%
Head On	16 accidents	or	3.0%

The 529 accidents resulted in:

17 Fatalities

485 Injuries

229 Property Damage Only Accidents

7,824,500 In Economic Loss

Multi-laning this roadway using current design and safety standards should have a positive influence on all accidents.

3.9 Railroad Crossings

One mainline railroad crossing and one spur crossing are within the SR 45 (US 41) project limits. State Road 700 has one mainline crossing within its project limits. The mainline crossing on SR 45 is approximately 2.5 miles north of SR 52, while the spur crossing is 2.2 miles north of the Pasco/Hernando County line. The mainline crossing on SR 700 is in north Brooksville 0.8 miles north of SR 50A.

An average of one freight train each way per day traveling at 35-45 MPH with 30 to 70 cars each now cross SR 45 and SR 700. The spur which crosses SR 45 in Hernando County north of Masaryktown is seldom used. Efforts are being made to develop an industrial park at the Hernando County Airport. depending on the success of the development, usage of this crossing might increase. (See Figure 15 for Location of Crossings).

3.10 Emergency and Evacuation Services

Response 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 SR 45 should assure quicker response with less delay due to the highway congestion.

The Tampa Bay Regional Planning Councils Hurricane Evaluation Plan does not recognize SR 45 as a critical link in the event of evacuation in

RAILROAD CROSSING LOCATION MAP

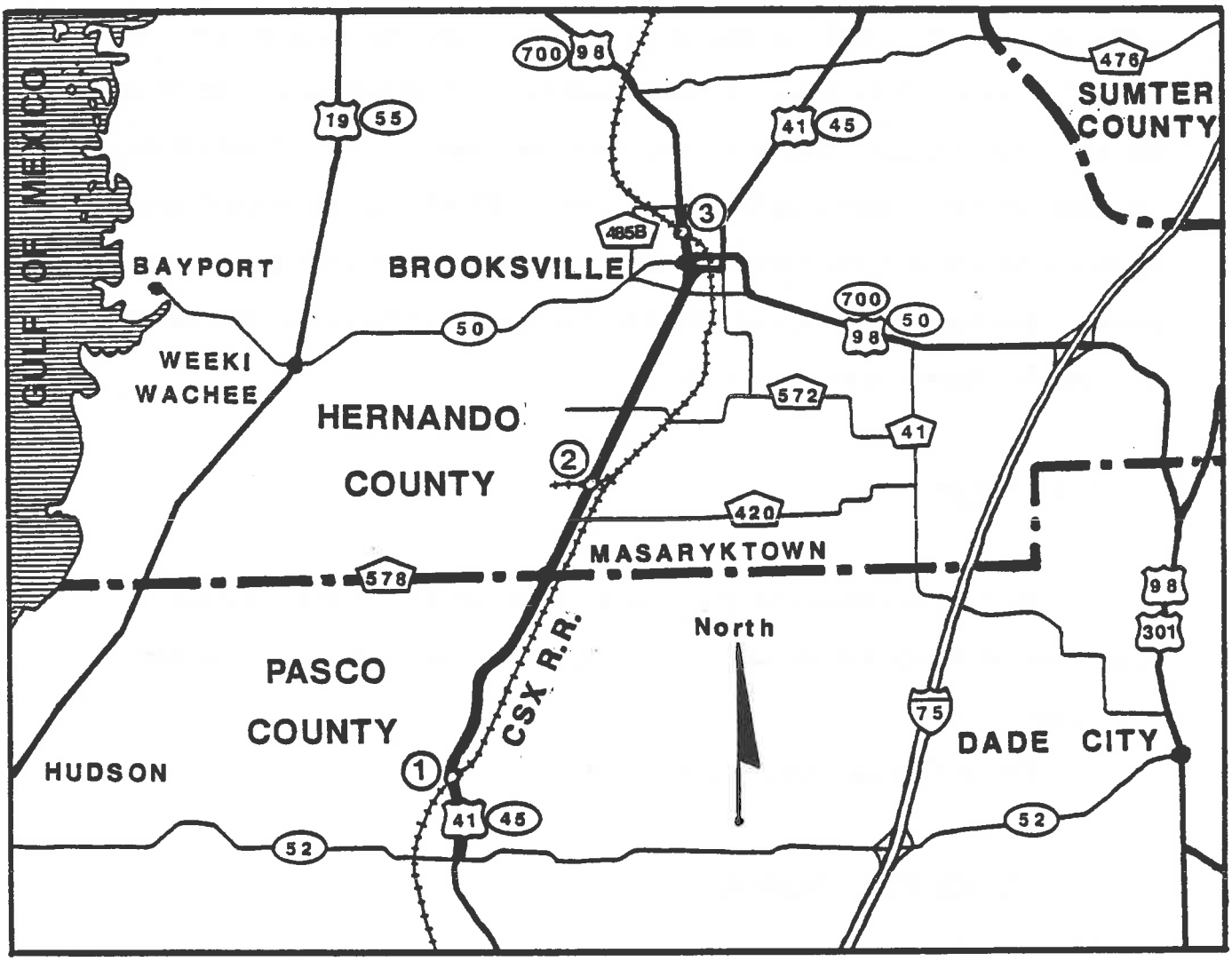


FIGURE 15

Pasco County. State Road 52 and CR 54 both east/west facilities have been identified as critical links in Pasco County. In Hernando County SR 50 is the east/west facility that would evacuate the coastal area. County Road 578 would evacuate some people and put them on SR 45. In Hernando County SR 50 and CR 578 are the east/west facilities that would evacuate coastal areas. (See Appendix A-15 and A-16 for Emergency Services, For Evacuation Services See Appendix A-24 to A-38).

3.11 Utilities

Utility companies in the area were contacted and given aerial blueprints of SR 45 and SR 700 to identify their location within the project limits.

The following companies responded:

Florida Power Corporation

Florida Power has power lines set within the existing right-of-way along the SR 45 and SR 700 corridors. Their lines start in Pasco County proceed north for approximately 2 miles then enters Hernando County proceeding north to the projects termination a total distance of 12.9 miles.

Southern Bell

Southern Bell has buried telephone cables starting in Pasco County at Mile Post 15.6 on the east side of the facility proceeding north on SR

45. In Masaryktown the cable splits and proceeds on both sides of the facility into Brooksville and along SR 700 to CR 485B.

General Telephone Company

General Telephone Company has aerial cable on the west side of roadway from SR 52 proceeding north approximately 4.1 miles.

City of Brooksville

The City of Brooksville has 2 inch to 12 inch water lines, 6 inch to 18 inch sanitary lines and 8 inch to 16 inch force mains along both sides of facility through Brooksville on SR 45 and SR 700.

3.12 Existing Multi-Modal Transportation

There is currently no park-and-ride facilities along this roadway, nor are any proposed at this time. No public bus service, rail service or commercial airports are available along this facility.

There is limited service for elderly and handicapped in Pasco and Hernando counties as required by Chapter 427 F.S.

3.13 Existing and Projected Traffic

	1985	1990	2000	2010
SR 52 to CR 578	9200	15000	18100	21300
CR 578 to Springhill Road	11600	15400	21800	28000
Springhill Road to SR 50	16800	20800	29200	37600
SR 50 to SR 700	22000	24000	33800	43400
SR 700 to SR 50A	12400	11600	16300	20600
SR 50A to North Avenue	13600	12800	18200	23200
North Avenue to CR 485B	11000	9600	13600	17400

(See Traffic, Figures 2 to 10).

3.14 Land Uses Which Modify the Alignment

The general alignment for the proposed action is along the existing roadway alignment to minimize right-of-way acquisition. Where right-of-way acquisition was required to provide the improvements, adjacent development was assessed to determine which side of the roadway to acquire right-of-way to minimize relocations and business damages. There are several natural features which affect the alignment. At Mile Post (MP) 15.0 there are several small lakes that the alignment was shifted to miss on the west side of roadway. Through this section the alignment is approximately centered in the existing right-of-way to avoid impacting the lakes on the west side and several houses on the east side.

4.0 ANALYSIS AND INDICATED DEFICIENCIES

4.1 Alternatives Considered

Project alternatives were developed because the "No-Action Alternative" does not meet the needs. Various alternatives were developed for the existing corridor. These alternatives were based on avoiding expensive right-of-way acquisition and excessive community impacts from either the east or west side of the corridor. In addition, alternatives were developed using a combination of east side and west side right-of-way acquisition to try to minimize congestion and community impacts. Various intersections designs were also considered for the best traffic flow patterns.

4.101 Alternate Corridors

The present SR 45 (US 41) alignment traverses established residential and business districts which would continue to experience an increase in traffic demand regardless of improvements in a parallel corridor. Any improvements would require purchasing all new right-of-way and would have no distinct advantage over the existing corridor. Specific alignments for the project are limited to a corridor that encompasses the existing facility.

4.102 No-Action Alternative

This alternate examines the probable consequences of leaving existing SR 45 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. No improvement in emergency service response time or the highway's use as an evacuation route.
4. Increase in number of accidents due to increased traffic congestion and land development.

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

4.103 Multi-Modal Alternative

The Multi-Modal Alternate utilizes public transportation to substitute for the publics use of personal vehicles. Public transportation is efficient when there are large numbers of people with definite embarkment and destination locations.

Of the Multi-Modal Public Transportation Systems, a rail system is not viable based on costs and demographics. A bus system uses the same public highway facilities as other vehicles and are subject to the same traffic congestion difficulties. Private vehicles are going to be predominantly used into the foreseeable future. Therefore, no further study of the multi-modal transportation system will be analyzed in this project study, due to the fact that it does not address the facility's future capacity problems or serve the public's local needs.

4.104 Transportation System Management Alternative

An alternative to the No-Action Alternative is a Transportation System Management (TSM) improvement to increase the available capacity by adding turn lanes and traffic signals.

Turn lanes and a traffic signal have been added to the intersection of SR 45 and Springhill Road. At the intersection of SR 45 and SR 50 a left turn lane and a right turn lane have been added to improve this signalized intersection. The intersection of SR 45 and SR 700 has a left turn lane and the intersection of SR 700 and SR 50A has left turn lanes added. These improvements help some but will not alleviate the problems on

this facility. Therefore, the TSM alternative will not improve operations significantly beyond the No-Action Alternative and is not considered a viable alternative.

4.105 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 included acquisition from the east side only, the west side only and a combination of east and west from the centerline of the existing roadway. An analysis of using the existing pavement was also included in these considerations.

Evaluation of information revealed that generally the east side of the existing roadway was less expensive in combination with relocation impacts. Some areas do not comply with the general consensus, thus a somewhat meandering effect of acquisition is considered. Acquisition of right-of-way from both sides of the roadway throughout the entire length of the corridor (centerline alignment), was a higher cost due to the increase in the number of property owners impacted.

4.106 Use of Existing Pavement

The existing pavement on SR 45 in Hernando County is in good condition as a result of the resurfacing project completed in 1985. State Road 45 in Pasco County is scheduled to be resurfaced in fall of 1988. The rural areas of this project were designed to utilize the existing pavement where possible because of the resurfacing that was done.

5.0 PROPOSED ALTERNATIVE SOLUTIONS

The travel demand in the SR 45 and SR 700 corridor is projected to increase substantially in the next 20 years. The existing facility will not accommodate the increased demand at acceptable levels of service (No-Action Alternative). In addition, low-cost and alternative mode options as discussed in Sections 4.103 and 4.104 will not improve transportation service sufficiently to accommodate the increased demand safely and efficiently. To provide acceptable transportation service in the corridor, several improvement alternatives have been developed and evaluated. This section of the report documents the proposed alternatives and their engineering evaluation. The environmental impacts of the alternatives are discussed in a separate environmental document.

5.1 Roadway Design Standards

The design criteria for the alternative alignments were developed using Department standards as set forth in Roadway and Traffic Design Standards and Manual of Uniform Standards for Design, Construction, and Maintenance for Streets and Highways published by the Department. These documents, coupled with discussions with FHWA staff, were the basis for determining the design criteria for the roadway.

The design speed of the roadway will be 70 MPH with the rural design and 45 MPH with the urban design.

5.2 Preliminary Alternative Alignments

The proposed 19.4 mile improvement has been divided into five segments. Segment 1 begins at SR 52 proceeding north 8.1 miles to Moreland Road. Segment 2 begins at Moreland Road and proceeds north for 4.3 miles to 1400 feet north of Springhill Road. Segment 3 starts 1400 feet north of Springhill Road and proceeds 2.9 miles to 1400 feet south of Mason-Smith Road. Segment 4 begins 1400 feet south of Mason-Smith Road and proceeds north 2.1 miles to SR 700. Segment 5 begins at the intersection of SR 700 and SR 45 proceeding north on SR 700 1.9 miles to CR 485B. (See Segment Location Map Figure 16).

5.201 Segment 1 - SR 52 To Moreland Drive 8.1 Miles

The proposed improvement consists of widening SR 45 (US 41) from a rural two-lane roadway to a rural four-lane divided highway. This design consists of two, 12-foot wide lanes in each direction with 4-foot paved shoulders to accommodate bicyclists. A 46-foot grassed median and an open ditch drainage system are proposed. The typical section will require 206 feet of right-of-way for a 70 MPH design speed. Existing right-of-way varies from 100 to 225 feet through this segment. (See Typical Section, Figure 17).

There are three alternatives considered for this segment using the same typical section as above.

SEGMENT LOCATION MAP

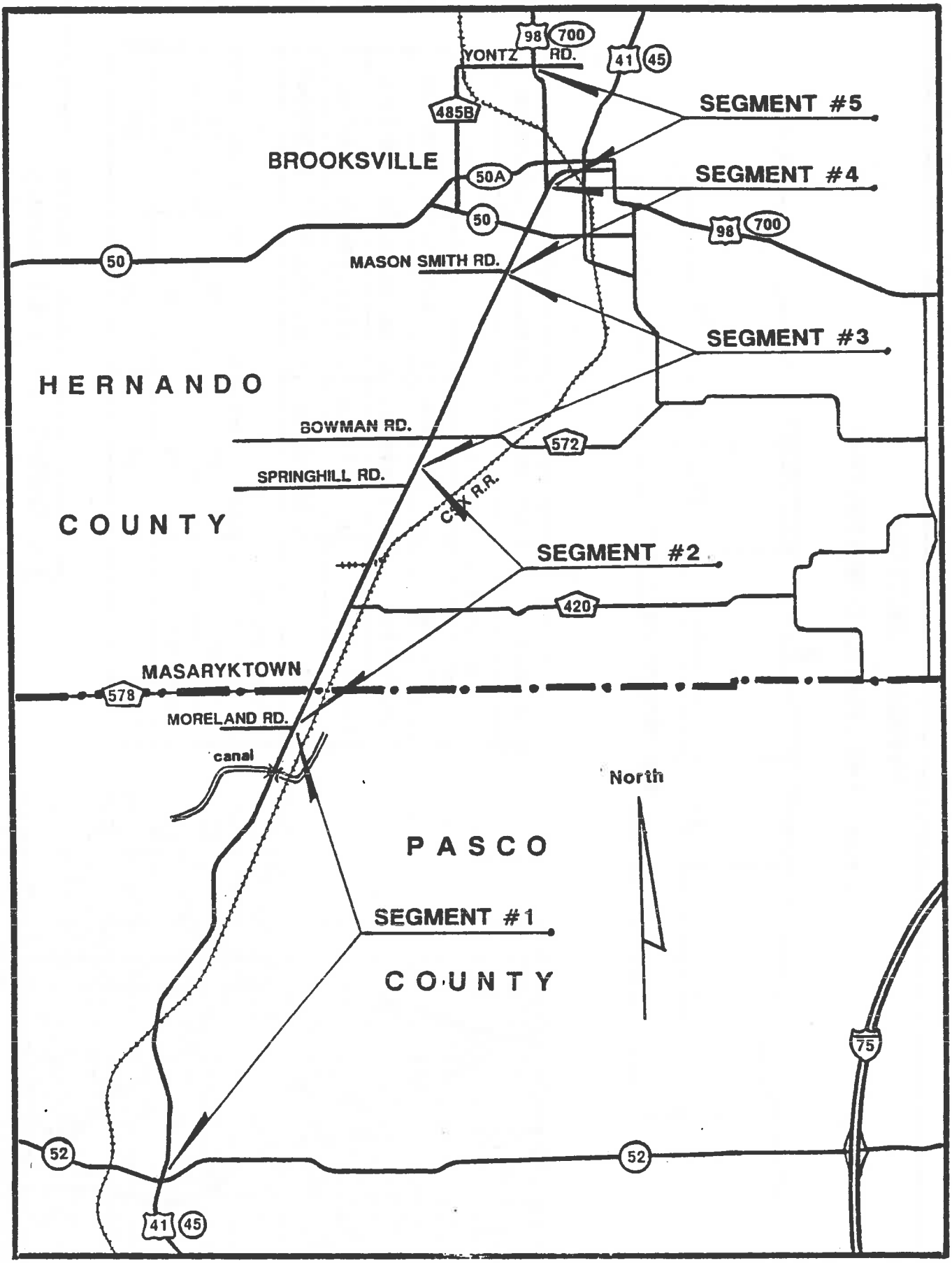
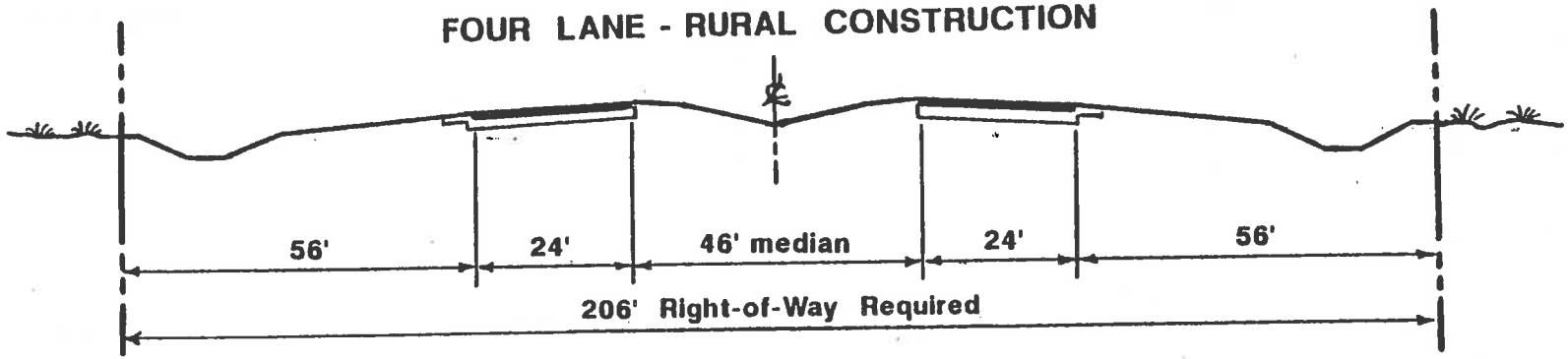
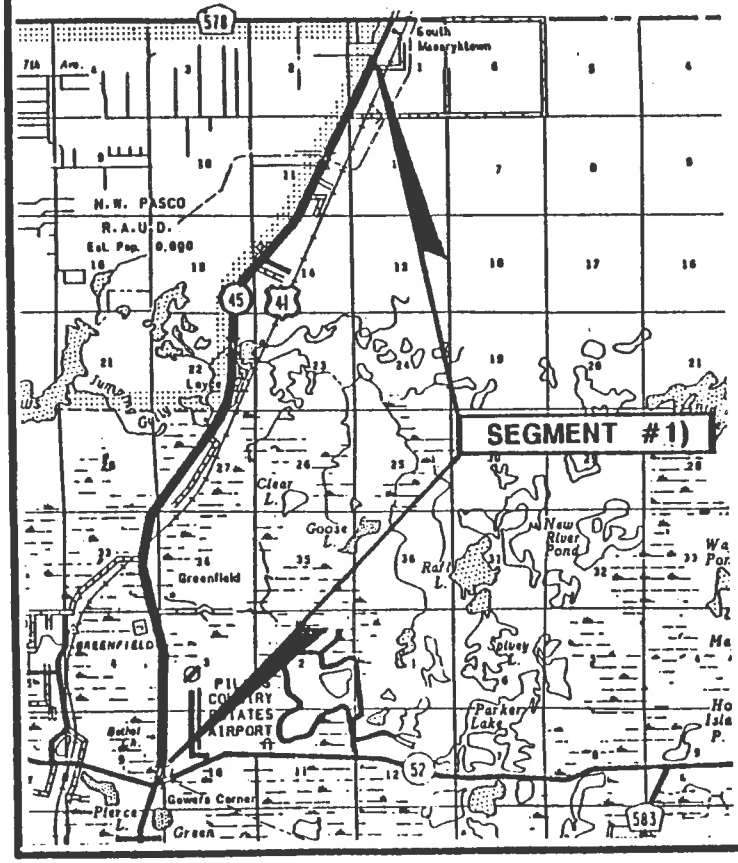


FIGURE 16

TYPICAL SECTION

FOUR LANE - RURAL CONSTRUCTION





SEGMENT #1	ALTERNATE A	ALTERNATE B	ALTERNATE C
COSTS (In 1987 Dollars)			
Engineering	$ 1,551,000	$ 1,551,000	$ 1,551,000
Right-of-Way	$ 13,076,000	$ 12,733,000	$ 11,016,000
Construction	$ 11,933,000	$ 11,933,000	$ 11,933,000
TOTAL	$ 26,560,000	$ 26,257,000	$ 24,500,000
RELOCATIONS			
Residents	36	26	20
Businesses	10	8	7
TOTAL	46	34	27

SEGMENT #1 (8.1 miles)

From SR 52 to Moreland Road

5.201.1 Alternative A

Alternative A would utilize the existing roadway for northbound traffic and add the median and traffic lanes to the west of the existing roadway. Right-of-way acquisition would be from the west side of the roadway with some right-of-way acquired from the east side in places.

The right-of-way costs, numbers of relocations, construction costs and acres required are listed below for this alternative.

COSTS

Construction	$11,933,000
Right-Of-Way	13,076,000
Total	$25,009,000

RELOCATIONS

Residences	36
Businesses	10
Total	46
Acres to be Acquired	70.70

5.201.2 Alternative B

Alternative B would utilize the existing roadway for southbound traffic through most of this segment except from Mile Post (MP) 16.4 to MP 17.3 where approximately 10 feet of existing pavement would be used

for southbound traffic. This shift of the alignment would avoid having to buy right-of-way from both sides of the roadway saving approximately $400,000. From MP 18.4 to 19.4 none of the existing roadway would be used to align with the urban section at Masaryktown. Right-of-way acquisition would be from the east side of the roadway.

The right-of-way costs, number of relocations, construction costs and acres required are listed below for this alternative.

COSTS	
Construction	$11,933,000
Right-Of-Way	12,733,000
Total	$24,666,000

RELOCATIONS	
Residences	26
Businesses	8
Total	34
Acres to be Acquired	69.9

5.201.3 Alternative C

Alternative C is a combination of Alternative A and Alternative B using existing roadway northbound then transitioning to use the existing roadway southbound. Right-of-way acquisition would vary from west side to east side depending on cost. Alternative C is the preferred alternative because of lower costs and relocations.

The right-of-way costs, number of relocations, construction costs and acres required are listed below for this alternative.

COSTS	
Construction	$11,933,000
Right-Of-Way	11,016,000
Total	$22,949,000

RELOCATIONS	
Residences	20
Businesses	7
Total	27
Acres to be Acquired	70.4

5.202 Segment 2 - Moreland Drive to 1400 Feet North of Springhill Road 4.3 Miles

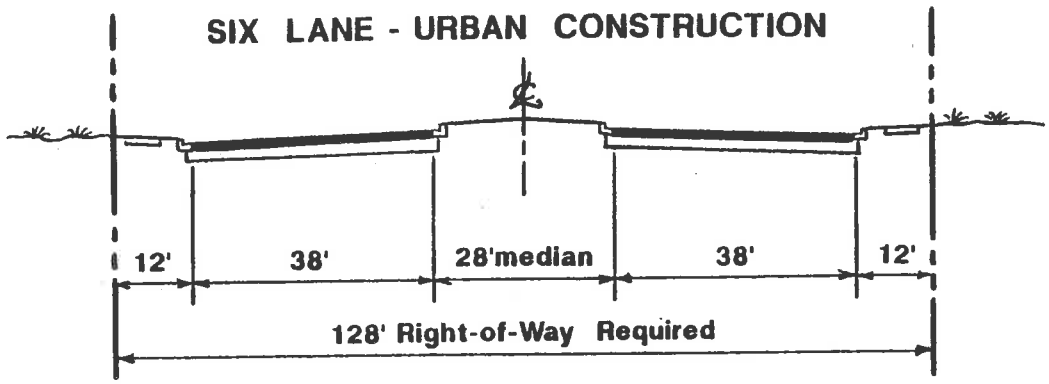
The proposed improvement consists of widening SR 45 (US 41) from a rural two-lane roadway to an urban six-lane divided highway with a 28-foot raised median.

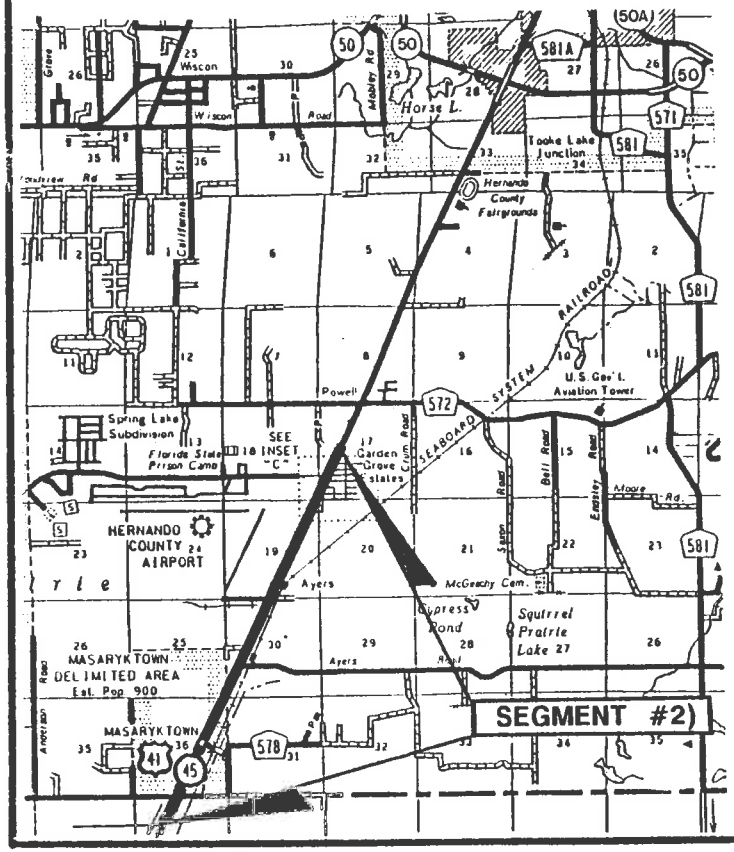
This design will have two, 12-foot wide lanes and one 14-foot wide curb lane in each direction with curb and gutter and an enclosed drainage system. (See Typical Section, Figure 18).

Bicyclists will be accommodated on the 14 foot wide curb lanes, while pedestrians will have a 5-foot sidewalk on each side of the facility.

TYPICAL SECTION

SIX LANE - URBAN CONSTRUCTION





SEGMENT #2	
COSTS (In 1987 Dollars)	
Engineering	$ 1,374,000
Right-of-Way	$ 250,000
Construction	$ 10,568,000
TOTAL	$ 12,192,000
RELOCATIONS	
Residences	0
Businesses	0
TOTAL	0

SEGMENT #2 (4.3 miles)

From Moreland Rd. To 1400' North of Springhill Rd.

The improvement will be built within the existing right-of-way, except at CR 578 where the intersection will be improved. The minimum amount of existing right-of-way through this segment is 128 feet.

The right-of-way costs, number of relocations, construction costs and acres required are listed below for this segment.

COSTS

Construction	$10,568,000
Right-Of-Way	250,000
Total	$10,818,000

RELOCATIONS

Residences	0
Businesses	0
Total	0

Acres to be Acquired 0.2

5.203 Segment 3 - 1400 Feet North of Springhill Road to 1400 Feet South of Mason-Smith Road 2.9 Miles

The proposed improvement consists of widening SR 45 (US 41) from a rural two-lane roadway to a rural six-lane divided highway. This design consists of three, 12-foot wide lanes in each direction, with 4-foot paved shoulders to accommodate bicyclists. A 40-foot grassed median and an open ditch drainage system are proposed. The typical section will require

224 feet of right-of-way for a 70 MPH design speed. Existing right-of-way varies from 128 feet to 200 feet through this segment. (See Typical Section, Figure 19).

There are three alternatives considered for this segment using the same typical section as above.

5.203.1 Alternative A

Alternative A would utilize the existing roadway for northbound traffic and add the median and traffic lanes to the west of the existing roadway. Right-of-way acquisition would be from the west side of the roadway, with some right-of-way acquired from the east side.

The right-of-way costs, number of relocations, construction costs and acres required are listed below for this alternative.

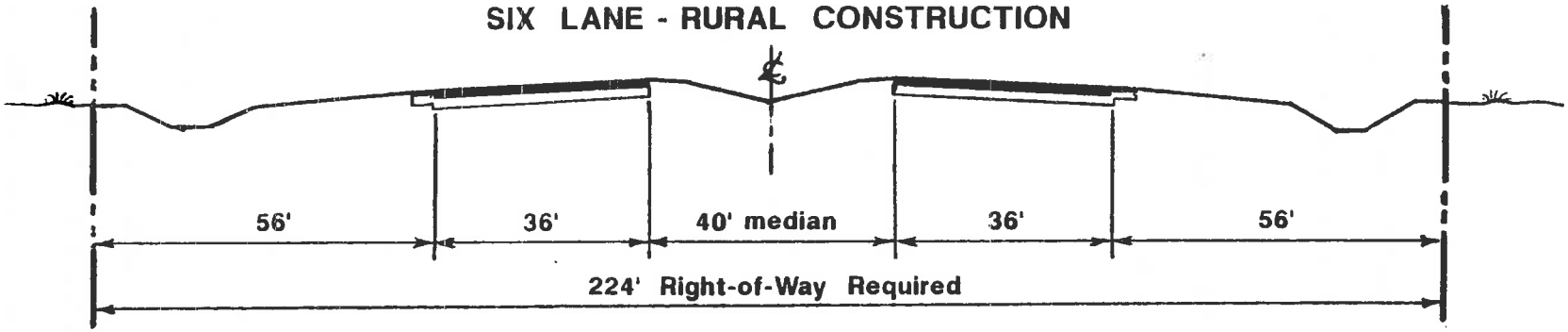
COSTS	
Construction	$5,438,000
Right-Of-Way	3,943,000
Total	$9,371,000

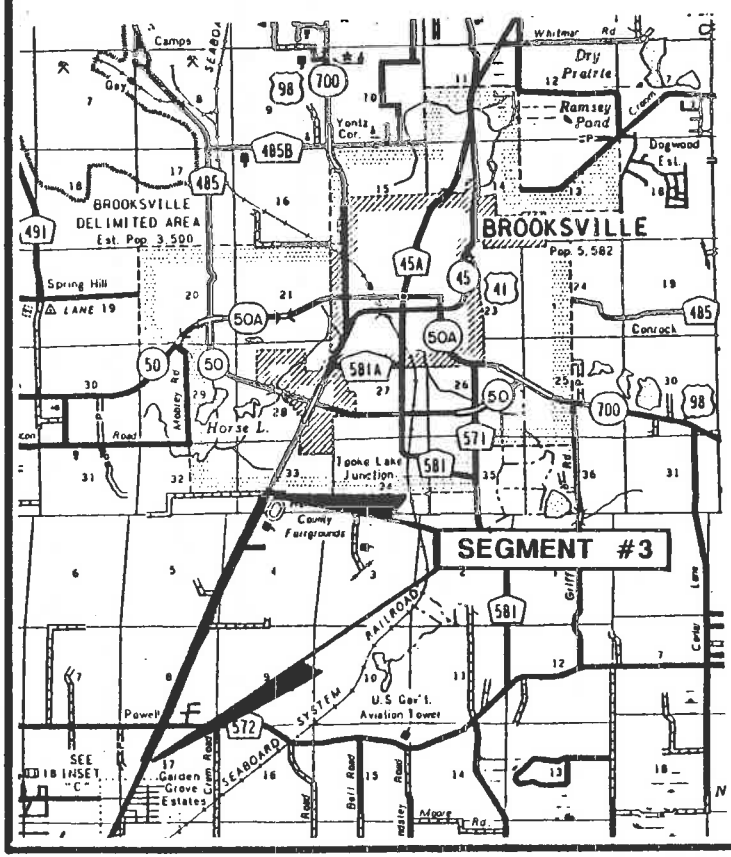
RELOCATIONS	
Residences	15
Businesses	5
Total	20

Acres to be Acquired 30.2

TYPICAL SECTION

SIX LANE - RURAL CONSTRUCTION





SEGMENT #3	ALTERNATE A	ALTERNATE B	ALTERNATE C
COSTS (In 1987 Dollars)			
Engineering	$ 707,000	$ 707,000	$ 707,000
Right-of-Way	$ 3,943,000	$ 3,650,000	$ 3,042,000
Construction	$ 5,438,000	$ 5,438,000	$ 5,438,000
TOTAL	$ 10,088,000	$ 9,795,000	$ 9,187,000
RELOCATIONS			
Residents	15	10	10
Businesses	5	10	7
TOTAL	20	20	17

SEGMENT #3 (2.9 miles)

From 1400' N of Springhill Rd. To Mason Smith Rd.

FIGURE 19

5.203.2 Alternative B

Alternative B would utilize the existing roadway for southbound traffic and add the median and traffic lanes to the east of the existing roadway.

The right-of-way costs, number of relocations, construction costs and acres required are listed below for this alternative.

COSTS	
Construction	$5,438,000
Right-Of-Way	3,650,000
Total	$9,088,000

RELOCATIONS	
Residences	10
Businesses	10
Total	20

Acres to be Acquired 30.9

5.203.3 Alternative C

Alternative C is a combination of Alternative A and Alternative B using existing roadway northbound from Springhill Road for approximately 2 miles then transitioning to use the existing roadway for southbound traffic for approximately .9 miles. This is the preferred alternative because of cost and relocations.

The right-of-way costs, number of relocations, construction costs and acres required are listed below for this alternative.

COSTS	
Construction	$5,438,000
Right-Of-Way	3,042,000
Total	$8,480,000

RELOCATIONS	
Residences	10
Businesses	7
Total	17

Acres to be Acquired 29.5

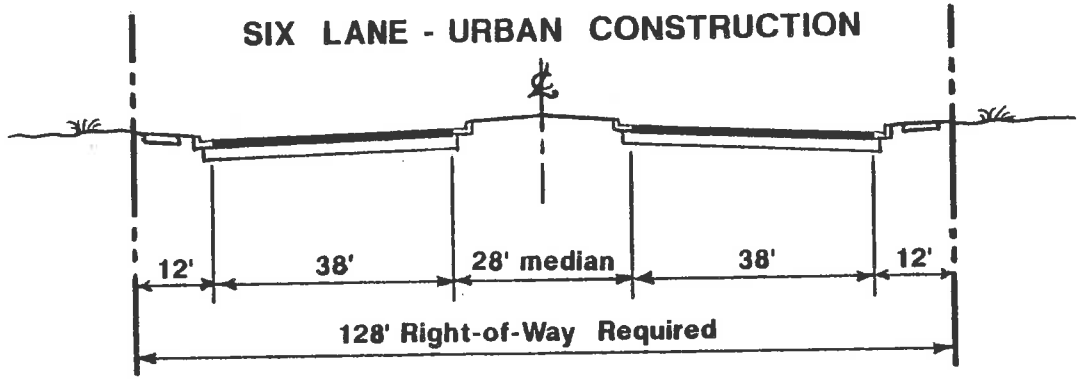
5.204 Segment 4 - 1400 Feet South of Mason-Smith Road to SR 700 2.1 Miles

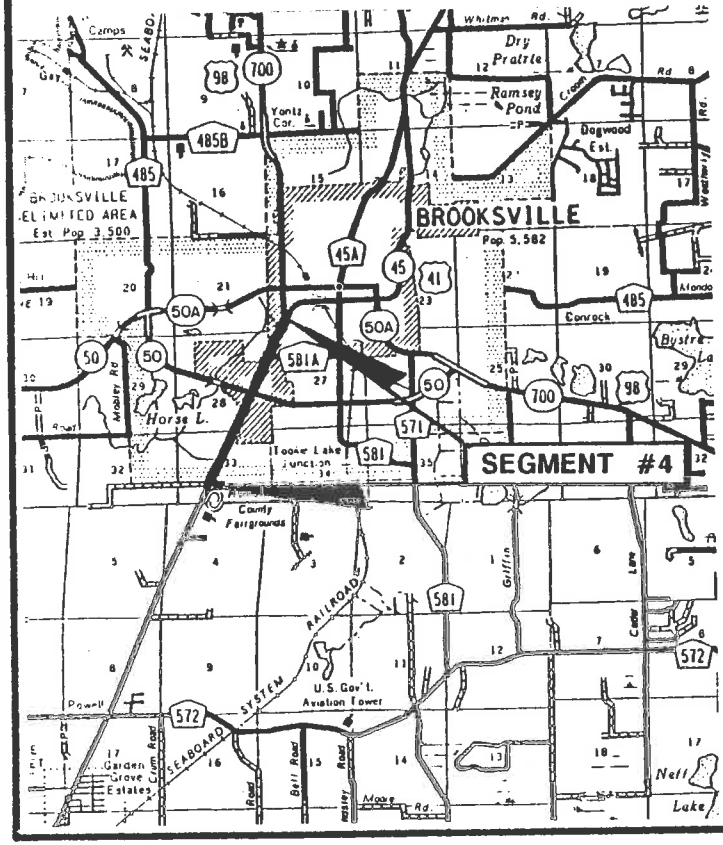
The proposed improvement consists of widening SR 45 (US 41) from a rural two-lane roadway to an urban six-lane divided highway with a 28 foot raised median. This design will have two, 12-foot wide lanes and one, 14-foot wide curb lane in each direction with curb and gutter and a enclosed drainage system. (See Typical Section, Figure 20).

Bicyclists will be accommodated on the 14-foot wide curb lanes, while pedestrians will have a 5-foot sidewalk on each side of the facility.

TYPICAL SECTION

SIX LANE - URBAN CONSTRUCTION

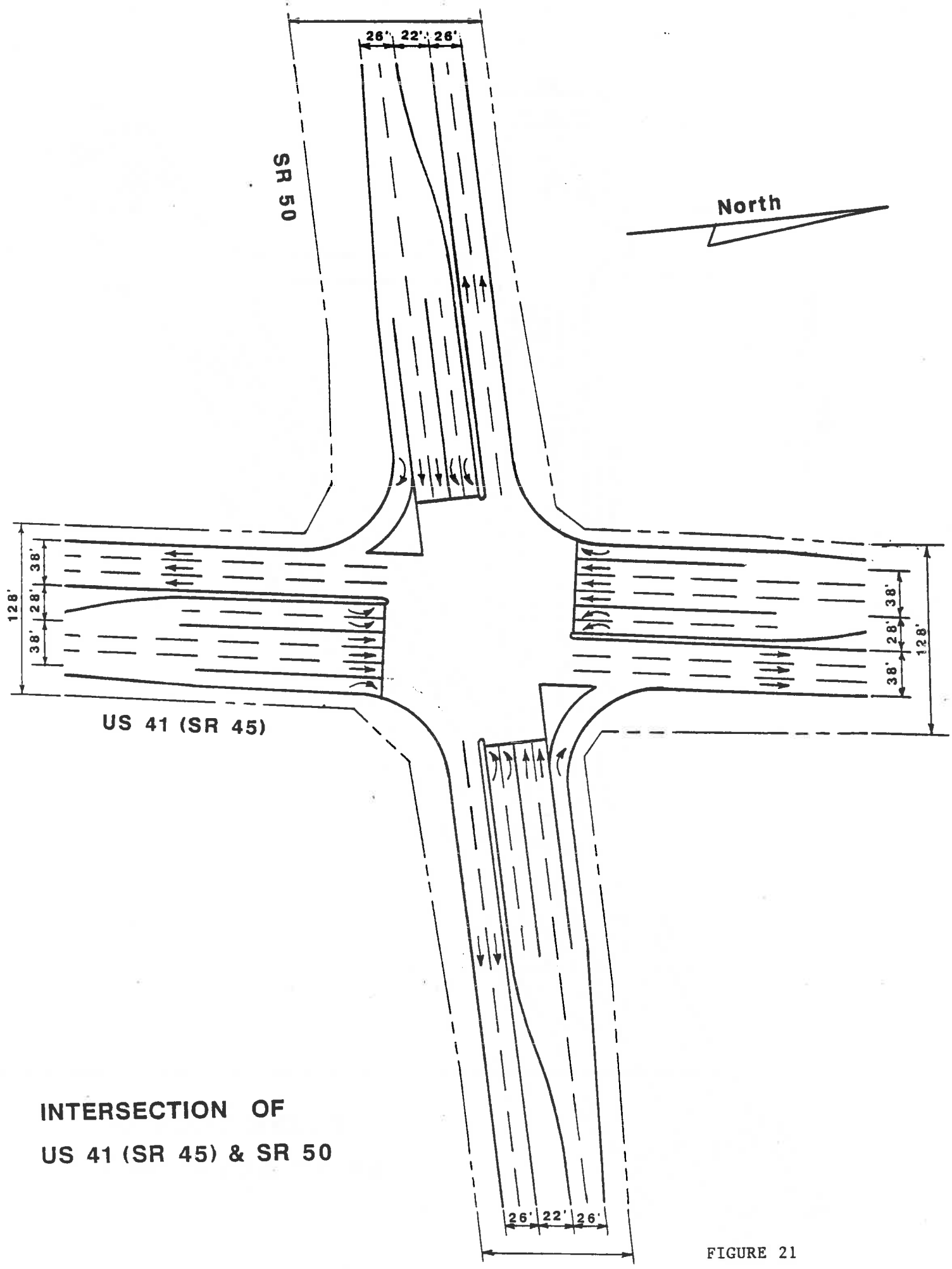




SEGMENT #4	
COSTS (In 1987 Dollars)	
Engineering	$ 691,000
Right-Of-Way	$ 937,000
Construction	$ 5,314,000
TOTAL	$ 6,942,000
RELOCATIONS	
Residences	0
Businesses	0
TOTAL	0

SEGMENT #4 (2.1 miles)

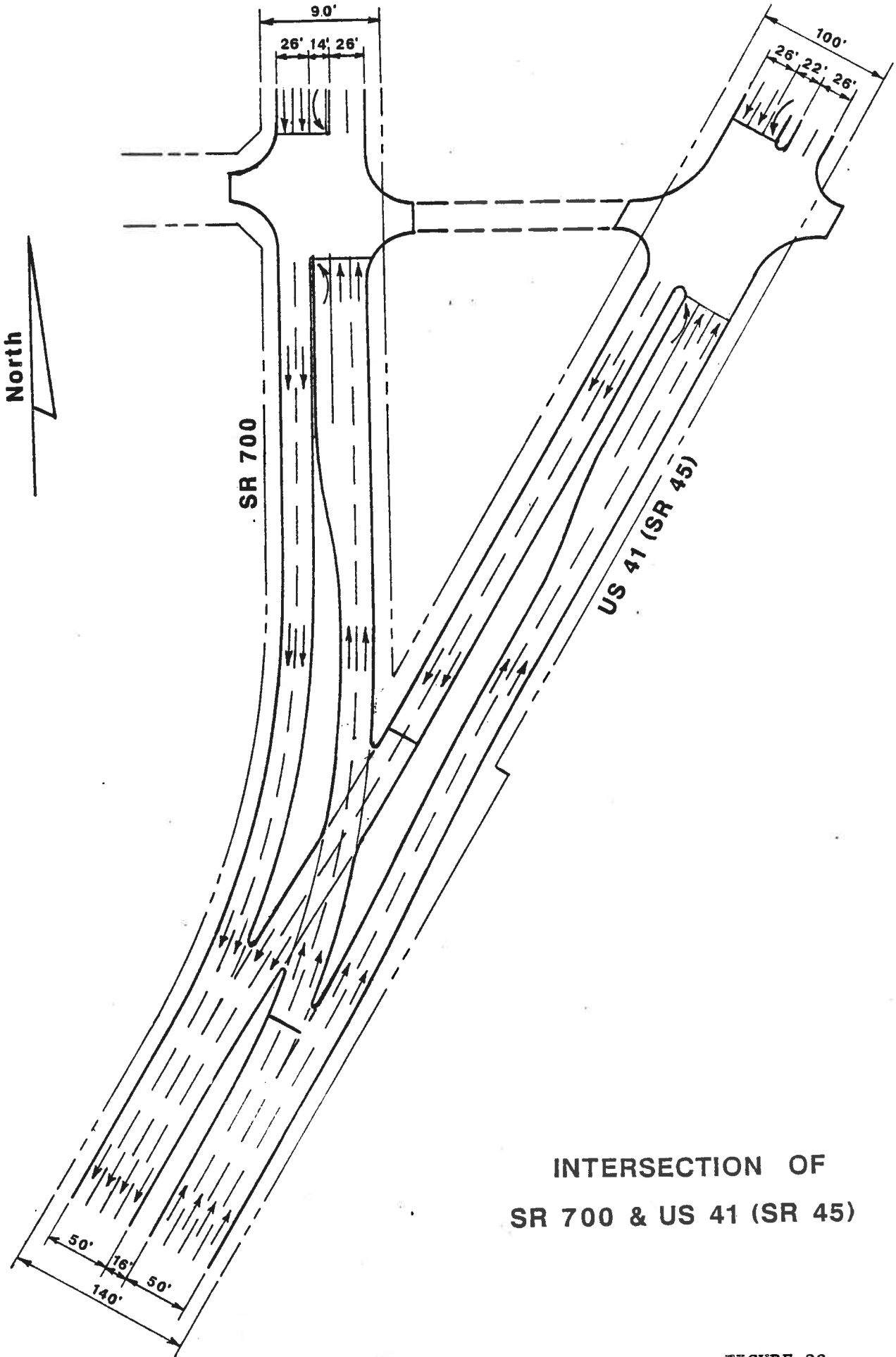
From Mason Smith Rd. To C.R.700



INTERSECTION OF

US 41 (SR 45) & SR 50

FIGURE 21



INTERSECTION OF
SR 700 & US 41 (SR 45)

FIGURE 22

The improvement will be built within the existing right-of-way, except at SR 50 and at SR 700 where there will be some acquisition of right-of-way to improve the intersections. (See Figures 21 and 22 for Intersection Improvements). There is 128 feet of existing right-of-way through this segment.

The right-of-way costs, number of relocations, construction costs and acres required are listed below for this segment.

COSTS	
Construction	$5,314,000
Right-Of-Way	937,000
Total	$6,251,000

RELOCATIONS	
Residences	0
Businesses	0
Total	0

Acres to be Acquired .4

5.205 Segment 5 - SR 700 From SR 45 to Yontz Road (CR 485B) 1.9 Miles

The proposed improvement consists of widening SR 700 from a predominately rural two-lane roadway to an urban four-lane highway with a 14 foot wide two-way left turn lane. This design will have one, 12-foot

wide lane and one, 14-foot wide curb lane in each direction with curb and gutter and an enclosed drainage system. (See Typical Section, Figure 23).

Bicyclists will be accommodated on the 14-foot wide curb lanes, while pedestrians will have a five foot sidewalk on each side of the facility.

Right-of-way will be acquired from the intersection of SR 45 north to Fort Dade Avenue, a distance of .37 miles. From Benton Street to Broad Street, approximately 20 feet of right-of-way from each side will be acquired. The intersection at SR 50A will be improved along with the approaches which will require right-of-way acquisition. (See Figure 24 For Intersection Improvements). From Fort Dade Avenue to County Road 485B (Yontz Road) the proposed improvement would be within existing right-of-way.

The right-of-way costs, number of relocations, construction costs and acres required are listed below for this segment.

COSTS

Construction	$4,539,000
Right-Of-Way	3,403,000
Total	$7,942,000

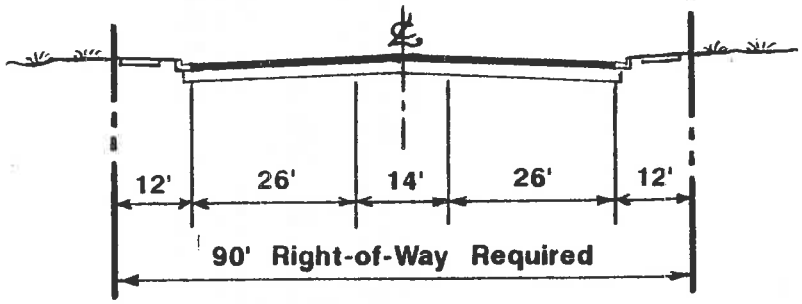
RELOCATIONS

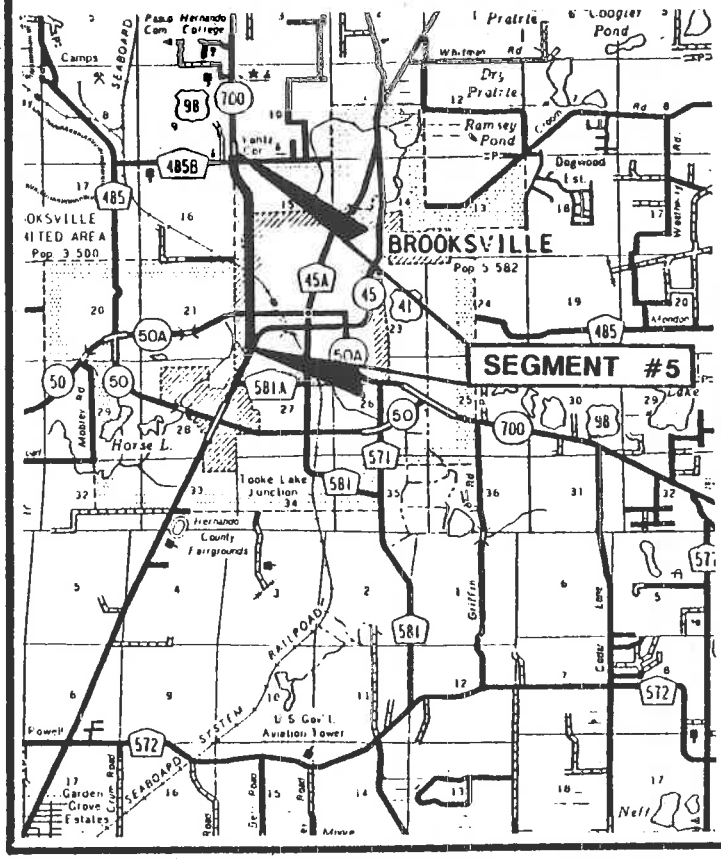
Residences	6
Businesses	1
Total	7

Acres to be Acquired 1.5

TYPICAL SECTION

FOUR LANE - URBAN CONSTRUCTION



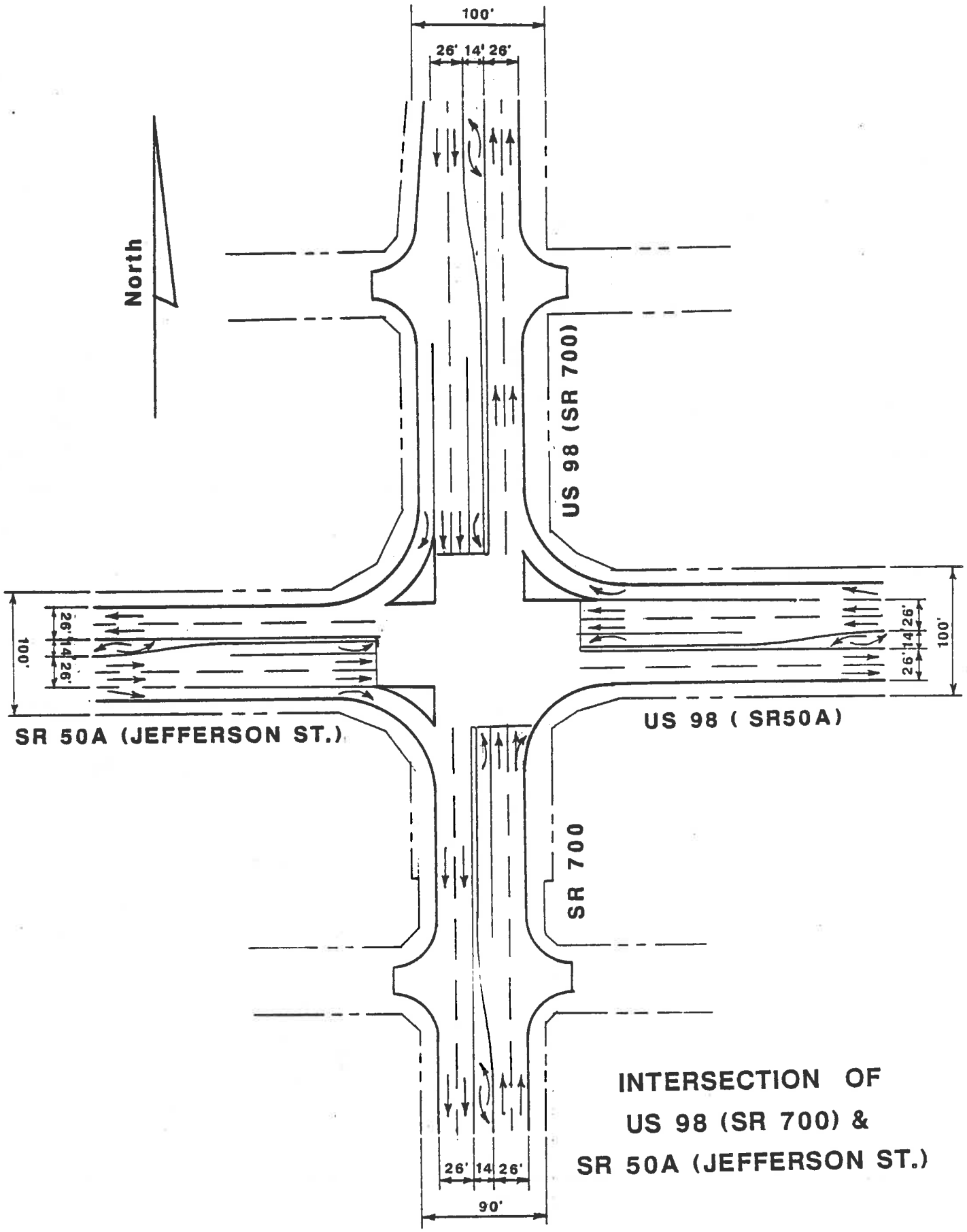


SEGMENT #5	
COSTS (In 1987 Dollars)	
Engineering	$ 590,000
Right-Of-Way	$ 3,403,000
Construction	$ 4,539,000
TOTAL	$ 8,532,000
RELOCATIONS	
Residences	6
Businesses	1
TOTAL	7

SEGMENT #5 (1.9 miles)

C.R.700 / U.S.98 From U.S.41 To C.R. 485 B - (Yontz Rd.)

FIGURE 23



INTERSECTION OF
US 98 (SR 700) &
SR 50A (JEFFERSON ST.)

FIGURE 24

5.206 Summary of the Proposed Improvements

Figure 25 is a summary of the alternatives for each segment and the alternatives that is recommended for further evaluation in the Environmental Determination stage of this project. The total cost and relocation estimate for each alternative per segment is shown.

5.3 Bridges

The District Structures Engineer recommends that bridge 140004 be replaced. This bridge was built in 1939 and has had some settlement at Bent 2. The existing bridge is 50 feet long and could possibly be replaced with a box culvert. The Hydraulic Study will indicate if this is possible. If the bridge is replaced with another bridge there will be two structures, one for northbound traffic, the other for southbound traffic. Each structure would be 42.5 feet wide out to out by 50 feet long. (See Proposed Bridge Typical, Figure 26).

The District Structures Engineer recommends that bridge 140028 be used for the proposed improvement. The bridge was built in 1969 and has a sufficiency rating of 87.2 with an estimated remaining life of 33 years. The existing structure is 46.6 feet wide out to out and would be used for northbound traffic with a structure 42.5 feet wide for southbound traffic built to the west of the existing bridge. (See Proposed Bridge Typical, Figure 26).

ALTERNATES CONSIDERED

SEGMENT #	SEGMENT #1			SEG. #2	SEGMENT #3			SEG. #4	SEG. #5
ALTERNATE	ALT. "A"	ALT. "B"	ALT. "C"	—	ALT. "A"	ALT. "B"	ALT. "C"	—	—
COSTS (In 1987 Dollars)									
Engineering	$ 1,551,000	$ 1,551,000	$ 1,551,000	$ 1,374,000	$ 707,000	$ 707,000	$ 707,000	$ 691,000	$ 590,000
Right-of-Way	$ 13,076,000	$12,733,000	$11,016,000	$ 250,000	$ 3,943,000	$ 3,650,000	$ 3,042,000	$ 937,000	$ 3,403,000
Construction	$ 11,933,000	$ 11,933,000	$ 11,933,000	$ 10,568,000	$ 5,438,000	$ 5,438,000	$ 5,438,000	$ 5,314,000	$ 4,539,000
TOTAL	$ 26,560,000	$ 26,217,000	$ 24,500,000	$ 12,192,000	$ 10,088,000	$ 9,795,000	$ 9,187,000	$ 6,942,000	$ 8,532,000
RELOCATIONS									
Residences	36	26	20	0	15	10	10	0	6
Businesses	10	8	7	0	5	10	7	0	1
TOTAL	46	34	27	0	20	20	17	0	7

PREFERRED ALTERNATES

SEGMENT #	SEGMENT #1	SEGMENT #2	SEGMENT #3	SEGMENT #4	SEGMENT #5	STORMWATER DETENTION
COSTS (In 1987 Dollars)						
Engineering	$ 1,551,000	$ 1,374,000	$ 707,000	$ 691,000	$ 590,000	
Right-of-Way	$ 11,016,000	$ 250,000	$ 3,042,000	$ 937,000	$ 3,403,000	
Construction	$ 11,933,000	$ 10,568,000	$ 5,438,000	$ 5,314,000	$ 4,539,000	
TOTAL	$ 24,500,000	$ 12,192,000	$ 9,187,000	$ 6,942,000	$ 8,532,000	1,500,000
RELOCATIONS						
Residences	20	0	10	0	6	
Businesses	7	0	7	0	1	
TOTAL	27	0	17	0	7	

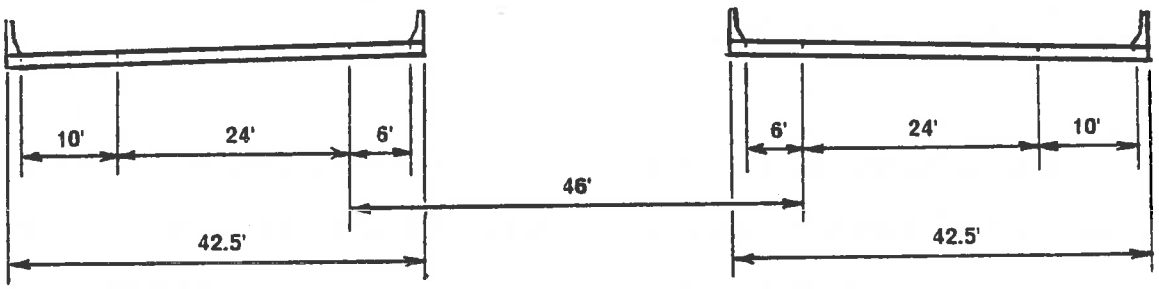
PROJECT TOTALS

COSTS (In 1987 Dollars)	
Engineering	4,913,000
Right-of-Way	20,148,000
Construction	37,792,000
TOTAL	62,853,000
RELOCATIONS	
Residences	36
Businesses	15
TOTAL	51

FIGURE 25

TYPICAL SECTIONS OF PROPOSED BRIDGES

BRIDGE # 140004
50' long



BRIDGE # 140028
150' long

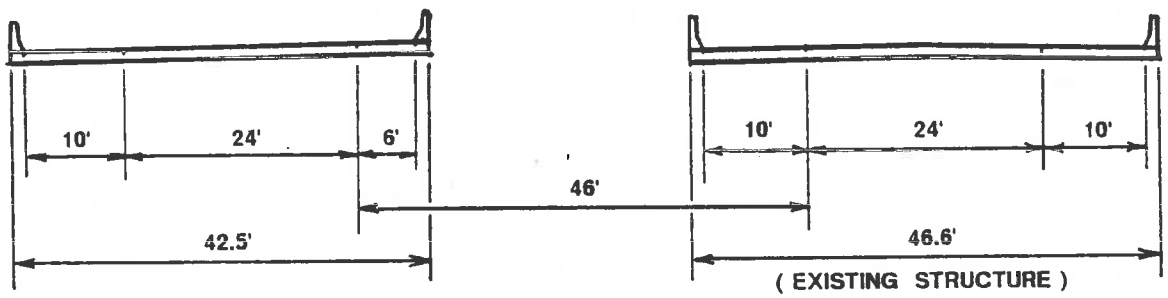


FIGURE 26

BRIDGE REPLACEMENT COSTS

140004 - 2 bridges 50 long by 42.5 wide = $ 119,000

140028 - 1 bridge 150 long by 42.5 wide = $ 178,000

5.4 Maintenance of Traffic

The maintenance of traffic will be handled similar to details found in the 1987 Standard Index Section 600. The existing roadway will be utilized for traffic while new lanes are constructed adjacent to them. The traffic will then be rerouted to the new lanes while the existing lanes are improved or removed. The bridge traffic will be handled in a similar manner.

5.5 Impacts to Existing Utilities

A summary of the utility locations was presented in the "Existing Physical Features" portion of this document. The impacts of utilities affected by the proposed improvements are documented in this section. If utilities currently exist within the right-of-way, it is the responsibility of the utility company to relocate when necessary. If the utility lies outside the existing right-of-way, relocation expense will be included in construction funding. An estimate of relocation costs are included with the relocation impacts. (See Appendix A-69 to A-73).

Florida Power Corporation

Most of the utilities are within the existing right-of-way. The cost to move these would be $450,000.

General Telephone Company

Most of the utilities are within the existing right-of-way. The cost to move these would be $743,600.

Southern Bell Telephone Company

Southern Bell was unable to provide cost figures to relocate any of their facilities. They did provide a figure to relocate their telephone equipment huts which are not in the existing right-of-way. That cost is $400,000 per hut.

City of Brooksville

The City of Brooksville provided cost to relocate water lines, sanitary lines and force mains. The cost to relocate was $1,460,438.

Form 281-10

MEMORANDUM

State of Florida Department of Transportation

DATE January 19, 1988

TO Mr. Steve Walker, Area Engineer, FHWA

FROM Ray Moses, Project Manager

COPIES TO File

SUBJECT FHWA and FDOT Project Design Agreement No. 2
SR 45 (US 41) and SR 700 (US 98)

Project Number	FAP Number	Limits	Length
14010-1514	F-8888(27)	SR 52 to Pasco-Hernando Co. Line	8.5
08010-1519		Pasco-Hernando Co Line to SR 700	9.0
08080-1509		SR 45(US 41) to CR 485B (Yontz Rd.)	1.9

1. ALTERNATIVES TO BE CONSIDERED

Refer to Design Agreement No. 1

2. ALTERNATIVES FOUND FEASIBLE

Refer to Design Agreement No. 1

3. TYPICAL SECTIONS

See Attached

4. GENERAL HORIZONTAL AND VERTICAL ALIGNMENT

The horizontal alignment of SR 45 (US 41) from SR 52 to SR 700 has several two and three degree curves. These are acceptable with the rural 70 MPH design speed.

The horizontal alignment of SR 700 from SR 45 to Yontz Road (CR 485B) has a five degree reverse curve before the intersection of Yontz Road but it is acceptable with the urban 45 MPH design speed.

5. PRELIMINARY RIGHT OF WAY AND CONSTRUCTION ESTIMATES

Construction Cost	$ 37,792,000
Right-of-way	$ 15,714,000
Preliminary Engineering	$ 4,913,000
	$ 58,419,000
Residence Relocation	32
Business Relocation	14
	46

If response is required, please use reverse side
AVE MONEY

6. MAJOR DRAINAGE, INCLUDING OUTFALLS

Location Hydraulic Study to be done with the Environmental Assessment by a consultant.

7. BRIDGE LOCATION AND TYPE

The bridges are located in Pasco County at Scotts Big D Creek (Mile Post 15.999, bridge number 140004) and canal C-534 (Mile Post 18.242, bridge number 140028). Bridge 140004 was built in 1939 with a design load of H-15 and is 50 feet long by 35 feet wide out to out. It has two spans with a maximum span length of 25 feet. The bridge has a sufficiency rating of 60.8. A rating of 60.0 would place it in the functionally obsolete category. Bridge number 140028 was built in 1969 with a design load HS-20 and is 150 feet long by 46.6 feet wide out to out. It has five main spans with a maximum span length of 30 feet. The bridge has a sufficiency rating of 87.2 and is rated as not deficit.

8. PROPOSED INTERCHANGE LAYOUTS

Not applicable for this project.

9. MAJOR INTERSECTION DESIGN CONCEPTS

The major intersections include the following: SR 50, SR 700, and SR 50A. Capacity analysis was run on each intersection using the 1985 Highway Capacity software. The level of service (LOS) for SR 50 and SR 700 in the year 2010 is LOS C, while SR 50A will have a LOS of D.

The roadway links will operate at LOS C or better in design year.

10. UTILITY IMPACTS

Florida Power Corporation has lines within the right-of-way for approximately two-thirds of the project. These lines will have to be relocated at Florida Powers expense.

General Telephone Company has lines in Pasco County within the right-of-way. These lines will have to be relocated at General Telephone Company's expense.

Southern Bell Corporation has lines in Hernando County within the right-of-way. These lines will have to be relocated at Southern Bell Corporations expense.

11. MAINTENANCE OF TRAFFIC

The maintenance of traffic is anticipated to be straight forward and handled similarly to details found in the 1987 Roadway Traffic Standards index book (Section 600). The entire project will be on the existing alignment or very close to it, to one side or the other. In all cases the existing pavement will be used while outside pavement is

constructed. Then a rerouting of traffic to the new pavement will be done while the existing pavement is removed and medians or inside pavement is constructed.

12. RIGHT-OF-WAY REQUIREMENTS

Segment 1 - The existing right-of-way within this segment varies from 100 feet to 225 feet. The rural four-lane typical section requires 206 feet of right-of-way. Based on cost and relocations the preferred alternative would take right-of-way from the west side then transition over to take right-of-way from the east side. In this segment 47.1 acres of land will have to be acquired.

Segment 2 - The existing right-of-way within this segment is predominately 128 feet with a short section of 200 feet. The proposed urban six-lane typical section requires 128 feet of right-of-way which will be built within existing right-of-way. In this segment 0.2 acres will have to be acquired.

Segment 3 - The existing right-of-way varies within this segment from 128 feet to 200 feet. The proposed rural six-lane typical section requires 224 feet of right-of-way. Based on cost and relocations the preferred alternative would take right-of-way from the west side then transition over to take right-of-way from the east side. In this segment 29.5 acres would have to be acquired.

Segment 4 - The existing right-of-way within this segment is 128 feet. The proposed urban six-lane typical section requires 128 feet of right-of-way and can be built within the existing right-of-way. In this segment 0.4 acres of right-of-way will be acquired.

Segment 5 - The existing right-of-way within this segment is predominately 100 feet with a short section of 50 feet. The proposed urban four-lane typical section requires 90 feet of right-of-way. The proposed improvement can be built within the existing right-of-way except for a .37 mile section where right-of-way will be bought. In this segment 1.5 acres of right-of-way will be acquired.

13. BICYCLE ACCOMMODATIONS

Bicyclists will be accommodated through the urban sections on the 14 foot wide curb lanes, and in the rural sections on the 4 foot paved shoulders.

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Dist. Engr. _____

DESIGN REVIEW REPORT

STATE PROJECT NOS.
14010-1514, 08010-1519 &
08080-1509

REGION NO. 4	REPORT One	DIVISION Florida
DATE OF INSPECTION 8-3-87	INSPECTION MADE BY Mariano Berrios, Area Engineer	PROJECT NO. F-8888(27)
IN COMPANY WITH N/A		

Type OF PROJECT	4laning of SR45/US41/SR700 from SR52 in Pasco Co. to SR55(US19) in Citrus Co. — Pasco, Hernando & Citrus Counties							
TYPE OF REVIEW & DATE MADE	Initial 8-3-87	O/F	60% _____	O/F	100% _____	O/F		
	30% _____	O/F	90% _____	O/F				

Remarks: This project has been developed to meet all appropriate safety requirements to enhance highway safety where feasible, depending on project conditions and circumstances.

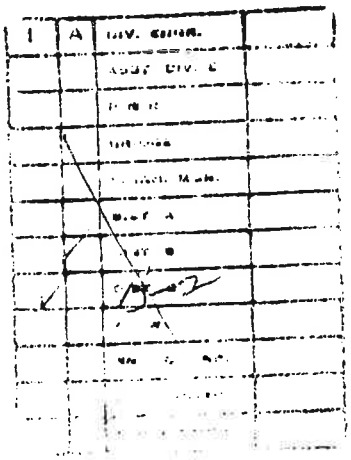
Attached is a letter from Mr. Ray G. Moses, PD&E District 1 Project Manager proposing to delete from the original study the section of SR 100 (US98) from CR 485B (Yontz Rd.) north to SR 55 (US 19). This portion of US 98 is not presently in the five year work program for design and construction. The proposed change is satisfactory and the new project study limits from CR 485B (Yontz Rd.) south to SR 52 are logical termini.

Mr. Moses letter also lists Alternatives to be considered for US 41 which have been discussed at an earlier date. The alternatives seem to be feasible and should be studied more in detail in the preliminary engineering report.

The environmental determination form was approved on 6-16-87 for the preparation of an Environmental Assessment and a possible 4(f) statement.

cc: File 500.1
Proj.
Area Engr.

*All dates are to be filled in each time a report for the project is



Date:

FHWA Area Engineer: Mariano Berrios

FDOT Project Manager: Ray Moses

FHWA AND FDOT PROJECT DESIGN AGREEMENT NO. 1

SR 45 (US 41) and SR 700 (US 98)

Project Number	FAP Number	Limits	Length
14010-1514	F-8888127	SR 52 to Pasco-Hernando Co. Line	8.5 Mi.
08010-1519		Pasco-Hernando Co. Line to SR 700	9.0 Mi.
08080-1509		SR 45 (US 41) to CR 485B (Yontz Rd.)	1.9 Mi.
			19.4 Mi.

08080-1509 and 02100-1504 from CR 485B to SR 55 will be a new study.

1. Project limits change:

   FDOT proposes to drop from the original study SR 700 (US 98) from CR 485B north to SR 55 (US 19). A study for this section will be programed later, based on the needs.
   Justification: This portion of SR 700 is not presently in the five year work program for design or construction. A 30 mile study is not practical because of the number of construction projects involved and the reevaluation requirements.
   From CR 485B north to SR 55, the existing two-lane facility can be expanded to four-lanes within the existing right-of-way.

2. Alternatives to be considered for SR 45 (US 41)

   A. SR 52 north to Moreland Drive (2200' So. of CR 578)
      a. Four-lane rural, 40 foot median; R/W left, right, center.
      b. Four-lane rural, 46 foot median; R/W left, right, center.

   B. Moreland Drive north to 1400' No. of Springhill Road
      a. Six-lane urban, 28' raised median within existing right-of-way.

   C. 1400' No. of Springhill Road to 1400' So. of Mason-Smith Road
      a. Six-lane rural, 40 foot median; R/W left, right.

   D. 1400' So. Mason-Smith Road to SR 700
      a. Six-lane urban, 28' raised median within existing right-of-way.

3. Alternatives to be considered for SR 700

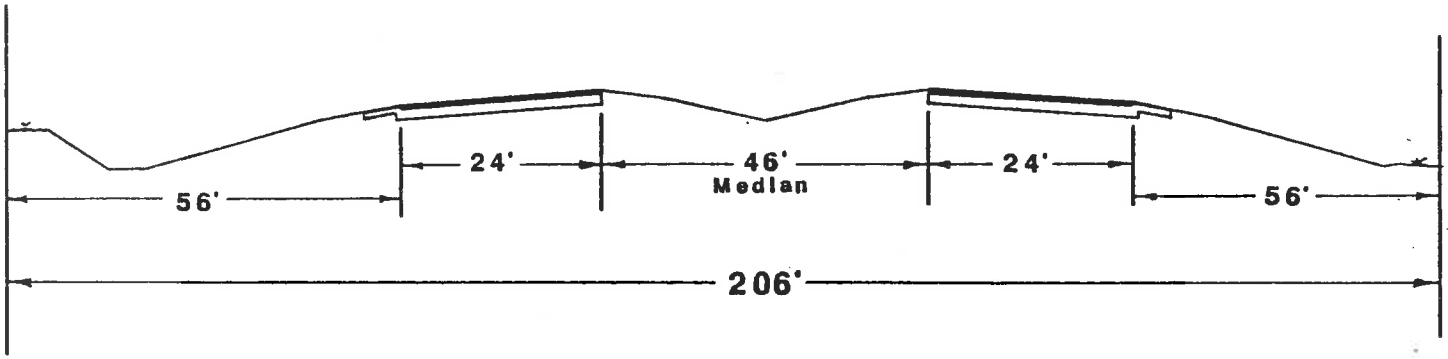
   A. SR 45 (US 41) north to CR 485B (Yontz Rd.)
      a. Four-lane urban, 14' TWLTL.

I concur with the new study limits and the alternatives being evaluated.

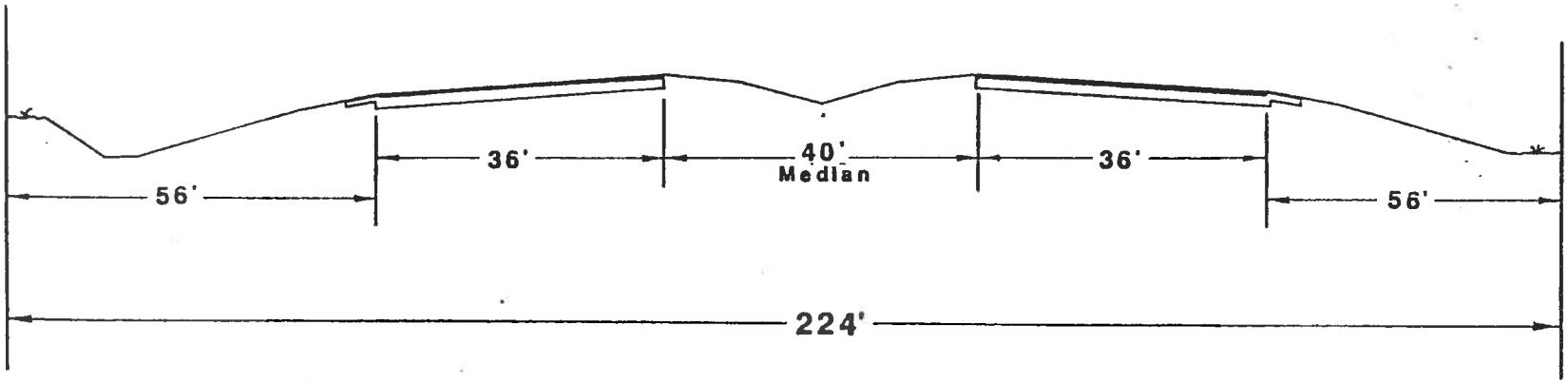
FHWA Area Engineer:_____

Date:_____

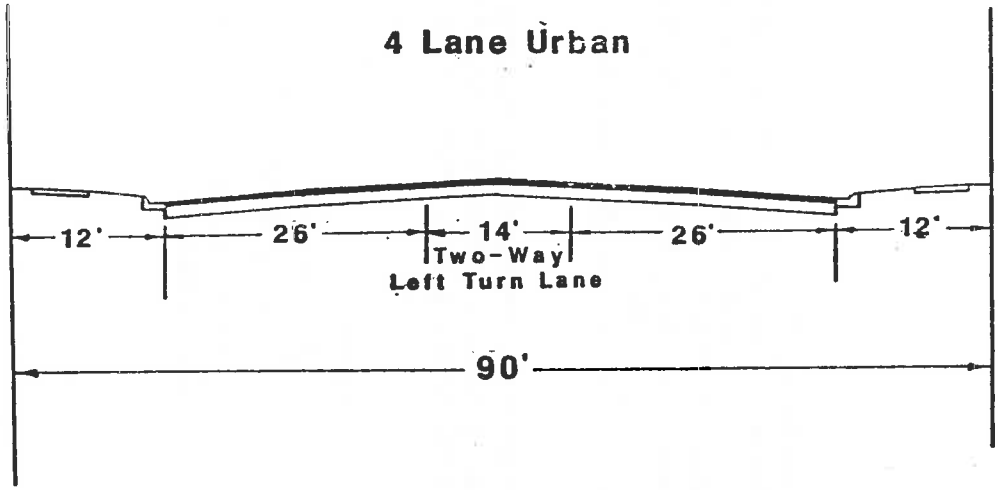
4 Lane Rural

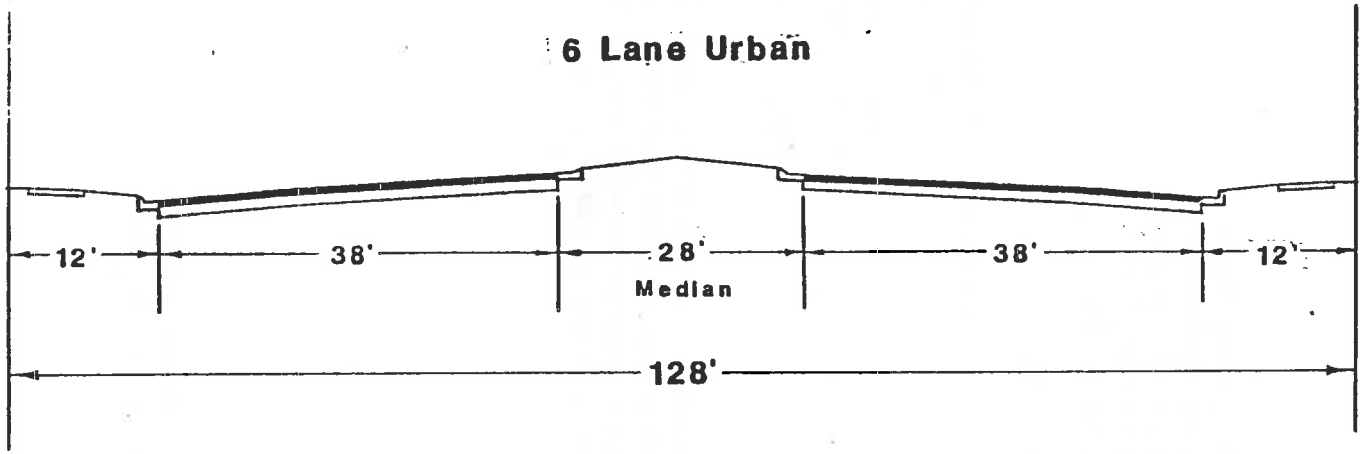


6 Lane Rural



PROPOSED
TYPICAL SECTIONS





PROPOSED
TYPICAL SECTIONS

Florida Department of Transportation

BOB MARTINEZ
GOVERNOR

Haydon Burns Building, 605 Suwannee Street, Tallahassee, Florida 32301-8064, Telephone (904) 488-8541

KAYE N. HENDERSON
SECRETARY

June 29, 1987

Mr. John Adams, Chief
Regulatory Division
U.S. Corps of Engineers
Post Office Box 4970
Jacksonville, Florida 32232

Dear Mr. Adams:

Subject: Environmental Determination
State Project Numbers 14010-1514, 08010-1519, 08080-1509 & 02100-1504
Federal Aid Number F-8888(27)
Work Program Items 1115924, 1112085, 1112086 & 5111589
Pasco, Hernando, & Citrus Counties, Florida

We are enclosing the subject Environmental Determination concerning implementation of USDOT/COE Memorandum of Agreement executed March 1980. This is in accordance with our March 3, 1981 meeting with your office and the Federal Highway Administration.

Sincerely,

C. L. Irwin

C. L. Irwin, Administrator
Environmental Impact Review

CLI:bja

Enclosure

cc: Mr. Wayne Lasseter
Mr. F. R. Birnie

JUL 1987
RECEIVED
PROJECT
DEVELOPM...

Florida Department of Transportation
ENVIRONMENTAL DETERMINATION

1. GENERAL INFORMATION

Project Name: SR 45 (US 41) SR 700 (US 98) in Pasco, Hernando & Citrus Counties

Project Limits: From SR 52 (Pasco Co.) to SR 55 (US 19) in Citrus County.

Project Numbers: 14010-1514, 05010-1519 / 08080-1509, 02100-1504 | F-8888(27) | 1115924, 1115925 / 1112086, 5111-55

State | Federal | WPA

2. PROJECT DESCRIPTION

a. Existing: US 41 from SR 52 (Pasco County) to the intersection with SR 700 (US 98) and US 98 (SR 700) to us 19 (Citrus Co.) are two lane (rural design) roadways. The existing right-of-way in the urban areas vary from fifty to one hundred & thirty-five feet with the right-of-way in rural areas varying from one hundred feet to two hundre & fifty feet.

b. Proposed Improvements: Upgrade the existing facility to a multi-lane divided highway with grass medians in the rural areas and multi-lane divided highway with raised or painted median in urban areas. Impacts associated with the proposed improvements will be assessed during the location and design study.

3. CLASS OF ACTION

a. Class of Action

__X__ Environmental Assessment
_____ Environmental Impact Statement
_____ Categorical Exclusion

b. Other Actions

__X__ Section 4(f) Statement
_____ Section 106 Consultation
_____ Endangered Species Assessment

4. REVIEWER'S SIGNATURE BLOCK:

Arthur N. Shepard — FDOT Project Engineer — 3/20/87 Date

Ray Nottingham — FDOT Environmental Specialist — 3/20/87 Date

Guarionex Berrios — FHWA Area Engineer — 5/5/87 Date

5. FHWA CONCURRENCE BLOCK

for Dennis B Luhr — Division Administrator — 6/16/87 Date

6. IMPACT EVALUATION

Topical Categories	Sign	Min	None	REMARKS
A. SOCIAL IMPACTS				
1. Land Use Changes	[ ]	[ ]	[X]	
2. Community Cohesion	[ ]	[ ]	[X]	
3. Relocation Potential	[ ]	[X]	[ ]	Possible 32 residences, 9 businesses
4. Churches and Schools	[ ]	[X]	[ ]	Con't next page
5. Title VI Considerations	[ ]	[ ]	[X]	
6. Controversy Potential	[ ]	[ ]	[X]	
7. Energy	[ ]	[ ]	[X]	
B. CULTURAL IMPACTS:				
1. Section 4(f) lands	[ ]	[X]	[ ]	con't. next page
2. Historic Sites/Districts	[ ]	[X]	[ ]	con't. next page
3. Archeological Sites	[ ]	[X]	[ ]	Three lithic scatters;one artifacts scatte
4. Recreation Areas	[ ]	[X]	[ ]	con't. next page
C. NATURAL ENVIRONMENT				
1. Wetlands	[ ]	[X]	[ ]	approx. 8.5 acres may be impacted
2. Aquatic Preserves	[ ]	[ ]	[X]	
3. Water Quality	[ ]	[X]	[ ]	minor impact during construction
4. Outstanding Fla. Waters	[ ]	[ ]	[X]	
5. Stream Modifications	[ ]	[ ]	[X]	
6. Wild/Scenic Rivers	[ ]	[ ]	[X]	
7. Floodplains	[ ]	[X]	[ ]	Four transverse crossings of the base floodplain
8. Coastal Zone Consistency	[ ]	[ ]	[X]	
9. Coastal Barrier Island	[ ]	[ ]	[X]	
10. Endang./Threat. Species	[ ]	[X]	[ ]	con't. next page
11. Farmlands	[ ]	[ ]	[X]	
D. PHYSICAL IMPACTS				
1. Noise	[ ]	[X]	[ ]	will be slight increase/ increased capasity
2. Air	[ ]	[X]	[ ]	will be slight increase/ increased capacity
3. Construction	[ ]	[X]	[ ]	inconvenience to motoring public

E. PERMITS REQUIRED

Florida Department of Enviornmental Regulation
US Corps of Engineers
Southwest Florida Water Management District

7. WETLANDS FINDING: (Applies to Categorical Exclusions only)

A. 4. a. Church south of Garden Grove - Minor to moderate noise impact, road within existing R/W.

b. Church in Brooksville (Golf Ridge Park Baptist) is 350 ft. from existing R/W may have minor noise impact.

c. Christian Fellowship Center - south end of Masaryktown - R/W line not set in this area, may be taken.

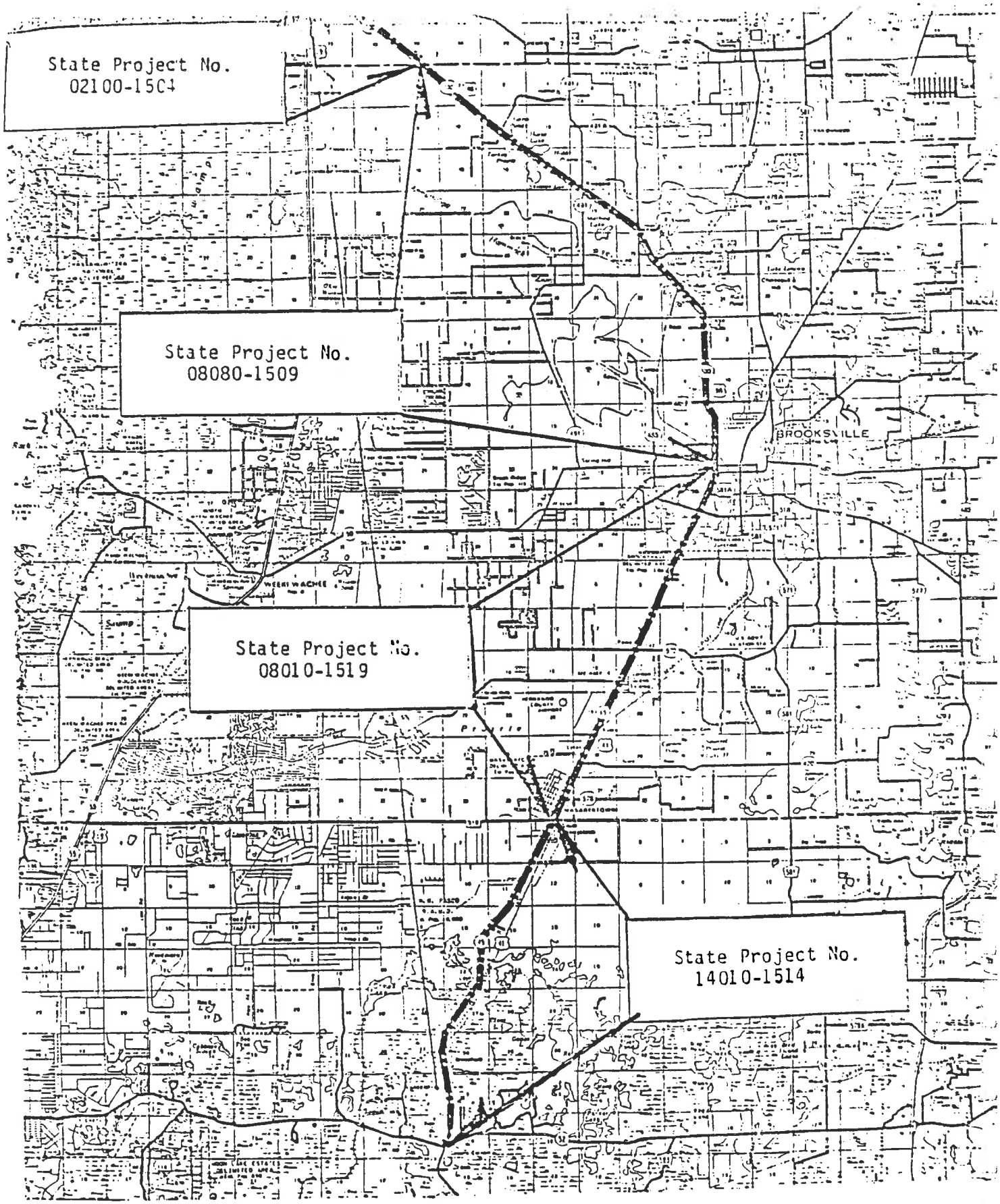
B. 1. Approx. 0.05 acre (1980 sq. ft.) of property will be taken from McKethan Park. This area consists of a 33'X60' rectangle at the southeast corner of the park, where the existing right-of-way abruptly narrows. This small "panhandle" of park property is of little utility. Also, the part of the park property adjoining the road is occupied by a parking lot and a large drainage canal (neither of which falls within the rectangle). Therefore 4(f) impact should be minimal. Shifting the alignment away from the park would introduce two reverse curves near the US 41/98 intersection.

There will be no property taken from either the Masaryk Hotel (a National Register site) or the J. F. Kennedy Park across the roadway from it. These sites will probably receive moderate noise impacts.

2. Moderate noise impact at Masaryk Hotel, no additional R/W.

4. Same as B. 1. also the Stan Weston Memorial Forest, surrounds part of airport. No additional R/W at this site. May be minor noise impact at both the Stan Weston Memorial Forest and the airport. This memorial forest land was planted by Stan Weston and dedicated to him after his death.

C. 10. Project is within habitat ranges of several species. However, the initial field review and available maps indicate no nest sites/rookeries within the project corridor.



State Project No. 14010-1514, 08010-1519, 08080-1509, 02100-1504
W.P.I. No. 1115924, 1112085, 1112086, 5111589
S.R. 45 (U.S. 41) from S.R. 52 in Pasco County to S.R. 50 in
[illegible] S.R. 700 (U.S. 98) from S.R. 50 in

TFB
RGM
KGD

PASCO COUNTY, FLORIDA

BOARD OF COUNTY COMMISSIONERS

Ann Hildebrand

Sylvia Young
Chairman
Allan G. Safranek, Jr.
Curtis Law
Mike Wells

December 10, 1987

Florida Department of Transportation
District Project Development
Post Office Box 1249
Bartow, Fl. 33830

Attention: Mr. C.W. Lasseter

Re: Resolution Endorsing the Florida Department of Transportation's Proposed Improvements to U.S. 41

Dear Sir:

At the Board of County Commissioners' meeting of December 8, 1987, the above-mentioned item was approved. Enclosed you will find a copy for your files.

If you have any further questions, please contact our office at the address or telephone number indicated below.

Sincerely,
Jed Pittman
By: Elaine M. Mitchell, Dc

JED PITTMAN
Clerk to the Board

JP/ehm

Enclosure

Reply to:
☐ 705 E. Live Oak Avenue - Dade City, Florida 33525 - (904) 521-4274
☐ 7530 Little Road - New Port Richey, Florida 33553 - (813) 84[illegible]

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.

Sheriff
Office Phone Brooksville (904) 796-7207
Jail Phone Brooksville (904) 796-3541

THOMAS A. MYLANDER • *HERNANDO COUNTY*
MEMBER, FLORIDA SHERIFF'S ASSOCIATION, NAT. SHERIFF'S ASSOCIATION
First Line of Defense in Local Self Government
P.O. BOX 1960, BROOKSVILLE, FLORIDA 34605-1960

Monday, December 28, 1987

Antone N. Sherrard, Project Engineer
FLORIDA DEPARTMENT of TRANSPORTATION
Project Development
P.O. Box 1249
Bartow, FL. 33830-1249

REF: Request for information - dated 12/21/87

Dear Mr. Sherrard,

In the past five years, Hernando County has experienced phenominal growth, increasing in resident population by approximately 75%. According to the U.S. Census Bureau, Hernando County is the second fastest-growing county in the nation, based on percentage.

As Sheriff of Hernando County, I have obvious concerns with the problems associated with such rapid growth. Increased traffic has been one very noticeable by-product of this growth. This increase in traffic on our roadways involves not only the natural increase due to population growth, but also the increase in heavy equipment traffic associated with construction - both residential and commercial.

This most definately places an added burden on the law enforcement effectiveness within the county. Clearly, this increase in traffic causes delays in responding to calls for service. As Sheriff, I am undoubtedly concerned with the response times to the citizens of Hernando County. I am therefore, pleased to learn of your study into multi-laning those areas of US 41 you previously specified. Such a study shows responsible foresight in planning for Florida's future growth.

If I can be of further help, please do not hesitate to contact me.

Sincerely,

THOMAS A. MYLANDER
Sheriff

TAM/sq

Sheriff

410 E. Meridian Ave.
DADE CITY, FLORIDA 33525

JIM GILLUM
PASCO COUNTY

8700 Citizens Drive
NEW PORT RICHEY, FLORIDA 33553

January 29, 1988

FEB 1988
RECEIVED

Mr. Antone N. Sherrard
Project Engineer
Florida Department of Transportation
P. O. Box 1249
Bartow, Florida 33830-1249

Mr. Sherrard:

In response to your inquiry of December 21, 1987 pertaining to the feasibility of multi-laning a portion of U.S. 41 and a portion of S.R. 700; we submit the following.

As you may be aware, an extremely heavy volume of "rock" trucks utilize U.S. 41, creating expected back-ups and an inordinate amount of damage to the road surface. Additionally, a periodic problem with the railroad gates approximately two (2) miles north of S.R. 52 creates delay and driver "distress".

The portion of U.S. 41 which is being considered for multi-laning carries a relatively light traffic volume, when compared with that portion which is south of S.R. 52. Our strong recommendation, if asked, would be to give the southern portion of U.S. 41 within Pasco County much higher priority than the northern portion. A very limited number of alternate routes in the southern portion of the county capable of handling the enormous volume of traffic now utilizing U.S. 41 causes us great concern.

I sincerely apologize for the delay in responding to your inquiry, but please feel free to call if I may provide any further information, or assist in any way.

Very truly yours,

JIM GILLUM,
SHERIFF

Kim S. Bogart,
Major of Operations

KSB/mas

	SHERIFF GILLUM	EMERGENCY	ADMINISTRATION
DADE CITY	(904) 521-5100	567-5131	521-5100
NEW PORT RICHEY	(813) 847-5878	848-6363	847-5878
LAND O'LAKES	(813) 949-3502	996-6700	949-3502

Commander
Seventh Coast Guard District

Federal Bldg.
51 S.W. 1st Ave
Miami, FL 33130
Staff Symbol: (oan)
Phone: (305) 350-4108

16591/FLA
Serial: 733

AUG 17 1984

Florida Department of Transportation
Attn: J.C. Kraft
605 Suwannee St., MS 37
Tallahassee, FL 32301-8064

MASARYKTOWN CANAL AND UNNAMED WATERWAY, HERNANDO COUNTY

This responds to your letter dated 16 July 1984 concerning highway improvements to U.S. 41 and U.S. 98 from SR 52 northerly to U.S. 19.

The subject waterways are not considered navigable waters of the United States for the purpose of Coast Guard bridge permitting jurisdiction; therefore, we have no involvement within the project corridor (state projects # 14010-1514, 08010-1519, 08080-1509, and 02100-1504).

Sincerely,

L. R. MONTELLO
Lieutenant Junior Grade
U. S. Coast Guard
Chief, Aids to Navigation Branch, Acting
Seventh Coast Guard District
By direction of the District Commander

Copy: Florida Department of Transportation, Bartow
Attn: Ms. Wendy J. Geisy
Federal Highway Administration
Attn: Mr. Andy Hughes F-888-(27) & F-8889-(2)
Corps of Engineers, Jacksonville

G.M
ANS

Hernando County, Florida
DEPARTMENT OF PUBLIC WORKS
201 SUMMIT ROAD
BROOKSVILLE, FLORIDA 34601
904-754-4060

December 29, 1987

Mr. Antone N. Sherrard, Project Manager
Project Development
Post Office Box 1249
Bartow, Florida 33830-1249

Dear Mr. Sherrard:

In reply to your letter dated December 21, 1987, concerning the feasibility of multi-laning US 41, we are looking forward to these improvements, however, at present time we have no information concerning problems or delays.

Sincerely,

Charles G. Mixson, P.E.
Public Works Engineer

CGM/lcc

cc: Robert Nanni

PASCO COUNTY PLANNING DEPARTMENT
7530 Little Road
New Port Richey, Florida 34654
(813) 847-8132

December 28, 1987

Mr. Antone N. Sherrard
Project Engineer
Florida Department of Transportation
Project Development
P.O. Box 1249
Bartow, Florida 33830-1249

Dear Mr. Sherrard:

I am forwarding copies of our existing zoning atlas concering U.S. 41 from S.R. 52 north to the county line.

Pasco County does not have a future land use map currently. We will be preparing one along with the revision of our Comprehensive Plan. However, this will not be available until about July or August.

If I can be of any further assistance, please do not hesitate to contact me.

Sincerely,

Frederick J. Lowndes
Chief Planner

FJL/pm

Enclosure

Florida Department of Transportation

BOB MARTINEZ
GOVERNOR

KAYE N. HENDERSON
SECRETARY

Post Office Box 1249
Bartow, Florida 33830

MEMORANDUM

May 6, 1987

TO: A. N. Sherrard, Project Manager, P.D.&E

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

COPIES: C. W. Lasseter, Dan Burden, W. H. Holmes, V. Page

SUBJECT: **Bicycle/Pedestrian Considerations**
State Project Nos. 14010-1514, 08010-1519, 08080-1509, and 02100-1504
WPI Nos. 1115924, 1112085, 1112086, and 5111589
FAP No. F-8888127
Description: US 41 from SR 52 to SR 700, and SR 700 from US 41 to US 19
County: Pasco/Hernando

As requested, the Planning Department has reviewed the above projects, and addresses the needs and justifications for bicycle and pedestrians as follows:

1. This project is part of the Florida Bicycle Trails, recommended for touring cyclists through the State Bicycle/Pedestrian Office. (See attached maps depicting suggests routes)

2. Both US 41 and SR 700 are identified as principal arterial highways.

3. Identified as possible trip generators along these projects are:

   A. Five schools - elementary and secondary
   B. McKelhan Lake Recreation Area
   C. Colonel Robins Nature Trail
   D. Buttgenbach Recreation Area
   E. Withlachoochee State Forest
   F. Two large shopping complexes

4. The twenty four (24) hour truck traffic on US 41, was estimted at 12%. On SR 700 truck traffic was estimated at 24% due to the Florida Mining and Material mine. (Note: 10% truck traffic is considered high for potential bicycling facilities).

The Planning Department therefore, recommends the following treatments to provide adequate bicycle/pedestrian travel.

1. On rural sections of roadway, 4' paved shoulders be incorporated as per Design Memorandum DM01044 (see attached).

2. Incorporation of 14' outside lanes or wider and 5' sidewalks on both sides of the roadway in urban sections, where right-of-ways are not restricted.

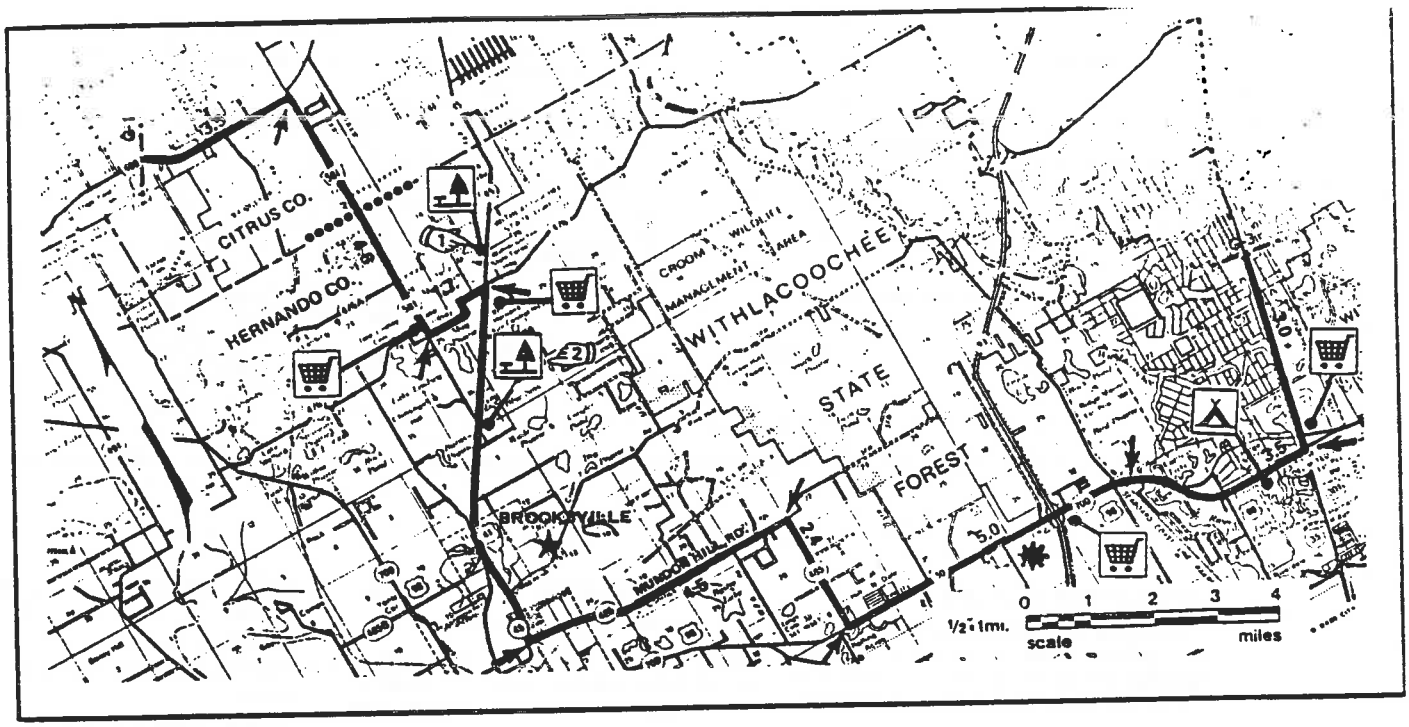
3. The Bicycle Facilities Planning and Design Manual Revised 1982 be used in addressing striping issues (especially at intersections).

4. It is also recommended that advisory signs be posted at the end of any facility, if a smooth transition is not constructed. This would warn the cyclist of narrowing conditions.

   A suggested sign could read:

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

KAU:lgp
Attachments
15PL0587



G-2 CHINSEGUT

General Description

CR 480 passes a limerock mine. Then the roads wind through the Croom Wildlife Management Areas of the Withlachoochee State Forest with stopping points at various recretional areas in the forest. The Suncoast Highlands tour intersects in Brooksville.

Approximately 30 miles.

Roadway Conditions

The roads are generally in good condition although a 6.6. mile rough section of SR 485 is used to avoid truck traveled US 98.

Hazardous Areas

Watch for trucks along US 98 for 4 miles

Services

Convenience stores provide necessary services. Full services are available in Brooksville and overnight camping facilities are located at Buttgenbach Recreation Area in the Withlacoochee State Forest.

Points of Interest

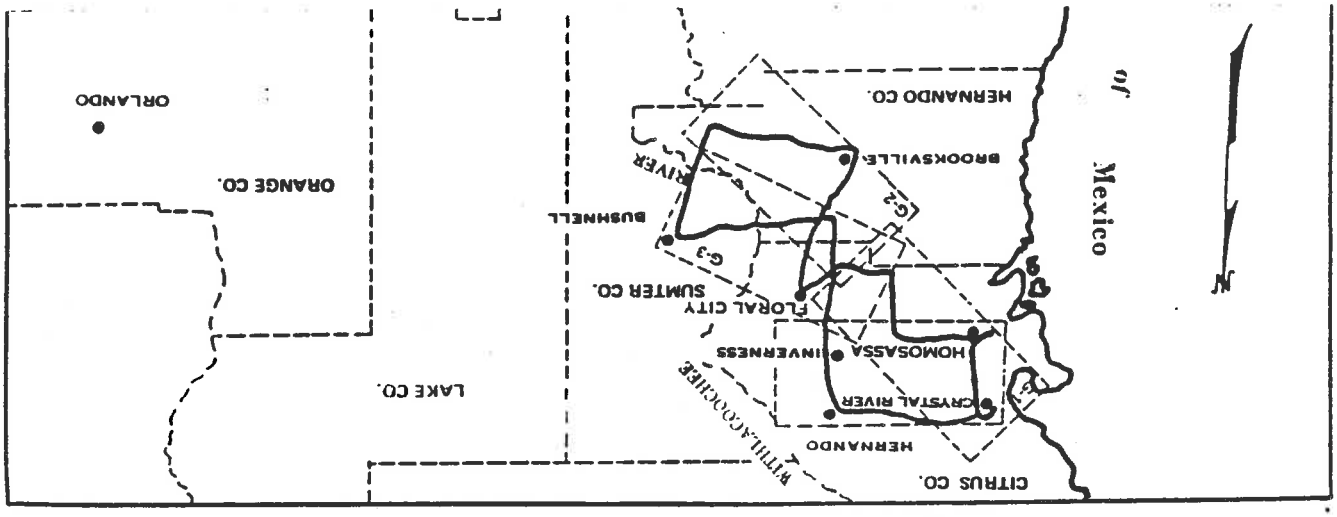
(1) McKethan Lake Recreation Area

A nature trail rims the perimeter of the lake set in a hardwood hammock. Along the trail are 24 points of interest and wildlife may be observed. The area is part of the Croom Wildlife Mangement Area.

(2) Colonel Robins Nature Trail

When Colonel Raymond Robins, who made his fortune in the Klondike during the Alaskan Gold Rush, purchased this land in 1904 he named it Chinsegut Hill. "Chinsegut" is an Alaskan word meaning "spirit of lost things." When he gave this tract to the federal government in 1932 he asked that it be made a wildlife refuge.

The nature trail winds through typical southern pine flatwoods. In time, the area will become a hardwood forest since fire, a natural controller of hardwood growth in pinelands, has not been allowed through the area since the 1930's.



BICYCLE REGULATIONS

The bicycle is legally considered a vehicle in Florida. Thus, it has full rights and responsibilities on the roadway and is subject to all regulations governing a vehicle.

The bicycle is specifically prohibited from all interstate highways and limited access highways.

Required equipment includes a front lamp which is visible from a distance of at least 500 feet and a rear reflector or lamp which is visible from a distance of 600 feet when riding at night. Additional lighting is permitted under Florida Law.

Safety Tips

Do not attempt trips which are beyond your capabilities.

Be sure your bicycle is the right size for you and keep it in good repair, checking for loose and worn parts regularly.

When riding with a group, ride single file when traffic is present.

Ride on the right-hand side of the road.

Obey all traffic signs and signals.

Signal all turns well in advance; scan for traffic to the rear, and keep both hands on your handlebars when executing the turn.

Avoid night riding, especially in rural area.

Ride defensively and in a predictable manner. Stay alert. The bicycle always loses in a conflict with a car.

Establish eye contact with drivers around you to be sure they are aware of your presence.

Wear bright clothing for visibility; avoid loose-fitting clothes which might get caught in the spokes or chain.

Watch out for speeding drivers. They are especially common in rural areas.

Cross all railroad tracks at right angles.

Be sure that touring equipment is securely attached to your bicycle in such a way that it will not interfere with performance. Distribute the weight evenly on your bicycle. front and rear.

Watch for sand, loose gravel, and wet leaves.

Be courteous to other drivers; keep traffic flowing by helping them pass you in a safe manner.

On long bridges or other sections of road with heavy traffic, time your travel to avoid peaks. In most cases traffic in vacation spots is lighter before 10 a.m.

This guide is made possible through the cooperation of the Florida Department of Transportation, the Florida Department of Natural Resources, volunteer field researchers, and the Florida Bicycle Council.

Dan Burden
State Bicycle Coordinator, FDOT
Albert Gregory
Chief, Office Policy and Planning
FDNR, Division of Recreation and Parks
Brad Suber
Cartographer, FDOT
Tracy Suber
Bicycle Program Assistant, FDOT
Rita Brown
Typesetter, FDOT
Linda Spivey
Volunteer Researcher

We welcome your comments and further questions. Contact:

State Bicycle Program
Florida Department of Transportation
605 Suwannee Street
Tallahassee, Florida 32301
(904) 488-7950

tampa bay regional planning council

9455 Koger Boulevard
St. Petersburg, FL 33702-2491
813) 577-5151/Tampa 224-9380
Suncom 586-3217

Officers
Chairman
Councilman William D. Vannatta
Vice Chairman
Mayor Robert G. Prior
Secretary/Treasurer
Councilman Thomas W. Vann
Executive Director
Julia E. Greene

May 6, 1987

Antone N. Sherrard, Engineer II
Florida Department of Transportation
Project Development and Environmental Section
Post Office Box 1249
Bartow, FL 33830-1249

Dear Mr. Sherrard:

In response to your letter of April 13, 1987, enclosed is the information you requested to assist in the preparation of the Environmental Assessment for the multi-laning of US 41 from SR 52 to SR 700 and SR 700 from US 41 to US 19 in Pasco County.

Included in the information are data and comments provided by Betty Johnson of the Hurricane Evacuation Staff and Michael Perry of the Environmental Staff concerning the project.

Traffic Information

As far as traffic impacts in the area the project may divert traffic to and from US 19 and SR 52 (East of US 41) which is going to and from Western Hillsborough County. However, the adverse traffic effects may be the loading of additional trips on US 41 south of SR 52 which is currently a 2-lane roadway.

Another item that may be considered in the assessment might be the possible construction of the Suncoast Corridor which will parallel US 19 from Citrus County to Pinellas County.

Environmental Information

- There are extensive freshwater wetland systems along the southern end of the proposed US 41 improvement (from SR 52 to approximately CR 578).
- The proposed improvements will traverse the Brooksville area. I am not aware of specific environmental concerns there.
- The northern terminus of the improvment will be near coastal wetland systems.

Determining specific environmental perturbtions are not possible with the scale map provided. However, I am sure that as the project continues we will have an opportunity to review the project in more detail.

MAY 1987
RECEIVED
PROJECT
DEVELOPMENT

Hurricane Evacuation Information

Trips Assigned to US 41 north to Brooksville
by Hurricane Level

	Hurricane Evacuation Level				
County	A	B	C	D	E
Pasco	3070	3940	5424	5876	5876
Hillsborough	3104	5103	8562	8562	9483
Pinellas	1143	1571	1917	2136	2648
Total US 41N Trips	7317	10,614	15,903	16,574	18,007

The identified "critical links" in Pasco County are SR 52 between Moonlake Rd. and CR 1 and CR 54 from CR1 to Gunn Highway in Lutz (TBR Hurricane Evaluation Plan Update, 1984). While US 41 was not recognized as a critical link in evacuation, it should be noted that Hernando County evacuation was not simulated as a component of the Tampa Bay Region study. Additional traffic counts should be considered from the Withlacoochee Hurricane Evacuation Study.

Additional information is enclosed pertaining to Hurricane Evacuation.

If you have any further questions, please do not hesitate to contact me.

Sincerely,

Michel G. Tenney
Principal Planner

MT/llg

Enclosures

TABLE 11

HURRICANE EVACUATION POPULATION BY SCENARIO

		Surge Vulnerability		Wind Vulnerability		Total
Hillsborough	A	(1-13)	48,685	(14-55)	74,677	123,362
	B	(1-27)	106.849	(28-55)	68,008	174,857
	C	(1-38)	183,671	(39-55)	61,313	244,984
	D	(1-44)	217,159	(45-55)	60,420	277,579
	E	(1-50)	235,439	(51-55)	58,486	293,925
Manatee	A	(1-12)	49,094	(13-39)	39,467	88,561
	B	(1-16)	53,235	(17-39)	38,667	91,902
	C	(1-24)	71,930	(25-39)	34,435	106,365
	D	(1-30)	95,320	(31-39)	31,698	127,018
	E	(1-36)	107,896	(37-39)	28,788	136,684
Pasco	A	(1-5)	46,964	(6-28)	46,074	93,038
	B	(1-9)	68,798	(10-28)	43,667	112,465
	C	(1-16)	94,218	(17-28)	40,479	134,697
	D	(1-20)	110,503	(21-28)	38,684	149,187
	E	(1-24)	127,576	(25-28)	36,456	164,032
Pinellas	A	(1-17)	154,254	(18-63)	74,745	228,999
	B	(1-36)	286,905	(37-63)	57,722	344,627
	C	(1-44)	361,348	(45-63)	44,998	406,346
	D	(1-52)	422,167	(53-63)	33,314	455,481
	E	(1-58)	438,957	(59-63)	32,416	471,373

TABLE 21

CLEARANCE TIMES

(In Hours)

Evacuation Scenario (Level)	Hillsborough County	Manatee County	Pasco County	Pinellas County
A	10	11	9	15
B	11	11	9	15
C	12	12	13	15
D	13	13	16	15
E	18	13	18	15

1241 S.W. 10th Street
OCALA, FLORIDA 32674-2798
Telephone 904/732-3307

WITHLACOOCHEE REGIONAL PLANNING COUNCIL

SERVING LEVY, CITRUS, MARION, SUMTER AND HERNANDO COUNTIES

OFFICERS
FRANK FISH
CHAIRMAN
W. TOM BLACKMON
VICE CHAIRMAN
N.R. "NICK" BRYANT
SECRETARY

April 20, 1987

Mr. Antone N. Sherrard, Engineer II
Florida Dept. of Transportation
P. O. Box 1299
Bartow, FL 33830-1249

Dear Mr. Sherrard:

Per your letter of April 13, 1987, enclosed is information excerpted from the Withlacoochee Regional Hurricane Evacuation Study regarding evacuation times and assigned link volumes during evacuation for the roadway links, in the region, referenced in your letter.

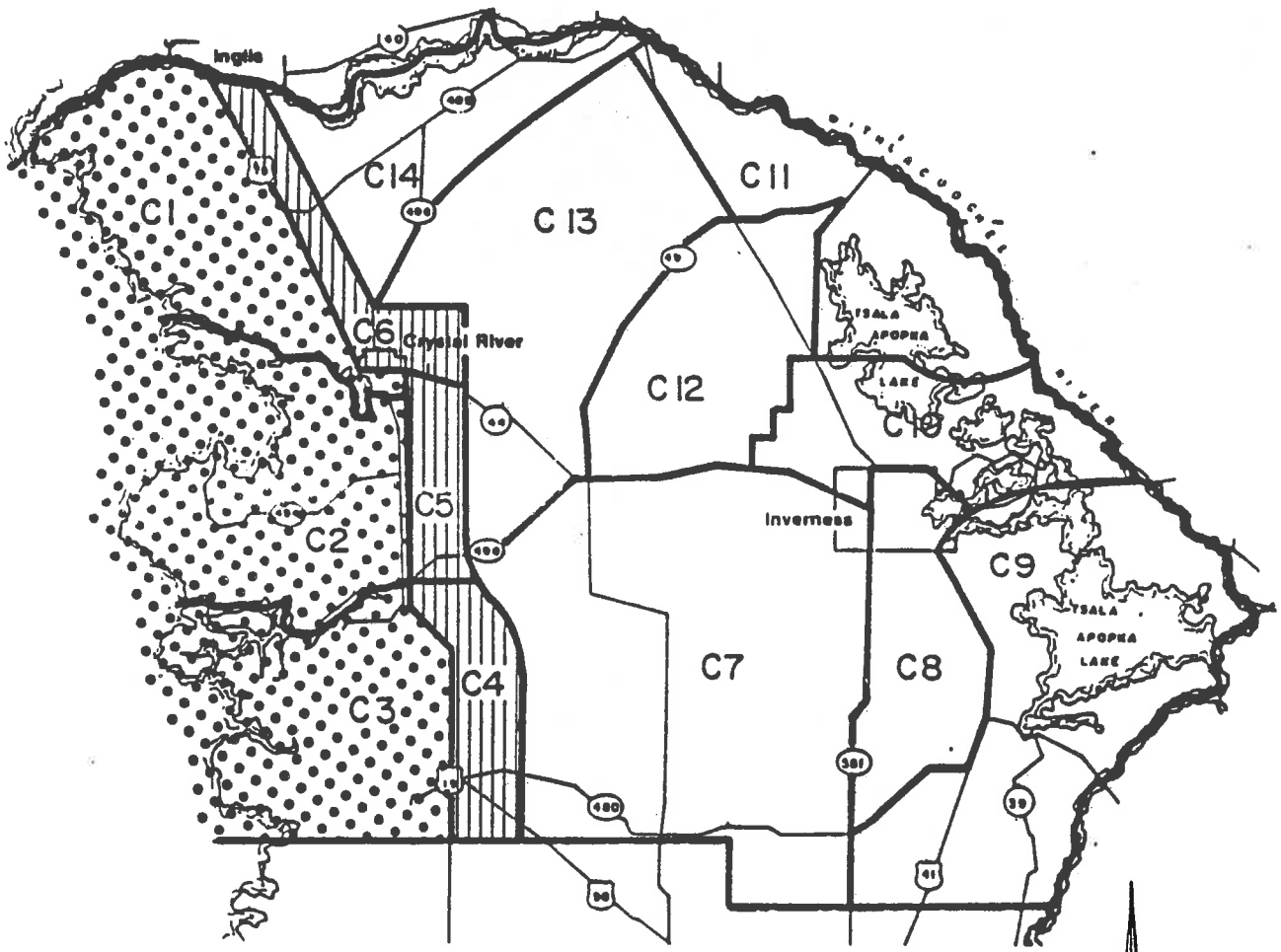
Please advise as to any questions.

Sincerely,

Mark Sinclair
Regional Planning and
Review Director

MS:gr

APR 1987
RECEIVED
PROJECT
DEVELOPMENT



LEGEND

LEVEL "A" FLOODING

LEVEL "B" FLOODING

C6 EVACUATION ZONE NUMBER

EVACUATION ZONES

CITRUS COUNTY

PBSJ

TRANSPORTATION MODELLING
WITHLACOOCHEE REGIONAL
HURRICANE EVACUATION PLAN

FIGURE 6

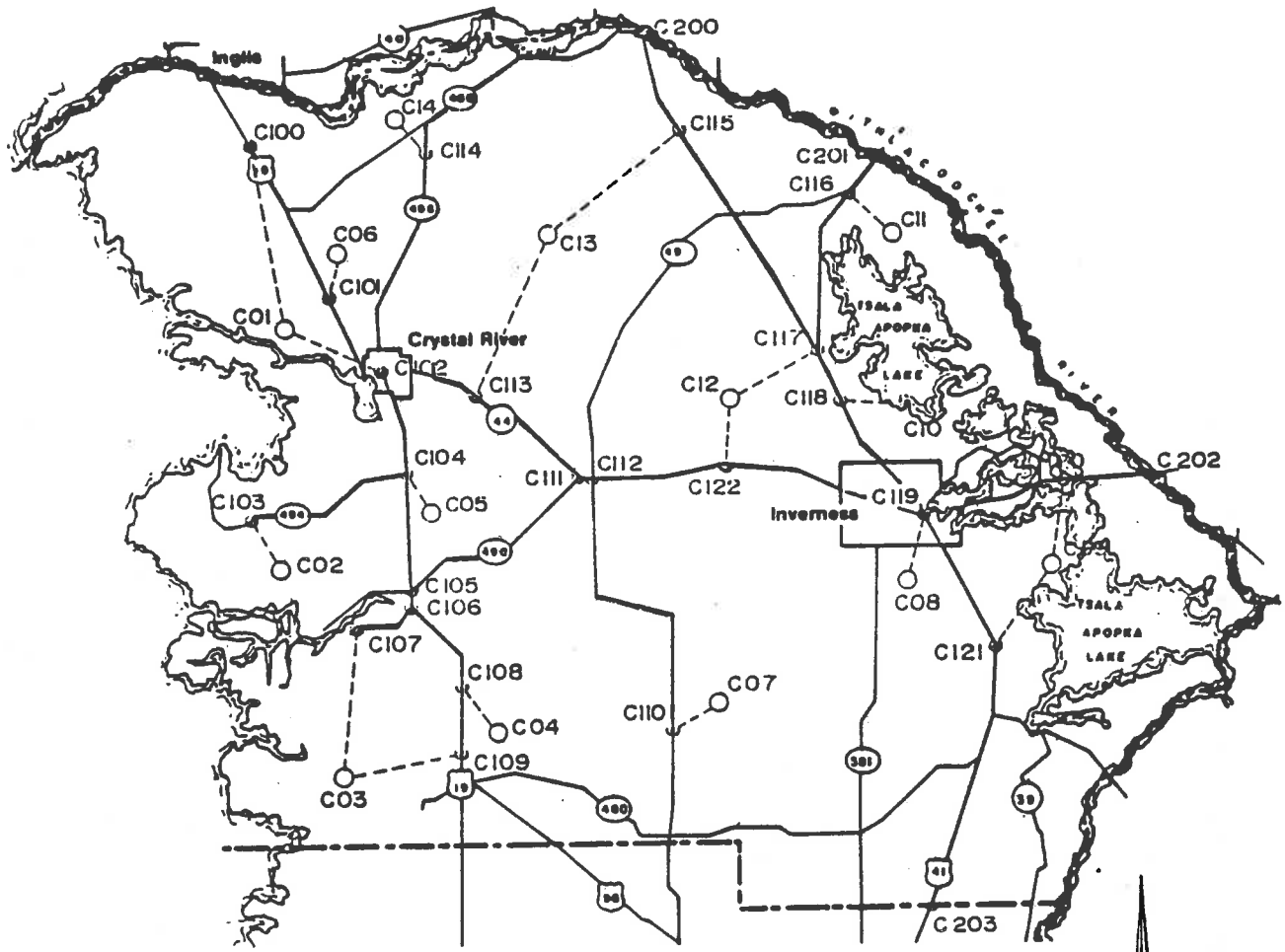
CITRUS COUNTY EVACUATING POPULATION AT RISK AND EVACUATING VEHICLES

	Evacuating Population	1	2	3	4	Evacuating Vehicles	1	2	3	4
ZONE # C01	4324	1323	1756	1245	0	1970	603	800	567	0
ZONE # C02	4485	1372	1821	1292	0	2044	625	830	589	0
ZONE # C03	3119	954	1266	898	0	1421	435	577	409	0
ZONE # C04	2006	614	814	578	0	914	280	371	263	0
ZONE # C05	2822	864	1146	813	0	1286	393	522	370	0
ZONE # C06	1872	573	760	539	0	853	261	346	246	0
ZONE # C07	1014	310	412	292	0	462	141	188	133	0
ZONE # C08	971	297	394	280	0	442	135	180	127	0
ZONE # C09	2675	819	1086	770	0	1219	373	495	351	0
ZONE # C10	2026	620	823	584	0	923	283	375	266	0
ZONE # C11	1633	500	663	470	0	744	228	302	214	0
ZONE # C12	1162	355	472	335	0	529	162	215	152	0
ZONE # C13	225	69	92	65	0	103	31	42	30	0
ZONE # C14	927	284	376	267	0	422	129	171	122	0
	29261	8954	11881	8428	0	13332	4079	5414	3839	0

1 = Red Cross Shelter
2 = Friends Home
3 = Hotel/Motel
4 = Do Not Know

% Participation 100
# per Mobile Home Unit 2.3
# per Other Unit 2.3
Avg. Veh. per D.U. 1.6
Veh. Usage % 65.5
Dist. %: S=30.5 FR=40.6 Hi=28.8 Dk=0

Surge Zones C01,C02,C03,C04,C05,C06



LEGEND

- ● STREET OR INTERSECTION LOCATION (NODE)
- ○ EVACUATION ZONE CENTER (CENTROID)
- C 102 NODE OR CENTROID NUMBER

EVACUATION NETWORK

CITRUS COUNTY

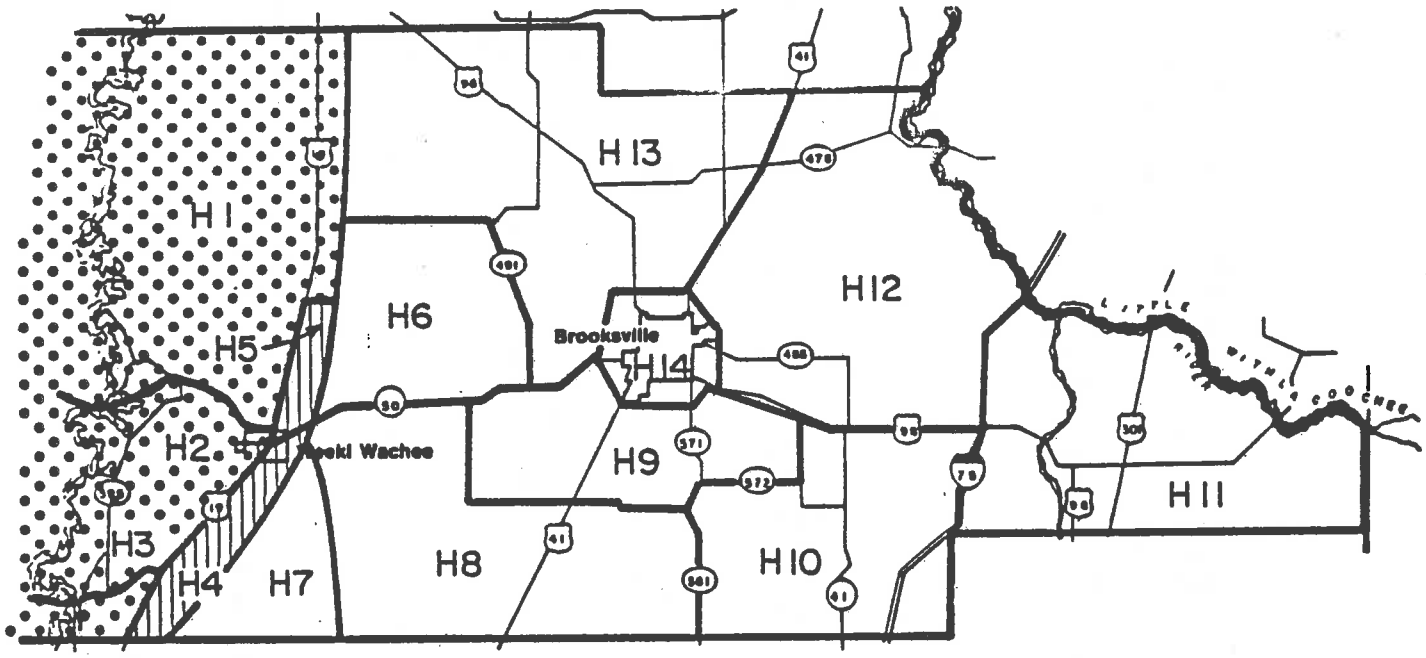
PBSJ

TRANSPORTATION MODELLING
WITHLACOOCHEE REGIONAL
HURRICANE EVACUATION PLAN

FIGURE 15

Citrus County
Assigned Link Volumes and V/C Ratios

Link	TOTAL LINK VOLUME A	A w/tb	B	B w/tb	Service Volume	VOLUME/CAPACITY RATIO A	A w/tb	B	B w/tb
100-101	811	811	642	642	25900	.031	.031	.025	.025
101-102	1268	1268	1495	1495	25900	.049	.049	.058	.058
102-104	1924	1924	2502	2502	25900	.074	.074	.097	.097
103-104	2071	2071	1980	1980	10100	.205	.205	.196	.196
104-105	1772	1772	1752	1752	25900	.068	.068	.068	.068
105-106	1995	1995	2344	2344	32400	.062	.062	.072	.072
106-107	728	728	781	781	10100	.072	.072	.077	.077
106-108	1308	1308	1613	1613	25900	.051	.051	.062	.062
108-109	707	707	698	698	25900	.027	.027	.027	.027
102-114	429	429	453	453	14600	.029	.029	.031	.031
102-113	4030	4030	5184	5184	14200	.284	.284	.365	.365
105-111	2682	2682	3115	3115	14600	.184	.184	.213	.213
111-113	1766	1766	2772	2772	14600	.121	.121	.190	.190
110-112	509	509	572	572	14600	.035	.035	.039	.039
111-112	4347	4347	5867	5867	14200	.306	.306	.413	.413
112-122	4765	4765	6083	6083	14600	.326	.326	.417	.417
119-122	4551	4551	5729	5729	14200	.320	.320	.403	.403
115-117	177	177	189	189	14600	.012	.012	.013	.013
116-117	2505	2505	2871	2871	14600	.172	.172	.197	.197
117-118	2487	2487	2805	2805	14600	.170	.170	.192	.192
118-119	3000	3000	3482	3482	14200	.211	.211	.245	.245
119-120	1976	1976	2231	2231	14600	.135	.135	.153	.153
119-121	669	3233	782	3346	14200	.047	.228	.055	.236
200-115	0	0	0	0	14600	0	0	0	0
201-116	2034	2034	2271	2271	14600	.139	.139	.156	.156
202-120	2033	2033	2267	2267	14600	.139	.139	.155	.155
203-121	0	2564	0	2564	14600	0	.176	0	.176



LEGEND

LEVEL "A" FLOODING

LEVEL "B" FLOODING

H8 EVACUATION ZONE NUMBER

0 5 10

Graphic Scale
Scale in Miles

EVACUATION ZONES

HERNANDO COUNTY

PBSJ

TRANSPORTATION MODELLING
WITHLACOOCHEE REGIONAL
HURRICANE EVACUATION PLAN

FIGURE 6

HERNANDO COUNTY EVACUATING POPULATION AT RISK AND EVACUATING VEHICLES

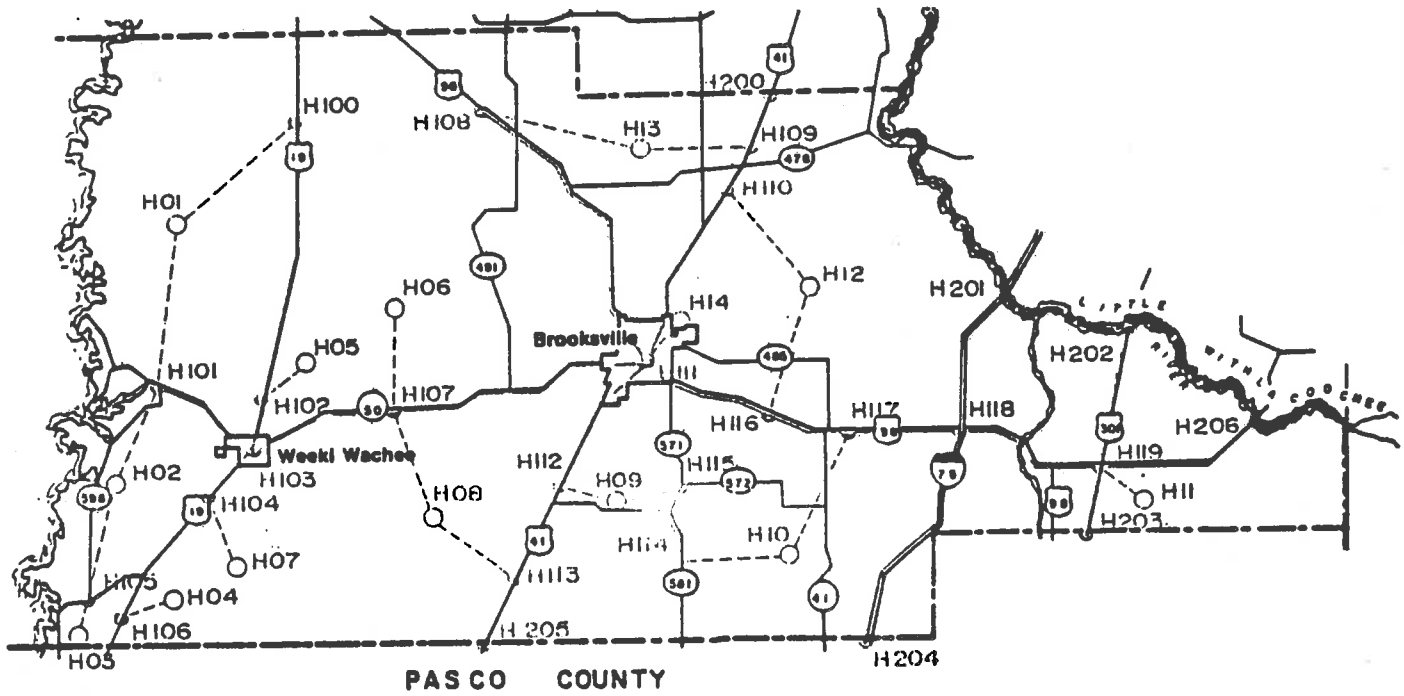
	Evacuating Population	1	2	3	4	Evacuating Vehicles	1	2	3	4
ZONE # H01	655	200	266	189	0	304	93	123	88	0
ZONE # H02	2148	657	872	619	0	997	305	405	287	0
ZONE # H03	2935	898	1192	845	0	1362	417	553	392	0
ZONE # H04	545	167	221	157	0	253	77	103	73	0
ZONE # H05	168	51	68	48	0	78	24	32	22	0
ZONE # H06	4008	1226	1627	1154	0	1860	569	755	536	0
ZONE # H07	58	18	23	17	0	27	8	11	8	0
ZONE # H08	1058	324	430	305	0	491	150	199	141	0
ZONE # H09	835	256	339	241	0	387	119	157	112	0
ZONE # H10	847	259	344	244	0	393	120	160	113	0
ZONE # H11	667	204	271	192	0	310	95	126	89	0
ZONE # H12	1183	362	480	341	0	549	168	223	158	0
ZONE # H13	1994	610	810	574	0	925	283	376	266	0
ZONE # H14	1577	483	640	454	0	732	224	297	211	0
	18678	5715	7583	5380	0	8668	2652	3520	2496	0

1 = Red Cross Shelter
2 = Friends Home
3 = Hotel/Motel
4 = Do Not Know

% Participation	100
# per Mobile Home Unit	2.4
# per Other Unit	2.4
Avg. Veh. per D.U.	1.7
Veh. Usage %	65.5

Dist. %: S= 30.6 FR= 40.6 HM= 28.8 DK= 0

Surge Zones H01,H02,H03



LEGEND

- ● STREET OR INTERSECTION LOCATION (NODE)
- ○ EVACUATION ZONE CENTER (CENTROID)
- H114 NODE OR CENTROID NUMBER

0 5 10

Graphic Scale
Scale In Miles

EVACUATION NETWORK
HERNANDO COUNTY

PBSJ

TRANSPORTATION MODELLING
WITHLACOOCHEE REGIONAL
HURRICANE EVACUATION PLAN

FIGURE 14

Hernando County
Assigned Link Volumes and V/C Ratios

Link	TOTAL LINK VOLUME				Service	VOLUME/CAPACITY RATIO			
	A	A w/tb	B	B w/tb	Volume	A	A w/tb	B	B w/tb
100-102	134	134	138	138	25900	.005	.005	.005	.005
102-103	201	201	428	428	32400	.006	.006	.013	.013
101-103	624	624	628	628	14600	.043	.043	.043	.043
103-104	1349	1349	4574	4574	32400	.042	.042	.141	.141
104-106	1247	1247	5917	5917	25900	.048	.048	.228	.228
105-106	1860	1860	1877	1877	11700	.159	.159	.160	.160
103-107	1497	1497	5143	5143	14600	.103	.103	.352	.352
107-111	2861	2861	6218	6218	14200	.201	.201	.438	.438
108-111	312	312	365	365	14600	.021	.021	.025	.025
109-110	644	3208	720	3284	14600	.044	.220	.049	.225
110-111	627	3191	725	3289	14200	.044	.225	.051	.232
111-112	300	11198	271	11169	14200	.021	.789	.019	.787
112-113	200	11098	85	10983	14600	.014	.760	.006	.752
111-115	329	329	466	466	14200	.023	.023	.033	.033
114-115	112	112	218	218	14600	.008	.008	.015	.015
116-117	2499	9607	4477	11305	14600	.171	.658	.307	.774
111-116	2779	9327	4077	10905	14200	.196	.657	.287	.768
117-118	2998	9826	4578	11406	21600	.139	.673	.314	.771
118-119	1384	15041	2234	15891	14600	.095	1.030	.153	1.088
200-109	0	2564	0	2564	14600	.000	.176	.000	.176
201-118	1397	57906	2127	58033	68400	.020	.847	.031	.848
202-119	0	8103	0	8103	14600	.000	.555	.000	.555
206-119	1398	1398	2127	2127	14600	.096	.096	.146	.146
203-119	0	21797	0	21797	14600	.000	1.493	.000	1.493
204-118	0	35421	0	35421	68400	.000	.518	.000	.518
205-113	0	10898	0	10898	14600	.000	.746	.000	.746

TABLE 32

EVACUATION TIMES (in hours)

VULNERABILITY LEVEL 'B'

	Response Curve	REGIONAL VULNERABILITY LEVEL B	B w/Tampa Bay Evacuation
Levy County	A-Quick Response	10 3/4 - 14 3/4	10 3/4 - 14 3/4
	B-Medium Response	13 1/4 - 16 1/4	13 1/4 - 16 1/4
	C-Slow Response	16 1/4 - 19 1/4	16 1/4 - 19 1/4
Citrus County	A-Quick Response	16 1/4 - 18 1/4	16 1/4 - 18 1/4
	B-Medium Response	18 - 20	18 - 20
	C-Slow Response	20 - 22	20 - 22
Hernando County	A-Quick Response	15 1/4 - 18 1/4	32 - 34 1/2
	B-Medium Response	15 1/4 - 17 1/4	32 1/2 - 34 1/2
	C-Slow Response	17 1/2 - 19 1/2	33 1/4 - 35 1/4
Marion County	A-Quick Response	12 - 14	25 1/4 - 27 1/4
	B-Medium Response	15 - 17	25 3/4 - 28 3/4
	C-Slow Response	18 - 20	28 1/4 - 30 1/4
Sumter County	A-Quick Response	11 1/2 - 13 1/2	25 - 27
	B-Medium Response	14 1/4 - 16 1/4	26 1/2 - 28 1/2
	C-Slow Response	17 1/4 - 19 1/4	28 - 30

SOURCE: Post, Buckley, Schuh & Jernigan, Inc. and WRPC Staff

TABLE 31

EVACUATION TIMES (in hours)

VULNERABILITY LEVEL 'A'

	Response Curve	REGIONAL VULNERABILITY LEVEL A	A w/Tampa Bay Evacuation
Levy County	A-Quick Response	8 3/4 - 12 1/4	8 3/4 - 12 1/4
	B-Medium Response	11 3/4 - 15 1/4	11 3/4 - 15 1/4
	C-Slow Response	14 3/4 - 18 1/4	14 3/4 - 18 1/4
Citrus County	A-Quick Response	12 1/4 - 15 3/4	12 1/4 - 15 3/4
	B-Medium Response	14 - 17 1/2	14 - 17 1/2
	C-Slow Response	16 - 19 1/2	16 - 19 1/2
Hernando County	A-Quick Response	8 3/4 - 12 1/4	29 1/2 - 33
	B-Medium Response	12 - 15 1/2	24 - 27 1/2
	C-Slow Response	15 - 18 1/2	30 3/4 - 34 1/4
Marion County	A-Quick Response	9 1/2 - 13 1/2	22 1/2 - 26
	B-Medium Response	12 1/2 - 16	24 - 27 1/2
	C-Slow Response	15 1/2 - 19	25 1/2 - 29
Sumter County	A-Quick Response	9 - 12 1/2	22 1/2 - 26
	B-Medium Response	11 3/4 - 15 1/4	24 - 27 1/2
	C-Slow Response	14 1/2 - 18 1/4	25 1/2 - 29

SOURCE: Post, Buckley, Schuh & Jernigan, Inc. and WRPC Staff.

1887 PASCO COUNTY FLORIDA 1987

★CENTENNIAL★

(813) 847-8139

TRAFFIC OPERATIONS SECT.
ENGINEERING SERVICES DEPT.
7536 STATE STREET
NEW PORT RICHEY, FL 33553

May 1, 1987

Mr. A. N. Sherrard,
Project Engineer
Florida Dept. of Transportation
P.O. Box 1249
Bartow, FL 33830-1249

RE: U.S. 41, from S.R. 52 to S.R. 700

Dear Mr. Sherrard:

In response to your letter dated April 13, 1987, Pasco County requests the following intersection be studied.

On April 24, 1987, a traffic count was taken at U.S. 41 and County Line Road (C.R. 578). The count shows that a traffic signal may be warranted. If signalization is warranted, Pasco County requests it be included in the multi-laning project.

If you have any questions, please feel free to contact my office.

Sincerely,

Robert W. Reck
Traffic Operations Manager

RWR/mm

cc: Leighton D. Westlake, Jr., P.E., Eng. Serv. Dir./Co. Eng.
Jeffrey Dow, Transportation Planning Coordinator

MAY 1.. 87
RECEIVED
PROJECT
DEVELOPMENT

Form 281-10

MEMORANDUM

State of Florida Department of Transportation

DATE June 10, 1987

TO C.W. Lasseter, District Project Development Engineer
Atten: A.N. Sherrard, Project Engineer

FROM James H. Edwards, Public Transportation Manager
By: Fawzi Bitar

COPIES TO File

SUBJECT

State Project Nos:	14010-1514, 08010-01519, 08080-1509, and 02100-1504
W.P.I. Nos:	1115924, 1112085, 1112086, and 5111589
F.A.P. No.:	F-8888127
Description:	US 41 from SR 52 to SR 700 from US 41 to US 19

Enclosed is a note regarding the location of Seven Hills DRI located 4.5 miles West of above project limit (see attached).

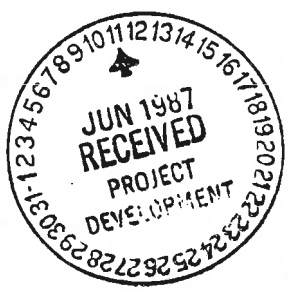
This facility falls out of Pasco County MPO Long Range Plan.

Hernando County was contacted for a copy of their road ordinance (see attached).

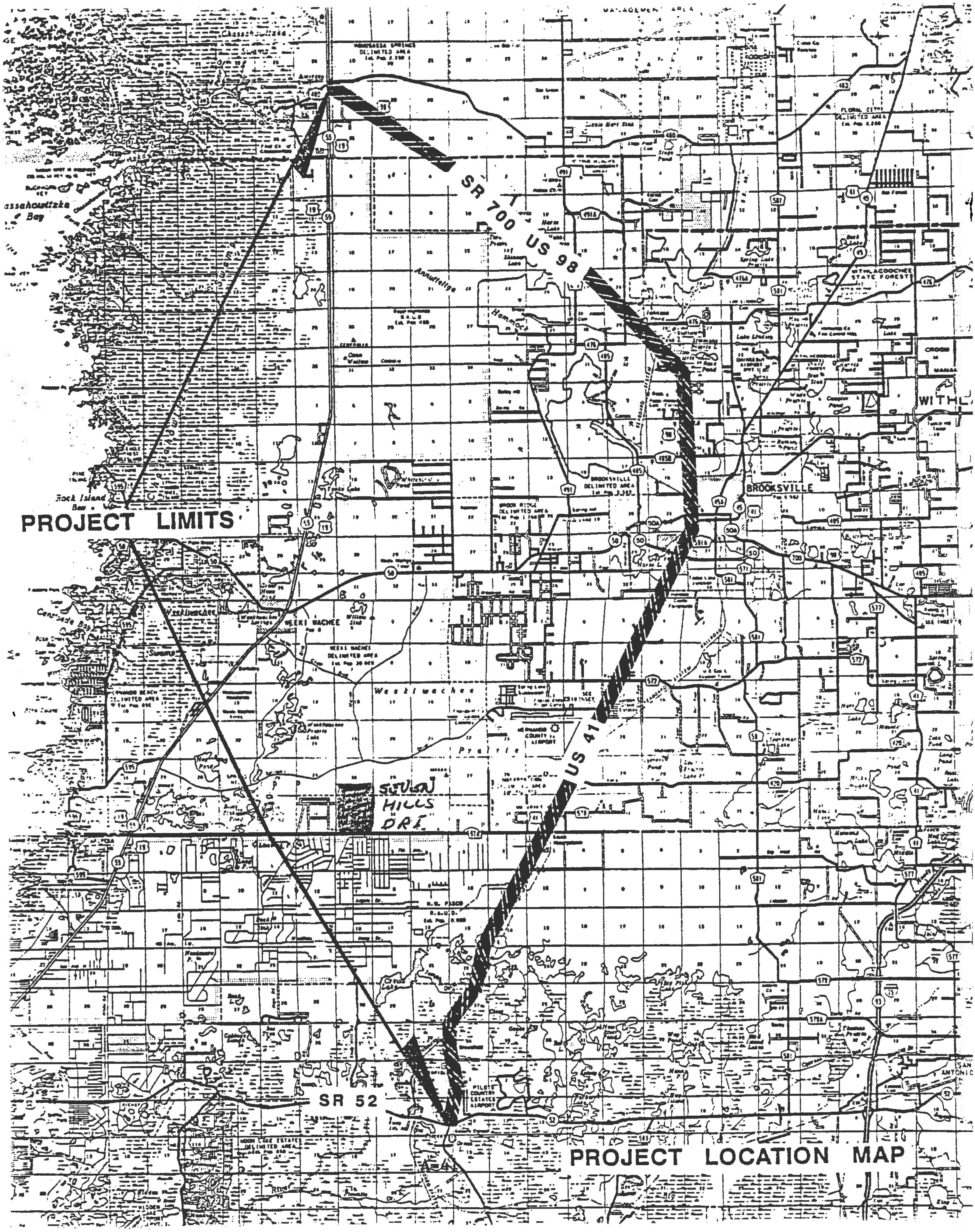
If you have any questions, please call at SunCom 571-3760.

JHE:FKB:ejg

Attachment



If response quired, please use reverse side
AVE$ MONEY


SR 700 US 98
PROJECT LIMITS
BROOKSVILLE
US 41
SEVEN HILLS DRI
SR 52
PROJECT LOCATION MAP

RECEIVED
APR 1987
Tampa Bay Urban
F.D.O.T.

(e) Any violation of this section shall constitute a misdemeanor, and shall be punishable as provided in Section 1-8 of this Code.

(Ord. No. 75-9, §§ 1—3, 7-1-75)

Sec. 24-2. Frontage roads.

(a) *Authority for enactment and application.* This section is enacted under the Home Rule power of the county for the purpose of providing transportation improvements in the interest of the public health, safety and welfare of the citizens of Hernando County. This section shall apply and be in force in all areas of Hernando County not within the boundaries of any municipality.

(b) *Definitions.* The following definitions shall apply in the interpretation and enforcement of this section:

Arterial highway. Those streets which are used primarily for fast or heavy traffic which convey traffic from local streets to expressways and other collector streets. Arterials are classified as either major or minor depending on the intermittency of traffic. For purposes of this section, the following Hernando County Roads are classified as arterial highways subject to the terms and provisions of this section: US 301, US 98, US 41, US 19, CR 485 and SR 50.

Developer. The person or entity responsible for increasing the traffic demand upon the arterial system by either building a new building, expanding the capacity of an existing building, changing of the approved use, or subdividing real property to create additional building lots. Development shall be considered to have occurred when any of the above activities have been accomplished with a projected subsequent average daily traffic increase of more than ten (10) average daily traffic counts (ADT) derived from the Institute of Transportation Engineers (ITE) *Trip Generation Manual,* Third Edition (as amended).

Frontage road link. A length of frontage road approximating an optimum design distance of one thousand three hundred twenty (1,320) linear feet. In cases where existing streets intersect the frontage road area, the link may be significantly less than one thousand three hundred twenty (1,320) linear feet.

Frontage road segment. A length of frontage road running concurrent to the right-of-way of the arterial highway from property line to property line of any given property owner along the arterial highway. A frontage road segment may or may not constitute a link or links.

(c) *General requirements.* Developers of properties adjacent to the major arterial highway grid must provide at the developer's expense a frontage road from property line to property line parallel to the arterial highway upon demonstration of need and demand by the county.

The frontage road is to be designed to county designated specifications. The developer shall furnish to the county sufficient funds for the engineering and construction of the frontage road across the property when the county indicates that sufficient length is available to construct a link in the frontage road system.

All driveway cuts issued to developers of properties adjacent to arterial highways shall be considered temporary and subject to removal when the frontage road link is constructed across the property.

Tampa Bay Urban Office
J. Kennedy ____ T. Thomson ____
J. Edwards ____ G. Ivey ____
D. Hensley ____ D. Buser ____
G. Harmony ____ M. Woolheater ____

(d) *Permitting.* Property owners of property adjacent to arterial highways as defined by this section shall be required to obtain a county permit for driveway cut(s) to the property prior to and in addition to any state or federal permits. Application shall be made to the county agency established by the board of county commissioners for the enforcement of the terms and provisions of this section. This county permit shall be taken to the state and/or federal agency as a recommendation from the county.

(e) *Maintenance.* All frontage roads created under the provisions of this section shall be maintained in a passable condition to current county maintenance standards by the property owner upon whose property the road is constructed. The property owner may contract with the county to provide for the maintenance of the roadway or dedicate the roadway and right-of-way to the county for inclusion into the county roadway maintenance system. If the dedication is accepted by the board of county commissioners, the property owner will no longer have the obligation to maintain the roadway.

(f) *Enforcement.* The board of county commissioners of Hernando County shall establish the enforcing agency which shall be charged with the duty of administering the provisions of this section and securing compliance therewith. In furtherance of this responsibility, the enforcing agency shall:

(1) Issue permits required by this section.

(2) Make such inspections as may be necessary to carry out the purpose and intent of this section and to initiate appropriate action to bring about compliance with this section if such inspections disclose any instance of noncompliance.

(3) Request the assistance of the county attorney in taking appropriate legal action upon the failure of the responsible party to comply with such violation order at the time specified therein.

(g) *Penalties.* Any person, firm or corporation found guilty of violating any of the provisions of this section shall be guilty of a second degree misdemeanor, which, upon conviction, shall be punishable by a fine not to exceed five hundred dollars ($500.00) and up to sixty (60) days in jail. Each day that an offense or violation of this section continues shall be deemed a separate offense.

(h) *Appeals.* Any person, firm or corporation aggrieved by a determination that such entity is subject to the application of this section by virtue of being a developer, as herein defined, may appeal such determination to the board of county commissioners. An appeal shall be filed in writing with the board of county commissioners within thirty (30) days from the date such determination is made by the enforcing agency established pursuant to paragraph (f) hereof.

(Ord. No. 86-8, §§ 1—8, 5-6-86)

Editor's note—Ordinance No. 86-8, adopted May 6, 1986, amended the Code, but did not specify the manner of inclusion. At the editor's discretion, therefore, §§ 1—8 of Ord. No. 86-8 have been codified as § 24-2.

Secs. 24-2—24-15. Reserved.

Tampa Bay Urban Office
J. Kennedy T. Thomson
J. Edwards G. Ivey
D. Hensley D. Buser
G. Harmony M. Woolheater
Forward to:

APR 1987
RECEIVED
Tampa Bay Urban
F.D.O.T

ORDINANCE 86-8

A ORDINANCE REQUIRING DEVELOPERS OF PROPERTIES ADJACENT TO HERNANDO COUNTY'S MAJOR ARTERIAL HIGHWAY GRID TO PROVIDE FOR THE FUNDING AND CONSTRUCTION OF FRONTAGE ROADS UPON DEMONSTRATION OF NEED AND DEMAND BY THE COUNTY; PROVIDING FOR PERMITTING; PROVIDING FOR MAINTENANCE; PROVIDING FOR ENFORCEMENT; PROVIDING FOR PENALTIES; PROVIDING FOR APPEALS; PROVIDING A SEVERANCE CLAUSE; PROVIDING FOR INCLUSION INTO THE CODE; PROVIDING AN EFFECTIVE DATE.

WHEREAS, it is of increasing importance and concern to the County to provide for a transportation grid which expedites traffic flows quickly and safely; and

WHEREAS, the major arterial highway grid is the main provider of traffic carrying capability in the County; and

WHEREAS, the major arterial grid is becoming congested by increased traffic and the provision of more and more driveway cuts with little regard to the overall effect upon the major transportation arterials; and

WHEREAS, frontage roads have been shown to reduce the traffic cut problems and increase the utility of the major transportation arterials by separating local traffic from through traffic; and

WHEREAS, development adjacent to major arterials are a prime generator of local traffic;

NOW THEREFORE, BE IT ORDAINED BY THE BOARD OF COUNTY COMMISSIONERS OF HERNANDO COUNTY, AS FOLLOWS:

SECTION 1. INTRODUCTION

This Ordinance is enacted under the Home Rule power of the County for the purpose of providing transportation improvements in the interest of the public health, safety, and welfare of the citizens of Hernando County. This Ordinance shall apply and be in force in all areas of Hernando County not within the boundaries of any municipality.

SECTION 2. DEFINITIONS

Arterial Highway: Those streets which are used primarily for fast or heavy traffic which convey traffic from local streets to expressways and other collector streets. Arterials are classified as either major or minor depending on the intermittency of traffic. For purposes of this Ordinance, the following Hernando County Roads are classified as arterial highways subject to the terms and provisions of this Ordinance: US 301, US 98, US 41, US 19, CR 485, and SR 50.

Developer: The person or entity responsible for increasing the traffic demand upon the arterial

system by either building a new building, expanding the capacity of an existing building, changing of the approved use, or subdividing real property to create additional building lots. Development shall be considered to have occurred when any of the above activities have been accomplished with a projected subsequent average daily traffic increase of more than ten Average Daily Traffic Counts (ADT) derived from the Institute of Transportation Engineers (ITE) Trip Generation Manual, Third Edition (as amended).

Frontage Road Link: A length of frontage road approximating an optimum design distance of 1320 linear feet. In cases where existing streets intersect the frontage road area, the link may be significantly less than 1320 linear feet.

Frontage Road Segment: A length of frontage road running concurrent to the right of way of the arterial highway from property line to property line of any given property owner along the arterial highway. A frontage road segment may or may not constitute a link or links.

SECTION 3. GENERAL REQUIREMENTS

Developers of properties adjacent to the major arterial highway grid must provide at the developer's expense a frontage road from property line to property line parallel to the arterial highway upon demonstration of need and demand by the County.

The frontage road is to be designed to County designated specifications. The developer shall furnish to the County sufficient funds for the engineering and construction of the frontage road across the property when the County indicates that sufficient length is available to construct a link in the frontage road system.

All driveway cuts issued to developers of properties adjacent to arterial highways shall be considered temporary and subject to removal when the frontage road link is constructed across the property.

SECTION 4. PERMITTING

Frank McDowell Zoning

Property owners of property adjacent to arterial highways as defined by this ordinance shall be required to obtain a County permit for driveway cut(s) to the property prior to and in addition to any state or federal permits. Application shall be made to the County agency established by the Board of County Commissioners for the enforcement of the terms and provisions of this Ordinance. This County permit shall be taken to the State and/or Federal agency as a recommendation from the County.

SECTION 5. MAINTENANCE

All frontage roads created under the provisions of this ordinance shall be maintained in a passable condition to current County maintenance standards by the property owner upon whose property the road is constructed.

The property owner may contract with the County to provide for the maintenance of the roadway or dedicate the roadway and right of way to the County for inclusion into the County roadway maintenance system.

If the dedication is accepted by the Board of County Commissioners, the property owner will no longer have the obligation to maintain the roadway.

SECTION 6. ENFORCEMENT

The Board of County Commissioners of Hernando County shall establish the enforcing agency which shall be charged with the duty of administering the provisions of this ordinance and securing compliance therewith. In furtherance of this responsibility, the enforcing agency shall:

a. issue permits required by this ordinance.

b. make such inspections as may be necessary to carry out the purpose and intent of this ordinance and to initiate appropriate action to bring about compliance with this ordinance if such inspections disclose any instance of non-compliance.

c. request the assistance of the County Attorney in taking appropriate legal action upon the failure of the responsible party to comply with such violation order at the time specified therein.

SECTION 7. PENALTIES

Any person, firm, or corporation found guilty of violating any of the provisions of this ordinance shall be guilty of a second degree misdemeanor, which upon conviction, shall be punishable by a fine not to exceed $500.00 and up to sixty (60) days in jail. Each day that an offense or violation of this ordinance continues shall be deemed a separate offense.

SECTION 8. APPEALS

Any person, firm, or corporation aggrieved by a determination that such entity is subject to the application of this ordinance by virtue of being a developer, as herein defined, may appeal such determination to the Board of County Commissioners. An appeal shall be filed in writing with the Board of County Commissioners within thirty (30) days from the date such determination is made by the enforcing agency established pursuant to Section 6 hereof.

SECTION 9. SEVERABILITY

If any section, subsection, sentence, clause, or phrase of this Ordinance, for any reason, is held to be unconstitutional, void or invalid, the validity of the remaining portions of said Ordinance shall not be affected thereby.

SECTION 10. INCLUSION INTO THE CODE

It is the intention of the Board of County Commissioners of Hernando County, Florida, and it is hereby provided, that the provisions of this Ordinance shall become and made a part of the Code of Ordinances of Hernando County, Florida. To this end, the sections of this Ordinance may be renumbered or relettered to accomplish such intention, and the word "Ordinance" may be changed to "section", "article", or other appropriate designation.

SECTION 11. EFFECTIVE DATE.

This Ordinance shall become effective upon receipt of the official acknowledgment from the Office of the Secretary of State of the State of Florida that this Ordinance has been filed with said office.

ADOPTED BY THE BOARD OF COUNTY COMMISSIONERS IN REGULAR SESSION THIS 6th DAY OF May, 1986.

BOARD OF COUNTY COMMISSIONERS
HERNANDO COUNTY, FLORIDA

BY William T. Koenig
WILLIAM T. KOENIG, CHAIRMAN

ATTEST Harold W. Brown
HAROLD W. BROWN, CLERK

1-6B

Form 281-10

MEMORANDUM

State of Florida Department of Transportation

ANS
WL

DATE June 8, 1987

TO A. N. Sherrard, Project Engineer, Project Development

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

COPIES TO File

SUBJECT STATE PROJECT NOS. 04010-1514, 08010-1519, 08080-1509, 02100-1504
W.P.I. NOS. 1115924, 1112085, 1112086, 5111589
F.A.P. NO. 8888127
DESCRIPTION: U.S. 41 from S.R. 52 to Baily Road in Brooksville

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/sfw

JUN 1987
RECEIVED
PROJECT DEVELOPMENT

If response i· ·quired, please use reverse side
·AVE$ MONEY

Form 281-10

EWL
LJG

MEMORANDUM

State of Florida Department of Transportation

DATE May 12, 1987

TO Mr. C. W. Lasseter, District Project Development Engineer
Attention: A. N. Sherrard, Project Engineer

FROM J. J. Buckley, District Soils, Foundation and Corrosion Engineer

COPIES TO R. G. Moses
File

SUBJECT State Project Numbers: 14010-1514, 08010-1519, 08080-1509 and 02100-1504
W.P.I. Numbers: 7115924, 7112085, 7112086, 5111589
F.A.P. Number: F-8888127
Description: U.S. 41 from S.R. 52 to S.R. 700 and S. R. 700 from U.S. 41 to U.S. 19

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

The general soil profile of the subject sections of Pasco, Hernando, and Citrus Counties consist of nearly level to sloping, poorly to well drained fine sands overlaying clay and limestone. The area is interspersed with numerous small ponds and depressions that identify this as a highly active "sink-hole" area, which can be contributed to the sub-surface clayey porous limestone formation. This material is encountered at varing depths throughout the area. Any structure replacement will require an in-depth foundation investigation to determine the actual depth of this material, and to identify existing cavities at the structure sites.

It is recommended that the existing surface depressions not be used as water retention, detention or infiltration ponds sites, increased water infiltration often initiates failure.

Review of LBR results, in the general area of these projects, show that a preliminary design LBR of 20 can be used for preliminary typical section design.

The water table in this area is greatly affected by seasonal rainfall. It will generally be encountered in the upper 20 to 30 inches, with many areas becoming flooded or exhibiting "standing surface water" during the peak rainfall months.

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

JJB/sfw

MAY 1987 RECEIVED PROJECT DEVELOPMENT

If response is required, please use reverse side
AVE MONEY

Florida Department of Transportation

BOB GRAHAM
GOVERNOR

Haydon Burns Building, 605 Suwannee Street, Tallahassee, Florida 32301-8064, Telephone (904) 488-8541

THOMAS E. DRAWDY
SECRETARY

District Bridge Inspection
Post Office Box 28
Mango, Florida 34262-0028

November 12, 1986

Mr. Bob Kondelin
Chastain-Skillman
Post Office Box 495
Lakeland, Florida 33802

RE: Structure Numbers 140004 and 140028, S.R. 45/U.S. 41, Section 14010, Pasco County

Dear Mr. Kondelin:

As per your request, attached you will find the latest inspection report and S.I.A. information.

It is recommended that Bridge No. 140004 be replaced. This structure was built in 1939 to an H-15 Design Loading. In the past it has experienced some settlement at Bent 2.

It is recommended that Bridge Number 140028 have the asphalt surface removed and replaced with a membrane seal between the new surface and the sonovoid units to prevent the joint leakage that now occurs.

Sincerely,

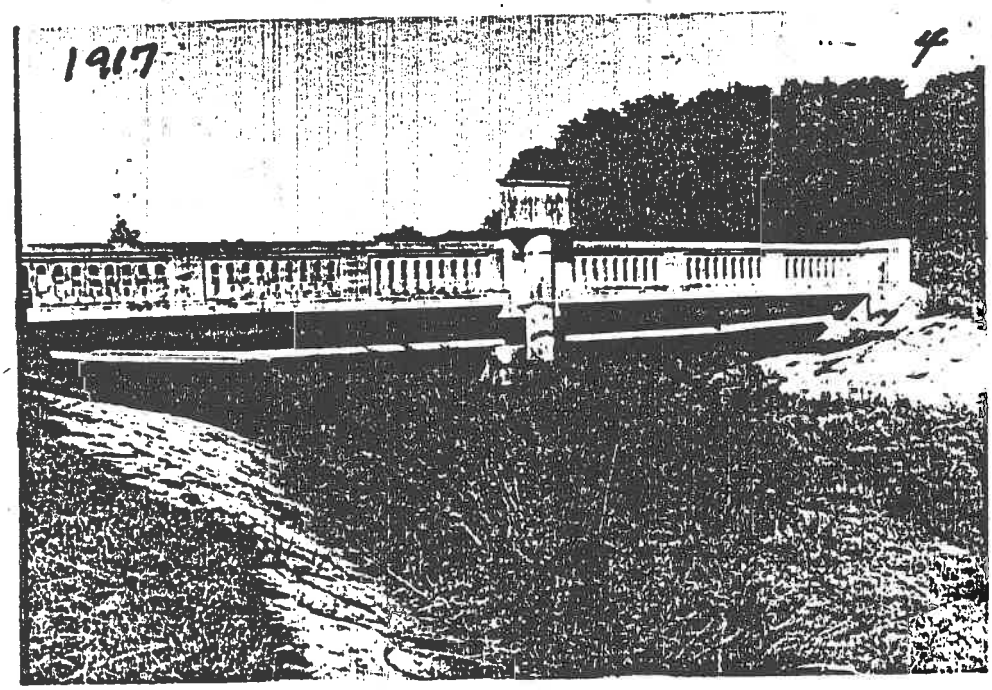
C. D. Oliver

C. D. Oliver, P.E.
District Structures &
Facilities Engineer

CDO:skb
Attachment
cc: J. DeWinkler

State of Florida Department of Transportation

BRIDGE RECORD



BRIDGE NUMBER 140004

BRIDGE NAME Scott's Big "D" Creek

BRIDGE RECORD CONTENTS

I. Inspection Reports - This section contains periodic bridge inspection reports, bridge repair work orders and accident reports.

II. Inventory - Contained in this section is the following bridge information: Photographs; location map; detailed data; history; load carrying capacity; inspection preparation; and drawings.

III. Communications - Correspondence such as letters, memorandums and notices directly related to this bridge are contained in this section.

BRIDGE INSPECTION REPORT

CONTENTS OF REPORT

*This section is not included in this report

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION ORGANIZED 1969

REPORT IDENTIFICATION

Bridge No.: 140004 Bridge Name: US-41 over Scott's Big "D" Creek

Field Inspection Date: Above Water 08-05-86, Under Water Dry

Name of Inspector/Diver	Initials	Engineering Registration Number	Inspector Certification Number
G.A. Dionne, E-I (Senior Inspector in Charge)	GAD		00142
F.M. Johnson, ET-IV			00164
(Senior Diving Inspection /Diver)			

Reviewing Bridge Inspection Supervisor: Name R.C. Hazellief Initials RCH

Confirming Registered Professional Engineer: P.E. Number 23475

Name C.D. Oliver, Jr. Signature C.D. Oliver

Bridge No. 140004
08-05-86

A. CONDENSED INSPECTION REPORT
FIXED SPANS

1.0 SUBSTRUCTURE COMPONENT		
ELE. NO.	ELEMENT TITLE	NCR **
1.1	Piling/Shafts	8
1.2	Footings/Caissons	N
1.3	Columns / Wall Piers	N
1.4	Caps (Bent & Pier)	8
1.5	Bracing/Struts/Web Walls	N
1.6	Abutments/End Bents	*8
1.7	Slope Protection	8
1.8	Overall Rating	8

2.0 SUPERSTRUCTURE COMPONENT		
ELE. NO.	ELEMENT TITLE	NCR **
2.1	Bearings	N
2.2	Beams/Stringers/Box & Plate Girders/Flat Slabs	*7
2.3	Floor Beams	N
2.4	Main Girders	N
2.5	Diaphragms/Sway Bracing	8
2.6	Lateral Bracing	N
2.7	Upper Cords	N
2.8	Lower Cords	N
2.9	Verticals	N
2.10	Diagonals	N
2.11	Portals	N
2.12	Overall Rating	7

3.0 DECK COMPONENT		
ELE. NO.	ELEMENT TITLE	NCR **
3.1	Deck (Top)/Surfacing	*7
3.2	Deck (Underside)	8
3.3	Joints (Expansion) Asphalt Overlay	N
3.4	Joints (Construction) Asphalt Overlay	N
3.5	Drainage System	*7
3.6	Curbs/Medians/Sidewalks	*8
3.7	Handrails/Barriers/Parapets	*8
3.8	Overall Rating	8

4.0 APPROACH ROADWAY - MAJOR FEATURE		
ELE. NO.	ELEMENT TITLE	NCR **
4.1	Approach Slabs Asphalt Overlay	N
4.2	Retaining Wall / Approach Slopes / Embankments	8
4.3	Approach Slab - Bridge Deck Transition	8
4.4	Shoulders	8
4.5	Roadway - Approach Slab Transition	8
4.6	Drainage	8
4.7	Guardrails	7
4.8	Overall Rating	7

5.0 CHANNEL - MAJOR FEATURE		
ELE. NO.	ELEMENT TITLE	NCR **
5.1	Fender System	N
5.2	Navigation Lights and Aids	N
5.3	Embankments / Slopes / Bulk Heads	8
5.4	Degradation/Aggregation	N
5.5	Alignment	8
5.6	Freeboard	8
5.7	Obstruction	N
5.8	Overall Rating	8

6.0 NON-STRUCTURAL FEATURES		
ELE. NO.	ELEMENT TITLE	NCR **
6.1	Lighting Standards	N
6.2	Signs	N
6.3	Striping (roadway, Reflective)	3
6.4	Reflectors	3
6.5	Utility Attachments	N
6.6	Fishing Walks	N
6.7	Attenuators	N

* - Deficiencies exist in this element that warrant written and/or sketched descriptions that are provided in Section B of this report.

** - NCR is an acronym for Numerical Condition Rating, the definitions of which can be found on the back of this page.

B. COMPREHENSIVE REPORT OF DEFICIENCIES

BRIDGE NUMBER 14000

INSPECTION DATE 08-05-

This structure has been found to be located in an class II corrosion area. Any deficiencies noted below will be made with this location taken in consideration. See sheet 4 for details.

Note: For crack and Spall Definitions Page 5.

1) 1.6 - Abutments - The abutment 1 exhibited class I vertical cracks. These cracks were noted in previous reports and have not changed significantly over the years. See sketch in previous report for location of cracks.

2) 2.2 - Beams - The poured-in-place beams contained typical class I vertical cracks at approximately 1' intervals. These cracks were documented in the (8/24/73) report and have not changed significantly over the years.

3) 3.1 - Deck (Top)/Surface - The asphalt surfacing is cracking over the joints allowing leakage onto the structural elements below.

4) 3.5 - Drainage System - The metal drainage troughs located on the outside end of the structure are obstructed with debris and the wire attachments are severely corroded.

5) 3.6 - Curbs - There is a class I spall on the right curb near abutment 1. No corrective action is needed at this time.

6) 3.7 - Bridgerail - As documented in the previous reports, the left bridgerail at bent 2 exhibited some minor settlement. There was no increase in this settlement noted in this inspection; however, this settlement should be monitored during future inspections.

Classification of corrosive environments in Florida was initiated by the Corrosive Research Section of the Office of Material and Research, Gainesville, Florida in 1974.

The information presented here was prepared to aid the Engineer in the prevention of corrosion. Environmental classification of corrosion are based on water analysis from bridge, communication towers and drainage culvert sites. Other sources of information include soil analysis and maintenance records. The three classifications chosen represent the majority of environments found in Florida. Corrosion control procedures are required for Classification III (extremely corrosive) and are recommended for Classification II. In some instances corrosion control should be considered for Classification I.

R. P. Brown
State Corrosion Engineer

CLASSIFICATION OF CORROSION

Class I SLIGHTLY CORROSIVE

PH greater than 6.6
Resistivity greater than 8.000 OHM-CM
Sulfates less than 50 PPM
Chlorides less than 500 PPM
NOTE: All conditions above must exist for a slightly corrosive area.

Class II MODERATELY CORROSIVE

This classification contains all sites not meeting requirements for Classifications I or III.

Class III EXTREMELY CORROSIVE

PH less than 6.0
Resistivity less than 500 OHM-CM
Sulfates greater than 360 PPM
Chlorides greater than 2000 PPM
NOTE: Only one of the above listed conditions need to be met for an area to be extremely corrosive.

CRACK WIDTH (CW) DIMENSION RANGES AND CLASSES

	CLASS	WIDTH RANGE
(I)	1	0 < CW < 1/64", 0.4mm
(II)	2	1/64", 0.4mm ≤ CW < 1/32", 0.8mm
(III)	3	1/32", 0.8mm ≤ CW < 1/16", 1.6mm
(IV)	4	1/16", 1.6mm ≤ CW < 1/8", 3.2mm
(V)	5	CW ≥ 1/8", 3.2mm

SCALE DEPTH (SCD) DIMENSION RANGES AND CLASSES

	CLASS	DEPTH RANGES
(I)	1	0 < SCD ≤ 1/4", 6.4mm
(II)	2	1/4", 6.4mm > SCD ≤ 1/2", 12.7mm
(III)	3	1/2", 12.7mm > SCD ≤ 1", 25.4mm
(IV)	4	SCD > 1", 25.4mm

SPALL DEPTH (SPD) AND WIDTH (SPW) DIMENSION RANGES & CLASSES

	CLASS	DEPTH RANGES		WIDTH RANGE
(I)	1	0 < SPD ≤ 1", 25.4mm	&	0 < SPW ≤ 6", 15.25cm
(II)	2	SPD > 1", 25.4mm	&	SPW > 6", 15.25cm

C. EVALUATION OF PREVIOUS CORRECTIVE ACTION

1) The drainage troughs have not been cleaned.

2) The guardrail has been fixed.

3) Reflectors have been replaced.

S.R. No. 45
Section No. 14010
Mile Post 15.990
Bridge No. 140004
Date Inspected 08-05-86
Bridge Name US-41 over Scott's Big Creek

D. REQUIRED MAINTENANCE REPAIR AND REHABILITATION

MAINTENANCE

1) Element No. 3.5 - Drainage System - Clean out the drainage troughs located at each end of the structure at the overhangs and replace the corroded wire hangars with a galvanized No. 12 hanging wire or its equivalent.

STRUCTURE INVENTORY AND APPRAISAL

60.8 SUFFICIENCY RATING (NOT DEF) 01/07

IDENTIFICATION

(1) STATE	FLORIDA
(2) HIGHWAY DISTRICT	07
(3) COUNTY 101 (4) CITY/TOWN	0000
(5) INVENTORY ROUTE	121000410
(6) FEATURE INTERSECTED SCOTT'S BIG C CREEK	
(7) FACILITY CARRIED SR 45 / US 41	
(8) STRUCTURE NUMBER	140004
(9) LOCATION 3 MI S. OF HERNANDO C/L	
(10) VERT CLEARANCE	99 FT 99 IN
(11) MILEPOINT	16.00
(12) ROAD SECTION NO	1010
(13) DEFENSE BRIDGE LETTER	
(14) DEFENSE MILEPOINT	14.77
(15) DEFENSE SECTION LENGTH	28.6
(16) LATITUDE 28D 23.1" (17) LONGITUDE 082D 29.4"	
(18) PHYSICAL VULNERABILITY	2
(19) HYPASS DETOUR LENGTH	15 MI
(20) TOLL	ON FREE ROAD
(21) CUSTODIAN	S H DEPT
(22) OWNER	S H DEPT
(23) FEDERAL-AID PROJECT NUMBER	194 E 1

CLASSIFICATION

(24) HIGHWAY SYSTEM	FA PRIMARY, RURAL
(25) ADMINISTRATIVE	STATE
(26) FUNCTIONAL CLASS	OTHER PRINCIPAL ARTERIAL RURAL

STRUCTURE DATA

(27) YEAR BUILT	3900
(28) LANES ON STR 02 UNDER	00
(29) ADT ON STR	008932
(30) YEAR OF ADT	1985
(31) DESIGN LOAD	H-15
(32) APP RDWY WDTH W/SHLD	40 FT
(33) BRIDGE MEDIAN	NONE
(34) SKEW	00
(35) STRUCTURE FLARED	NO
(36) TRAFFIC SAFETY FTRS.	0000
(37) HISTORICAL SIGNIFICANCE	5
(38) NAV CONTROL	NO
(39) NAV VERT CLEARANCE	000 FT
(40) NAV HORIZ CLEARANCE	0000 FT
(41) OPEN OR CLOSED	OPEN
(42) TYPE SERVICE	HIGHWAY WATER
(43) STRUCTURE TYPE MAIN	CONCRETE / STR/MB
(44) STRUCTURE TYPE APP	OTHER / OTH
(45) NO OF SPANS MAIN	0
(46) NO OF APPROACH SPANS	00
(47) TOTAL HORIZ CLEARANCE	33.0
(48) MAX SPAN LENGTH	0025
(49) STRUCTURE LENGTH	000050
(50) SIDEWALK LEFT 1.7 FT RIGHT	1.7
(51) BRIDGE RDWY WIDTH CURB TO CURB	30.0
(52) DECK WIDTH OUT TO OUT	35.0
(53) VERT CLEARANCE OVER DECK	99 FT 99
(54) MIN VERT UNDERCLEARANCE	00 FT 00
(55) MIN LAT UNDERCLEARANCE RIGHT	99.9
(56) MIN LAT UNDERCLEARANCE LEFT	0.0
(57) WEARING SURFACE	ASPH

CONDITION RATING

(58) DECK	8
(59) SUPERSTRUCTURE	8
(60) SUBSTRUCTURE	8
(61) CHANNEL & CHANNEL PROTECTION	8
(62) CULVERT & RETAINING WALLS	N
(63) ESTIMATED REMAINING LIFE	11 YRS
(64) OPERATING RATING 141 H 41T	
(65) APPROACH ROADWAY ALIGNMENT	7
(66) INVENTORY RATING 118 H 18T	

APPRAISAL RATING

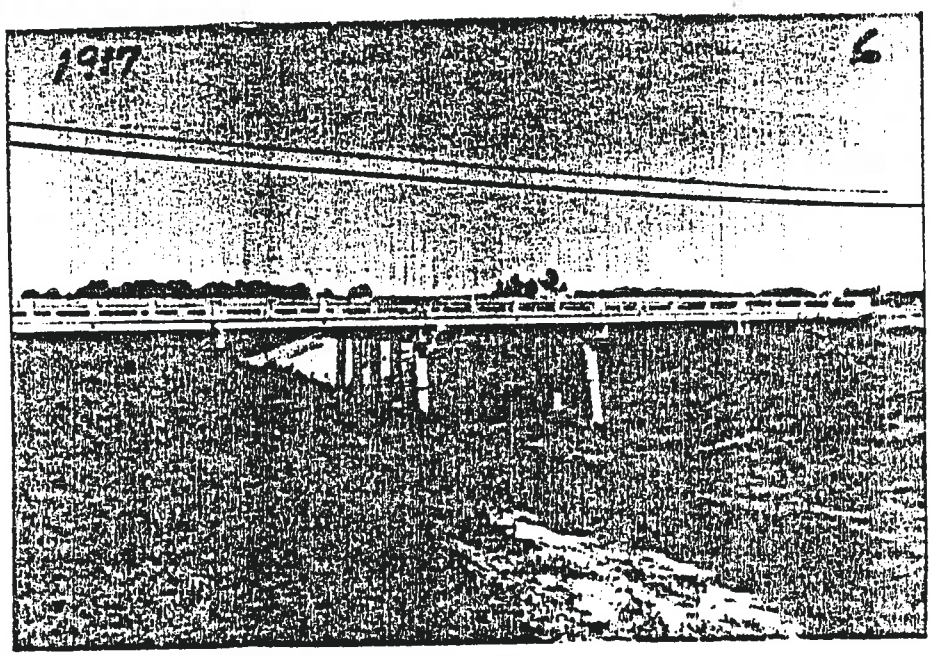
(67) STRUCTURE CONDITION	7
(68) DECK GEOMETRY	6
(69) UNDERCLEARANCE VERTICAL & LATERAL	N
(70) SAFE LOAD CAPACITY	9
(71) WATERWAY ADEQUACY	8
(72) APPROACH ROADWAY ALIGNMENT	8

PROPOSED IMPROVEMENTS

(73) YEAR NEEDED	1
(74) TYPE OF SERVICE	0
(75) TYPE OF WORK	
(76) IMPROVEMENT LENGTH	000000
(77) DESIGN LOADING	UN
(78) ROADWAY WIDTH	0000
(79) NUMBER OF LANES	
(80) ADT 000000 (81) YEAR	1
(82) PROPOSED RDWY IMPROVEMENT YEAR	1
(83) APPROACH IMPROVEMENT	NOT
(84) COST OF IMPROVEMENTS	
(85) P E COST	
(86) DEMOLITION COST	
(87) SUBSTRUCTURE COST	
(88) SUPERSTRUCTURE COST	
(89)	
(90) DATE OF LAST INSPECTION	08/07

State of Florida Department of Transportation

BRIDGE RECORD



BRIDGE NUMBER 140028

BRIDGE NAME U.S. 41 over Canal C-534

BRIDGE RECORD CONTENTS

I. Inspection Reports - This section contains periodic bridge inspection reports, bridge repair work orders and accident reports.

II. Inventory - Contained in this section is the following bridge information: Photographs; location map; detailed data; history; load carrying capacity; inspection preparation; and drawings.

III. Communications - Correspondence such as letters, memorandums and notices directly related to this bridge are contained in this section.

BRIDGE INSPECTION REPORT

CONTENTS OF REPORT

*This section is not included in this report

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION

REPORT IDENTIFICATION

Bridge No.: 140028 Bridge Name: US-41 over Canal C-534

Field Inspection Date: Above Water 08-05-86 , Under Water Dry

Name of Inspector/Diver	Initials	Engineering Registration Number	Inspector Certification Number
G.A. Dionne, E-I (Senior Inspector in Charge)	GAD		00142
F.M. Johnson, ET-IV			00164
(Senior Diving Inspection /Diver)			

Reviewing Bridge Inspection Supervisor: Name R.C. Hazellief Initials RCH

Confirming Registered Professional Engineer: P.E. Number 23475

Name C.D. Oliver, Jr. Signature C.D. Oliver

Bridge No. 14[illegible]

A. CONDENSED INSPECTION REPORT
FIXED SPANS

1.0 SUBSTRUCTURE COMPONENT			2.0 SUPERSTRUCTURE COMPONENT			3.0 DECK COMPONENT		
ELE. NO.	ELEMENT TITLE	NCR **	ELE. NO.	ELEMENT TITLE	NCR **	ELE. NO.	ELEMENT TITLE	NCR **
1.1	Piling/Shafts	8	2.1	Bearings	N	3.1	Deck (Top)/Surfacing	*6
1.2	Footings/Caissons	N	2.2	Beams/Stringers/Box & Plate Girders/Flat Slabs	*7	3.2	Deck (Underside) See Item 2.2	N
1.3	Columns / Wall Piers	N	2.3	Floor Beams	N	3.3	Joints (Expansion)	7
1.4	Caps (Bent & Pier)	*8	2.4	Main Girders	N	3.4	Joints (Construction)	N
1.5	Bracing/Struts/Web Walls	N	2.5	Diaphragms/Sway Bracing	N	3.5	Drainage System	N
1.6	Abutments/End Bents	8	2.6	Lateral Bracing	N	3.6	Curbs/Medians/Sidewalks	8
1.7	Slope Protection	*6	2.7	Upper Cords	N	3.7	Handrails/Barriers/Parapets	7
1.8	Overall Rating	8	2.8	Lower Cords	N	3.8	Overall Rating	7
			2.9	Verticals	N			
			2.10	Diagonals	N			
			2.11	Portals	N			
			2.12	Overall Rating	7			

4.0 APPROACH ROADWAY - MAJOR FEATURE			5.0 CHANNEL - MAJOR FEATURE			6.0 NON-STRUCTURAL FEATURES		
ELE. NO.	ELEMENT TITLE	NCR **	ELE. NO.	ELEMENT TITLE	NCR **	ELE. NO.	ELEMENT TITLE	NCR **
4.1	Approach Slabs Asphalt Overlay	N	5.1	Fender System	N	6.1	Lighting Standards	N
4.2	Retaining Wall / Approach Slopes / Embankments	8	5.2	Navigation Lights and Aids	N	6.2	Signs	N
4.3	Approach Slab - Bridge Deck Transition	8	5.3	Embankments / Slopes / Bulk Heads	*6	6.3	Striping (roadway, Reflective)	4
4.4	Shoulders	8	5.4	Degradation/Aggregation	N	6.4	Reflectors	*0
4.5	Roadway - Approach Slab Transition	8	5.5	Alignment	8	6.5	Utility Attachments	N
4.6	Drainage	8	5.6	Freeboard	8	6.6	Fishing Walks	N
4.7	Guardrails	*7	5.7	Obstruction	N	6.7	Attenuators	N
4.8	Overall Rating	8	5.8	Overall Rating	7			

* - Deficiencies exist in this element that warrant written and/or sketched descriptions that are provided in Section B of this report.

** - NCR is an acronym for Numerical Condition Rating, the definitions of which can be found on the back of this page.

B. COMPREHENSIVE REPORT OF DEFICIENCIES

BRIDGE NUMBER 140028

INSPECTION DATE 08-05-86

This structure has been found to be located in an class II corrosion area. Any deficiencies noted below will be made with this location taken in consideration. See sheet 4 for details.

Note: For crack and Spall Definitions Page 5.

1) Element No. 1.4 - Caps - Bent 4 cap has a patched spall on the North and South sides. The patching material is loose and hollow sounding. However, there was no steel exposed, therefore, recommendations for repair will not be made in this report.

2) Element No. 1.7 - Slope Protection - As noted in the previous report, the longitudinal joint leakage in the deck sonovoid slabs is washing out gullies in the slopes under spans 1, 3, and 5. There are two in each slope approximately 3'-4' deep running the length of the spans.

3) Element No. 2.2 - Flat Slabs - The sonovoid units deflect under traffic causing movement in the longitudinal joints, cracking the surface treatment resulting in joint leakage, and spalls developing in unit No. 7, span 1; units 3, 5, and 7 of span 3; unit 4, span 4, and unit 3, span 5. These spalls are located in the slab bottoms adjacent to the joints.

4) Element No. 3.1 - Deck (Top)/Surfacing - As documented in the previous reports, the asphalt surface exhibits longitudinal cracks over the joints of the sonovoid units. The asphalt surface has been sawed over the expansion joints. The asphalt overlay is heaving in the shoulder areas. These cracks should be closely monitored in the next inspection.

5) Element No. 4.7 - Guardrail - The guardrail terminals are buried.

6) Element No. 5.3 - Embankments - See Element No. 1.7.

7) Element No. 6.4 - Reflectors - The type II reflectors are missing from the approaches.

Classification of corrosive environments in Florida was initiated by the Corrosive Research Section of the Office of Material and Research, Gainesville, Florida in 1974.

The information presented here was prepared to aid the Engineer in the prevention of corrosion. Environmental classification of corrosion are based on water analysis from bridge, communication towers and drainage culvert sites. Other sources of information include soil analysis and maintenance records. The three classifications chosen represent the majority of environments found in Florida. Corrosion control procedures are required for Classification III (extremely corrosive) and are recommended for Classification II. In some instances corrosion control should be considered for Classification I.

R. P. Brown
State Corrosion Engineer

CLASSIFICATION OF CORROSION

Class I SLIGHTLY CORROSIVE

PH greater than 6.6
Resistivity greater than 8,000 Ohm-CM
Sulfates less than 50 PPM
Chlorides less than 500 PPM
NOTE: All conditions above must exist for a slightly corrosive area.

Class II MODERATELY CORROSIVE

This classification contains all sites not meeting requirements for Classifications I or III.

Class III EXTREMELY CORROSIVE

PH less than 6.0
Resistivity less than 500 OHM-CM
Sulfates greater than 360 PPM
Chlorides greater than 2000 PPM
NOTE: Only one of the above listed conditions need to be met for an area to be extremely corrosive.

STRUCTURAL DEFICIENCY DIMENSION CLASSES

CRACK WIDTH (CW) DIMENSION RANGES AND CLASSES

CLASS	WIDTH RANGE
1	0 < CW < 1/64", 0.4mm
2	1/64", 0.4mm ≤ CW < 1/32", 0.8mm
3	1/32", 0.8mm ≤ CW < 1/16", 1.6mm
4	1/16", 1.6mm ≤ CW < 1/8", 3.2mm
5	CW ≥ 1/8", 3.2mm

SCALE DEPTH (SCD) DIMENSION RANGES AND CLASSES

CLASS	DEPTH RANGES
1	0 < SCD ≤ 1/4", 6.4mm
2	1/4", 6.4mm > SCD ≤ 1/2", 12.7mm
3	1/2", 12,7mm > SCD ≤ 1", 25.4mm
4	SCD ≥ 1", 25.4mm

SPALL DEPTH (SPD) AND WIDTH (SPW) DIMENSION RANGES & CLASSES

CLASS	DEPTH RANGES	WIDTH RANGES
1	0 < SPD ≤ 1", 25.4mm	& 0 < SPW ≤ 6", 15.25cm
2	SPD > 1", 25.4mm	& SPW > 6", 15.25cm

C. EVALUATION OF PREVIOUS CORRECTIVE ACTION

1) The washouts in spans 1, 3, and 5 have not been filled.

2) The longitudinal and transverse cracks in the asphalt surfacing have not been sealed and sealing these cracks will not be recommended in this report. Instead, recommendations to monitor the cracks and if deterioration continues, then recommend a contract for repair.

3) Guardrail terminals have not been replaced.

4) Type II hazard markers have not been replaced.

S.R. No. 45
Section No. 14010
Mile Post 18.242
Bridge No. 140028
Date Inspected 08-05-86
Bridge Name US-41 over Canal C-534

D. REQUIRED MAINTENANCE REPAIR AND REHABILITATION

MAINTENANCE (STATE FORCES)

1) Element No. 1.7 - Slope Protection - Fill in the washouts located under spans 1, 3, & 5 and compact (approximately 25 cy).

2) Element No. 4.7 - Guardrail - Replace the guardrail terminals to conform to Standard Index No. 400.

3) Element No. 6.4 - Reflectors - Replace the Type II hazard markers.

STRUCTURE INVENTORY AND APPRAISAL

87.2 SUFFICIENCY RATING (NOT DEF) 01/07/88

IDENTIFICATION

(1) STATE		FLORIDA
(2) HIGHWAY DISTRICT		07
(3) COUNTY 101	(4) CITY/TOWN	0000
(5) INVENTORY ROUTE		121000410
(6) FEATURE INTERSECTED	CANAL C-534	
(7) FACILITY CARRIED		SR 45 / US 41
(8) STRUCTURE NUMBER		140028
(9) LOCATION		1.5 MILES SO OF SR 578
(10) VERT CLEARANCE		99 FT 99 IN
(11) MILEPOINT		18.24
(12) ROAD SECTION NO		1010
(13) DEFENSE BRIDGE LETTER		
(14) DEFENSE MILEPOINT		17.01
(15) DEFENSE SECTION LENGTH		29.6
(16) LATITUDE	28D 25.0" (17) LONGITUDE	082D 28.3"
(18) PHYSICAL VULNERABILITY		2
(19) BYPASS DETOUR LENGTH		16 MI
TOLL		ON FREE ROAD
CUSTODIAN		S H DEPT
(22) OWNER		S H DEPT
(23) FEDERAL-AID PROJECT NUMBER		0000000

CLASSIFICATION

(24) HIGHWAY SYSTEM	FA PRIMARY, RURAL
(25) ADMINISTRATIVE	STATE
(26) FUNCTIONAL CLASS	OTHER PRINCIPAL ARTERIAL RURAL

STRUCTURE DATA

(27) YEAR BUILT	6900	(42) TYPE SERVICE	HIGHWAY WATERWAY
(28) LANES ON STR 02 UNDER	00	(43) STRUCTURE TYPE MAIN	PRS CONC / SLAB
(29) ADT ON STR	008962	(44) STRUCTURE TYPE APP	OTHER / OTHER
(30) YEAR OF ADT	1985	(45) NO OF SPANS MAIN	005
(31) DESIGN LOAD	HS-20	(46) NO OF APPROACH SPANS	0000
(32) APP RDWY WDTH W/SHLD	46 FT	(47) TOTAL HORIZ CLEARANCE	44.2 FT
(33) BRIDGE MEDIAN	NONE	(48) MAX SPAN LENGTH	0030 FT
(34) SKEW	00	(49) STRUCTURE LENGTH	000150 FT
(35) STRUCTURE FLARED	NO	(50) SIDEWALK	LEFT 0.0 FT RIGHT 0.0 FT
(36) TRAFFIC SAFETY FTRS.	1111	(51) BRIDGE RDWY WIDTH CURB TO CURB	44.2 FT
(37) HISTORICAL SIGNIFICANCE	5	(52) DECK WIDTH OUT TO OUT	46.6 FT
(38) NAV CONTROL	NO	(53) VERT CLEARANCE OVER DECK	99 FT 99 IN
(39) NAV VERT CLEARANCE	000 FT	(54) MIN VERT UNDERCLEARANCE	00 FT 00 IN
(40) NAV HORIZ CLEARANCE	0000 FT	(55) MIN LAT UNDERCLEARANCE RIGHT	99.9 FT
(41) OPEN OR CLOSED	OPEN	(56) MIN LAT UNDERCLEARANCE LEFT	0.0 FT
		(57) WEARING SURFACE	ASPHALT

CONDITION RATING

(58) DECK		N
(59) SUPERSTRUCTURE		8
(60) SUBSTRUCTURE		8
(61) CHANNEL & CHANNEL PROTECTION		8
(62) CULVERT & RETAINING WALLS		N
(63) ESTIMATED REMAINING LIFE		33 YRS
(64) OPERATING RATING	278 HS	43T
(65) APPROACH ROADWAY ALIGNMENT		8
(66) INVENTORY RATING	264 HS	36T

PROPOSED IMPROVEMENTS

(73) YEAR NEEDED	1900
(74) TYPE OF SERVICE	0
(75) TYPE OF WORK	000
(76) IMPROVEMENT LENGTH	000000 FT
(77) DESIGN LOADING	UNKWN
(78) ROADWAY WIDTH	0000 FT
(79) NUMBER OF LANES	00
(80) ADT 000000 (81) YEAR	1900
(82) PROPOSED RDWY IMPROVEMENT YEAR	1900
(83) APPROACH IMPROVEMENT	NOT APP

APPRAISAL RATING

(67) STRUCTURE CONDITION	9
(68) DECK GEOMETRY	9
(69) UNDERCLEARANCE VERTICAL & LATERAL	N
(70) SAFE LOAD CAPACITY	9
(71) WATERWAY ADEQUACY	8
(72) APPROACH ROADWAY ALIGNMENT	8

(84) COST OF IMPROVEMENTS	$0
(85) P E COST	$0
(86) DEMOLITION COST	$0
(87) SUBSTRUCTURE COST	$0
(88) SUPERSTRUCTURE COST	$0
(89)	
(90) DATE OF LAST INSPECTION	08/05/86

CITY OF BROOKSVILLE
26 SOUTH BROOKSVILLE AVENUE
BROOKSVILLE, FLORIDA 33512

TELEPHONE
904-796-4954

January 07, 1988

W.L. Anderson
District Utility Engineer
Florida Department of Transportation Street
P.O. Box 1249
Bartow, Florida 33830

Re: 14010-1514, 08010-1519, 08080-1509

Dear Mr. Anderson,

Under cover of this letter please find marked up corridor maps pages 28 through 32 indicating the relative location of all City utilities in these routes and a cost estimate for the relocation of these facilities to the outer limits of the routes. The areas on these pages are the only ones that have existing City facilities.

The measurements are scaled and the exact location in relation to the proposed surfaced area cannot be surveyed until a base line is established. Accordingly all facilities located in the route were considered. Unit costs are based on most recently available information from previously contracted work and adjusted accordingly. It should go understood that the relocation of these facilities will represent a complete new design eliminating some parallel circuits.

If further information is needed please correspond.

Sincerely yours,

William S. Smith

William S. Smith,
Utility Division
Superintendent

WSS/bd

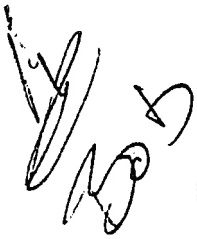
CITY OF BROOKSVILLE
LISTING OF FACILITIES

TRUCTURE	S28	S29	S30	S31	S32	UNIT $	QTY	SUB-TOTAL
ch Water Line	0	0	0	2200	1400	8.00	3600	28,800
cn Water Line	2200	3500	5800	1800	2000	15.00	15300	229,500
Inch Water Line	0	0	0	0	1000	20.00	1000	20,000
Inch Water Line	1200	0	0	0	0	37.50	1200	45,000
							0	
..ch Sanitary	0	0	0	1100	0	30.00	1100	33,000
Inch Sanitary	0	3600	3000	1500	0	35.00	8100	283,500
nch Sanitary	1600	0	0	400	0	40.00	2000	80,000
nch Sanitary	600	2300			0	45.00	2900	130,500
8 Inch Sanitary	600				0	50.00	600	30,000
							0	
ich Force Main					1000	20.00	1000	20,000
Inch Force Main		800				25.00	800	20,000
6 Inch Force Main	1600					50.00	1600	80,000
TRUCTION COSTS -								1,000,300
NON CONSTRUCTION COSTS @ 46% -								460,138
MATE TOTAL								$1,460,438

Figured 30% Non-Construction
16% Mobilization & bond

nderlined Items Recently Installed
tiltiy Bond Program 260500

R. E. Serrano
Manager-Distribution



Southern Bell

1065 U.S. Hwy. 41 S.
Brooksville, Florida 33512
Phone (904) 796-9584

August 24, 1987

Florida Department of Transportation
Mr. Bob Abbott
P.O. Box 1249
Bartow Fl. 33830

RE: U.S. 41 from SR 52 to SR 700 & SR 700
from U S 41 to CR 485B

Dear Sir:

Enclosed is a set of aerial plats marked to indicate all of Southern Bell Telephone Co's existing facilities along the proposed construction route.

We, unfortunately will not be able to provide at this time any alternatives to conflicts or the costs involved. This is due to the rapid technological advances our industry is experiencing and the extended time frame we are looking at before start of engineering.

We would like to mention that Southern Bell Telephone Co. will relocate any facilities located in the D.O.T. right-of-way that are in conflict with your proposed construction at our cost. However, the two telephone equipment huts that are located on Southern Bell property adjacent to S.R. 45 (see sheets 16 & 23) if found to be in conflict with your proposed construction will cost approximately $400,000 each to relocate . These costs will be passed on to the D.O.T. along with the responsibility of locating and purchasing a new mutually agreeable site or sites.

If I can be of further assistance please contact me at 904-796-9584.

Sincerely,

R.E. Serrano
Manager-Engineering

A BELLSOUTH Company

General Telephone Company
of Florida
10402 North 56th Street
Tampa, Florida 33617
813 985-9935

July 21, 1987

Florida Department of Transportation
W. L. Anderson-District Utility Engineer
Post Office Box 1249
Bartow, Florida 33830

Section 14010-1514, 08010-1519, SR: 08080-1509 & 02100-1504
W.P.I. #1115924 1112085, 1112086 & 111589
Description: US 41 from SR 52 to SR 700 & SR 700 from US 41 to CR 485B

Dear Sir,

These projects involve approximately 4.1 miles of G.T.E.'s service area. All existing poles and aerial cable are within the proposed road construction.

The following items would be required to replace the existing facilities: (Includes labor)

1.	21,200 feet of 4/way conduit	@ $12.00 =	$524,400.
2.	12,400 feet of 400 pr cable	@ $13.00 =	$161,200.
3.	9,700 feet of 200 pr cable	@ $6.00 =	$58,200.
		TOTAL ESTIMATED COST	$473,800.

743,600

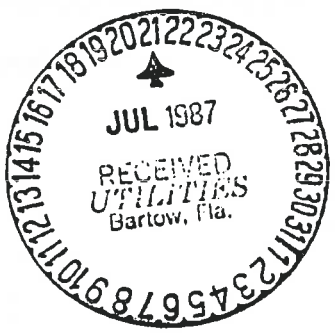
If more information is required please call Wayne Sutton at 985-9935 in Tampa.

Sincerely,

Paul D Porter/bhk

Paul D. Porter
Systems Engineer-University

pdp/rws/lhb



A part of GTE Corporation

Florida Power
CORPORATION

August 14, 1987

Mr. W.L. Anderson
District Utility Engineer
Florida Dept. of Transportation
P.O. Box 1249
Bartow, Florida 33830

RE: Section 14010-1514, 08010-1519 & 08080-1509 ; State Road 45 & 700
County Pasco&Hernando ; Parcel ;R/W
Desc.: U.S. 41 from S.R. 52 to S.R. 700 & S.R. 700 from U.S. 41 to C.R. 485B: W.P.I. # 1115924, 1112085, 1112086, 5111589

Gentlemen:

In connection with the above referenced project, we are returning the following items and/or information as requested:

(x) Right-of-Way Maps	( ) Detail Cost Estimate
( ) Construction Plans	( ) Estimate Summary
( ) Drainage & Outfall Plans	( ) Scope of Work Statement
( ) Intersection Improvement Plans	( ) Relocation Agreement
( ) Highway Lighting Plans	( ) Joint Project Agreement
( ) Traffic Signal Plans	( ) Subordination Agreement
( ) Relocation Schedule	( ) Use Permit

( ) Transmission Involved (Yes No) Alteration Required (Yes No)
( ) Substation Involved (Yes No) Alteration Required (Yes No)
(x) Distribution Involved (Yes ~~No~~) Alteration Required (Yes No)
( ) Subordination Agreement Required (Yes No)
( ) Deed Required for Fee-Owned Property (Yes No)
( ) Reimbursement (Will Will Not) Be Claimed
( ) Additional Maps Required Due to Involvement _____ set(s)
(x) Other: Existing FPC poles and anchors are marked in green. No FPC facilities on pages 1-11. Ball park estimate for relocations is $450,000 if normal setbac are not waived.

If we may be of further assistance, please do not hesitate to call.

Sincerely,

FLORIDA POWER CORPORATION

Ronald Worley ljf

Ronald K. Worley
Liaison Specialist
Real Estate Department, D2D

RECEIVED AUG 1987 Utilities Barrow, Fla.

RKW:jcf
Enc.

LS-5

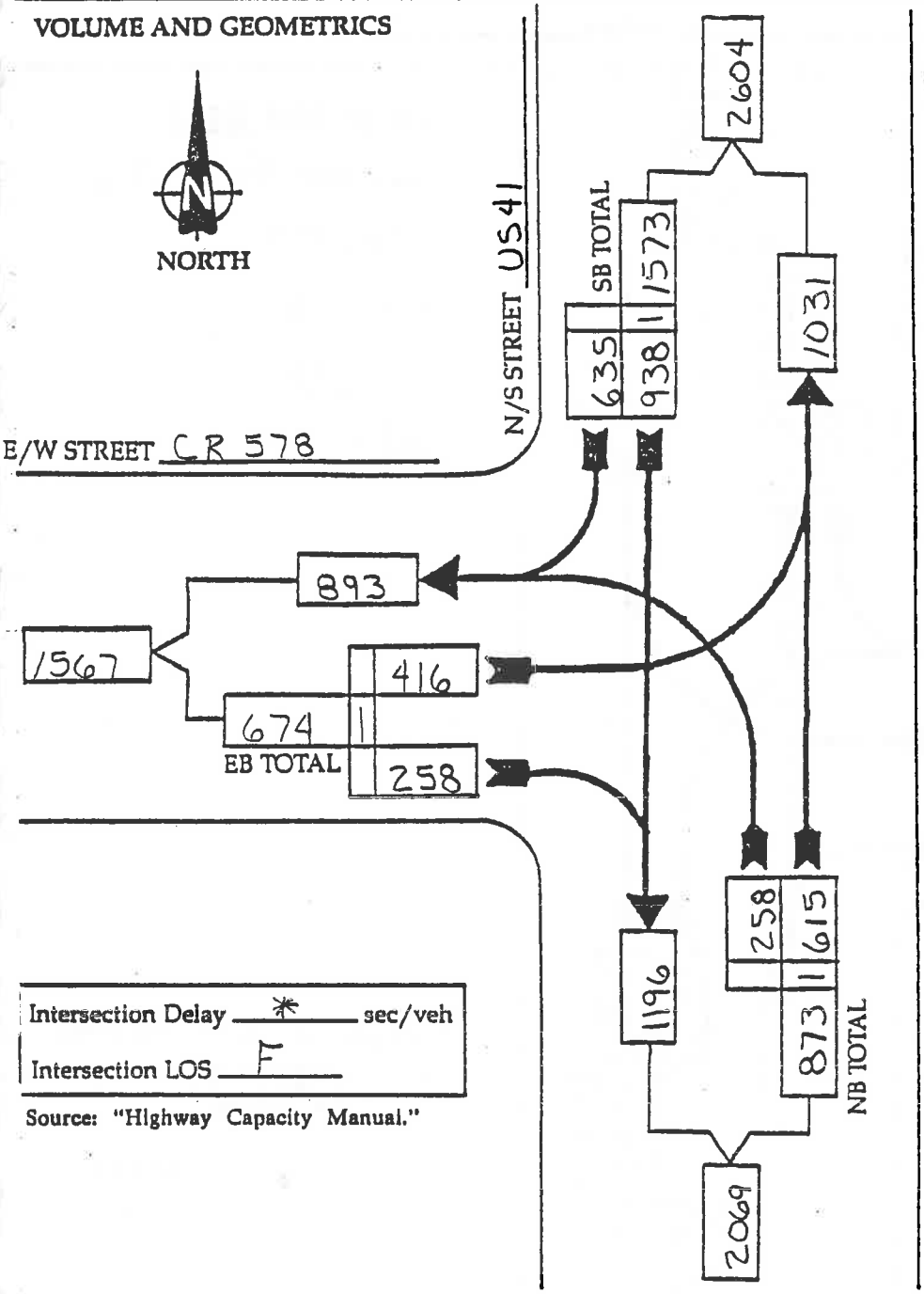
CAPACITY ANALYSIS WORKSHEET

Intersection: US 41 AT CR 578 Date: 9-9-87

Analyst: T.S. Time Period Analyzed: PEAK Area Type: ☐ CBD ☒ Other

Project No.: 14010-1519 City/State:

VOLUME AND GEOMETRICS



Design Year ____

Peak Hour Factor .9

D "SPLIT" = ____

K = 9.3 %

D = 60.4 %

DHT = 5.9 %

Intersection Delay * sec/veh

Intersection LOS F

Source: "Highway Capacity Manual."

DESIGN HOURLY VOLUMES

DHV	2

↑ LANES

COMMENTS: 2010 EXISTING

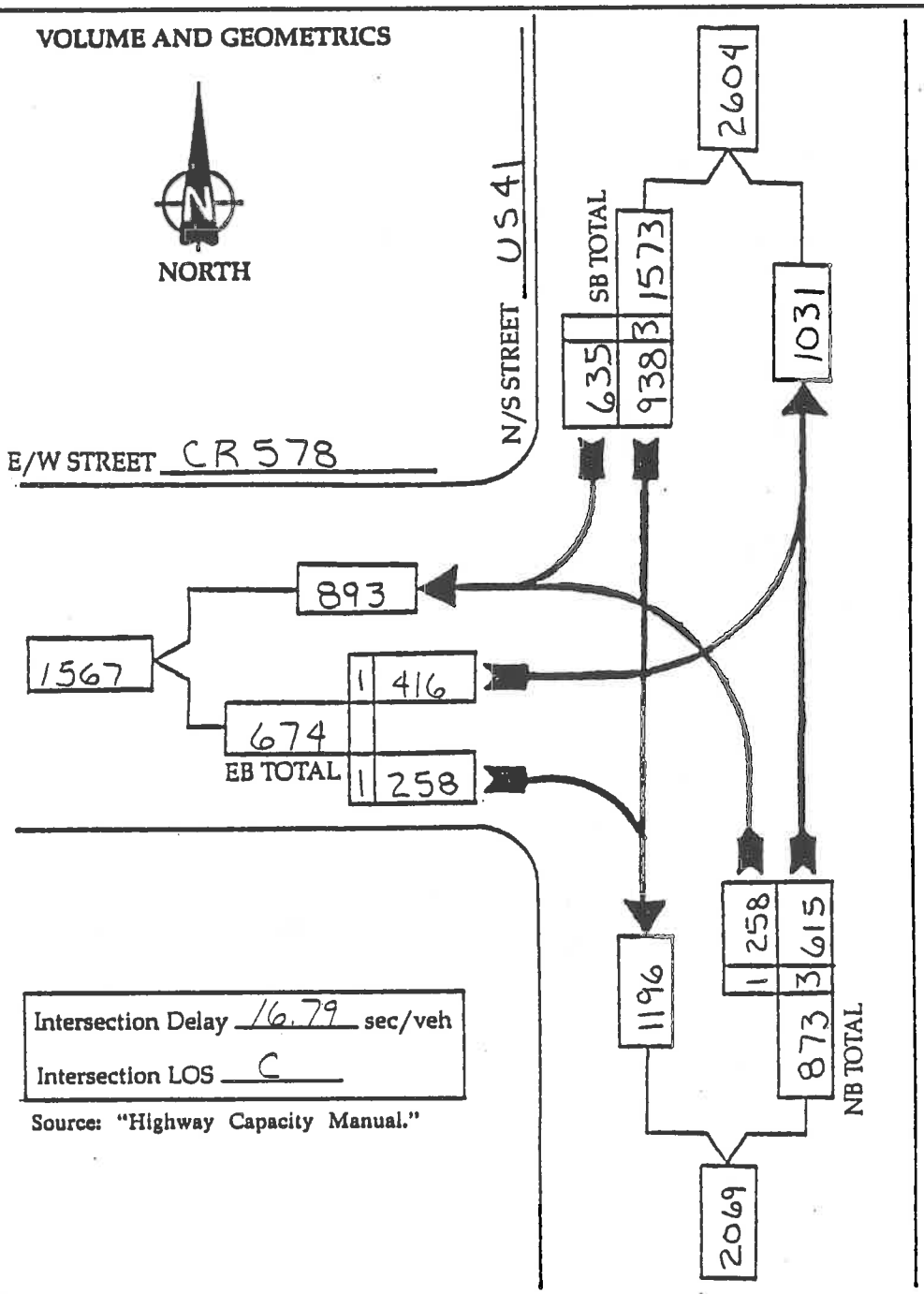
CAPACITY ANALYSIS WORKSHEET

Intersection: US 41 AT CR 578 Date: 9-9-87

Analyst: TS Time Period Analyzed: PEAK Area Type: ☐ CBD ☒ Other

Project No.: 14010-1519 City/State:

VOLUME AND GEOMETRICS



Design Year 2010

Peak Hour Factor .9

D "SPLIT" = ____

K = 9.3%

D = 60.4%

DHT = 5.9 %

DESIGN HOURLY VOLUMES

DHV	2

LANES

Intersection Delay 16.79 sec/veh

Intersection LOS C

Source: "Highway Capacity Manual."

COMMENTS: 2010 PROPOSED

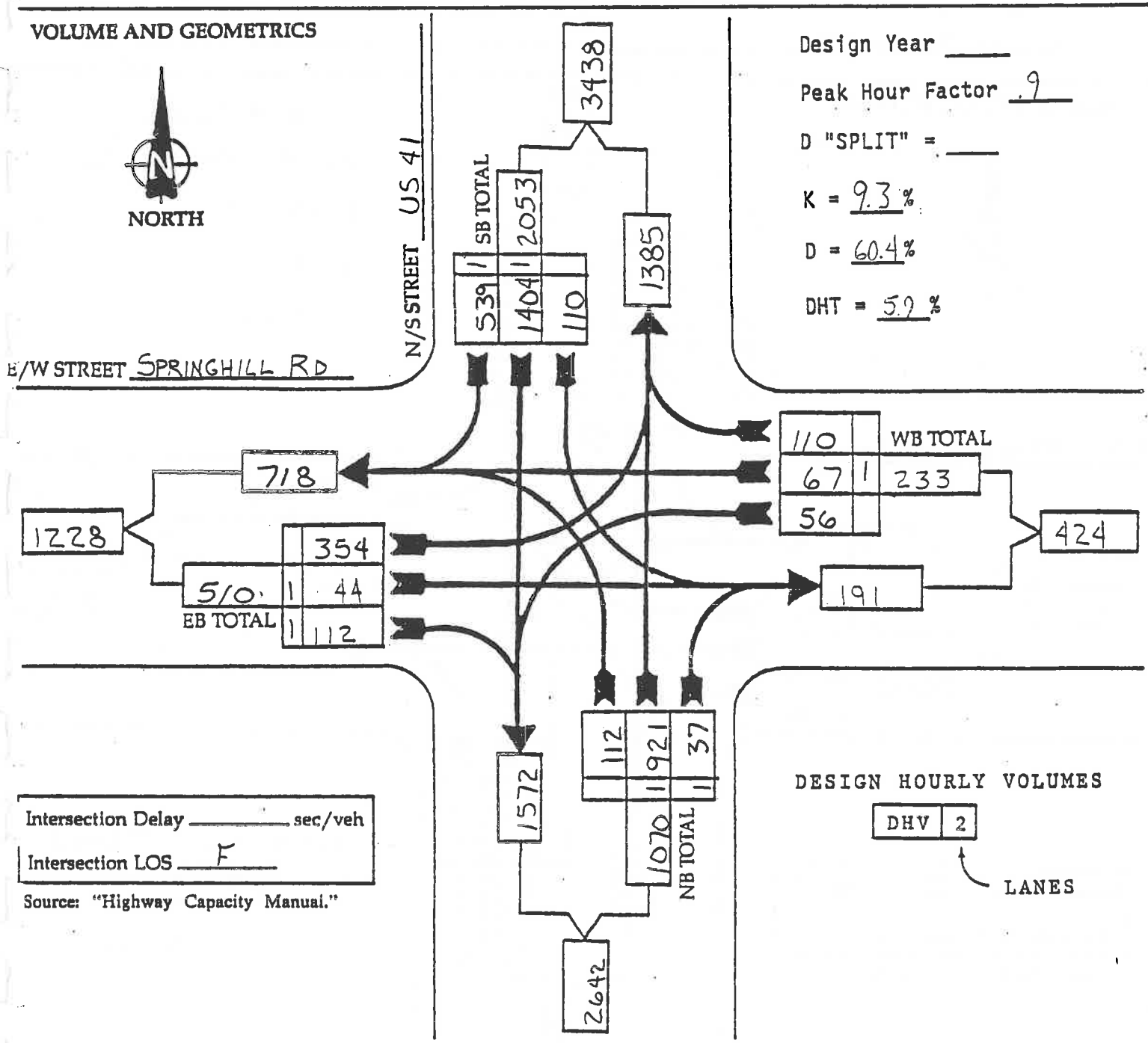
CAPACITY ANALYSIS WORKSHEET

Intersection: US 41 At Springhill Road Date: 9-9-87

Analyst: T.S. Time Period Analyzed: PEAK Area Type: ☐ CBD ☐ Other

Project No.: 08010-1519 City/State:

VOLUME AND GEOMETRICS



Design Year ____

Peak Hour Factor .9

D "SPLIT" = ____

K = 9.3 %

D = 60.4 %

DHT = 5.9 %

Intersection Delay ____ sec/veh

Intersection LOS F

Source: "Highway Capacity Manual."

DESIGN HOURLY VOLUMES

DHV | 2

LANES

COMMENTS: 2010 EXISTING

CAPACITY ANALYSIS WORKSHEET

Intersection: US 41 AT SPRINGHILL ROAD Date: 9-9-87

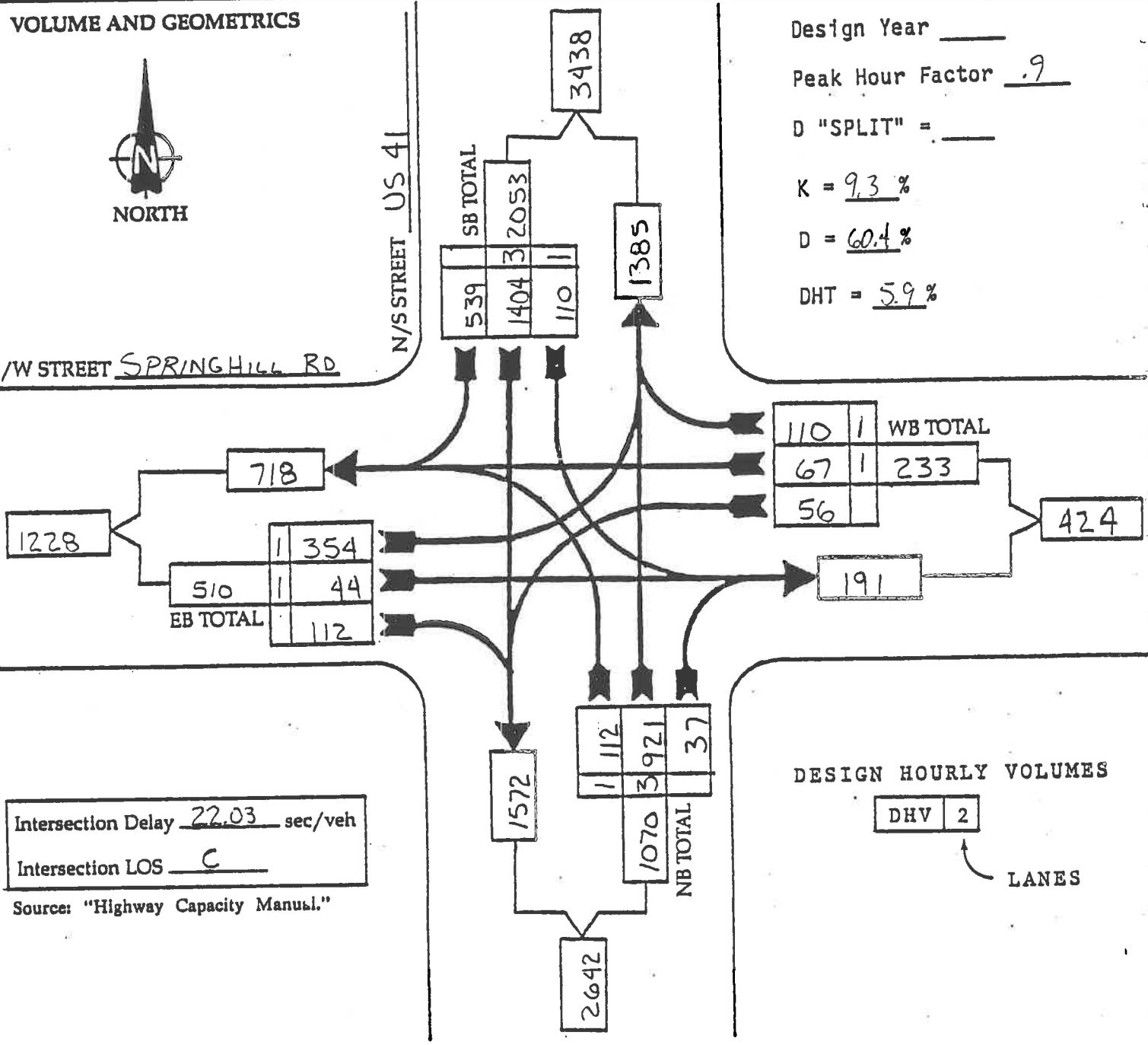
Analyst: T.S. Time Period Analyzed: PEAK Area Type: ☐ CBD ☒ Other

Project No.: 08010-1519 City/State:

VOLUME AND GEOMETRICS

N/S STREET US 41

E/W STREET SPRINGHILL RD



Design Year ____

Peak Hour Factor .9

D "SPLIT" = ____

K = 9.3 %

D = 60.4 %

DHT = 5.9 %

Intersection Delay 22.03 sec/veh

Intersection LOS C

Source: "Highway Capacity Manual."

DESIGN HOURLY VOLUMES

DHV	2

LANES

COMMENTS: 2010 PROPOSED

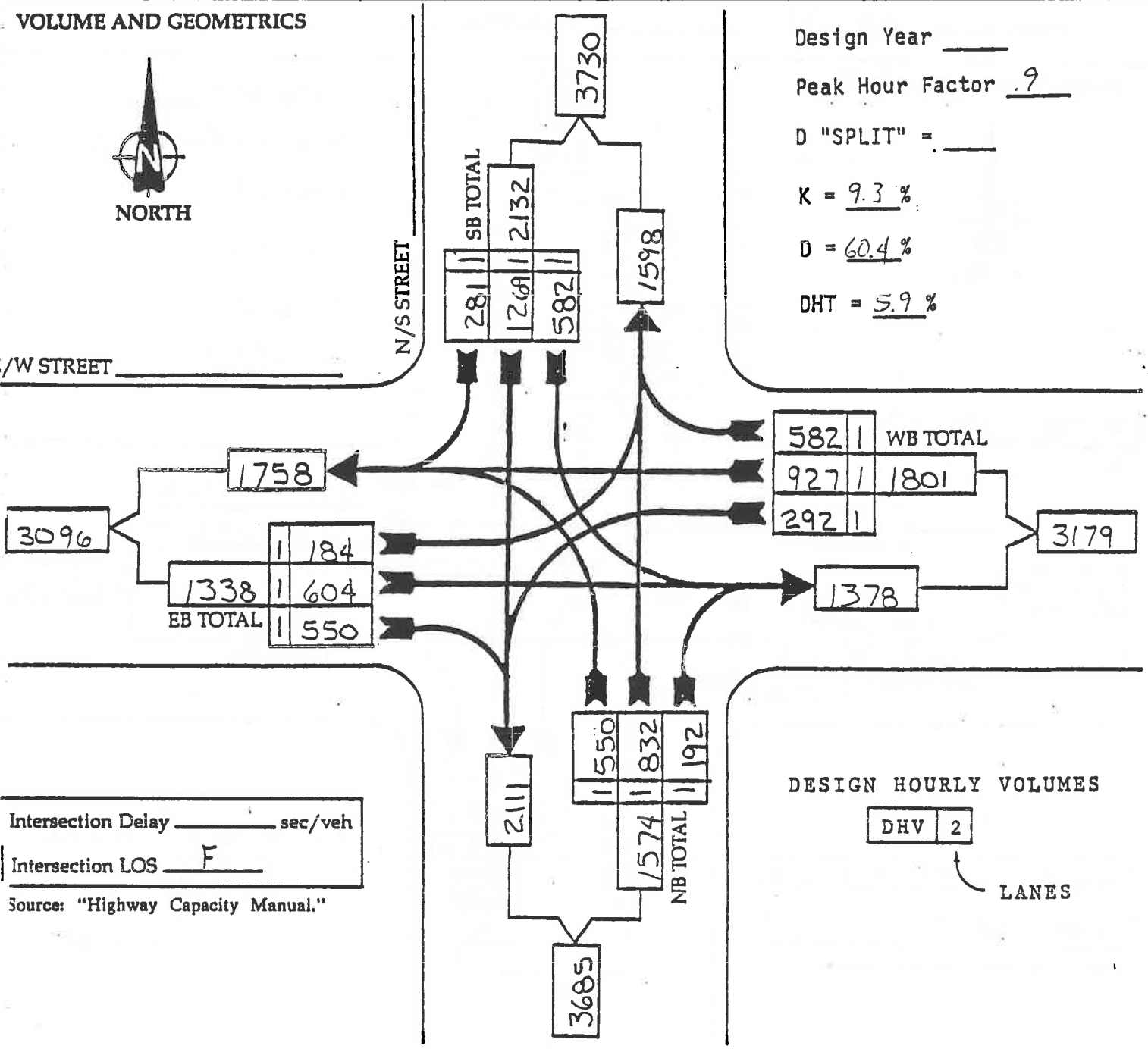
CAPACITY ANALYSIS WORKSHEET

Intersection: US 41 AT SR 50 Date: 9-11-87

Analyst: TS Time Period Analyzed: PEAK Area Type: ☐ CBD ☑ Other

Project No.: 08010-1519 City/State: BROOKSVILLE, FL.

VOLUME AND GEOMETRICS



Design Year ____

Peak Hour Factor .9

D "SPLIT" = ____

K = 9.3 %

D = 60.4 %

DHT = 5.9 %

Intersection Delay ____ sec/veh

Intersection LOS F

Source: "Highway Capacity Manual."

DESIGN HOURLY VOLUMES

DHV | 2

LANES

COMMENTS: 2010 EXISTING

CAPACITY ANALYSIS WORKSHEET

Intersection: US 41 AT SR 50 Date: 9-11-87

Analyst: T.S Time Period Analyzed: PEAK Area Type: ☐ CBD ☒ Other

Project No.: 08010-1519 City/State:

VOLUME AND GEOMETRICS

N/S STREET US 41

E/W STREET SR 50

Design Year ____

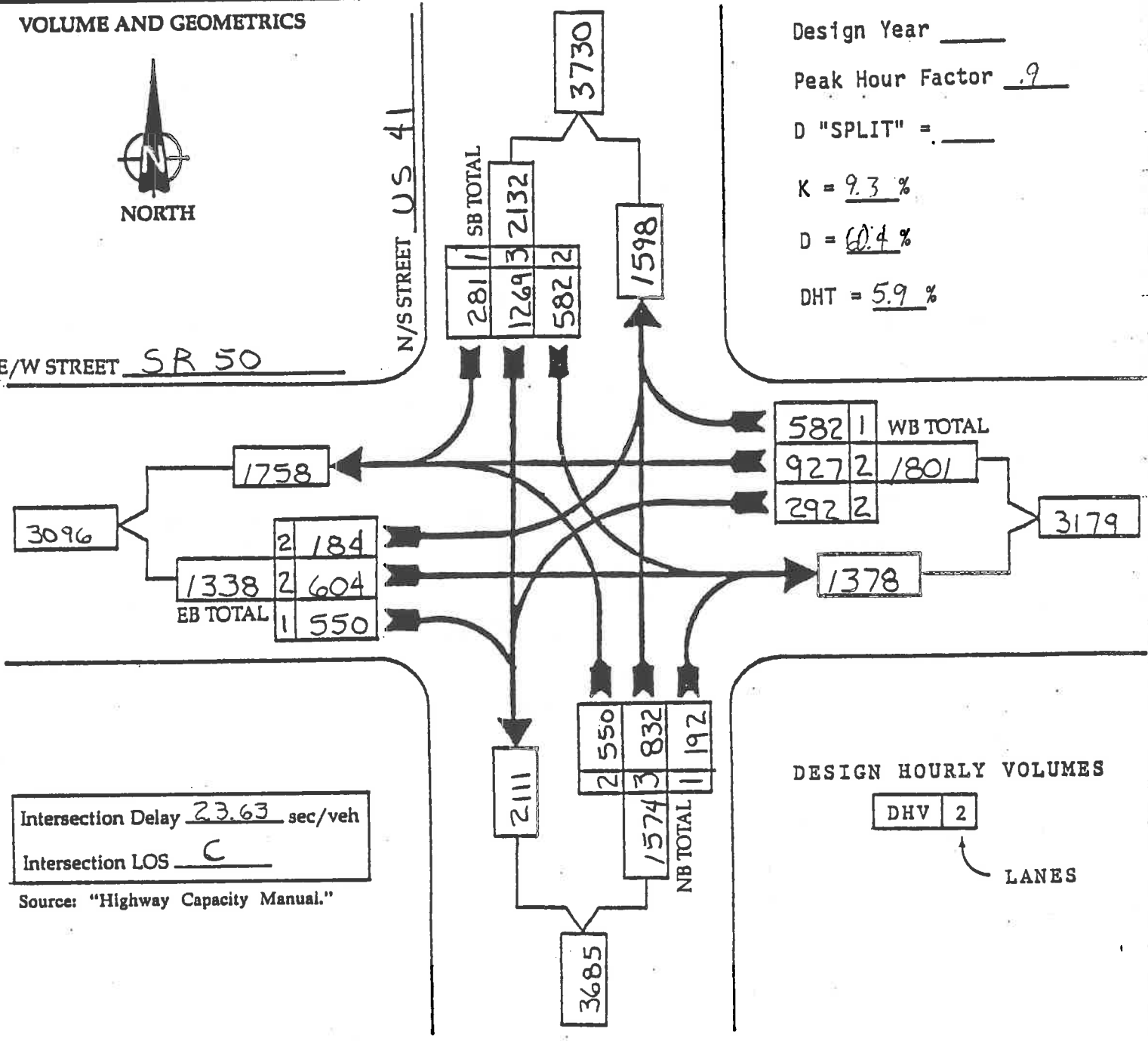
Peak Hour Factor .9

D "SPLIT" = ____

K = 9.3 %

D = 60.4 %

DHT = 5.9 %



Intersection Delay 23.63 sec/veh

Intersection LOS C

Source: "Highway Capacity Manual."

DESIGN HOURLY VOLUMES

DHV | 2

LANES

COMMENTS: 2010 PROPOSED

CAPACITY ANALYSIS WORKSHEET

Intersection: US 41 At Summit Rd. Date: 9-17-87

Analyst: T. S. Time Period Analyzed: Peak Area Type: ☐ CBD ☑ Other

Project No.: 08010-1519 City/State:

VOLUME AND GEOMETRICS

N/S STREET US 41

E/W STREET Summit Rd

Design Year ____

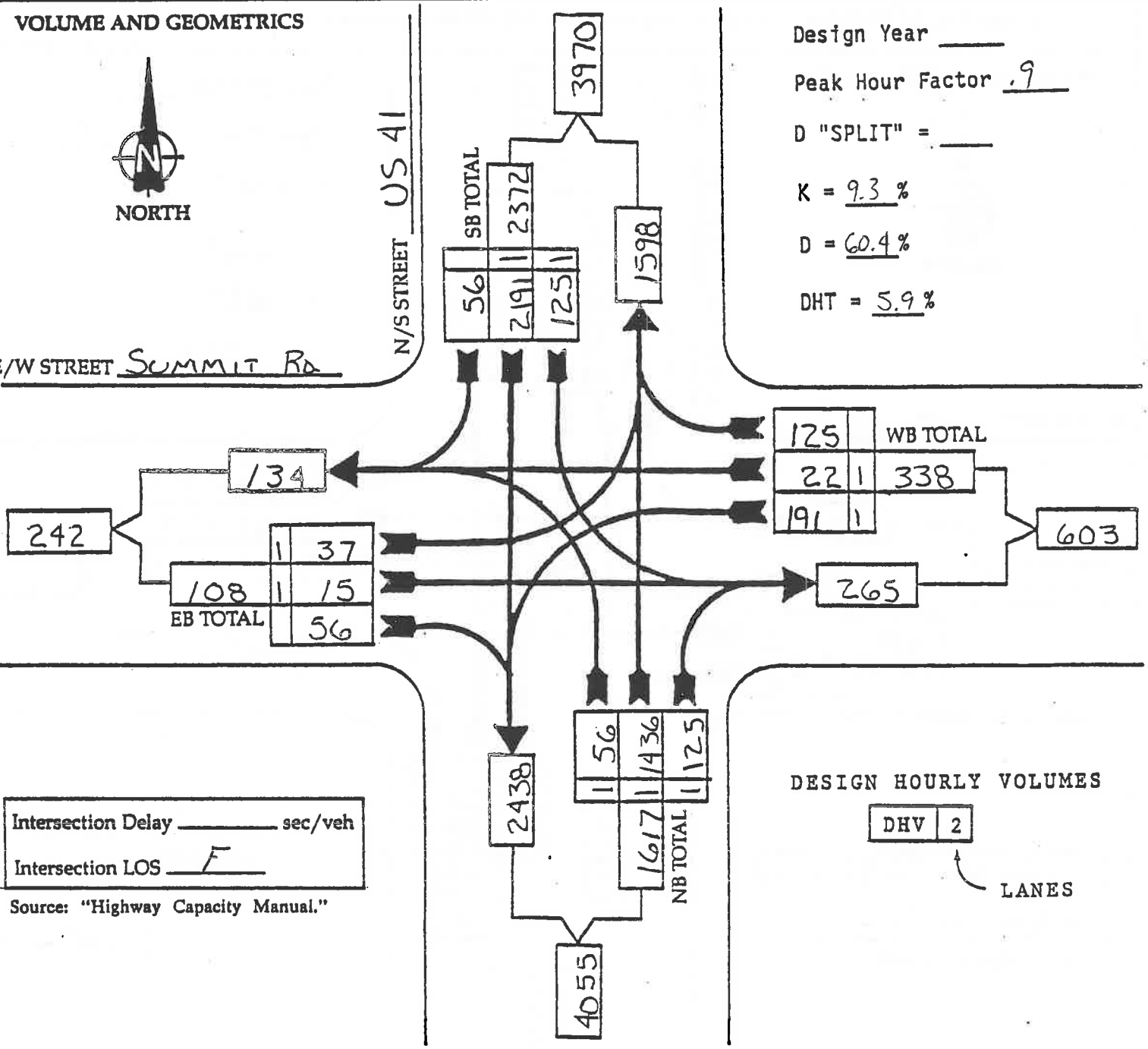
Peak Hour Factor .9

D "SPLIT" = ____

K = 9.3 %

D = 60.4 %

DHT = 5.9 %



Intersection Delay ____ sec/veh

Intersection LOS F

Source: "Highway Capacity Manual."

DESIGN HOURLY VOLUMES

DHV | 2

LANES

COMMENTS: 2010 Existing

CAPACITY ANALYSIS WORKSHEET

Intersection: US 41 AT SUMMIT RD. Date: 9-17-87

Analyst: T. S. Time Period Analyzed: PEAK Area Type: ☐ CBD ☐ Other

Project No.: 08010-1519 City/State:

VOLUME AND GEOMETRICS

N/S STREET US 41

E/W STREET SUMMIT RD.

Design Year ____

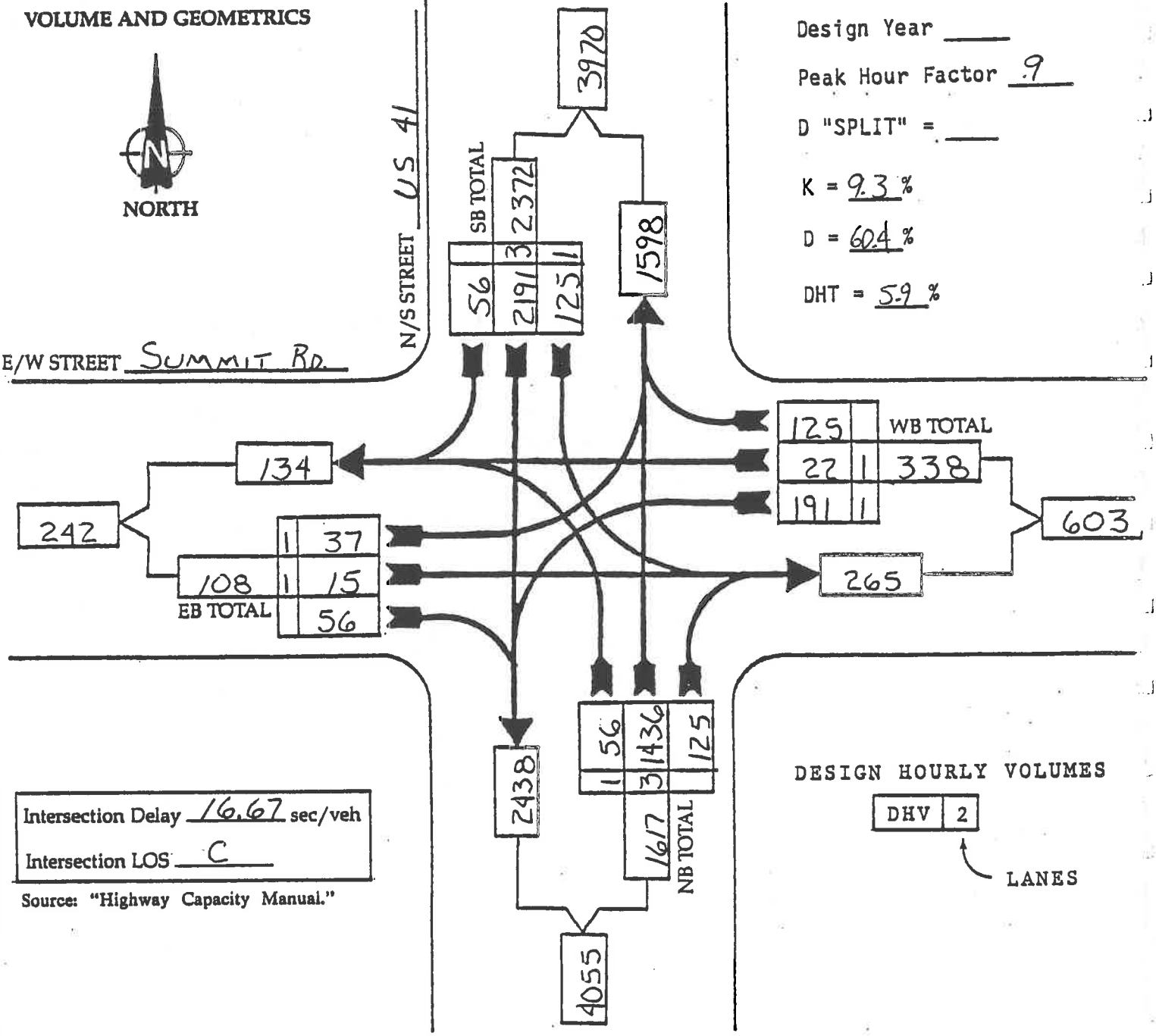
Peak Hour Factor .9

D "SPLIT" = ____

K = 9.3 %

D = 60.4 %

DHT = 5.9 %



Intersection Delay 16.67 sec/veh

Intersection LOS C

Source: "Highway Capacity Manual."

DESIGN HOURLY VOLUMES

DHV	2

LANES

COMMENTS: 2010 PROPOSED

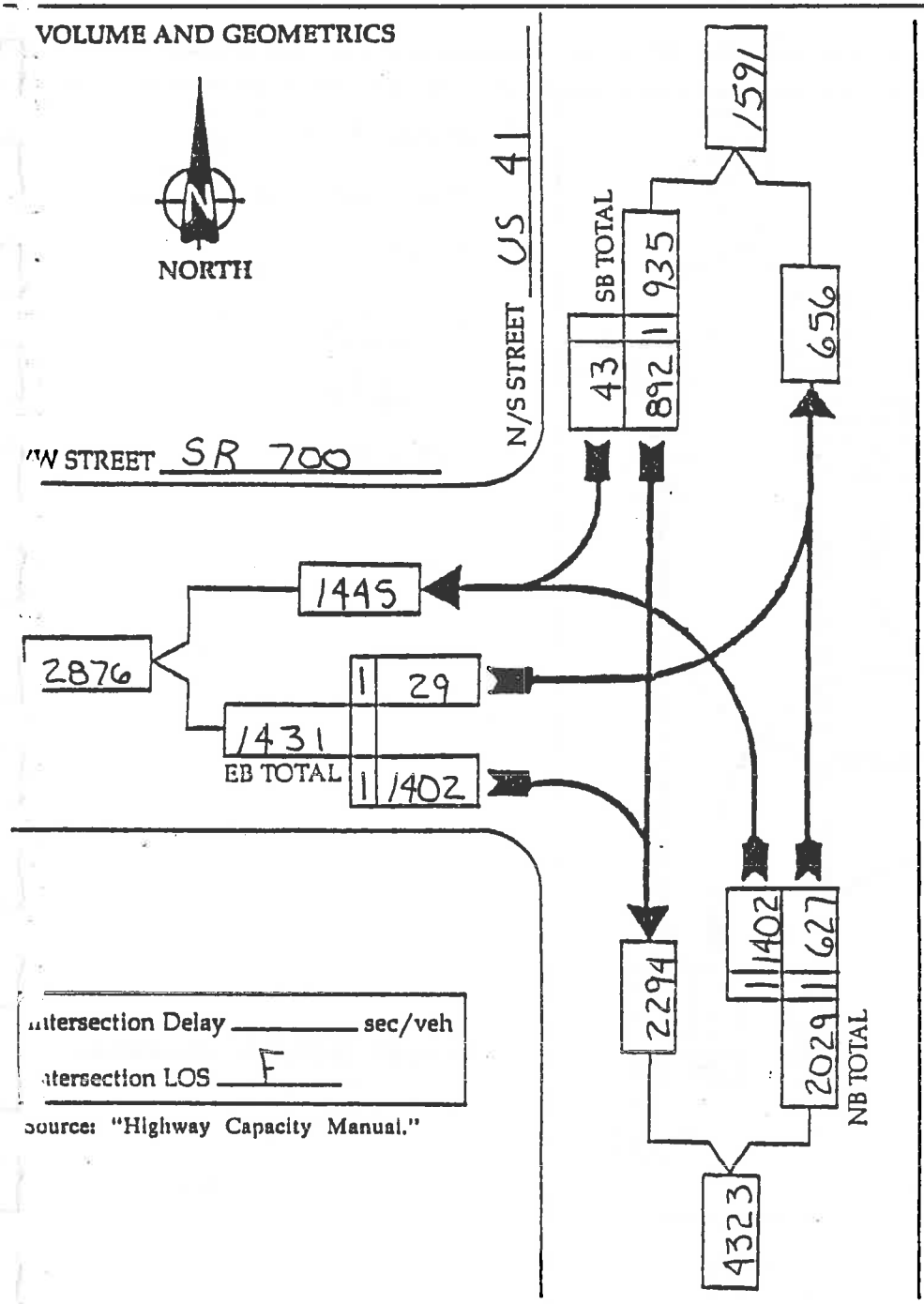
CAPACITY ANALYSIS WORKSHEET

Intersection: US 41 At SR 700 Date: 9-14-87

Analyst: T.S. Time Period Analyzed: PEAK Area Type: ☐ CBD ☒ Other

Project No.: 08010-1519 City/State:

VOLUME AND GEOMETRICS



Design Year ____

Peak Hour Factor 9

D "SPLIT" = ____

K = 9.3 %

D = 60.4 %

DHT = 5.9 %

Intersection Delay ____ sec/veh

Intersection LOS F

Source: "Highway Capacity Manual."

DESIGN HOURLY VOLUMES

DHV	2

LANES

COMMENTS: 2010 EXISTING

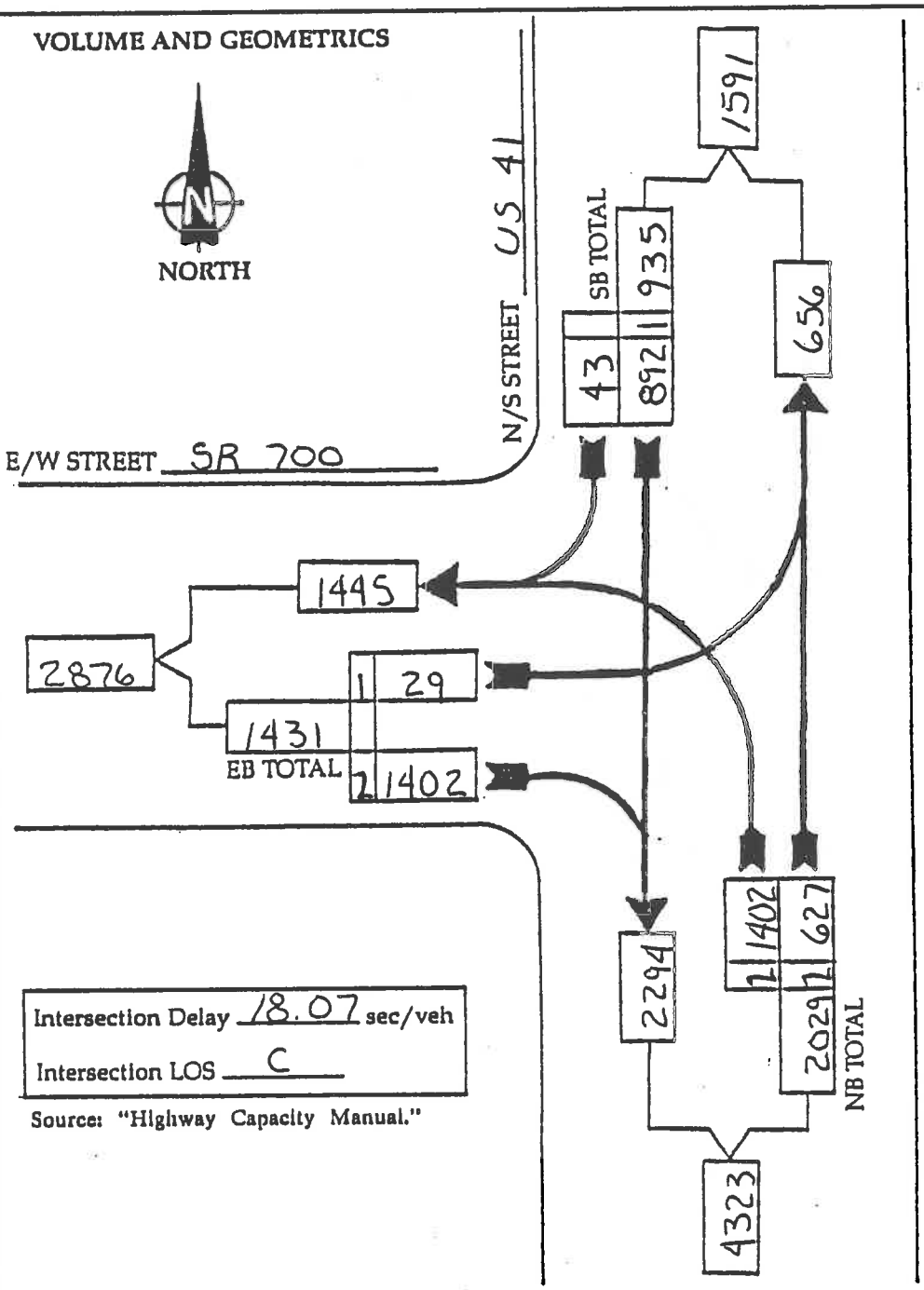
CAPACITY ANALYSIS WORKSHEET

Intersection: US 41 AT SR 700 Date: 9-14-87

Analyst: T.S. Time Period Analyzed: PEAK Area Type: ☐ CBD ☑ Other

Project No.: 08010-1519 City/State:

VOLUME AND GEOMETRICS



Design Year ____

Peak Hour Factor .9

D "SPLIT" = ____

K = 9.3 %

D = 60.4 %

DHT = 5.9 %

Intersection Delay 18.07 sec/veh

Intersection LOS C

Source: "Highway Capacity Manual."

DESIGN HOURLY VOLUMES

DHV	2

LANES

COMMENTS: 2010 PROPOSED

CAPACITY ANALYSIS WOR SHEET

Intersection: SR 700 AT SR 50A Date: 9-14-87

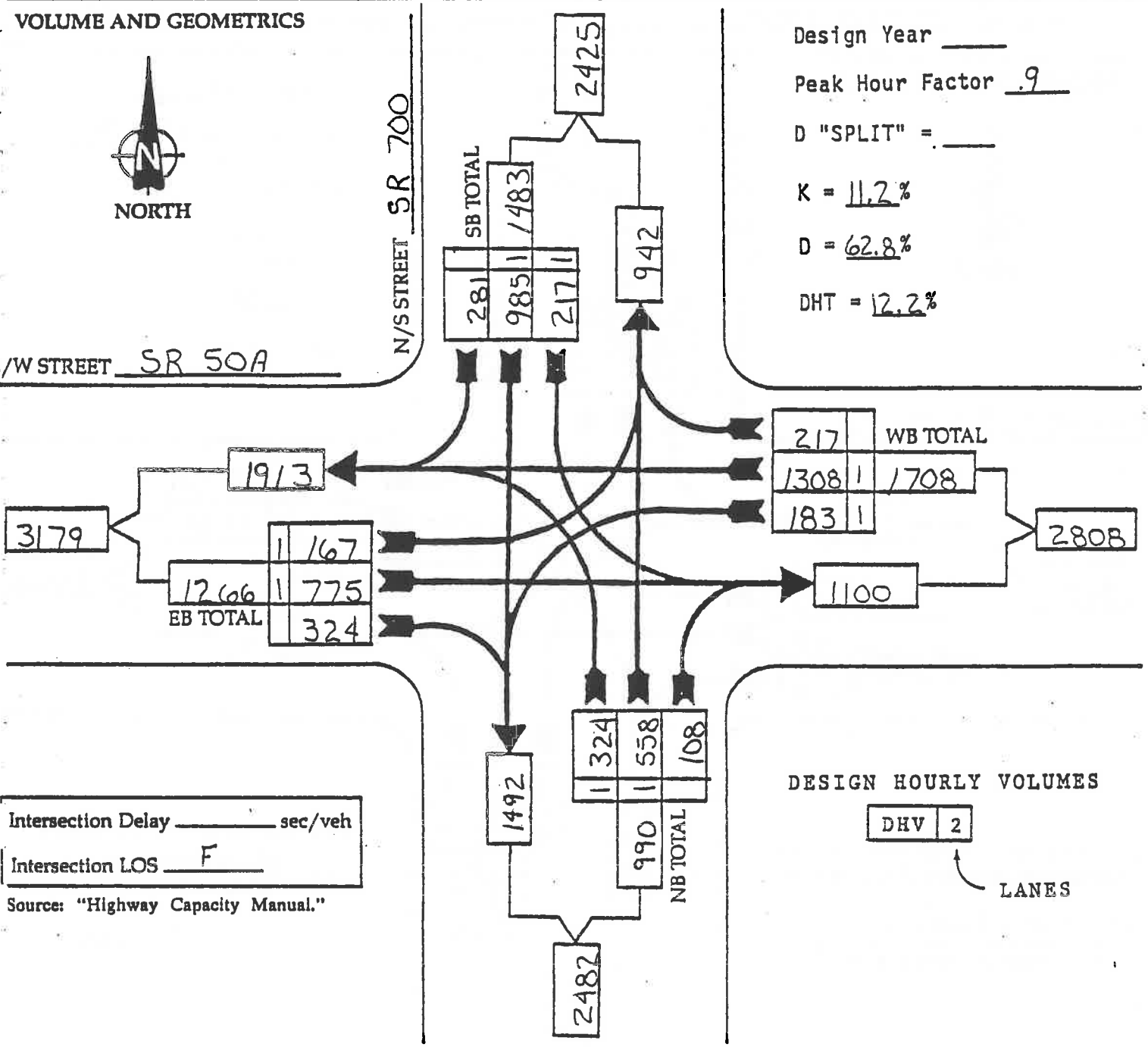
Analyst: T.S. Time Period Analyzed: PEAK Area Type: ☐ CBD ☒ Other

Project No.: 08080-1509 City/State:

VOLUME AND GEOMETRICS

N/S STREET SR 700

E/W STREET SR 50A



Design Year ____

Peak Hour Factor .9

D "SPLIT" = ____

K = 11.2%

D = 62.8%

DHT = 12.2%

Intersection Delay ____ sec/veh

Intersection LOS F

Source: "Highway Capacity Manual."

DESIGN HOURLY VOLUMES

DHV	2

LANES

COMMENTS: 2010 EXISTING

CAPACITY ANALYSIS WORKSHEET

Intersection: SR 700 At SR 50A Date: 9-14-87

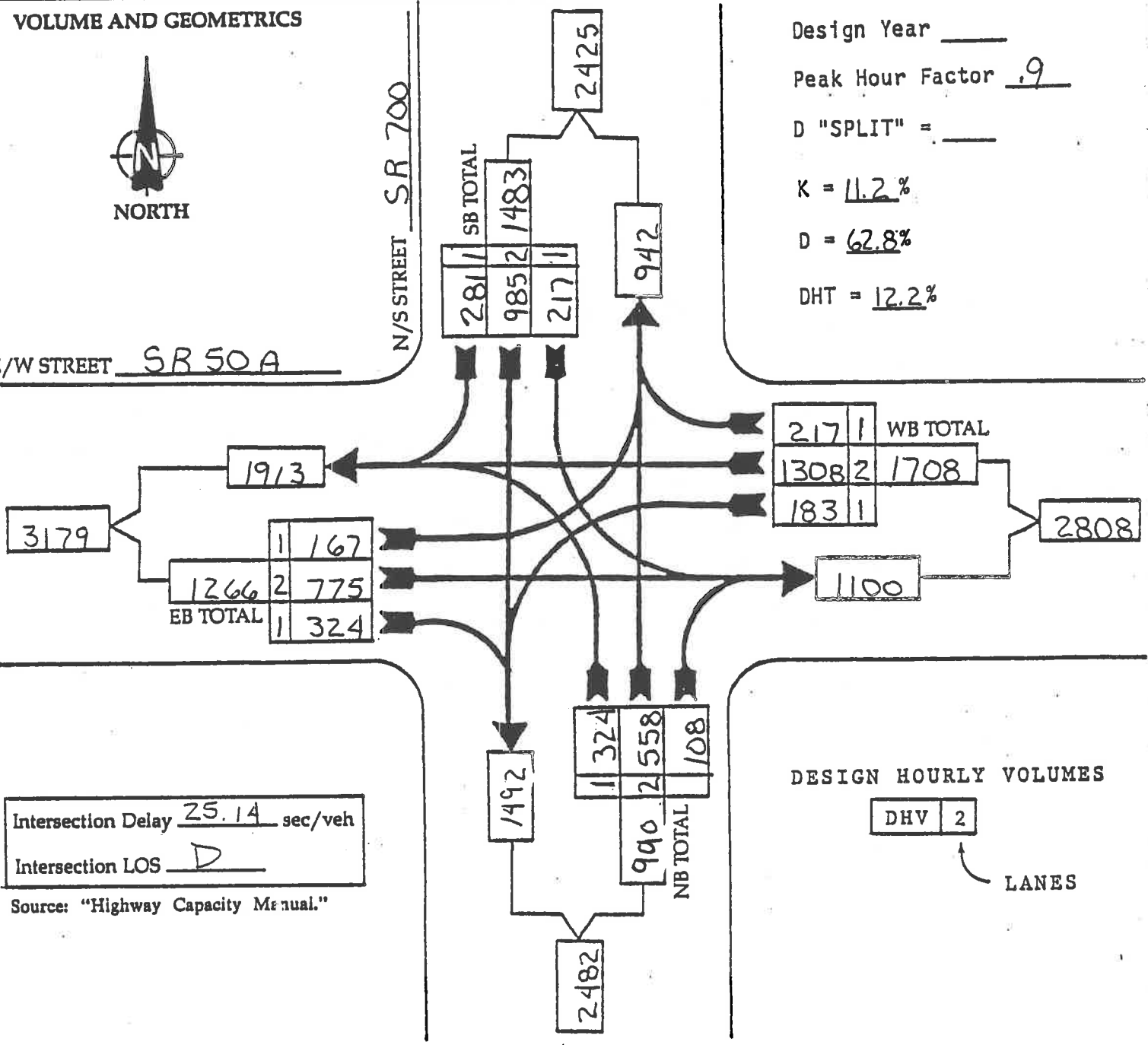
Analyst: T. S. Time Period Analyzed: PEAK Area Type: ☐ CBD ☑ Other

Project No.: 08080-1509 City/State: _____

VOLUME AND GEOMETRICS

N/S STREET SR 700

E/W STREET SR 50A



Design Year _____

Peak Hour Factor .9

D "SPLIT" = _____

K = 11.2 %

D = 62.8%

DHT = 12.2%

Intersection Delay 25.14 sec/veh

Intersection LOS D

Source: "Highway Capacity Manual."

DESIGN HOURLY VOLUMES

DHV	2

LANES

COMMENTS: 2010 PROPOSED

CAPACITY ANALYSIS WORKSHEET

Intersection: SR 700 At CR 485B Date: 9-14-87

Analyst: T.S. Time Period Analyzed: Peak Area Type: ☐ CBD ☑ Other

Project No.: 08080-1509 City/State:

VOLUME AND GEOMETRICS

N/S STREET SR 700

E/W STREET CR 485B

Design Year ____

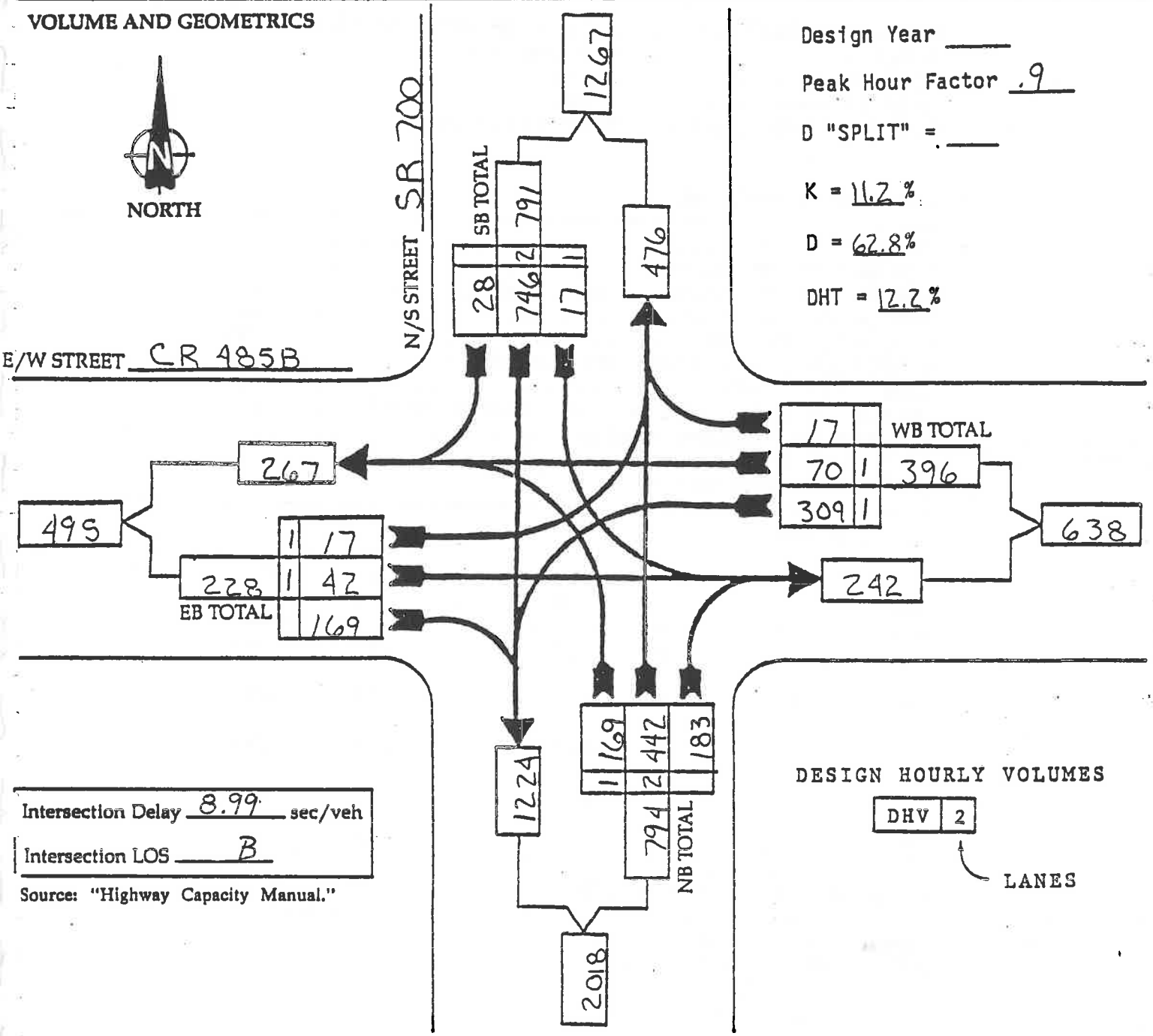
Peak Hour Factor .9

D "SPLIT" = ____

K = 11.2 %

D = 62.8%

DHT = 12.2 %



Intersection Delay 8.99 sec/veh

Intersection LOS B

Source: "Highway Capacity Manual."

DESIGN HOURLY VOLUMES

DHV | 2

LANES

COMMENTS: 2010 EXISTING - NO IMPROVEMENTS PROPOSED AT THIS INTERSECTION

1985 HCM:TWO-LANE HIGHWAYS
****

FACILITY LOCATION.... SR41 FROM SR52 TO CR578
ANALYST..... A.N.SHERRARD
TIME OF ANALYSIS..... 16:01
DATE OF ANALYSIS..... 7/28/87
MISC. INFORMATION.... 2010 EXISTING

A) ADJUSTMENT FACTORS

PERCENTAGE OF TRUCKS.....	6
PERCENTAGE OF BUSES.....	0
PERCENTAGE OF RECREATIONAL VEHICLES.....	0
DESIGN SPEED (MPH).....	60
PEAK HOUR FACTOR.....	.96
DIRECTIONAL DISTRIBUTION (UP/DOWN).....	60 / 40
LANE WIDTH (FT).....	12
USABLE SHOULDER WIDTH (AVG. WIDTH IN FT.)...	6
PERCENT NO PASSING ZONES.....	20

B) CORRECTION FACTORS

LEVEL TERRAIN

LOS	E T	E B	E R	f w	f d	f HV
A	2	1.8	2.2	1	.94	.94
B	2.2	2	2.5	1	.94	.93
C	2.2	2	2.5	1	.94	.93
D	2	1.6	1.6	1	.94	.94
E	2	1.6	1.6	1	.94	.94

C) LEVEL OF SERVICE RESULTS

INPUT VOLUME(vph): 1981
ACTUAL FLOW RATE: 2064

LOS	SERVICE FLOW RATE	V/C
A	298	.12
B	589	.24
C	958	.39
D	1539	.62
E	2483	1

LOS FOR GIVEN CONDITIONS: E

1985 HCM:MULTILANE HIGHWAYS

****

FACILITY SECTION..... US41 FROM SR52 TO CR578
ANALYST..... A.N.SHERRARD
TIME OF ANALYSIS..... PEAK
DATE OF ANALYSIS..... 12/28/87
MISC.INFORMATION..... 2010

A) ADJUSTMENT FACTORS

PERCENTAGE OF TRUCKS..... 5.9 (TYPICAL - 200 #/HP)
PERCENTAGE OF BUSES..... 0
PERCENTAGE OF RECREATIONAL VEHICLES.. 0
DESIGN SPEED (MPH)..... 70
PEAK HOUR FACTOR..... 1
DRIVER POPULATION FACTOR..... 1 (WEEKDAY/COMMUTER)
LANE WIDTH (FT)..... 12
OBSTRUCTIONS..... NO
DISTANCE (FT) FROM ROADWAY EDGE..... 6
TYPE OF MULTILANE HIGHWAY..... RURAL, DIVIDED

B) CORRECTION FACTORS

TERRAIN TYPE	E T	E B	E R	f HV	f w	f p	f E
LEVEL	1.7	1.5	1.6	0.96	1.00	1.00	1.00

C) OPERATIONAL ANALYSIS RESULTS

****

NO. OF LANES..... 2
INPUT VOLUME..... 1196
V/C RATIO..... .31
LEVEL OF SERVICE... A
SPEED (mph)..... 56
DENSITY (pcpmpl)... 10

1985 HCM: TWO-LANE HIGHWAYS

****

FACILITY LOCATION.... US41 FROM TO CR578 SPRINGHILL RD
ANALYST..... A.N.SHERRARD
TIME OF ANALYSIS..... 16:18
DATE OF ANALYSIS..... 7/28/87
MISC. INFORMATION.... 2010 EXISTING

A) ADJUSTMENT FACTORS

PERCENTAGE OF TRUCKS	6
PERCENTAGE OF BUSES	0
PERCENTAGE OF RECREATIONAL VEHICLES	0
DESIGN SPEED (MPH)	60
PEAK HOUR FACTOR	.96
DIRECTIONAL DISTRIBUTION (UP/DOWN)	60 / 40
LANE WIDTH (FT)	12
USABLE SHOULDER WIDTH (AVG. WIDTH IN FT.)	6
PERCENT NO PASSING ZONES	20

B) CORRECTION FACTORS

LEVEL TERRAIN

LOS	E T	E B	E R	f w	f d	f HV
A	2	1.8	2.2	1	.94	.94
B	2.2	2	2.5	1	.94	.93
C	2.2	2	2.5	1	.94	.93
D	2	1.6	1.6	1	.94	.94
E	2	1.6	1.6	1	.94	.94

C) LEVEL OF SERVICE RESULTS

INPUT VOLUME(vph): 2604
ACTUAL FLOW RATE: 2713

LOS	SERVICE FLOW RATE	V/C
A	298	.12
B	589	.24
C	958	.39
D	1539	.62
E	2483	1

LOS FOR GIVEN CONDITIONS: F

1985 HCM:MULTILANE HIGHWAYS

FACILITY SECTION..... US41 FROM CR578 TO SPRINGHILL RD.
ANALYST..... A.N.SHERRARD
TIME OF ANALYSIS..... PEAK
DATE OF ANALYSIS..... 12/28/87
MISC.INFORMATION..... 2010 PROPOSED

A) ADJUSTMENT FACTORS

PERCENTAGE OF TRUCKS.....	5.9 (TYPICAL - 200 #/HP)
PERCENTAGE OF BUSES.....	0
PERCENTAGE OF RECREATIONAL VEHICLES..	0
DESIGN SPEED (MPH).....	50
PEAK HOUR FACTOR.....	1
DRIVER POPULATION FACTOR.....	1 (WEEKDAY/COMMUTER)
LANE WIDTH (FT).....	12
OBSTRUCTIONS.....	NO
DISTANCE (FT) FROM ROADWAY EDGE.....	6
TYPE OF MULTILANE HIGHWAY.....	SUBURBAN, DIVIDED

B) CORRECTION FACTORS

TERRAIN TYPE	E T	E B	E R	f HV	f W	f P	f E
LEVEL	1.7	1.5	1.6	0.96	1.00	1.00	0.90

C) OPERATIONAL ANALYSIS RESULTS

NO. OF LANES..... 3
INPUT VOLUME..... 1573
V/C RATIO..... .32
LEVEL OF SERVICE... B
SPEED (mph)..... 43
DENSITY (pcpmpl)... 15

1985 HCM:TWO-LANE HIGHWAYS
****

FACILITY LOCATION.... US41 FROM SPRINGHILL RD TO SR50
ANALYST..... A.N.SHERRARD
TIME OF ANALYSIS..... 16:28
DATE OF ANALYSIS..... 7/28/87
MISC. INFORMATION.... 2010 EXISTING

A) ADJUSTMENT FACTORS

PERCENTAGE OF TRUCKS.....	6
PERCENTAGE OF BUSES.....	0
PERCENTAGE OF RECREATIONAL VEHICLES.....	0
DESIGN SPEED (MPH).....	60
PEAK HOUR FACTOR.....	.95
DIRECTIONAL DISTRIBUTION (UP/DOWN).....	60 / 40
LANE WIDTH (FT).....	12
USABLE SHOULDER WIDTH (AVG. WIDTH IN FT.)...	6
PERCENT NO PASSING ZONES.....	20

B) CORRECTION FACTORS

LEVEL TERRAIN

LOS	E T	E B	E R	f w	f d	f HV
A	2	1.8	2.2	1	.94	.94
B	2.2	2	2.5	1	.94	.93
C	2.2	2	2.5	1	.94	.93
D	2	1.6	1.6	1	.94	.94
E	2	1.6	1.6	1	.94	.94

C) LEVEL OF SERVICE RESULTS

INPUT VOLUME(vph): 3497
ACTUAL FLOW RATE: 3681

LOS	SERVICE FLOW RATE	V/C
A	298	.12
B	589	.24
C	958	.39
D	1539	.62
E	2483	1

LOS FOR GIVEN CONDITIONS: F

1985 HCM:MULTILANE HIGHWAYS

FACILITY SECTION..... US41 FROM SPRINGHILL TO SR50
ANALYST..... A.N.SHERRARD
TIME OF ANALYSIS..... PEAK
DATE OF ANALYSIS..... 12/28/87
MISC.INFORMATION..... 2010

A) ADJUSTMENT FACTORS

PERCENTAGE OF TRUCKS.....	5.9	(TYPICAL - 200 #/HP)
PERCENTAGE OF BUSES.....	0	
PERCENTAGE OF RECREATIONAL VEHICLES..	0	
DESIGN SPEED (MPH).....	70	
PEAK HOUR FACTOR.....	1	
DRIVER POPULATION FACTOR.....	1	(WEEKDAY/COMMUTER)
LANE WIDTH (FT).....	12	
OBSTRUCTIONS.....	NO	
DISTANCE (FT) FROM ROADWAY EDGE.....	6	
TYPE OF MULTILANE HIGHWAY.....	RURAL, DIVIDED	

B) CORRECTION FACTORS

TERRAIN TYPE	E T	E B	E R	f HV	f w	f p	f E
LEVEL	1.7	1.5	1.6	0.96	1.00	1.00	1.00

C) OPERATIONAL ANALYSIS RESULTS

NO. OF LANES..... 3
INPUT VOLUME..... 2112
V/C RATIO..... .37
LEVEL OF SERVICE... B
SPEED (mph)..... 55
DENSITY (pcpmpl)... 12

****

ARTERIAL DESCRIPTION

NAME OF THE ARTERIAL FACILITY..... US 41-2010 EXISTING
ARTERIAL CLASS OF THE FACILITY..... 2
NUMBER OF SEGMENTS ON THE ARTERIAL... 3
ARTERIAL DIRECTION..... NORTH/SOUTH
ANALYSIS DIRECTION..... SOUTHBOUND

LIST OF INTERSECTIONS

1.	SR 50	11.	
2.	SUMMIT RD	12.	
3.	SR 700	13.	
4.		14.	
5.		15.	
6.		16.	
7.		17.	
8.		18.	
9.		19.	
10.		20.	

ARTERIAL SUMMARY OF INTERSECTION DELAY ESTIMATES

SEQ.	CYCLE LEN.	FOR LANE GROUP WITH THROUGH MOVEMENT: g/C	v/c	CAPACITY	INITIAL STOP DELAY	PROGRESSION FACTOR (TABLE 11-6)	ADJ. STOP DELAY	INT LOS	EST. APP. DEL.
1	120.0	0.400	1.642	625	662.1	0.85	562.8	F	731.7
2	60.0	0.767	1.872	1334	%1062.5	0.85	903.1	F	%:
3	120.0	0.458	1.762	800	900.2	0.85	765.2	F	994.7

COMPUTATION OF ARTERIAL LEVEL OF SERVICE WORKSHEET Page-2

SEG.	SEGMENT LENGTH (ft!mi)	ART. CLASS	FREE FLOW (mph)	RUNNING TIME (sec.) (TABLE 11-4)	INT. APP. DELAY (sec)	OTHER DELAY (sec)	SUM OF SEG. TIME (sec)	SEG. SPD. (mph)	SEG. LOS
1	0.37	0	35	41.3	731.7	0.0	772.9	1.7	F
2	0.40	0	35	44.0	%1174.1	0.0	%1218.1	1.2	F
3	0.40	0	35	44.0	994.7	0.0	%1038.7	1.4	F

Grand Sum of Time = %3029.73 sec. Average Speed 1.4
Grand Sum of Length = 1.17 mi. Overall LOS = F

****

ARTERIAL DESCRIPTION

NAME OF THE ARTERIAL FACILITY..... SR 700-2010 EXISTING
ARTERIAL CLASS OF THE FACILITY..... 2
NUMBER OF SEGMENTS ON THE ARTERIAL... 3
ARTERIAL DIRECTION..... NORTH/SOUTH
ANALYSIS DIRECTION..... SOUTHBOUND

LIST OF INTERSECTIONS

1.	US 41	11.	
2.	SR 50A	12.	
3.	CR 485B	13.	
4.		14.	
5.		15.	
6.		16.	
7.		17.	
8.		18.	
9.		19.	
10.		20.	

ARTERIAL SUMMARY OF INTERSECTION DELAY ESTIMATES

SEQ.	CYCLE LEN.	FOR LANE GROUP WITH THROUGH MOVEMENT: g/C	v/c	CAPACITY	INITIAL STOP DELAY	PROGRESSION FACTOR (TABLE 11-6)	ADJ. STOP DELAY	INT LOS	EST. APP. DEL
1	120.0	0.517	0.482	1804	14.4	1.00	14.4	B	18.7
2	150.0	0.427	1.953	720	%1385.7	0.85	%1177.9	F	31.2
3	60.0	0.400	1.642	625	638.2	0.85	542.5	F	705.2

COMPUTATION OF ARTERIAL LEVEL OF SERVICE WORKSHEET

SEG.	SEGMENT LENGTH (ft!mi)	ART. CLASS	FREE FLOW (mph)	RUNNING TIME (sec.) (TABLE 11-4)	INT. APP. DELAY (sec)	OTHER DELAY (sec)	SUM OF TIME (sec)	SEG. SPD. (mph)	SEG. LOS
1	0.37	0	35	41.3	18.7	0.0	59.9	22.2	C
2	0.40	0	35	44.0	%1531.2	0.0	%1575.2	0.9	F
3	0.40	0	35	44.0	705.2	0.0	749.2	1.9	F

Grand Sum of Time = %2384.37 sec. Average Speed 1.8
Grand Sum of Length = 1.17 mi. Overall LOS = F

****

ARTERIAL DESCRIPTION

NAME OF THE ARTERIAL FACILITY..... US 41-2010 PROPOSED
ARTERIAL CLASS OF THE FACILITY..... 2
NUMBER OF SEGMENTS ON THE ARTERIAL... 3
ARTERIAL DIRECTION..... NORTH/SOUTH
ANALYSIS DIRECTION..... SOUTHBOUND

LIST OF INTERSECTIONS

1.	SR 50	11.	
2.	SUMMIT RD	12.	
3.	SR 700	13.	
4.		14.	
5.		15.	
6.		16.	
7.		17.	
8.		18.	
9.		19.	
10.		20.	

ARTERIAL SUMMARY OF INTERSECTION DELAY ESTIMATES

SEQ.	CYCLE LEN.	FOR LANE GROUP WITH THROUGH MOVEMENT: g/C	v/c	CAPACITY	INITIAL STOP DELAY	PROGRESSION FACTOR (TABLE 11-6)	ADJ. STOP DELAY	INT LOS	EST. APP. DEL
1	120.0	0.316	0.942	1105	41.4	0.85	35.2	D	45.8
2	60.0	0.517	1.019	2696	28.9	0.85	24.6	C	32.
3	79.0	0.308	0.827	1705	21.8	0.85	18.5	C	24.

COMPUTATION OF ARTERIAL LEVEL OF SERVICE WORKSHEET

SEG.	SEGMENT LENGTH (ft!mi)	ART. CLASS	FREE FLOW (mph)	RUNNING TIME (sec.) (TABLE 11-4)	INT. APP. DELAY (sec)	OTHER DELAY (sec)	SUM OF SEG. TIME (sec)	SEG. SPD. (mph)	SEG. LOS
1	0.37	0	35	41.3	45.8	0.0	87.0	15.3	D
2	0.40	0	35	44.0	32.0	0.0	76.0	19.0	C
3	0.40	0	35	44.0	24.1	0.0	68.1	21.2	C

Grand Sum of Time = 231.08 sec. Average Speed 18.2
Grand Sum of Length = 1.17 mi. Overall LOS = C

****

ARTERIAL DESCRIPTION

NAME OF THE ARTERIAL FACILITY..... SR 700-2010 PROPOSED
ARTERIAL CLASS OF THE FACILITY..... 2
NUMBER OF SEGMENTS ON THE ARTERIAL... 3
ARTERIAL DIRECTION..... NORTH/SOUTH
ANALYSIS DIRECTION..... SOUTHBOUND

LIST OF INTERSECTIONS

1.	US 41	11.	
2.	SR 50A	12.	
3.	CR 485B	13.	
4.		14.	
5.		15.	
6.		16.	
7.		17.	
8.		18.	
9.		19.	
10.		20.	

ARTERIAL SUMMARY OF INTERSECTION DELAY ESTIMATES

SEQ.	CYCLE LEN.	FOR LANE GROUP WITH THROUGH MOVEMENT: g/C	v/c	CAPACITY	INITIAL STOP DELAY	PROGRESSION FACTOR (TABLE 11-6)	ADJ. STOP DELAY	INT LOS	EST. APP. DELA
1	79.0	0.517	0.482	1804	9.5	1.00	9.5	B	12.4
2	91.0	0.297	1.001	1094	45.4	0.85	38.6	D	50.
3	60.0	0.316	0.942	1105	26.3	0.85	22.3	C	29.

COMPUTATION OF ARTERIAL LEVEL OF SERVICE WORKSHEET Page-2

SEG.	SEGMENT LENGTH (ft!mi)	ART. CLASS	FREE FLOW (mph)	RUNNING TIME (sec.) (TABLE 11-4)	INT. APP. DELAY (sec)	OTHER DELAY (sec)	SUM OF SEG. TIME (sec)	SEG. SPD. (mph)	SEG. LOS
1	2.00	0	35	223.0	12.4	0.0	235.4	30.6	A
2	1.93	0	35	215.2	50.2	0.0	265.4	26.2	B
3	0.37	0	35	41.3	29.0	0.0	70.3	19.0	C

Grand Sum of Time = 571.01 sec. Average Speed 27.1
Grand Sum of Length = 4.30 mi. Overall LOS = B

PCITS06A 00 14010000 211 011.305 019.800 12 3/05/87 9.40.40

AGENCY-

CIB017 ROADWAY CHARACTERISTICS PER 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) SIDE

```
RCIUE057 LOG. TERMINAL NAME NOT FOUND
          INQUIRY COMPLETE
RCIT506A 00 14010000 212 011.305 019.800   12                3/05/87  9.42.09
                  AGENCY-
RCIB017      ROADWAY CHARACTERISTICS PER               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   1.600  19.800
PAVEMENT SURFACE WIDTH                  28.0000            FT C   1.600  19.800
```

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RCIUE057 LOG. TERMINAL NAME NOT FOUND
          INQUIRY COMPLETE
RCIT506A 00 14010000 214 011.305 019.800   12                3/05/87  9.42.58
                  AGENCY-
RCIB017      ROADWAY CHARACTERISTICS PER               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   6.048  19.800
                         OFFSET- RIGHT&LEFT
HIGHWAY SHOULDER WIDTH                  6.0000             FT C   6.048  19.800
                         OFFSET- RIGHT&LEFT
```

RCIB017 ROADWAY CHARACTERISTICS PER 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

221 HORIZONAL CURVE (LENGTH FEATURE)		SIDE		
CHARACTERISTIC	VALUE	UNIT	BEG.PT.	END.PT.
COMPASS BEARING	N20D42'00"E	DE C	10.867	11.473
HORIZONTAL CURVE CENTRAL ANGLE	019D25'00.00"	DE C	11.473	11.657
OFFSET- LEFT				
HORIZONTAL DEGREE OF CURVE	002D00'00 00	DE C	11.473	11.657
OFFSET- LEFT				
HORIZONTAL PT. OF INTERSECTION	11.5660	MI C	11.473	11.657
COMPASS BEARING	N01D17'00"E	DE C	11.657	12.474
HORIZONTAL CURVE CENTRAL ANGLE	014D39'00.00"	DE C	12.474	12.613
OFFSET- LEFT				
HORIZONTAL DEGREE OF CURVE	002D00'00 00	DE C	12.474	12.613
OFFSET- LEFT				
HORIZONTAL PT. OF INTERSECTION	12.5440	MI C	12.474	12.613
COMPASS BEARING	N12D16'00"W	DE C	12.613	13.468

SR52 11.305

RCIUE057 LOG. TERMINAL NAME NOT FOUND
TO PAGE FORWARD--PRESS PA1 KEY
RCITS06A 00 14010000 221 011.305 019.800 12 3/05/87 9.45.12
AGENCY-

RCIB017 ROADWAY CHARACTERISTICS PER 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

221 HORIZONAL CURVE (LENGTH FEATURE)		SIDE		
CHARACTERISTIC	VALUE	UNIT	BEG.PT.	END.PT.
HORIZONTAL CURVE CENTRAL ANGLE	025D02'00.00"	DE C	13.468	13.626
OFFSET- RIGHT				
HORIZONTAL DEGREE OF CURVE	003D00'00 00	DE C	13.468	13.626
OFFSET- RIGHT				
HORIZONTAL PT. OF INTERSECTION	13.5480	MI C	13.468	13.626
HORIZONTAL CURVE CENTRAL ANGLE	025D36'00.00"	DE C	14.064	14.226
OFFSET- RIGHT				
HORIZONTAL DEGREE OF CURVE	003D00'00 00	DE C	14.064	14.226
OFFSET- RIGHT				
HORIZONTAL PT. OF INTERSECTION	14.1460	MI C	14.064	14.226
COMPASS BEARING	N38D22'00"E	DE C	14.064	15.075
HORIZONTAL CURVE CENTRAL ANGLE	034D56'00.00"	DE C	15.075	15.737
OFFSET- LEFT				

TO PAGE FORWARD--PRESS PA1 KEY
RCITS06A 00 14010000 221 011.305 019.800 12 3/05/87 9.45.12
AGENCY-

RCIB017 ROADWAY CHARACTERISTICS PER 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

221 HORIZONAL CURVE (LENGTH FEATURE)		SIDE		
CHARACTERISTIC	VALUE	UNIT	BEG.PT.	END.PT.
HORIZONTAL DEGREE OF CURVE	001D00'00 00	DE C	15.075	15.737
OFFSET- LEFT				
HORIZONTAL PT. OF INTERSECTION	15.4160	MI C	15.075	15.737
COMPASS BEARING	N03D26'00"E	DE C	15.737	16.382
HORIZONTAL CURVE CENTRAL ANGLE	038D06'00.00"	DE C	16.382	16.743
OFFSET- RIGHT				
HORIZONTAL DEGREE OF CURVE	002D00'00 00	DE C	16.382	16.743
OFFSET- RIGHT				
HORIZONTAL PT. OF INTERSECTION	16.5690	MI C	16.382	16.743
COMPASS BEARING	N41D32'00"E	DE C	16.743	17.380
HORIZONTAL CURVE CENTRAL ANGLE	015D20'00.00"	DE C	17.380	17.574

```
                    OFFSET- LEFT

          TO PAGE FORWARD--PRESS PA1 KEY
RCITS06A 00 14010000 221 011.305 019.800   12                3/05/87  9.45.12
                  AGENCY-
RCIB017      ROADWAY CHARACTERISTICS PER                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
221 HORIZONAL CURVE                (LENGTH     FEATURE)      SIDE
       CHARACTERISTIC                 VALUE              UNIT  BEG.PT. END.PT.
HORIZONTAL PT. OF INTERSECTION         17.4770             MI C  17.380  17.574
COMPASS BEARING                N26D12'00"E                 DE C  17.574  19.800
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          INQUIRY COMPLETE
RCITS06A 00 14010000 223 011.305 019.800   12                3/05/87  9.47.52
                  AGENCY-
RCIB017      ROADWAY CHARACTERISTICS PER                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  1 OR 2 RESTRICTIONS PER MIL CD C   8.800  19.800
ROADWAY CONSISTENCY RATING     CONSISTENCY GOOD            CD C   8.800  19.800
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
```

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RCIUE057 LOG. TERMINAL NAME NOT FOUND
          INQUIRY COMPLETE
RCITS06A 00 14010000 230 011.305 019.800   12                3/05/87  9.48.52
                  AGENCY-
RCIB017      ROADWAY CHARACTERISTICS PER                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
230 SURFACE DESCRIPTION            (LENGTH     FEATURE)      SIDE
       CHARACTERISTIC                 VALUE              UNIT  BEG.PT. END.PT.
PAVEMENT CONDITION                     3.5500              EA C  11.271  11.690
PAVEMENT INDEX                 HIGH ASPHALT                CD C  11.271  19.800
PAVEMENT SURFACE TYPE          RETREAD(LESS 2" EXCEPT ASPH CD C  11.271  19.800
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RCIUE057 LOG. TERMINAL NAME NOT FOUND
          INQUIRY COMPLETE
RCITS06A 00 14010000 232 011.305 019.800   12                3/05/87  9.49.46
                  AGENCY-
RCIB017      ROADWAY CHARACTERISTICS PER                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
232 SURFACE LAYERS                 (LENGTH     FEATURE)      SIDE
       CHARACTERISTIC                  VALUE              UNIT  BEG.PT. END.PT.
PAVEMENT SURFACE LAYER 1       1B                           ID C   1.600  19.800
PAVEMENT SURFACE THICKNESS 1             2.5000             IN C  11.305  11.645
PAVEMENT SURFACE THICKNESS 1             1.5000             IN C  11.645  19.800
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RCIUE057 LOG. TERMINAL NAME NOT FOUND
          INQUIRY COMPLETE
RCITS06A 00 14010000 233 011.305 019.800   12                3/05/87  9.50.16
                  AGENCY-
RCIB017      ROADWAY CHARACTERISTICS PER                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
233 BASE                           (LENGTH     FEATURE)      SIDE
       CHARACTERISTIC                  VALUE              UNIT  BEG.PT. END.PT.
ROADWAY BASE THICKNESS                   9.0000             IN C   6.048  19.800
TYPE OF ROADWAY BASE MATERIAL  PORTLAND CEMENT              CD C   7.210  19.800
```

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RCIUE057 LOG. TERMINAL NAME NOT FOUND
          INQUIRY COMPLETE
RCITS06A 00 14010000 241 011.305 019.800   12                3/05/87  9.51.10
                  AGENCY-
RCIB017      ROADWAY CHARACTERISTICS PER                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
241 CROSSDRAINS                    (POINT      FEATURE)      SIDE
       CHARACTERISTIC                  VALUE              UNIT  BEG.PT. END.PT.
```

	BOX CULVERT WIDTH	2.0000	FT	C	11.680
	BOX CULVERT LENGTH	44.0000	FT	C	11.680
1	NUMBER OF BOX CULVERTS	1	EA	C	11.680
	BOX CULVERT HEIGHT	3.0000	FT	C	12.145
	BOX CULVERT WIDTH	4.0000	FT	C	12.145
	BOX CULVERT LENGTH	52.0000	FT	C	12.145
2	NUMBER OF BOX CULVERTS	1	EA	C	12.145
	BOX CULVERT HEIGHT	3.0000	FT	C	13.310
	BOX CULVERT WIDTH	8.0000	FT	C	13.310
	BOX CULVERT LENGTH	51.0000	FT	C	13.310
3	NUMBER OF BOX CULVERTS	1	EA	C	13.310
	BOX CULVERT HEIGHT	3.0000	FT	C	13.890
	BOX CULVERT WIDTH	4.0000	FT	C	13.890

RCIUE057 LOG. TERMINAL NAME NOT FOUND
TO PAGE FORWARD--PRESS PA1 KEY

RCITS06A 00 14010000 241 011.305 019.800 12 3/05/87 9.51.10
AGENCY-
RCIB017 ROADWAY CHARACTERISTICS PER 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

241 CROSSDRAINS	(POINT FEATURE)	SIDE		
CHARACTERISTIC	VALUE	UNIT	BEG.PT.	END.PT.
BOX CULVERT LENGTH	49.0000	FT	C	13.890
4 NUMBER OF BOX CULVERTS	1	EA	C	13.890
BOX CULVERT HEIGHT	2.0000	FT	C	14.511
BOX CULVERT WIDTH	2.0000	FT	C	14.511
BOX CULVERT LENGTH	44.0000	FT	C	14.511
5 NUMBER OF BOX CULVERTS	1	EA	C	14.511
BOX CULVERT HEIGHT	2.0000	FT	C	14.999
BOX CULVERT WIDTH	2.0000	FT	C	14.999
BOX CULVERT LENGTH	52.0000	FT	C	14.999
6 NUMBER OF BOX CULVERTS	1	EA	C	14.999
BOX CULVERT HEIGHT	2.0000	FT	C	15.247
BOX CULVERT WIDTH	2.0000	FT	C	15.247
BOX CULVERT LENGTH	61.0000	FT	C	15.247
7 NUMBER OF BOX CULVERTS	1	EA	C	15.247

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RCITS06A 00 14010000 241 011.305 019.800 12 3/05/87 9.51.10
AGENCY-
RCIB017 ROADWAY CHARACTERISTICS PER 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

241 CROSSDRAINS	(POINT FEATURE)	SIDE		
CHARACTERISTIC	VALUE	UNIT	BEG.PT.	END.PT.
BOX CULVERT HEIGHT	2.0000	FT	C	15.640
BOX CULVERT WIDTH	2.0000	FT	C	15.640
BOX CULVERT LENGTH	80.0000	FT	C	15.640
8 NUMBER OF BOX CULVERTS	1	EA	C	15.640
BOX CULVERT HEIGHT	3.0000	FT	C	16.533
BOX CULVERT WIDTH	5.0000	FT	C	16.533
BOX CULVERT LENGTH	53.0000	FT	C	16.533
9 NUMBER OF BOX CULVERTS	1	EA	C	16.533
BOX CULVERT HEIGHT	3.0000	FT	C	17.060
BOX CULVERT WIDTH	6.0000	FT	C	17.060
BOX CULVERT LENGTH	44.0000	FT	C	17.060
10 NUMBER OF BOX CULVERTS	1	EA	C	17.060
BOX CULVERT HEIGHT	4.0000	FT	C	17.694
BOX CULVERT WIDTH	4.0000	FT	C	17.694

RCIB017 ROADWAY CHARACTERISTICS PER FEATURE PAGE
STATE- FLORIDA COUNTY- 14 PASCO SECTION- 010 SUB-SECTION-
DESCRIPTION- SR-45/US-41 BEG.AT.- 0.000 MI END.AT.- 19.800 M
STATUS- ACTIVE

241 CROSSDRAINS (POINT FEATURE) SIDE

CHARACTERISTIC	VALUE	UNIT	BEG.PT.	END. T.
BOX CULVERT LENGTH	48.0000	FT C	17.694	
NUMBER OF BOX CULVERTS	1	EA C	17.694	
BOX CULVERT HEIGHT	2.0000	FT C	18.416	
BOX CULVERT WIDTH	2.0000	FT C	18.416	
BOX CULVERT LENGTH	73.0000	FT C	18.416	
NUMBER OF BOX CULVERTS	1	EA C	18.416	
BOX CULVERT HEIGHT	2.0000	FT C	18.960	
BOX CULVERT WIDTH	2.0000	FT C	18.960	
BOX CULVERT LENGTH	44.0000	FT C	18.960	
NUMBER OF BOX CULVERTS	1	EA C	18.960	
BOX CULVERT HEIGHT	2.0000	FT C	19.432	
BOX CULVERT WIDTH	2.0000	FT C	19.432	
BOX CULVERT LENGTH	46.0000	FT C	19.432	
NUMBER OF BOX CULVERTS	1	EA C	19.432	

INQUIRY COMPLETE
RCIT506A 00 14010000 242 011.305 019.800 12 3/05/87 9.53.37
AGENCY-
RCIB017 ROADWAY CHARACTERISTICS PER 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 (TOTAL FEATURE) SIDE

CHARACTERISTIC	VALUE	UNIT	BEG.PT.	END.PT.
CATCH BASINS	3	EA R	12.000	13.000
CATCH BASINS	3	EA L	14.000	15.000
CATCH BASINS	1	EA R	17.000	18.000
CATCH BASINS	1	EA L	19.000	19.800
CATCH BASINS	3	EA R	19.000	19.800

RCIUE057 LOG. TERMINAL NAME NOT FOUND
INQUIRY COMPLETE
RCIT506A 00 14010000 251 011.305 019.800 12 3/05/87 9.55.00
AGENCY-
RCIB017 ROADWAY CHARACTERISTICS PER 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) SIDE

CHARACTERISTIC	VALUE	UNIT	BEG.PT.	END.PT.
135 DEGREES L. & 45 DEGREES R.	SR 52	ID C	11.305	
INTERSECTION SURFACE TYPE7	ASPHALT	CD C	11.305	
0 DEGREES RIGHT	MAGNOLIA ST	ID C	12.463	
INTERSECTION SURFACE TYPE5	OTHER	CD C	12.463	
90 DEGREES RIGHT	CROSS BAR RANCH	ID C	13.039	
INTERSECTION SURFACE TYPE5	OTHER	CD C	13.039	
0 DEGREES LEFT	GREEN FIELD RD	ID C	13.580	
INTERSECTION SURFACE TYPE2	OTHER	CD C	13.580	
90 DEGREES LEFT	WILLIAMS RD	ID C	13.790	
INTERSECTION SURFACE TYPE2	OTHER	CD C	13.790	
90 DEGREES LEFT	GOODMAN DR	ID C	13.973	
INTERSECTION SURFACE TYPE2	OTHER	CD C	13.973	

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INTERSECTION SURFACE TYPE5     OTHER                    CD C  15.370
RCIUE057 LOG. TERMINAL NAME NOT FOUND
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RCITS06A 00 14010000 251 011.305 019.800   12              3/05/87  9.55.00
                  AGENCY-
RCIB017      ROADWAY CHARACTERISTICS PER              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)      SIDE
       CHARACTERISTIC                VALUE                UNIT  BEG.PT. END.PT.
90 DEGREES RIGHT              ALABAMA AVE                   ID C  15.868
INTERSECTION SURFACE TYPE5    ASPHALT                       CD C  15.868
90 DEGREES RIGHT              SOMERSET LN                   ID C  16.894
INTERSECTION SURFACE TYPE5    OTHER                         CD C  16.894
45 DEGREES RIGHT              PASCO LK TRAILER EST          ID C  17.022
INTERSECTION SURFACE TYPE4    ASPHALT                       CD C  17.022
45 DEGREES RIGHT              SEVILLA DR                    ID C  17.788
INTERSECTION SURFACE TYPE4    OTHER                         CD C  17.788
135 DEGREES LEFT              TWIN OAKS                     ID C  18.155
INTERSECTION SURFACE TYPE1    OTHER                         CD C  18.155
90 DEGREES RIGHT              PIXLER RD                     ID C  18.284
INTERSECTION SURFACE TYPE5    OTHER                         CD C  18.284
135 DEGREES L. & 45 DEGREES R. BOWMAN RD                    ID C  18.692
INTERSECTION SURFACE TYPE7    OTHER                         CD C  18.692

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RCITS06A 00 14010000 251 011.305 019.800   12              3/05/87  9.55.00
                  AGENCY-
RCIB017      ROADWAY CHARACTERISTICS PER              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
251 INTERSECTION                   (POINT      FEATURE)      SIDE
       CHARACTERISTIC                VALUE                UNIT  BEG.PT. END.PT.
45 DEGREES RIGHT              ORANGE AVE                    ID C  19.284
INTERSECTION SURFACE TYPE4    OTHER                         CD C  19.284
90 DEGREES LEFT               MOORELAND RD                  ID C  19.398
INTERSECTION SURFACE TYPE2    ASPHALT                       CD C  19.398
135 DEGREES LEFT              FRANKLIN ST                   ID C  19.566
INTERSECTION SURFACE TYPE1    OTHER                         CD C  19.566
END OF SECT. DESC.            HERNANDO CO LINE              ID C  19.800
135 DEGREES LEFT              CR 578                        ID C  19.800
INTERSECTION SURFACE TYPE1    ASPHALT                       CD C  19.800

          INQUIRY COMPLETE
RCITS06A 00 14010000 258 011.305 019.800   12              3/05/87  9.59.11
                  AGENCY-
RCIB017      ROADWAY CHARACTERISTICS PER              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)      SIDE
       CHARACTERISTIC                VALUE                UNIT  BEG.PT. END.PT.
BRIDGE NUMBER                 140003                        ID C  11.379  11.385
BRIDGE NUMBER                 140004                        ID C  15.999  16.009
BRIDGE NUMBER                 140029                        ID C  18.242  18.270
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RCITS06A 00 08010000 211 000.000 008.986   12                3/05/87 10.35.42
                  AGENCY-
RCIB017      ROADWAY CHARACTERISTICS PER                FEATURE     PAGE   1
STATE- FLORIDA       COUNTY- 08  HERNANDO       SECTION- 010  SUB-SECTION- 000
DESCRIPTION- SR-45/US-41          BEG.AT.-   0.000 MI   END.AT.-  18.875 MI
                          STATUS- ACTIVE
211 CROSS SECTION                 (LENGTH     FEATURE)      SIDE
       CHARACTERISTIC                VALUE              UNIT  BEG.PT. END.PT.
ROADWAY WIDTH SHLD. TO SHLD.          40.0000             FT C   0.000   3.531
ROADWAY WIDTH SHLD. TO SHLD.          28.0000             FT L   3.531   3.750
ROADWAY WIDTH SHLD. TO SHLD.          28.0000             FT R   3.531   3.750
ROADWAY WIDTH SHLD. TO SHLD.          44.0000             FT C   3.750   4.393
ROADWAY WIDTH SHLD. TO SHLD.          26.0000             FT L   4.393   4.592
ROADWAY WIDTH SHLD. TO SHLD.          26.0000             FT R   4.393   4.592
ROADWAY WIDTH SHLD. TO SHLD.          44.0000             FT C   4.592   6.692
ROADWAY WIDTH SHLD. TO SHLD.          28.0000             FT L   6.692   7.192
ROADWAY WIDTH SHLD. TO SHLD.          28.0000             FT R   6.692   7.192
ROADWAY WIDTH SHLD. TO SHLD.          44.0000             FT C   7.192   7.991
ROADWAY WIDTH SHLD. TO SHLD.          28.0000             FT L   7.991   8.941
ROADWAY WIDTH SHLD. TO SHLD.          28.0000             FT R   7.991   8.941
ROADWAY WIDTH SHLD. TO SHLD.          40.0000             FT C   8.941   9.307

RCIUE057 LOG. TERMINAL NAME NOT FOUND
          INQUIRY COMPLETE
RCITS06A 00 08010000 212 000.000 008.986   12                3/05/87 10.39.30
                  AGENCY-
RCIB017      ROADWAY CHARACTERISTICS PER                FEATURE     PAGE   1
STATE- FLORIDA       COUNTY- 08  HERNANDO       SECTION- 010  SUB-SECTION- 000
DESCRIPTION- SR-45/US-41          BEG.AT.-   0.000 MI   END.AT.-  18.875 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   3.531
PAVEMENT SURFACE WIDTH                28.0000             FT C   0.000   3.531
NUMBER OF ROADWAY LANES                1                  EA L   3.531   3.750
PAVEMENT SURFACE WIDTH                12.0000             FT L   3.531   3.750
NUMBER OF ROADWAY LANES                1                  EA R   3.531   3.750
PAVEMENT SURFACE WIDTH                12.0000             FT R   3.531   3.750
NUMBER OF ROADWAY LANES                2                  EA C   3.750   4.393
PAVEMENT SURFACE WIDTH                28.0000             FT C   3.750   4.393
NUMBER OF ROADWAY LANES                1                  EA L   4.393   4.592
PAVEMENT SURFACE WIDTH                12.0000             FT L   4.393   4.592
NUMBER OF ROADWAY LANES                1                  EA R   4.393   4.592
PAVEMENT SURFACE WIDTH                12.0000             FT R   4.393   4.592
NUMBER OF ROADWAY LANES                2                  EA C   4.592   6.692
PAVEMENT SURFACE WIDTH                28.0000             FT C   4.592   6.692
RCIUE057 LOG. TERMINAL NAME NOT FOUND
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RCITS06A 00 08010000 212 000.000 008.986   12                3/05/87 10.39.30
                  AGENCY-
RCIB017      ROADWAY CHARACTERISTICS PER                FEATURE     PAGE   2
STATE- FLORIDA       COUNTY- 08  HERNANDO       SECTION- 010  SUB-SECTION- 000
DESCRIPTION- SR-45/US-41          BEG.AT.-   0.000 MI   END.AT.-  18.875 MI
                          STATUS- ACTIVE
212 THRU LANES                    (LENGTH     FEATURE)      SIDE
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PAVEMENT SURFACE WIDTH	14.0000	FT L	6.692	7.192
NUMBER OF ROADWAY LANES	1	EA R	6.692	7.192
PAVEMENT SURFACE WIDTH	14.0000	FT R	6.692	7.192
NUMBER OF ROADWAY LANES	2	EA C	7.192	7.991
PAVEMENT SURFACE WIDTH	28.0000	FT C	7.192	7.991
NUMBER OF ROADWAY LANES	1	EA L	7.991	8.941
PAVEMENT SURFACE WIDTH	12.0000	FT L	7.991	8.941
NUMBER OF ROADWAY LANES	1	EA R	7.991	8.941
PAVEMENT SURFACE WIDTH	12.0000	FT R	7.991	8.941
PAVEMENT SURFACE WIDTH	24.0000	FT C	8.941	9.170
NUMBER OF ROADWAY LANES	2	EA C	8.941	18.875

INQUIRY COMPLETE

RCITS06A 00 08010000 214 000.000 008.986 12 3/05/87 10.40.41

AGENCY-

RCIB017 ROADWAY CHARACTERISTICS PER FEATURE PAGE 1

STATE- FLORIDA COUNTY- 08 HERNANDO SECTION- 010 SUB-SECTION- 000

DESCRIPTION- SR-45/US-41 BEG.AT.- 0.000 MI END.AT.- 18.875 MI

STATUS- ACTIVE

214 OUTSIDE SHOULDERS (LENGTH FEATURE)		SIDE		
CHARACTERISTIC	VALUE	UNIT	BEG.PT.	END.PT.
HIGHWAY SHOULDER TYPE	LAWN	CD C	0.000	3.531
	OFFSET- RIGHT&LEFT			
HIGHWAY SHOULDER WIDTH	6.0000	FT C	0.000	3.531
	OFFSET- RIGHT&LEFT			
HIGHWAY SHOULDER TYPE	LAWN	CD L	3.531	3.750
	OFFSET- LEFT			
HIGHWAY SHOULDER WIDTH	8.0000	FT L	3.531	3.750
	OFFSET- LEFT			
HIGHWAY SHOULDER TYPE	LAWN	CD R	3.531	3.750
	OFFSET- RIGHT			
HIGHWAY SHOULDER WIDTH	8.0000	FT R	3.531	3.750
	OFFSET- RIGHT			
HIGHWAY SHOULDER TYPE	LAWN	CD C	3.750	4.393
	OFFSET- RIGHT&LEFT			

RCIUE057 LOG. TERMINAL NAME NOT FOUND

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RCITS06A 00 08010000 214 000.000 008.986 12 3/05/87 10.40.41

AGENCY-

RCIB017 ROADWAY CHARACTERISTICS PER FEATURE PAGE 2

STATE- FLORIDA COUNTY- 08 HERNANDO SECTION- 010 SUB-SECTION- 000

DESCRIPTION- SR-45/US-41 BEG.AT.- 0.000 MI END.AT.- 18.875 MI

STATUS- ACTIVE

214 OUTSIDE SHOULDERS (LENGTH FEATURE)		SIDE		
CHARACTERISTIC	VALUE	UNIT	BEG.PT.	END.PT.
HIGHWAY SHOULDER WIDTH	8.0000	FT C	3.750	4.393
	OFFSET- RIGHT&LEFT			
HIGHWAY SHOULDER TYPE	LAWN	CD L	4.393	4.592
	OFFSET- LEFT			
HIGHWAY SHOULDER WIDTH	8.0000	FT L	4.393	4.592
	OFFSET- LEFT			
HIGHWAY SHOULDER TYPE	LAWN	CD R	4.393	4.592
	OFFSET- RIGHT			
HIGHWAY SHOULDER WIDTH	8.0000	FT R	4.393	4.592
	OFFSET- RIGHT			
HIGHWAY SHOULDER TYPE	LAWN	CD C	4.592	6.692
	OFFSET- RIGHT&LEFT			
HIGHWAY SHOULDER WIDTH	8.0000	FT C	4.592	6.692
	OFFSET- RIGHT&LEFT			

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RCIB017      ROADWAY CHARACTERISTICS PER                FEATURE     PAGE
STATE- FLORIDA       COUNTY- 08  HERNANDO       SECTION- 010  SUB-SECTION-
DESCRIPTION- SR-45/US-41          BEG.AT.-   0.000 MI   END.AT.-  18.875 MI
                            STATUS- ACTIVE
214 OUTSIDE SHOULDERS              (LENGTH     FEATURE)      SIDE
       CHARACTERISTIC                 VALUE              UNIT  BEG.PT. END.PT.
HIGHWAY SHOULDER TYPE          LAWN                        CD C   6.692   7.192
                       OFFSET- RIGHT
HIGHWAY SHOULDER TYPE          LAWN                        CD C   6.692   7.192
                       OFFSET- LEFT
HIGHWAY SHOULDER WIDTH                  8.0000           FT C   6.692   7.192
                       OFFSET- RIGHT
HIGHWAY SHOULDER WIDTH                  8.0000           FT C   6.692   7.192
                       OFFSET- LEFT
HIGHWAY SHOULDER TYPE          LAWN                        CD C   7.192   7.991
                       OFFSET- RIGHT&LEFT
HIGHWAY SHOULDER WIDTH                  8.0000           FT C   7.192   7.991
                       OFFSET- RIGHT&LEFT
HIGHWAY SHOULDER TYPE          LAWN                        CD L   7.991   8.941
                       OFFSET- LEFT

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RCITS06A 00 08010000 214 000.000 008.986   12                3/05/87 10.40.41
                  AGENCY-
RCIB017      ROADWAY CHARACTERISTICS PER                FEATURE     PAGE   4
STATE- FLORIDA       COUNTY- 08  HERNANDO       SECTION- 010  SUB-SECTION- 000
DESCRIPTION- SR-45/US-41          BEG.AT.-   0.000 MI   END.AT.-  18.875 MI
                            STATUS- ACTIVE
214 OUTSIDE SHOULDERS              (LENGTH     FEATURE)      SIDE
       CHARACTERISTIC                 VALUE              UNIT  BEG.PT. END.PT.
HIGHWAY SHOULDER WIDTH                  10.0000          FT L   7.991   8.941
                       OFFSET- LEFT
HIGHWAY SHOULDER TYPE          LAWN                        CD R   7.991   8.941
                       OFFSET- RIGHT
HIGHWAY SHOULDER WIDTH                  10.0000          FT R   7.991   8.941
                       OFFSET- RIGHT
HIGHWAY SHOULDER TYPE          LAWN                        CD C   8.941   9.192
                       OFFSET- RIGHT&LEFT
HIGHWAY SHOULDER WIDTH                  6.0000           FT C   8.941   9.192
                       OFFSET- RIGHT&LEFT

          INQUIRY COMPLETE
RCITS06A 00 08010000 221 000.000 008.986   12                3/05/87 10.43.01
                  AGENCY-
RCIB017      ROADWAY CHARACTERISTICS PER                FEATURE     PAGE   1
STATE- FLORIDA       COUNTY- 08  HERNANDO       SECTION- 010  SUB-SECTION- 000
DESCRIPTION- SR-45/US-41          BEG.AT.-   0.000 MI   END.AT.-  18.875 MI
                            STATUS- ACTIVE
221 HORIZONAL CURVE                (LENGTH     FEATURE)      SIDE
       CHARACTERISTIC                 VALUE              UNIT  BEG.PT. END.PT.
HORIZONTAL CURVE CENTRAL ANGLE 000D05'00.00"               DE C   0.930   1.025
                       OFFSET- RIGHT
HORIZONTAL DEGREE OF CURVE     000D01'                     DE C   0.930   1.025
                       OFFSET- RIGHT
HORIZONTAL PT. OF INTERSECTION          0.9760           MI C   0.930   1.025
HORIZONTAL CURVE CENTRAL ANGLE 001D16'00.00"               DE C   2.629   2.677
                       OFFSET- RIGHT
HORIZONTAL DEGREE OF CURVE     000D30'                     DE C   2.629   2.677
                       OFFSET- RIGHT
HORIZONTAL PT. OF INTERSECTION          2.6530           MI C   2.629   2.677
HORIZONTAL CURVE CENTRAL ANGLE 004D56'00.00"               DE C   4.488   4.675
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                    OFFSET- LEFT
RCIUE057 LOG. TERMINAL NAME NOT FOUND
          TO PAGE FORWARD--PRESS PA1 KEY
RCITS06A 00 08010000 221 000.000 008.986   12                3/05/87 10.43.01
                  AGENCY-
RCIB017      ROADWAY CHARACTERISTICS PER               FEATURE     PAGE   2
STATE- FLORIDA       COUNTY- 08  HERNANDO       SECTION- 010  SUB-SECTION- 000
DESCRIPTION- SR-45/US-41          BEG.AT.-   0.000 MI   END.AT.-  18.875 MI
                          STATUS- ACTIVE
221 HORIZONAL CURVE               (LENGTH     FEATURE)      SIDE
       CHARACTERISTIC                VALUE              UNIT  BEG.PT. END.PT.
HORIZONTAL PT. OF INTERSECTION         4.5820             MI C   4.488   4.675
HORIZONTAL CURVE CENTRAL ANGLE 003D33'00.00"              DE C   6.007   6.141
                        OFFSET- RIGHT
HORIZONTAL DEGREE OF CURVE     000D30'                    DE C   6.007   6.141
                        OFFSET- RIGHT
HORIZONTAL PT. OF INTERSECTION         6.0740             MI C   6.007   6.141
HORIZONTAL CURVE CENTRAL ANGLE 003D04'00.00"              DE C   8.342   8.518
                        OFFSET- RIGHT
HORIZONTAL DEGREE OF CURVE     000D20'00 00               DE C   8.342   8.518
                        OFFSET- RIGHT
HORIZONTAL PT. OF INTERSECTION         8.5180             MI C   8.342   8.518



           INQUIRY COMPLETE
RCITS06A 00 08010000 223 000.000 008.986   12                3/05/87 10.44.58
                  AGENCY-
RCIB017      ROADWAY CHARACTERISTICS PER               FEATURE     PAGE   1
STATE- FLORIDA       COUNTY- 08  HERNANDO       SECTION- 010  SUB-SECTION- 000
DESCRIPTION- SR-45/US-41          BEG.AT.-   0.000 MI   END.AT.-  18.875 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   0.000   3.531
ROADWAY CONSISTENCY RATING     CONSISTENCY GOOD           CD C   0.000   3.531
ROADWAY ALIGNMENT RATING       1 OR 2 SUB-STD CRV/GRD IN 2 CD C   0.000   3.531
STOPPING SIGHT DISTANCE RATING NO SUB-STANDARD FEATURES    CD C   0.000   3.531
PASSING SIGHT DISTANCE RATING  1 OR 2 RESTRICTIONS PER MIL CD L   3.531   3.750
ROADWAY CONSISTENCY RATING     CONSISTENCY GOOD           CD L   3.531   3.750
ROADWAY ALIGNMENT RATING       1 OR 2 SUB-STD CRV/GRD IN 2 CD L   3.531   3.750
STOPPING SIGHT DISTANCE RATING NO SUB-STANDARD FEATURES    CD L   3.531   3.750
PASSING SIGHT DISTANCE RATING  1 OR 2 RESTRICTIONS PER MIL CD R   3.531   3.750
ROADWAY CONSISTENCY RATING     CONSISTENCY GOOD           CD R   3.531   3.750
ROADWAY ALIGNMENT RATING       1 OR 2 SUB-STD CRV/GRD IN 2 CD R   3.531   3.750
STOPPING SIGHT DISTANCE RATING NO SUB-STANDARD FEATURES    CD R   3.531   3.750
PASSING SIGHT DISTANCE RATING  1 OR 2 RESTRICTIONS PER MIL CD C   3.750   4.393
ROADWAY CONSISTENCY RATING     CONSISTENCY GOOD           CD C   3.750   4.393
RCIUE057 LOG. TERMINAL NAME NOT FOUND
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RCITS06A 00 08010000 223 000.000 008.986   12                3/05/87 10.44.58
                  AGENCY-
RCIB017      ROADWAY CHARACTERISTICS PER               FEATURE     PAGE   2
STATE- FLORIDA       COUNTY- 08  HERNANDO       SECTION- 010  SUB-SECTION- 000
DESCRIPTION- SR-45/US-41          BEG.AT.-   0.000 MI   END.AT.-  18.875 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 IN 2 CD C   3.750   4.393
STOPPING SIGHT DISTANCE RATING NO SUB-STANDARD FEATURES    CD C   3.750   4.393
PASSING SIGHT DISTANCE RATING  1 OR 2 RESTRICTIONS PER MIL CD L   4.393   4.582
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ROADWAY CONSISTENCY RATING	CONSISTENCY GOOD	CD	R	4.393	4.592
ROADWAY ALIGNMENT RATING	1 OR 2 SUB-STD CRV/GRD IN 2	CD	R	4.393	4.592
STOPPING SIGHT DISTANCE RATING	NO SUB-STANDARD FEATURES	CD	R	4.393	4.592
PASSING SIGHT DISTANCE RATING	1 OR 2 RESTRICTIONS PER MIL	CD	C	4.592	6.692
ROADWAY CONSISTENCY RATING	CONSISTENCY GOOD	CD	C	4.592	6.692
ROADWAY ALIGNMENT RATING	1 OR 2 SUB-STD CRV/GRD IN 2	CD	C	4.592	6.692
STOPPING SIGHT DISTANCE RATING	NO SUB-STANDARD FEATURES	CD	C	4.592	6.692

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AGENCY-

RCIB017 ROADWAY CHARACTERISTICS PER FEATURE PAGE 3

STATE- FLORIDA COUNTY- 08 HERNANDO SECTION- 010 SUB-SECTION- 000

DESCRIPTION- SR-45/US-41 BEG.AT.- 0.000 MI END.AT.- 18.875 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	L	6.692	7.192
ROADWAY CONSISTENCY RATING	CONSISTENCY GOOD	CD	L	6.692	7.192
ROADWAY ALIGNMENT RATING	1 OR 2 SUB-STD CRV/GRD IN 2	CD	L	6.692	7.192
STOPPING SIGHT DISTANCE RATING	NO SUB-STANDARD FEATURES	CD	L	6.692	7.192
PASSING SIGHT DISTANCE RATING	1 OR 2 RESTRICTIONS PER MIL	CD	R	6.692	7.192
ROADWAY CONSISTENCY RATING	CONSISTENCY GOOD	CD	R	6.692	7.192
ROADWAY ALIGNMENT RATING	1 OR 2 SUB-STD CRV/GRD IN 2	CD	R	6.692	7.192
STOPPING SIGHT DISTANCE RATING	NO SUB-STANDARD FEATURES	CD	R	6.692	7.192
PASSING SIGHT DISTANCE RATING	UNRESTRICTED	CD	C	7.192	7.991
ROADWAY CONSISTENCY RATING	CONSISTENCY GOOD	CD	C	7.192	7.991
ROADWAY ALIGNMENT RATING	NO SUB-STANDARD CURVE OR GR	CD	C	7.192	7.991
STOPPING SIGHT DISTANCE RATING	NO SUB-STANDARD FEATURES	CD	C	7.192	7.991
PASSING SIGHT DISTANCE RATING	UNRESTRICTED	CD	L	7.991	8.941
ROADWAY CONSISTENCY RATING	CONSISTENCY GOOD	CD	L	7.991	8.941

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STATE- FLORIDA COUNTY- 08 HERNANDO SECTION- 010 SUB-SECTION- 000

DESCRIPTION- SR-45/US-41 BEG.AT.- 0.000 MI END.AT.- 18.875 MI

STATUS- ACTIVE

230 SURFACE DESCRIPTION (LENGTH FEATURE) SIDE

CHARACTERISTIC	VALUE	UNIT		BEG.PT.	END.PT.
PAVEMENT CONDITION	4.0500	EA	C	0.000	3.531
PAVEMENT INDEX	HIGH ASPHALT	CD	C	0.000	3.531
PAVEMENT SURFACE TYPE	RETREAD(MORE THAN 2" OR ASP	CD	C	0.000	3.531
PAVEMENT INDEX	HIGH ASPHALT	CD	L	3.531	3.750
PAVEMENT SURFACE TYPE	RETREAD(MORE THAN 2" OR ASP	CD	L	3.531	3.750
PAVEMENT INDEX	HIGH ASPHALT	CD	R	3.531	3.750
PAVEMENT SURFACE TYPE	RETREAD(MORE THAN 2" OR ASP	CD	R	3.531	3.750
PAVEMENT INDEX	HIGH ASPHALT	CD	C	3.750	4.393
PAVEMENT SURFACE TYPE	RETREAD(MORE THAN 2" OR ASP	CD	C	3.750	4.393
PAVEMENT INDEX	HIGH ASPHALT	CD	L	4.393	4.592
PAVEMENT SURFACE TYPE	RETREAD(MORE THAN 2" OR ASP	CD	L	4.393	4.592
PAVEMENT INDEX	HIGH ASPHALT	CD	R	4.393	4.592
PAVEMENT SURFACE TYPE	RETREAD(MORE THAN 2" OR ASP	CD	R	4.393	4.592
PAVEMENT INDEX	HIGH ASPHALT	CD	C	4.592	6.692

RCIUE057 LOG. TERMINAL NAME NOT FOUND

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STATE- FLORIDA COUNTY- 08 HERNANDO SECTION- 010 SUB-SECTION- 000

DESCRIPTION- SR-45/US-41 BEG.AT.- 0.000 MI END.AT.- 18.875 MI

STATUS- ACTIVE

230 SURFACE DESCRIPTION (LENGTH FEATURE) SIDE

PAVEMENT INDEX	HIGH ASPHALT	CD	L	6.692	7.192
PAVEMENT SURFACE TYPE	RETREAD(MORE THAN 2" OR ASP	CD	L	6.692	7.192
PAVEMENT INDEX	HIGH ASPHALT	CD	R	6.692	7.192
PAVEMENT SURFACE TYPE	RETREAD(MORE THAN 2" OR ASP	CD	R	6.692	7.192
PAVEMENT INDEX	HIGH ASPHALT	CD	C	7.192	7.991
PAVEMENT SURFACE TYPE	SHEET ASPHALT,ASPH.CONC.,BI	CD	C	7.192	7.991
PAVEMENT INDEX	HIGH ASPHALT	CD	L	7.991	8.287
PAVEMENT SURFACE TYPE	SHEET ASPHALT,ASPH.CONC.,BI	CD	L	7.991	8.287
PAVEMENT INDEX	HIGH ASPHALT	CD	R	7.991	8.287
PAVEMENT SURFACE TYPE	SHEET ASPHALT,ASPH.CONC.,BI	CD	R	7.991	8.287
PAVEMENT INDEX	HIGH ASPHALT	CD	C	8.287	8.335
PAVEMENT SURFACE TYPE	SHEET ASPHALT,ASPH.CONC.,BI	CD	C	8.287	8.335
PAVEMENT INDEX	HIGH ASPHALT	CD	C	8.335	18.875

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DESCRIPTION- SR-45/US-41 BEG.AT.- 0.000 MI END.AT.- 18.875 MI

STATUS- ACTIVE

230 SURFACE DESCRIPTION (LENGTH FEATURE) SIDE

CHARACTERISTIC	VALUE	UNIT	BEG.PT.	END.PT.
PAVEMENT SURFACE TYPE	RETREAD(MORE THAN 2" OR ASP	CD C	8.335	18.875
PAVEMENT CONDITION	3.8000	EA C	8.941	10.072

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STATE- FLORIDA COUNTY- 08 HERNANDO SECTION- 010 SUB-SECTION- 000

DESCRIPTION- SR-45/US-41 BEG.AT.- 0.000 MI END.AT.- 18.875 MI

STATUS- ACTIVE

232 SURFACE LAYERS (LENGTH FEATURE) SIDE

CHARACTERISTIC	VALUE	UNIT	BEG.PT.	END.PT.
PAVEMENT SURFACE THICKNESS 1	1.0000	IN C	0.000	3.531
FRICTION COURSE	TYPE-4	CD L	3.531	3.750
FRICTION COURSE THICKNESS	1.0000	IN L	3.531	3.750
PAVEMENT SURFACE LAYER 1	18	ID L	3.531	3.750
PAVEMENT SURFACE LAYER 2	18	ID L	3.531	3.750
PAVEMENT SURFACE THICKNESS 1	2.5000	IN L	3.531	3.750
PAVEMENT SURFACE THICKNESS 2	1.5000	IN L	3.531	3.750
FRICTION COURSE	TYPE-4	CD R	3.531	3.750
FRICTION COURSE THICKNESS	1.0000	IN R	3.531	3.750
PAVEMENT SURFACE LAYER 1	18	ID R	3.531	3.750
PAVEMENT SURFACE LAYER 2	18	ID R	3.531	3.750
PAVEMENT SURFACE THICKNESS 1	2.5000	IN R	3.531	3.750
PAVEMENT SURFACE THICKNESS 2	1.5000	IN R	3.531	3.750
PAVEMENT SURFACE LAYER 1	18	ID C	3.750	4.393

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STATUS- ACTIVE

232 SURFACE LAYERS CHARACTERISTIC	(LENGTH FEATURE) VALUE	SIDE UNIT	BEG.PT.	END.PT.
PAVEMENT SURFACE THICKNESS 1	2.5000	IN C	3.750	4.393
FRICTION COURSE	TYPE-4	CD L	4.393	4.592
FRICTION COURSE THICKNESS	1.0000	IN L	4.393	4.592
PAVEMENT SURFACE LAYER 1	18	ID L	4.393	4.592
PAVEMENT SURFACE THICKNESS 2	1.5000	IN L	4.393	4.592
PAVEMENT SURFACE LAYER 2	18	ID L	4.393	4.520
PAVEMENT SURFACE THICKNESS 1	2.5000	IN L	4.393	4.520
PAVEMENT SURFACE LAYER 1	18	ID R	4.393	4.520
PAVEMENT SURFACE THICKNESS 1	2.5000	IN R	4.393	4.520
FRICTION COURSE	TYPE-4	CD R	4.393	4.592
FRICTION COURSE THICKNESS	1.0000	IN R	4.393	4.592
PAVEMENT SURFACE LAYER 2	18	ID R	4.393	4.592
PAVEMENT SURFACE THICKNESS 2	1.5000	IN R	4.393	4.592
PAVEMENT SURFACE THICKNESS 1	1.0000	IN L	4.520	4.592

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DESCRIPTION- SR-45/US-41 BEG.AT.- 0.000 MI END.AT.- 18.875 MI
STATUS- ACTIVE

232 SURFACE LAYERS CHARACTERISTIC	(LENGTH FEATURE) VALUE	SIDE UNIT	BEG.PT.	END.PT.
PAVEMENT SURFACE LAYER 1	18	ID R	4.520	4.592
PAVEMENT SURFACE THICKNESS 1	2.5000	IN R	4.520	4.592
FRICTION COURSE	TYPE-4	CD C	4.592	6.692
FRICTION COURSE THICKNESS	1.0000	IN C	4.592	6.692
PAVEMENT SURFACE LAYER 1	18	ID C	4.592	6.692
PAVEMENT SURFACE LAYER 2	18	ID C	4.592	6.692
PAVEMENT SURFACE THICKNESS 1	1.0000	IN C	4.592	6.692
PAVEMENT SURFACE THICKNESS 2	1.5000	IN C	4.592	6.692
FRICTION COURSE	TYPE-4	CD L	6.692	7.192
FRICTION COURSE THICKNESS	1.0000	IN L	6.692	7.192
PAVEMENT SURFACE LAYER 1	18	ID L	6.692	7.192
PAVEMENT SURFACE LAYER 2	18	ID L	6.692	7.192
PAVEMENT SURFACE THICKNESS 1	1.0000	IN L	6.692	7.192
PAVEMENT SURFACE THICKNESS 2	1.5000	IN L	6.692	7.192

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STATUS- ACTIVE

232 SURFACE LAYERS CHARACTERISTIC	(LENGTH FEATURE) VALUE	SIDE UNIT	BEG.PT.	END.PT.
FRICTION COURSE	TYPE-4	CD R	6.692	7.192
FRICTION COURSE THICKNESS	1.0000	IN R	6.692	7.192
PAVEMENT SURFACE LAYER 1	18	ID R	6.692	7.192
PAVEMENT SURFACE LAYER 2	18	ID R	6.692	7.192
PAVEMENT SURFACE THICKNESS 1	1.0000	IN R	6.692	7.192
PAVEMENT SURFACE THICKNESS 2	1.5000	IN R	6.692	7.192
FRICTION COURSE	TYPE-4	CD C	7.192	7.991
FRICTION COURSE THICKNESS	1.0000	IN C	7.192	7.991
PAVEMENT SURFACE LAYER 1	18	ID C	7.192	7.991
PAVEMENT SURFACE LAYER 2	18	ID C	7.192	7.991
PAVEMENT SURFACE THICKNESS 1	1.0000	IN C	7.192	7.991

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FRICTION COURSE THICKNESS                1.0000            IN L   7.991   8.941

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DESCRIPTION- SR-45/US-41          BEG.AT.-   0.000 MI   END.AT.-  18.875 MI
                           STATUS- ACTIVE
232 SURFACE LAYERS                (LENGTH     FEATURE)      SIDE
       CHARACTERISTIC                VALUE              UNIT  BEG.PT. END.PT.
PAVEMENT SURFACE LAYER 1       18                        ID L   7.991   8.941
PAVEMENT SURFACE LAYER 2       18                        ID L   7.991   8.941
PAVEMENT SURFACE THICKNESS 1             3.0000          IN L   7.991   8.339
PAVEMENT SURFACE THICKNESS 2             1.5000          IN L   7.991   8.339
PAVEMENT SURFACE THICKNESS 1             1.5000          IN R   7.991   8.339
PAVEMENT SURFACE THICKNESS 2             1.5000          IN R   7.991   8.339
FRICTION COURSE                TYPE-4                    CD R   7.991   8.941
FRICTION COURSE THICKNESS                1.0000          IN R   7.991   8.941
PAVEMENT SURFACE LAYER 1       18                        ID R   7.991   8.941
PAVEMENT SURFACE LAYER 2       18                        ID R   7.991   8.941
PAVEMENT SURFACE THICKNESS 1             1.0000          IN L   8.339   8.941
PAVEMENT SURFACE THICKNESS 2             0.7500          IN L   8.339   8.941
PAVEMENT SURFACE THICKNESS 1             1.0000          IN R   8.339   8.941
PAVEMENT SURFACE THICKNESS 2             0.7500          IN R   8.339   8.941

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DESCRIPTION- SR-45/US-41          BEG.AT.-   0.000 MI   END.AT.-  18.875 MI
                           STATUS- ACTIVE
232 SURFACE LAYERS                (LENGTH     FEATURE)      SIDE
       CHARACTERISTIC                VALUE              UNIT  BEG.PT. END.PT.
PAVEMENT SURFACE THICKNESS 1             1.0000          IN C   8.941   9.307
PAVEMENT SURFACE LAYER 1       18                        ID C   8.941  18.875
FRICTION COURSE                TYPE-4                    CD C   8.941   8.983
FRICTION COURSE THICKNESS                1.0000          IN C   8.941   8.983
PAVEMENT SURFACE LAYER 1       18                        ID C   8.941   8.983
PAVEMENT SURFACE LAYER 2       18                        ID C   8.941   8.983
PAVEMENT SURFACE THICKNESS 1             1.0000          IN C   8.941   8.983
PAVEMENT SURFACE THICKNESS 2             0.7500          IN C   8.941   8.983
PAVEMENT SURFACE LAYER 1       18                        ID C   8.983   9.307
PAVEMENT SURFACE THICKNESS 1             1.0000          IN C   8.983   9.307

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DESCRIPTION- SR-45/US-41          BEG.AT.-   0.000 MI   END.AT.-  18.875 MI
                           STATUS- ACTIVE
233 BASE                          (LENGTH     FEATURE)      SIDE
       CHARACTERISTIC                VALUE              UNIT  BEG.PT. END.PT.
ROADWAY BASE THICKNESS                   9.0000          IN C   0.000   7.950
TYPE OF ROADWAY BASE MATERIAL  PORTLAND CEMENT           CD C   0.000   7.991
ROADWAY BASE THICKNESS                   8.0000          IN C   7.950   7.991
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ENG CEMENT		CD	R	7.991	8.28.
ROADWAY BASE THICKNESS	8.0000	IN	C	8.287	8.335
TYPE OF ROADWAY BASE MATERIAL	PORTLAND CEMENT	CD	C	8.287	9.307
ROADWAY BASE THICKNESS	9.0000	IN	C	8.335	9.307

RCIUE057 LOG. TERMINAL NAME NOT FOUND
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STATE- FLORIDA COUNTY- 08 HERNANDO SECTION- 010 SUB-SECTION- 000
DESCRIPTION- SR-45/US-41 BEG.AT.- 0.000 MI END.AT.- 18.875 MI
STATUS- ACTIVE
241 CROSSDRAINS (POINT FEATURE)

CHARACTERISTIC	VALUE	UNIT	SIDE	BEG.PT.	END.PT.
BOX CULVERT HEIGHT	2.0000	FT	C	0.285	
BOX CULVERT WIDTH	2.0000	FT	C	0.285	
BOX CULVERT LENGTH	57.0000	FT	C	0.285	
NUMBER OF BOX CULVERTS	1	EA	C	0.285	
BOX CULVERT HEIGHT	2.0000	FT	C	1.155	
BOX CULVERT WIDTH	2.0000	FT	C	1.155	
BOX CULVERT LENGTH	50.0000	FT	C	1.155	
NUMBER OF BOX CULVERTS	1	EA	C	1.155	
BOX CULVERT HEIGHT	2.0000	FT	C	1.575	
BOX CULVERT WIDTH	2.0000	FT	C	1.575	
BOX CULVERT LENGTH	45.0000	FT	C	1.575	
NUMBER OF BOX CULVERTS	1	EA	C	1.575	
BOX CULVERT HEIGHT	2.0000	FT	C	2.335	
BOX CULVERT WIDTH	2.0000	FT	C	2.335	

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STATUS- ACTIVE
241 CROSSDRAINS (POINT FEATURE)

CHARACTERISTIC	VALUE	UNIT	SIDE	BEG.PT.	END.PT.
BOX CULVERT LENGTH	45.0000	FT	C	2.335	
NUMBER OF BOX CULVERTS	1	EA	C	2.335	
BOX CULVERT HEIGHT	2.0000	FT	C	2.925	
BOX CULVERT WIDTH	2.0000	FT	C	2.925	
BOX CULVERT LENGTH	76.0000	FT	C	2.925	
NUMBER OF BOX CULVERTS	1	EA	C	2.925	
BOX CULVERT HEIGHT	2.0000	FT	C	3.135	
BOX CULVERT WIDTH	6.0000	FT	C	3.135	
BOX CULVERT LENGTH	44.0000	FT	C	3.135	
NUMBER OF BOX CULVERTS	1	EA	C	3.135	
BOX CULVERT HEIGHT	3.0000	FT	C	4.440	
BOX CULVERT WIDTH	4.0000	FT	C	4.440	
BOX CULVERT LENGTH	91.0000	FT	C	4.440	
NUMBER OF BOX CULVERTS	1	EA	C	4.440	

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241 CROSSDRAINS (POINT FEATURE) SIDE

	BOX CULVERT WIDTH	4.0000	FT	C	5.265
	BOX CULVERT LENGTH	100.0000	FT	C	5.265
22	NUMBER OF BOX CULVERTS	1	EA	C	5.265
	BOX CULVERT HEIGHT	3.0000	FT	C	5.805
	BOX CULVERT WIDTH	3.0000	FT	C	5.805
	BOX CULVERT LENGTH	91.0000	FT	C	5.805
23	NUMBER OF BOX CULVERTS	1	EA	C	5.805
	BOX CULVERT HEIGHT	4.0000	FT	C	6.175
	BOX CULVERT WIDTH	8.0000	FT	C	6.175
	BOX CULVERT LENGTH	94.0000	FT	C	6.175
24	NUMBER OF BOX CULVERTS	1	EA	C	6.175
	BOX CULVERT HEIGHT	4.0000	FT	C	6.285
	BOX CULVERT WIDTH	8.0000	FT	C	6.285

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STATUS- ACTIVE

241 CROSSDRAINS (POINT FEATURE) SIDE

	CHARACTERISTIC	VALUE	UNIT		BEG.PT.	END.PT.
	BOX CULVERT LENGTH	93.0000	FT	C	6.285	
25	NUMBER OF BOX CULVERTS	1	EA	C	6.285	
	BOX CULVERT HEIGHT	4.0000	FT	C	7.345	
	BOX CULVERT WIDTH	8.0000	FT	C	7.345	
	BOX CULVERT LENGTH	94.0000	FT	C	7.345	
26	NUMBER OF BOX CULVERTS	1	EA	C	7.345	
	BOX CULVERT HEIGHT	2.0000	FT	C	7.550	
	BOX CULVERT WIDTH	2.0000	FT	C	7.550	
	BOX CULVERT LENGTH	36.0000	FT	C	7.550	
27	NUMBER OF BOX CULVERTS	1	EA	C	7.550	
	LENGTH OF CROSSDRAIN	40.0000	FT	R	8.055	
	NUMBER OF CROSSDRAIN PIPES	1	EA	R	8.055	
	PIPE DIAMETER	15.0000	IN	R	8.055	
	TYPE OF PIPE	CONCRETE	CD	R	8.055	

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241 CROSSDRAINS (POINT FEATURE) SIDE

	CHARACTERISTIC	VALUE	UNIT		BEG.PT.	END.PT.
	BOX CULVERT HEIGHT	5.0000	FT	C	8.125	
	BOX CULVERT WIDTH	10.0000	FT	C	8.125	
	BOX CULVERT LENGTH	84.0000	FT	C	8.125	
28	NUMBER OF BOX CULVERTS	1	EA	C	8.125	
	LENGTH OF CROSSDRAIN	51.0000	FT	R	8.155	
	NUMBER OF CROSSDRAIN PIPES	1	EA	R	8.155	
	PIPE DIAMETER	15.0000	IN	R	8.155	
	TYPE OF PIPE	CONCRETE	CD	R	8.155	
	BOX CULVERT HEIGHT	4.0000	FT	C	8.231	
	BOX CULVERT WIDTH	6.0000	FT	C	8.231	
	BOX CULVERT LENGTH	65.0000	FT	C	8.231	
29	NUMBER OF BOX CULVERTS	1	EA	C	8.231	
	LENGTH OF CROSSDRAIN	47.0000	FT	R	8.255	
	NUMBER OF CROSSDRAIN PIPES	1	EA	R	8.255	

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241 CROSSDRAINS (POINT FEATURE) SIDE

CHARACTERISTIC	VALUE	UNIT	SIDE	BEG.PT.	END.PT.
PIPE DIAMETER	15.0000	IN	R	8.255	
TYPE OF PIPE	CONCRETE	CD	R	8.255	
BOX CULVERT HEIGHT	3.0000	FT	C	8.675	
BOX CULVERT WIDTH	4.0000	FT	C	8.675	
BOX CULVERT LENGTH	65.0000	FT	C	8.675	
NUMBER OF BOX CULVERTS	1	EA	C	8.675	

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STATUS- ACTIVE

242 STORM SEWERS (TOTAL FEATURE) SIDE

CHARACTERISTIC	VALUE	UNIT	SIDE	BEG.PT.	END.PT.
CATCH BASINS	2	EA	R	0.000	1.000
CATCH BASINS	4	EA	L	1.000	2.000
CATCH BASINS	3	EA	R	1.000	2.000
CATCH BASINS	3	EA	R	3.000	4.000
CATCH BASINS	2	EA	L	6.000	7.000
CATCH BASINS	3	EA	R	6.000	7.000
NUMBER OF CURB INLETS	1	EA	L	7.000	8.000
CATCH BASINS	4	EA	R	7.000	8.000
NUMBER OF MANHOLES	1	EA	L	8.000	9.000
CATCH BASINS	15	EA	L	8.000	9.000
CATCH BASINS	26	EA	R	8.000	9.000

RCIUE057 LOG. TERMINAL NAME NOT FOUND
INQUIRY COMPLETE
RCITS06A 00 08010000 251 000.000 008.986 12 3/05/87 11.04.54
AGENCY-
RCIB017 ROADWAY CHARACTERISTICS PER FEATURE PAGE 1
STATE- FLORIDA COUNTY- 08 HERNANDO SECTION- 010 SUB-SECTION- 000
DESCRIPTION- SR-45/US-41 BEG.AT.- 0.000 MI END.AT.- 18.875 MI
STATUS- ACTIVE

251 INTERSECTION (POINT FEATURE) SIDE

CHARACTERISTIC	VALUE	UNIT	SIDE	BEG.PT.	END.PT.
BEG. OF SECT. DESC.	PASCO COUNTY LINE	ID	C	0.000	
90 DEGREES LEFT	CO LINE RD	ID	C	0.000	
INTERSECTION SURFACE TYPE2	ASPHALT	CD	C	0.000	
90 DEGREES LEFT	STUR ST	ID	C	0.080	
INTERSECTION SURFACE TYPE2	ASPHALT	CD	C	0.080	
90 DEGREES LEFT	HURBAN ST	ID	C	0.210	
INTERSECTION SURFACE TYPE2	ASPHALT	CD	C	0.210	
90 DEGREES LEFT	KOLLAR ST	ID	C	0.352	
INTERSECTION SURFACE TYPE2	ASPHALT	CD	C	0.352	
90 DEGREES L. & 90 DEGREES R.	STEFANK ST	ID	C	0.467	
INTERSECTION SURFACE TYPE8	ASPHALT	CD	C	0.467	

90 DEGREES L. & 90 DEGREES R. MOOZA ST ID C 0.728
RCIUE057 LOG. TERMINAL NAME NOT FOUND
TO PAGE FORWARD--PRESS PA1 KEY
RCITS06A 00 08010000 251 000.000 008.986 12 3/05/87 11.04.54
AGENCY-
RCIB017 ROADWAY CHARACTERISTICS PER FEATURE PAGE 2
STATE- FLORIDA COUNTY- 08 HERNANDO SECTION- 010 SUB-SECTION- 000
DESCRIPTION- SR-45/US-41 BEG.AT.- 0.000 MI END.AT.- 18.875 MI
STATUS- ACTIVE

251 INTERSECTION	(POINT FEATURE)	SIDE		
CHARACTERISTIC	VALUE	UNIT	BEG.PT.	END.PT.
INTERSECTION SURFACE TYPE2	ASPHALT	CD C	0.728	
INTERSECTION SURFACE TYPE5	OTHER	CD C	0.728	
90 DEGREES LEFT	PALACKY ST	ID C	0.865	
INTERSECTION SURFACE TYPE2	ASPHALT	CD C	0.865	
90 DEGREES L. & 90 DEGREES R.	MUDRON ST	ID C	0.985	
INTERSECTION SURFACE TYPE8	ASPHALT	CD C	0.985	
90 DEGREES LEFT	HVIEZDOSLAV ST	ID C	1.118	
INTERSECTION SURFACE TYPE2	ASPHALT	CD C	1.118	
45 DEGREES RIGHT	AYERS RD	ID C	1.463	
INTERSECTION SURFACE TYPE4	ASPHALT	CD C	1.463	
INTERSECTION SURFACE TYPE7	ASPHALT	CD C	2.237	
90 DEGREES LEFT	SWFWMD ENT	ID C	2.700	
INTERSECTION SURFACE TYPE2	ASPHALT	CD C	2.700	
90 DEGREES LEFT	MERN AIRPORT ENT	ID C	2.975	

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RCITS06A 00 08010000 251 000.000 008.986 12 3/05/87 11.04.54
AGENCY-
RCIB017 ROADWAY CHARACTERISTICS PER FEATURE PAGE 3
STATE- FLORIDA COUNTY- 08 HERNANDO SECTION- 010 SUB-SECTION- 000
DESCRIPTION- SR-45/US-41 BEG.AT.- 0.000 MI END.AT.- 18.875 MI
STATUS- ACTIVE

251 INTERSECTION	(POINT FEATURE)	SIDE		
CHARACTERISTIC	VALUE	UNIT	BEG.PT.	END.PT.
INTERSECTION SURFACE TYPE2	ASPHALT	CD C	2.975	
90 DEGREES LEFT	MERN AIRPORT ENT	ID C	3.055	
INTERSECTION SURFACE TYPE2	ASPHALT	CD C	3.055	
45 DEGREES RIGHT	6TH AVE	ID C	3.204	
INTERSECTION SURFACE TYPE4	ASPHALT	CD C	3.204	
45 DEGREES RIGHT	7TH AVE	ID C	3.293	
INTERSECTION SURFACE TYPE4	ASPHALT	CD C	3.293	
45 DEGREES RIGHT	CENTRAL AVE	ID C	3.345	
INTERSECTION SURFACE TYPE4	ASPHALT	CD C	3.345	
45 DEGREES RIGHT	9TH AVE	ID C	3.428	
INTERSECTION SURFACE TYPE4	ASPHALT	CD C	3.428	
45 DEGREES RIGHT	10TH AVE	ID C	3.493	
INTERSECTION SURFACE TYPE4	ASPHALT	CD C	3.493	
45 DEGREES RIGHT	11TH AVE	ID C	3.564	

TO PAGE FORWARD--PRESS PA1 KEY
RCITS06A 00 08010000 251 000.000 008.986 12 3/05/87 11.04.54
AGENCY-
RCIB017 ROADWAY CHARACTERISTICS PER FEATURE PAGE 4
STATE- FLORIDA COUNTY- 08 HERNANDO SECTION- 010 SUB-SECTION- 000
DESCRIPTION- SR-45/US-41 BEG.AT.- 0.000 MI END.AT.- 18.875 MI
STATUS- ACTIVE

251 INTERSECTION	(POINT FEATURE)	SIDE		
CHARACTERISTIC	VALUE	UNIT	BEG.PT.	END.PT.
INTERSECTION SURFACE TYPE4	ASPHALT	CD C	3.564	
135 DEGREES LEFT	SPRING HILL BLVD	ID C	3.642	

	[illegible]	ID	C	3.764
INTERSECTION SURFACE TYPE4	ASPHALT	CD	C	3.764
135 DEGREES L. & 45 DEGREES R.	CR 572 (POWELL RD)	ID	C	4.489
INTERSECTION SURFACE TYPE7	ASPHALT	CD	C	4.489
45 DEGREES RIGHT	PINE CABIN RD	ID	C	5.575
INTERSECTION SURFACE TYPE4	OTHER	CD	C	5.575
INTERSECTION SURFACE TYPE5	ASPHALT	CD	C	6.477
135 DEGREES LEFT	MASON SMITH RD	ID	C	7.105

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RCITS06A 00 08010000 251 000.000 008.986 12 3/05/87 11.04.54

AGENCY-

RCIB017 ROADWAY CHARACTERISTICS PER FEATURE PAGE 5

STATE- FLORIDA COUNTY- 08 HERNANDO SECTION- 010 SUB-SECTION- 000

DESCRIPTION- SR-45/US-41 BEG.AT.- 0.000 MI END.AT.- 18.875 MI

STATUS- ACTIVE

251 INTERSECTION (POINT FEATURE) SIDE

CHARACTERISTIC	VALUE	UNIT	BEG.PT.	END.PT.
45 DEGREES RIGHT	RUSSELL ST	ID	C	7.105
INTERSECTION SURFACE TYPE1	OTHER	CD	C	7.105
INTERSECTION SURFACE TYPE4	ASPHALT	CD	C	7.105
45 DEGREES RIGHT	INGRAM ST	ID	C	7.305
INTERSECTION SURFACE TYPE4	ASPHALT	CD	C	7.305
90 DEGREES RIGHT	Y.F.W. DR	ID	C	7.385
INTERSECTION SURFACE TYPE4	ASPHALT	CD	C	7.385
135 DEGREES LEFT	HORSE LAKE RD	ID	C	7.973
45 DEGREES RIGHT	RARNETT RD	ID	C	7.973
INTERSECTION SURFACE TYPE7	ASPHALT	CD	C	7.973
135 DEGREES L. & 45 DEGREES R.	SR 50	ID	C	8.142
INTERSECTION SURFACE TYPE7	ASPHALT	CD	C	8.142
90 DEGREES LEFT	CANDLELIGHT	ID	C	8.422
INTERSECTION SURFACE TYPE2	ASPHALT	CD	C	8.422

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RCITS06A 00 08010000 251 000.000 008.986 12 3/05/87 11.04.54

AGENCY-

RCIB017 ROADWAY CHARACTERISTICS PER FEATURE PAGE 6

STATE- FLORIDA COUNTY- 08 HERNANDO SECTION- 010 SUB-SECTION- 000

DESCRIPTION- SR-45/US-41 BEG.AT.- 0.000 MI END.AT.- 18.875 MI

STATUS- ACTIVE

251 INTERSECTION (POINT FEATURE) SIDE

CHARACTERISTIC	VALUE	UNIT	BEG.PT.	END.PT.
45 DEGREES RIGHT	SUMMIT RD	ID	C	8.539
INTERSECTION SURFACE TYPE4	ASPHALT	CD	C	8.539
90 DEGREES LEFT	CHITMAN BLVD	ID	C	8.556
INTERSECTION SURFACE TYPE2	ASPHALT	CD	C	8.556
90 DEGREES RIGHT	BUENA VISTA ST	ID	C	8.744
INTERSECTION SURFACE TYPE5	ASPHALT	CD	C	8.744
90 DEGREES LEFT	CITY BARN RD	ID	C	8.796
INTERSECTION SURFACE TYPE2	ASPHALT	CD	C	8.796
90 DEGREES L. & 90 DEGREES R.	DANIAL ST/EAST ST	ID	C	8.856
INTERSECTION SURFACE TYPE8	ASPHALT	CD	C	8.856
45 DEGREES LEFT	SR 700	ID	C	8.941
INTERSECTION SURFACE TYPE3	ASPHALT	CD	C	8.941
INTERSECTION SURFACE TYPE4	ASPHALT	CD	C	8.986

INQUIRY COMPLETE

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RCITS06A 00 08080000 221 000.000 001.934   12                2/11/88 14.32.27
                    AGENCY- DEPARTMENT OF TRANSPORTATION
RCIB017      ROADWAY CHARACTERISTICS PER PHYSICAL        FEATURE     PAGE   1
STATE- FLORIDA       COUNTY- 08  HERNANDO       SECTION- 080  SUB-SECTION- 000
DESCRIPTION- SR-700/US-98          BEG.AT.-   0.000 MI   END.AT.-  12.925 MI
                           STATUS- ACTIVE
221 HORIZONAL CURVE                (LENGTH     FEATURE)      SIDE
       CHARACTERISTIC                 VALUE              UNIT  BEG.PT. END.PT.
HORIZONTAL CURVE CENTRAL ANGLE 041D12'00.00"               DE L   1.510   1.666
                        OFFSET- LEFT
HORIZONTAL DEGREE OF CURVE     005D00'00 00                DE L   1.510   1.666
                        OFFSET- LEFT
HORIZONTAL PT. OF INTERSECTION          0.3910             MI L   1.510   1.666
HORIZONTAL CURVE CENTRAL ANGLE 040D01'00.00"               DE R   1.737   1.889
                        OFFSET- RIGHT
HORIZONTAL DEGREE OF CURVE     005D00'00 00                DE R   1.737   1.889
                        OFFSET- RIGHT
HORIZONTAL PT. OF INTERSECTION          1.8160             MI R   1.737   1.889
HORIZONTAL CURVE CENTRAL ANGLE 040D01'00.00"               DE R   1.779   1.889
                        OFFSET- RIGHT
HORIZONTAL DEGREE OF CURVE     005D00'00 00                DE R   1.779   1.889
                        OFFSET- RIGHT

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RCITS06A 00 08080000 221 000.000 001.934   12                2/11/88 14.32.27
                    AGENCY- DEPARTMENT OF TRANSPORTATION
RCIB017      ROADWAY CHARACTERISTICS PER PHYSICAL        FEATURE     PAGE   2
STATE- FLORIDA       COUNTY- 08  HERNANDO       SECTION- 080  SUB-SECTION- 000
DESCRIPTION- SR-700/US-98          BEG.AT.-   0.000 MI   END.AT.-  12.925 MI
                           STATUS- ACTIVE
221 HORIZONAL CURVE                (LENGTH     FEATURE)      SIDE
       CHARACTERISTIC                 VALUE              UNIT  BEG.PT. END.PT.
HORIZONTAL PT. OF INTERSECTION          1.8160             MI R   1.779   1.889
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          INQUIRY COMPLETE
RCITS06A 00 08080000 211 000.000 001.934   12                2/11/88 14.35.23
                    AGENCY- DEPARTMENT OF TRANSPORTATION
RCIB017      ROADWAY CHARACTERISTICS PER PHYSICAL        FEATURE     PAGE   1
STATE- FLORIDA       COUNTY- 08  HERNANDO       SECTION- 080  SUB-SECTION- 000
DESCRIPTION- SR-700/US-98          BEG.AT.-   0.000 MI   END.AT.-  12.925 MI
                           STATUS- ACTIVE
211 CROSS SECTION                  (LENGTH     FEATURE)      SIDE
       CHARACTERISTIC                 VALUE              UNIT  BEG.PT. END.PT.
ROADWAY WIDTH SHLD. TO SHLD.            40.0000            FT C   0.000   0.299
ROADWAY WIDTH SHLD. TO SHLD.            20.0000            FT L   0.299   0.401
ROADWAY WIDTH SHLD. TO SHLD.            20.0000            FT R   0.299   0.401
ROADWAY WIDTH SHLD. TO SHLD.            40.0000            FT C   0.401   1.779
ROADWAY WIDTH SHLD. TO SHLD.            58.0000            FT L   1.779   2.057
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RCITS06A 00 08080000 212 000.000 001.934   12                2/11/88 13.53.47
                    AGENCY- DEPARTMENT OF TRANSPORTATION
RCIB017      ROADWAY CHARACTERISTICS PER PHYSICAL        FEATURE     PAGE   1
STATE- FLORIDA       COUNTY- 08  HERNANDO       SECTION- 080  SUB-SECTION- 000
DESCRIPTION- SR-700/US-98          BEG.AT.-   0.000 MI   END.AT.-  12.925 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   0.299
PAVEMENT SURFACE WIDTH                  24.0000             FT C   0.000   0.299
NUMBER OF ROADWAY LANES                  1                  EA L   0.299   0.401
PAVEMENT SURFACE WIDTH                  12.0000             FT L   0.299   0.401
NUMBER OF ROADWAY LANES                  1                  EA R   0.299   0.401
PAVEMENT SURFACE WIDTH                  12.0000             FT R   0.299   0.401
NUMBER OF ROADWAY LANES                  2                  EA C   0.401   1.779
PAVEMENT SURFACE WIDTH                  24.0000             FT C   0.401   1.779
NUMBER OF ROADWAY LANES                  2                  EA L   1.779   2.057
PAVEMENT SURFACE WIDTH                  24.0000             FT L   1.779   2.057
NUMBER OF ROADWAY LANES                  2                  EA R   1.779   2.057
PAVEMENT SURFACE WIDTH                  24.0000             FT R   1.779   2.057


          INQUIRY COMPLETE
RCITS06A 00 08080000 214 000.000 001.934   12                2/11/88 13.54.26
                    AGENCY- DEPARTMENT OF TRANSPORTATION
RCIB017      ROADWAY CHARACTERISTICS PER PHYSICAL        FEATURE     PAGE   1
STATE- FLORIDA       COUNTY- 08  HERNANDO       SECTION- 080  SUB-SECTION- 000
DESCRIPTION- SR-700/US-98          BEG.AT.-   0.000 MI   END.AT.-  12.925 MI
                              STATUS- ACTIVE
214 OUTSIDE SHOULDERS               (LENGTH     FEATURE)      SIDE
       CHARACTERISTIC                   VALUE              UNIT  BEG.PT. END.PT.
HIGHWAY SHOULDER TYPE              LAWN                     CD C   0.000   0.299
                             OFFSET- RIGHT&LEFT
HIGHWAY SHOULDER WIDTH                  8.0000             FT C   0.000   0.299
                             OFFSET- RIGHT&LEFT
HIGHWAY SHOULDER TYPE              CURB & GUTTER            CD L   0.299   0.401
                             OFFSET- LEFT
HIGHWAY SHOULDER WIDTH                  2.0000             FT L   0.299   0.401
                             OFFSET- RIGHT&LEFT
HIGHWAY SHOULDER TYPE              CURB & GUTTER            CD R   0.299   0.401
                             OFFSET- RIGHT
HIGHWAY SHOULDER WIDTH                  2.0000             FT R   0.299   0.401
                             OFFSET- RIGHT
HIGHWAY SHOULDER TYPE              LAWN                     CD C   0.401   1.779
                             OFFSET- RIGHT&LEFT

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RCITS06A 00 08080000 214 000.000 001.934   12                2/11/88 13.54.26
                    AGENCY- DEPARTMENT OF TRANSPORTATION
RCIS017      ROADWAY CHARACTERISTICS PER PHYSICAL       FEATURE     PAGE   2
STATE- FLORIDA       COUNTY- 08  HERNANDO       SECTION- 080  SUB-SECTION- 000
DESCRIPTION- SR-700/US-98          BEG.AT.-   0.000 MI   END.AT.-  12.925 MI
                          STATUS- ACTIVE
214 OUTSIDE SHOULDERS              (LENGTH     FEATURE)      SIDE
       CHARACTERISTIC                  VALUE              UNIT  BEG.PT. END.PT.
HIGHWAY SHOULDER WIDTH                  8.0000             FT C   0.401   1.779
                        OFFSET- RIGHT&LEFT
HIGHWAY SHOULDER TYPE          LAWN                        CD L   1.779   2.057
                        OFFSET- LEFT
HIGHWAY SHOULDER WIDTH                 10.0000             FT L   1.779   2.057
                        OFFSET- LEFT
HIGHWAY SHOULDER TYPE          LAWN                        CD R   1.779   2.057
                        OFFSET- RIGHT
HIGHWAY SHOULDER WIDTH                 10.0000             FT R   1.779   2.057
                        OFFSET- RIGHT
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          INQUIRY COMPLETE
RCITS06A 00 08080000 230 000.000 001.934   12                2/11/88 13.58.45
                    AGENCY- DEPARTMENT OF TRANSPORTATION
RCIS017      ROADWAY CHARACTERISTICS PER PHYSICAL       FEATURE     PAGE   1
STATE- FLORIDA       COUNTY- 08  HERNANDO       SECTION- 080  SUB-SECTION- 000
DESCRIPTION- SR-700/US-98          BEG.AT.-   0.000 MI   END.AT.-  12.925 MI
                          STATUS- ACTIVE
230 SURFACE DESCRIPTION            (LENGTH     FEATURE)      SIDE
       CHARACTERISTIC                  VALUE              UNIT  BEG.PT. END.PT.
PAVEMENT CONDITION                      4.1000             EA C   0.000   0.299
PAVEMENT INDEX                 HIGH ASPHALT                CD C   0.000   0.299
PAVEMENT SURFACE TYPE          RETREAD(MORE THAN 2 INCHES) CD C   0.000   0.299
PAVEMENT INDEX                 HIGH ASPHALT                CD L   0.299   0.401
PAVEMENT SURFACE TYPE          RETREAD(MORE THAN 2 INCHES) CD L   0.299   0.401
PAVEMENT CONDITION                      4.1000             EA L   0.299   0.348
PAVEMENT INDEX                 HIGH ASPHALT                CD R   0.299   0.401
PAVEMENT SURFACE TYPE          RETREAD(MORE THAN 2 INCHES) CD R   0.299   0.401
PAVEMENT CONDITION                      4.1000             EA R   0.299   0.348
PAVEMENT CONDITION                      4.2000             EA L   0.348   0.401
PAVEMENT CONDITION                      4.2000             EA R   0.348   0.401
PAVEMENT INDEX                 HIGH ASPHALT                CD C   0.401   1.779
PAVEMENT SURFACE TYPE          RETREAD(MORE THAN 2 INCHES) CD C   0.401   1.779
PAVEMENT CONDITION                      4.2000             EA C   0.401   1.637

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INQUIRY COMPLETE

RCIT306A 00 08080000 223 000.000 001.934 12 2/11/88 14.36.01
AGENCY- DEPARTMENT OF TRANSPORTATION
RCIB017 ROADWAY CHARACTERISTICS PER PHYSICAL FEATURE PAGE 1
STATE- FLORIDA COUNTY- 08 HERNANDO SECTION- 080 SUB-SECTION- 000
DESCRIPTION- SR-700/US-98 BEG.AT.- 0.000 MI END.AT.- 12.925 MI
STATUS- ACTIVE

223 ALIGNMENT SUFFICIENCY (LENGTH FEATURE)

CHARACTERISTIC	VALUE	SIDE UNIT	BEG.PT.	END.PT.
PASSING SIGHT DISTANCE RATING	5 OR MORE RESTRICTIONS PER	CD C	0.000	0.348
ROADWAY CONSISTENCY RATING	CONSISTENCY GOOD	CD C	0.000	0.348
ROADWAY ALIGNMENT RATING	NO SUB-STANDARD CURVE OR GR	CD C	0.000	0.348
STOPPING SIGHT DISTANCE RATING	NO SUB-STANDARD FEATURES	CD C	0.000	0.348
PASSING SIGHT DISTANCE RATING	5 OR MORE RESTRICTIONS PER	CD C	0.348	0.401
ROADWAY CONSISTENCY RATING	CONSISTENCY GOOD	CD C	0.348	0.401
ROADWAY ALIGNMENT RATING	NO SUB-STANDARD CURVE OR GR	CD C	0.348	0.401
STOPPING SIGHT DISTANCE RATING	4 OR 5 SUB-STD FEATURES PER	CD C	0.348	0.401
PASSING SIGHT DISTANCE RATING	5 OR MORE RESTRICTIONS PER	CD C	0.401	1.406
ROADWAY CONSISTENCY RATING	CONSISTENCY TOLERABLE	CD C	0.401	1.406
ROADWAY ALIGNMENT RATING	NO SUB-STANDARD CURVE OR GR	CD C	0.401	1.406
STOPPING SIGHT DISTANCE RATING	4 OR 5 SUB-STD FEATURES PER	CD C	0.401	1.406
PASSING SIGHT DISTANCE RATING	UNRESTRICTED	CD C	1.406	1.779
ROADWAY CONSISTENCY RATING	CONSISTENCY GOOD	CD C	1.406	1.779

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RCIT306A 00 08080000 223 000.000 001.934 12 2/11/88 14.36.01
AGENCY- DEPARTMENT OF TRANSPORTATION
RCIB017 ROADWAY CHARACTERISTICS PER PHYSICAL FEATURE PAGE 2
STATE- FLORIDA COUNTY- 08 HERNANDO SECTION- 080 SUB-SECTION- 000
DESCRIPTION- SR-700/US-98 BEG.AT.- 0.000 MI END.AT.- 12.925 MI
STATUS- ACTIVE

223 ALIGNMENT SUFFICIENCY (LENGTH FEATURE)

CHARACTERISTIC	VALUE	SIDE UNIT	BEG.PT.	END.PT.
ROADWAY ALIGNMENT RATING	3 OR 4 SUB-STD CRV/GRD IN 2	CD C	1.406	1.779
STOPPING SIGHT DISTANCE RATING	NO SUB-STANDARD FEATURES	CD C	1.406	1.779
PASSING SIGHT DISTANCE RATING	UNRESTRICTED	CD L	1.779	1.934
ROADWAY CONSISTENCY RATING	CONSISTENCY GOOD	CD L	1.779	1.934
ROADWAY ALIGNMENT RATING	5+ SUB-STD CRVS OR GRDS PER	CD L	1.779	1.934
STOPPING SIGHT DISTANCE RATING	NO SUB-STANDARD FEATURES	CD L	1.779	1.934
PASSING SIGHT DISTANCE RATING	UNRESTRICTED	CD R	1.779	1.934
ROADWAY CONSISTENCY RATING	CONSISTENCY GOOD	CD R	1.779	1.934
ROADWAY ALIGNMENT RATING	5+ SUB-STD CRVS OR GRDS PER	CD R	1.779	1.934
STOPPING SIGHT DISTANCE RATING	NO SUB-STANDARD FEATURES	CD R	1.779	1.934

INQUIRY COMPLETE

RCITS06A 00 08080000 230 000.000 001.934 12 2/11/88 13.58.45

AGENCY- DEPARTMENT OF TRANSPORTATION

RCIB017 ROADWAY CHARACTERISTICS PER PHYSICAL FEATURE PAGE 2

STATE- FLORIDA COUNTY- 08 HERNANDO SECTION- 080 SUB-SECTION- 000

DESCRIPTION- SR-700/US-98 BEG.AT.- 0.000 MI END.AT.- 12.925 MI

STATUS- ACTIVE

230 SURFACE DESCRIPTION	(LENGTH FEATURE)	SIDE		
CHARACTERISTIC	VALUE	UNIT	BEG.PT.	END.PT.
PAVEMENT CONDITION	4.5500	EA L	1.779	2.057
PAVEMENT INDEX	HIGH ASPHALT	CD L	1.779	2.057
PAVEMENT SURFACE TYPE	RETREAD(MORE THAN 2 INCHES)	CD L	1.779	2.057
PAVEMENT INDEX	HIGH ASPHALT	CD R	1.779	2.057
PAVEMENT SURFACE TYPE	SHEET ASPHALT,ASPH.CONC.,BI	CD R	1.779	2.057

INQUIRY COMPLETE

RCITS06A 00 08080000 241 000.000 001.934 12 2/11/88 14.00.23

AGENCY- DEPARTMENT OF TRANSPORTATION

RCIB017 ROADWAY CHARACTERISTICS PER PHYSICAL FEATURE PAGE 1

STATE- FLORIDA COUNTY- 08 HERNANDO SECTION- 080 SUB-SECTION- 000

DESCRIPTION- SR-700/US-98 BEG.AT.- 0.000 MI END.AT.- 12.925 MI

STATUS- ACTIVE

241 CROSSDRAINS	(POINT FEATURE)	SIDE		
CHARACTERISTIC	VALUE	UNIT	BEG.PT.	END.PT.
LENGTH OF CROSSDRAIN	39.0000	FT C	0.006	
NUMBER OF CROSSDRAIN PIPES	1	EA C	0.006	
PIPE DIAMETER	24.0000	IN C	0.006	
TYPE OF PIPE	CONCRETE	CD C	0.006	
LENGTH OF CROSSDRAIN	96.0000	FT C	0.523	
NUMBER OF CROSSDRAIN PIPES	1	EA C	0.523	
PIPE DIAMETER	48.0000	IN C	0.523	
TYPE OF PIPE	CONCRETE	CD C	0.523	
LENGTH OF CROSSDRAIN	48.0000	FT C	0.879	
NUMBER OF CROSSDRAIN PIPES	1	EA C	0.879	
PIPE DIAMETER	24.0000	IN C	0.879	
TYPE OF PIPE	CONCRETE	CD C	0.879	
LENGTH OF CROSSDRAIN	45.0000	FT C	1.258	
NUMBER OF CROSSDRAIN PIPES	1	EA C	1.258	

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RCITS06A 00 08080000 241 000.000 001.934   12                2/11/88 14.00.22
                    AGENCY- DEPARTMENT OF TRANSPORTATION
RCIB017      ROADWAY CHARACTERISTICS PER PHYSICAL        FEATURE     PAGE  2
STATE- FLORIDA       COUNTY- 08  HERNANDO       SECTION- 080  SUB-SECTION- 000
DESCRIPTION- SR-700/US-98          BEG.AT.-   0.000 MI   END.AT.-  12.925 MI
                           STATUS- ACTIVE
241 CROSSDRAINS                      (POINT      FEATURE)      SIDE
       CHARACTERISTIC                   VALUE              UNIT  BEG.PT. END.PT.
PIPE DIAMETER                           30.0000             IN C   1.258
TYPE OF PIPE                      CONCRETE                  CD C   1.258
LENGTH OF CROSSDRAIN                    51.0000             FT C   1.527
NUMBER OF CROSSDRAIN PIPES               1                  EA C   1.527
PIPE DIAMETER                           24.0000             IN C   1.527
TYPE OF PIPE                      CONCRETE                  CD C   1.527
LENGTH OF CROSSDRAIN                   117.0000             FT C   1.732
NUMBER OF CROSSDRAIN PIPES               1                  EA C   1.732
PIPE DIAMETER                           24.0000             IN C   1.732
TYPE OF PIPE                      CONCRETE                  CD C   1.732
LENGTH OF CROSSDRAIN                    84.0000             FT R   1.920
NUMBER OF CROSSDRAIN PIPES               1                  EA R   1.920
PIPE DIAMETER                           15.0000             IN R   1.920
TYPE OF PIPE                      CONCRETE                  CD R   1.920

          INQUIRY COMPLETE
RCITS06A 00 08080000 242 000.000 001.934   12                2/11/88 14.02.14
                    AGENCY- DEPARTMENT OF TRANSPORTATION
RCIB017      ROADWAY CHARACTERISTICS PER PHYSICAL        FEATURE     PAGE  1
STATE- FLORIDA       COUNTY- 08  HERNANDO       SECTION- 080  SUB-SECTION- 000
DESCRIPTION- SR-700/US-98          BEG.AT.-   0.000 MI   END.AT.-  12.925 MI
                           STATUS- ACTIVE
242 STORM SEWERS                     (TOTAL      FEATURE)      SIDE
       CHARACTERISTIC                   VALUE              UNIT  BEG.PT. END.PT.
CATCH BASINS                             3                  EA L   0.000   1.000
NUMBER OF CURB INLETS                    3                  EA R   0.000   1.000
CATCH BASINS                             6                  EA R   0.000   1.000
CATCH BASINS                             3                  EA L   1.000   2.000
NUMBER OF MANHOLES                       1                  EA R   1.000   2.000
CATCH BASINS                             3                  EA R   1.000   2.000

          INQUIRY COMPLETE
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RCIT504A 00 08080000 251 000.000 001.934 12 2/11/88 14.03.05

AGENCY- DEPARTMENT OF TRANSPORTATION

RCIB017 ROADWAY CHARACTERISTICS PER PHYSICAL FEATURE PAGE 3

STATE- FLORIDA COUNTY- 08 HERNANDO SECTION- 080 SUB-SECTION- 000

DESCRIPTION- SR-700/US-98 BEG.AT.- 0.000 MI END.AT.- 12.925 MI

STATUS- ACTIVE

251 INTERSECTION (POINT FEATURE) CHARACTERISTIC	VALUE	SIDE UNIT	BEG.PT.	END.PT.
INTERSECTION SURFACE TYPE2	ASPHALT	CD C	1.182	
90 DEGREES RIGHT	HAMMOCK DRIVE	ID C	1.520	
INTERSECTION SURFACE TYPE3	ASPHALT	CD C	1.520	
INTERSECTION SURFACE TYPE2	OTHER	CD C	1.574	
INTERSECTION SURFACE TYPE2	OTHER	CD C	1.670	
90 DEGREES L. & 90 DEGREES R.	YONTZ ROAD	ID C	1.934	
INTERSECTION SURFACE TYPE8	ASPHALT	CD C	1.934	

INQUIRY COMPLETE

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RCITS06A 00 08080000 251 000.000 001.934   12                2/11/88 14.03.05
                    AGENCY- DEPARTMENT OF TRANSPORTATION
RCIB017      ROADWAY CHARACTERISTICS PER PHYSICAL        FEATURE     PAGE   1
STATE- FLORIDA       COUNTY- 08  HERNANDO       SECTION- 080  SUB-SECTION- 000
DESCRIPTION- SR-700/US-98          BEG.AT.-   0.000 MI   END.AT.-  12.925 MI
                              STATUS- ACTIVE
251 INTERSECTION                    (POINT      FEATURE)      SIDE
       CHARACTERISTIC                  VALUE                UNIT  BEG.PT. END.PT.
BEG.RDWY.SECTION POINT DESC.   BRKSVILLE/SR45/US41          ID C   0.000
45 DEGREES RIGHT               SR 45, US 41                 ID C   0.000
135 DEGREES L. & 45 DEGREES R. SR 45                        ID C   0.000
INTERSECTION SURFACE TYPE4     ASPHALT                      CD C   0.000
INTERSECTION SURFACE TYPE7     ASPHALT                      CD C   0.000
90 DEGREES LEFT                BENTON STREET                ID C   0.091
INTERSECTION SURFACE TYPE2     ASPHALT                      CD C   0.091
90 DEGREES LEFT                HOSPITAL ENT                 ID C   0.122
INTERSECTION SURFACE TYPE2     ASPHALT                      CD C   0.122
90 DEGREES LEFT                DESOTO STREET                ID C   0.225
INTERSECTION SURFACE TYPE2     ASPHALT                      CD C   0.225
90 DEGREES L. & 90 DEGREES R.  BROAD STREET                 ID C   0.275
INTERSECTION SURFACE TYPE8     ASPHALT                      CD C   0.275
90 DEGREES L. & 90 DEGREES R.  SR 50A (JEFERSON ST)         ID C   0.348

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RCITS06A 00 08080000 251 000.000 001.934   12                2/11/88 14.03.05
                    AGENCY- DEPARTMENT OF TRANSPORTATION
RCIB017      ROADWAY CHARACTERISTICS PER PHYSICAL        FEATURE     PAGE   2
STATE- FLORIDA       COUNTY- 08  HERNANDO       SECTION- 080  SUB-SECTION- 000
DESCRIPTION- SR-700/US-98          BEG.AT.-   0.000 MI   END.AT.-  12.925 MI
                              STATUS- ACTIVE
251 INTERSECTION                    (POINT      FEATURE)      SIDE
       CHARACTERISTIC                  VALUE                UNIT  BEG.PT. END.PT.
INTERSECTION SURFACE TYPE8     ASPHALT                      CD C   0.348
90 DEGREES L. & 90 DEGREES R.  FT. DADE AVENUE              ID C   0.373
INTERSECTION SURFACE TYPE8     ASPHALT                      CD C   0.373
90 DEGREES RIGHT               WARD AVENUE                  ID C   0.584
INTERSECTION SURFACE TYPE5     ASPHALT                      CD C   0.584
90 DEGREES LEFT                OAKDALE BLVD                 ID C   0.639
INTERSECTION SURFACE TYPE2     ASPHALT                      CD C   0.639
90 DEGREES LEFT                MANECKERD                    ID C   0.900
90 DEGREES RIGHT               W NORTH AVENUE               ID C   0.900
INTERSECTION SURFACE TYPE8     ASPHALT                      CD C   0.900
INTERSECTION SURFACE TYPE2     ASPHALT                      CD C   1.002
90 DEGREES LEFT                GANTZ DRIVE                  ID C   1.082
INTERSECTION SURFACE TYPE2     ASPHALT                      CD C   1.082
90 DEGREES LEFT                DENNY DRIVE                  ID C   1.182

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