

STATE OF FLORIDA
TAMPA HILLSBOROUGH EXPRESSWAY AUTHORITY

TYPICAL SECTION PACKAGE

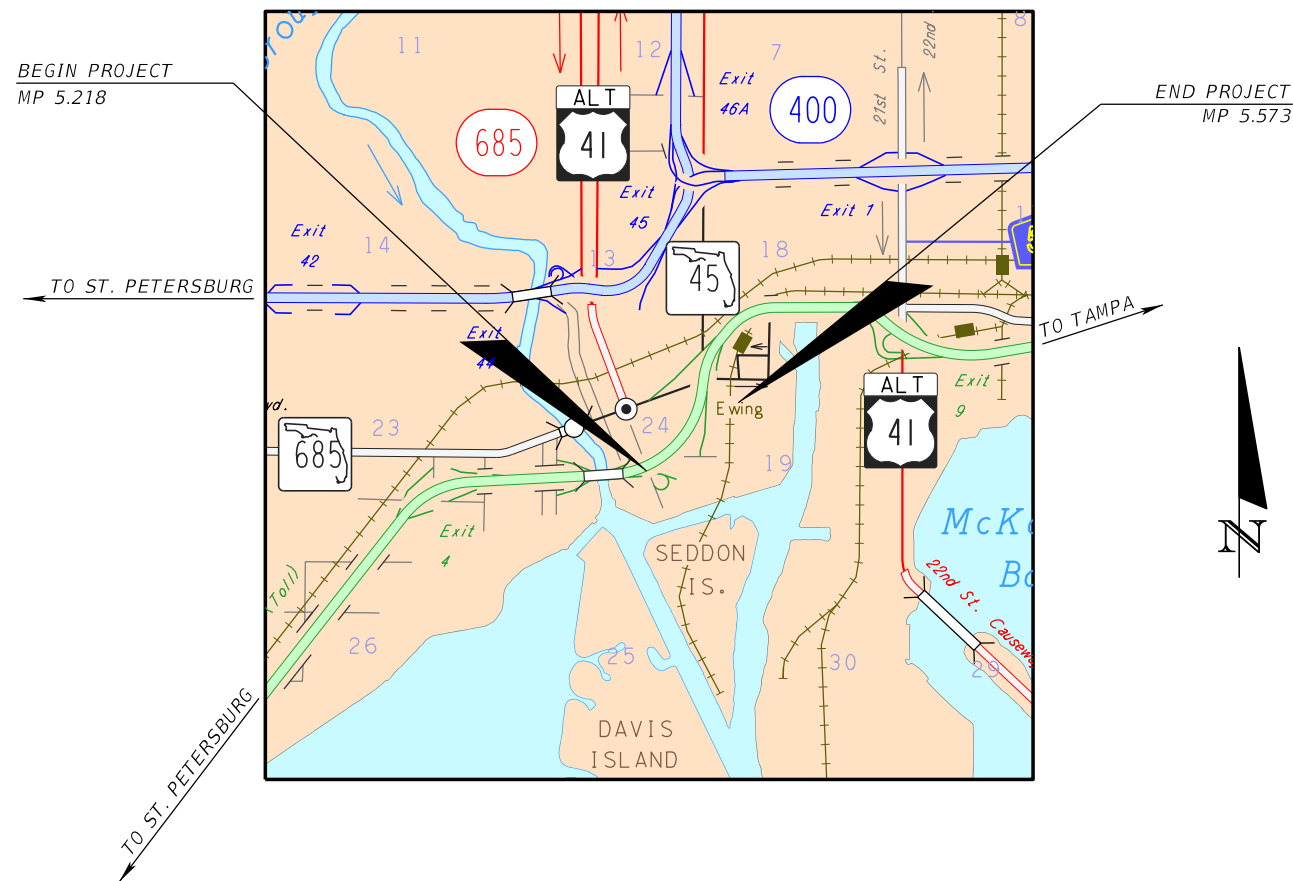
THEA PROJECT ID HI-0141
 WHITING STREET ULTIMATE - WHITING STREET
 EXTENSION AND RAMPS

HILLSBOROUGH COUNTY

STATE ROAD NO. 618

APPROVED BY:

THE ABOVE NAMED PROFESSIONAL ENGINEER SHALL BE RESPONSIBLE FOR THE FOLLOWING SHEETS IN ACCORDANCE WITH RULE 61G15-23.004, F.A.C.



INDEX OF SHEETS

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4	TYPICAL SECTION 3
5	TYPICAL SECTION 4
6	TYPICAL SECTION 5
7	TYPICAL SECTION 6

TYPICAL SECTION CONCURRENCE

THEA DIRECTOR OF OPERATIONS
 AND ENGINEERING

THEA GENERAL ENGINEERING CONSULTANT

SHEET
 NO.

1

PROJECT CONTROLS

CONTEXT CLASSIFICATION

- () C1 : NATURAL () C3C : SUBURBAN COMM.
- () C2 : RURAL () C4 : URBAN GENERAL
- () C2T : RURAL TOWN () C5 : URBAN CENTER
- () C3R : SUBURBAN RES. () C6 : URBAN CORE
- (X) N/A : L.A. FACILITY

FUNCTIONAL CLASSIFICATION

- () INTERSTATE () MAJOR COLLECTOR
- (X) FREEWAY/EXPWY. () MINOR COLLECTOR
- () PRINCIPAL ARTERIAL () LOCAL
- () MINOR ARTERIAL

HIGHWAY SYSTEM

- () NATIONAL HIGHWAY SYSTEM
- (X) STRATEGIC INTERMODAL SYSTEM
- () STATE HIGHWAY SYSTEM
- () OFF-STATE HIGHWAY SYSTEM

ACCESS CLASSIFICATION

- (X) 1 - FREEWAY
- () 2 - RESTRICTIVE w/Service Roads
- () 3 - RESTRICTIVE w/660 ft. Connection Spacing
- () 4 - NON-RESTRICTIVE w/2640 ft. Signal Spacing
- () 5 - RESTRICTIVE w/440 ft. Connection Spacing
- () 6 - NON-RESTRICTIVE w/1320 ft. Signal Spacing
- () 7 - BOTH MEDIAN TYPES

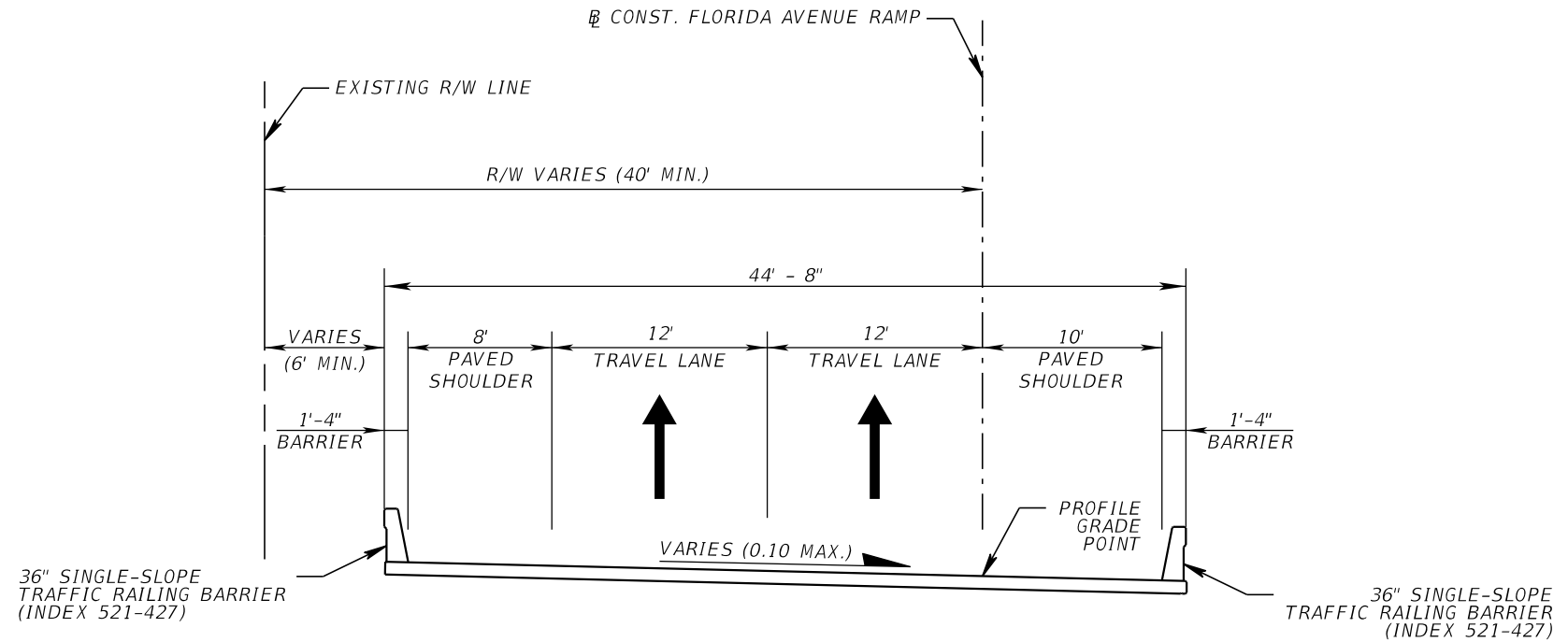
CRITERIA

- (X) NEW CONSTRUCTION / RECONSTRUCTION
- () RESURFACING (LA FACILITIES)
- () RRR (ARTERIALS & COLLECTORS)

POTENTIAL EXCEPTIONS AND VARIATIONS RELATED TO TYPICAL SECTION:

DESIGN SPEED
BORDER WIDTH
CURVE LENGTH
RAMP SPACING

TYPICAL SECTION No. 1



TYPICAL SECTION
RAMP 6A (DOWNTOWN WEST)
EASTBOUND SR 618 TO NORTHBOUND FLORIDA AVENUE

NOT TO SCALE

TRAFFIC DATA

CURRENT YEAR = 2019 AADT = 3,200
 ESTIMATED OPENING YEAR = 2026 AADT = 10,500
 ESTIMATED DESIGN YEAR = 2046 AADT = 13,500
 K = 9.0%, D = 100%, T = 2.2% (24HR)
 DESIGN HOUR T = 2.0%
 DESIGN SPEED = 20 MPH

FINANCIAL PROJECT ID	SHEET NO.
HI-0141	2

PROJECT CONTROLS

CONTEXT CLASSIFICATION

- () C1 : NATURAL () C3C : SUBURBAN COMM.
- () C2 : RURAL () C4 : URBAN GENERAL
- () C2T : RURAL TOWN () C5 : URBAN CENTER
- () C3R : SUBURBAN RES. () C6 : URBAN CORE
- (X) N/A : L.A. FACILITY

FUNCTIONAL CLASSIFICATION

- () INTERSTATE () MAJOR COLLECTOR
- (X) FREEWAY/EXPWY. () MINOR COLLECTOR
- () PRINCIPAL ARTERIAL () LOCAL
- () MINOR ARTERIAL

HIGHWAY SYSTEM

- () NATIONAL HIGHWAY SYSTEM
- (X) STRATEGIC INTERMODAL SYSTEM
- () STATE HIGHWAY SYSTEM
- () OFF-STATE HIGHWAY SYSTEM

ACCESS CLASSIFICATION

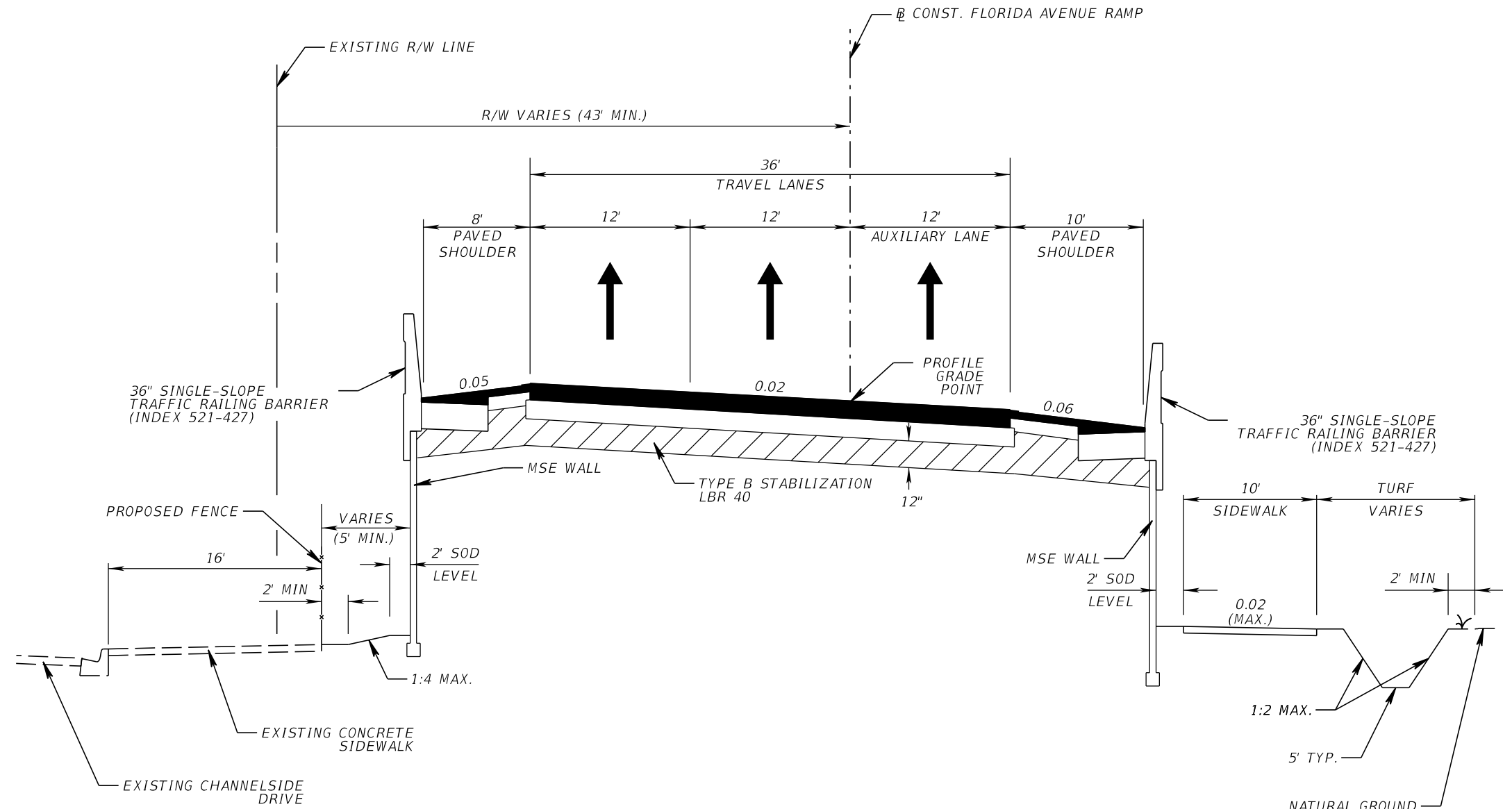
- (X) 1 - FREEWAY
- () 2 - RESTRICTIVE w/Service Roads
- () 3 - RESTRICTIVE w/660 ft. Connection Spacing
- () 4 - NON-RESTRICTIVE w/2640 ft. Signal Spacing
- () 5 - RESTRICTIVE w/440 ft. Connection Spacing
- () 6 - NON-RESTRICTIVE w/1320 ft. Signal Spacing
- () 7 - BOTH MEDIAN TYPES

CRITERIA

- (X) NEW CONSTRUCTION / RECONSTRUCTION
- () RESURFACING (LA FACILITIES)
- () RRR (ARTERIALS & COLLECTORS)

POTENTIAL EXCEPTIONS AND VARIATIONS RELATED TO TYPICAL SECTION:

TYPICAL SECTION No. 2



TYPICAL SECTION
RAMP 6A (DOWNTOWN WEST)
EASTBOUND SR 618 TO NORTHBOUND FLORIDA AVENUE
NOT TO SCALE

TRAFFIC DATA

CURRENT YEAR = 2019 AADT = 3,200
 ESTIMATED OPENING YEAR = 2026 AADT = 10,500
 ESTIMATED DESIGN YEAR = 2046 AADT = 13,500
 K = 9.0%, D = 100%, T = 2.2% (24HR)
 DESIGN HOUR T = 2.0%
 DESIGN SPEED = 20 MPH

FINANCIAL PROJECT ID	SHEET NO.
HI-0141	3

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PROJECT CONTROLS

CONTEXT CLASSIFICATION

- () C1 : NATURAL () C3C : SUBURBAN COMM.
- () C2 : RURAL () C4 : URBAN GENERAL
- () C2T : RURAL TOWN () C5 : URBAN CENTER
- () C3R : SUBURBAN RES. () C6 : URBAN CORE
- (X) N/A : L.A. FACILITY

FUNCTIONAL CLASSIFICATION

- () INTERSTATE () MAJOR COLLECTOR
- (X) FREEWAY/EXPWY. () MINOR COLLECTOR
- () PRINCIPAL ARTERIAL () LOCAL
- () MINOR ARTERIAL

HIGHWAY SYSTEM

- () NATIONAL HIGHWAY SYSTEM
- (X) STRATEGIC INTERMODAL SYSTEM
- () STATE HIGHWAY SYSTEM
- () OFF-STATE HIGHWAY SYSTEM

ACCESS CLASSIFICATION

- (X) 1 - FREEWAY
- () 2 - RESTRICTIVE w/Service Roads
- () 3 - RESTRICTIVE w/660 ft. Connection Spacing
- () 4 - NON-RESTRICTIVE w/2640 ft. Signal Spacing
- () 5 - RESTRICTIVE w/440 ft. Connection Spacing
- () 6 - NON-RESTRICTIVE w/1320 ft. Signal Spacing
- () 7 - BOTH MEDIAN TYPES

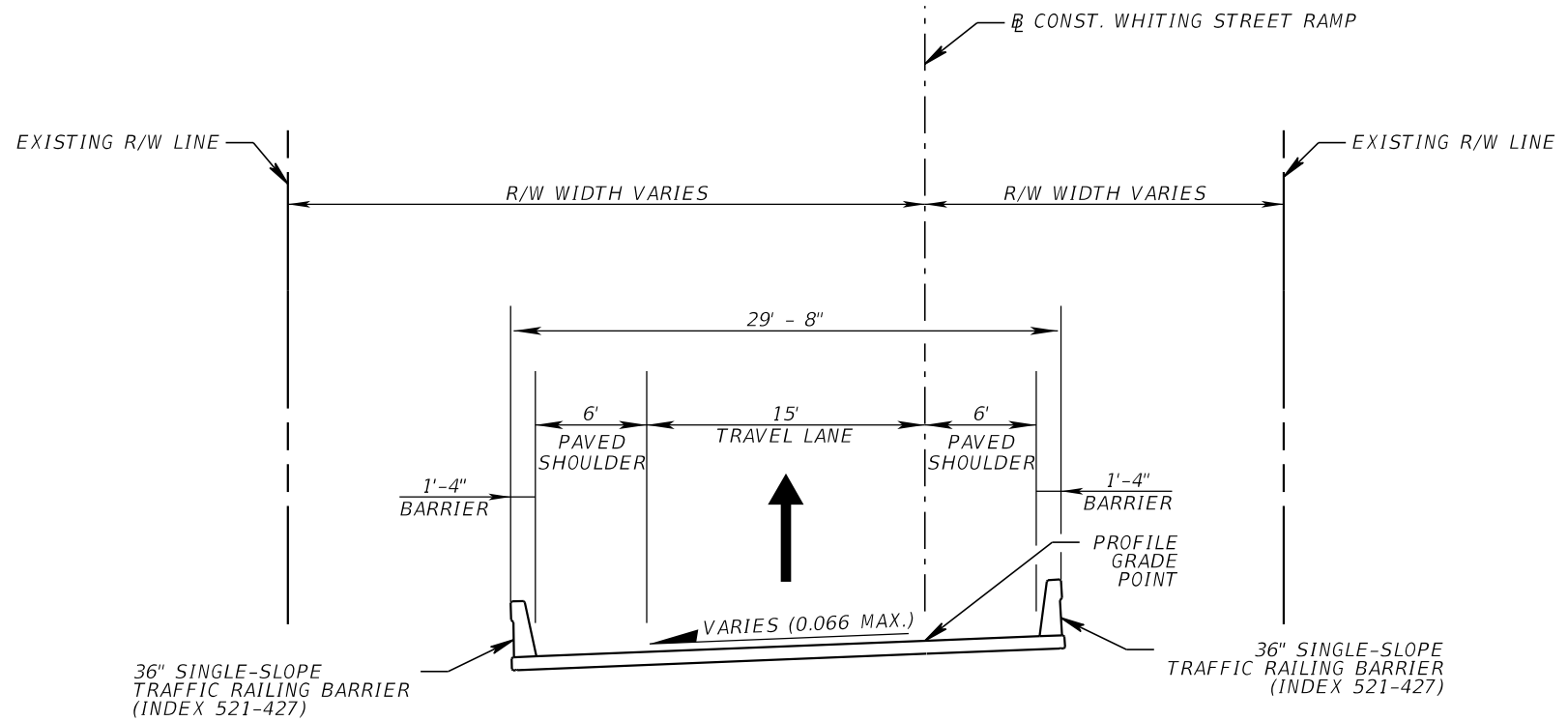
CRITERIA

- (X) NEW CONSTRUCTION / RECONSTRUCTION
- () RESURFACING (LA FACILITIES)
- () RRR (ARTERIALS & COLLECTORS)

POTENTIAL EXCEPTIONS AND VARIATIONS RELATED TO TYPICAL SECTION:

DESIGN SPEED
SAG CURVE K VALUE
SAG CURVE MINIMUM LENGTH

TYPICAL SECTION No. 3



TYPICAL SECTION
RAMP 6B (DOWNTOWN EAST)
EASTBOUND SR 618 TO EAST WHITING STREET
NOT TO SCALE

TRAFFIC DATA

CURRENT YEAR = 2019 AADT = N/A
ESTIMATED OPENING YEAR = 2026 AADT = 6,700
ESTIMATED DESIGN YEAR = 2046 AADT = 16,000
K = 9.0%, D = 100%, T = 2.2% (24HR)
DESIGN HOUR T = 2.0%
DESIGN SPEED = 35 MPH

FINANCIAL PROJECT ID	SHEET NO.
HI-0141	4

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PROJECT CONTROLS

CONTEXT CLASSIFICATION

- () C1 : NATURAL () C3C : SUBURBAN COMM.
- () C2 : RURAL () C4 : URBAN GENERAL
- () C2T : RURAL TOWN () C5 : URBAN CENTER
- () C3R : SUBURBAN RES. () C6 : URBAN CORE
- (X) N/A : L.A. FACILITY

FUNCTIONAL CLASSIFICATION

- () INTERSTATE () MAJOR COLLECTOR
- (X) FREEWAY/EXPWY. () MINOR COLLECTOR
- () PRINCIPAL ARTERIAL () LOCAL
- () MINOR ARTERIAL

HIGHWAY SYSTEM

- () NATIONAL HIGHWAY SYSTEM
- (X) STRATEGIC INTERMODAL SYSTEM
- () STATE HIGHWAY SYSTEM
- () OFF-STATE HIGHWAY SYSTEM

ACCESS CLASSIFICATION

- (X) 1 - FREEWAY
- () 2 - RESTRICTIVE w/Service Roads
- () 3 - RESTRICTIVE w/660 ft. Connection Spacing
- () 4 - NON-RESTRICTIVE w/2640 ft. Signal Spacing
- () 5 - RESTRICTIVE w/440 ft. Connection Spacing
- () 6 - NON-RESTRICTIVE w/1320 ft. Signal Spacing
- () 7 - BOTH MEDIAN TYPES

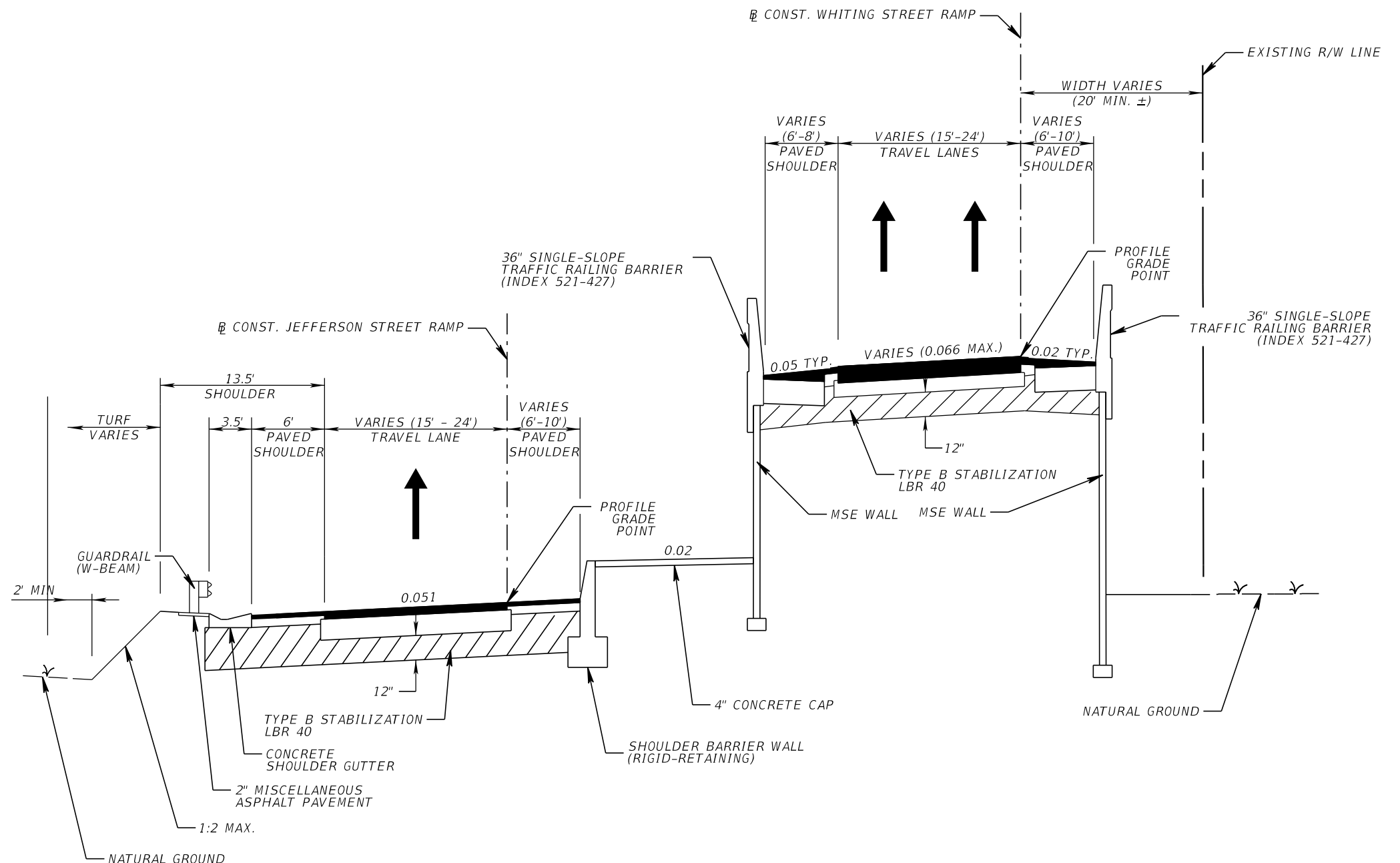
CRITERIA

- (X) NEW CONSTRUCTION / RECONSTRUCTION
- () RESURFACING (LA FACILITIES)
- () RRR (ARTERIALS & COLLECTORS)

POTENTIAL EXCEPTIONS AND VARIATIONS RELATED TO TYPICAL SECTION:

RAMP 6B (DOWNTOWN EAST)
 EASTBOUND SR 618 TO EAST WHITING STREET:
 DESIGN SPEED
 SAG CURVE K VALUE
 SAG CURVE MINIMUM LENGTH

TYPICAL SECTION No. 4



TYPICAL SECTION
SOUTH JEFFERSON STREET TO EASTBOUND SR 618 ENTRANCE RAMP
AND
RAMP 6B (DOWNTOWN EAST)
EASTBOUND SR 618 TO EAST WHITING STREET
NOT TO SCALE

TRAFFIC DATA

CURRENT YEAR = 2019 AADT = N/A
 ESTIMATED OPENING YEAR = 2026 AADT = 6,700
 ESTIMATED DESIGN YEAR = 2046 AADT = 16,000
 K = 9.0%, D = 100%, T = 2.2% (24HR)
 DESIGN HOUR T = 2.0%
 DESIGN SPEED = 30 MPH

FINANCIAL PROJECT ID	SHEET NO.
HI-0141	5

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PROJECT CONTROLS

CONTEXT CLASSIFICATION

- () C1 : NATURAL () C3C : SUBURBAN COMM.
- () C2 : RURAL () C4 : URBAN GENERAL
- () C2T : RURAL TOWN () C5 : URBAN CENTER
- () C3R : SUBURBAN RES. (X) C6 : URBAN CORE
- () N/A : L.A. FACILITY

FUNCTIONAL CLASSIFICATION

- () INTERSTATE () MAJOR COLLECTOR
- () FREEWAY/EXPWY. (X) MINOR COLLECTOR
- () PRINCIPAL ARTERIAL () LOCAL
- () MINOR ARTERIAL

HIGHWAY SYSTEM

- () NATIONAL HIGHWAY SYSTEM
- () STRATEGIC INTERMODAL SYSTEM
- () STATE HIGHWAY SYSTEM
- (X) OFF-STATE HIGHWAY SYSTEM

ACCESS CLASSIFICATION

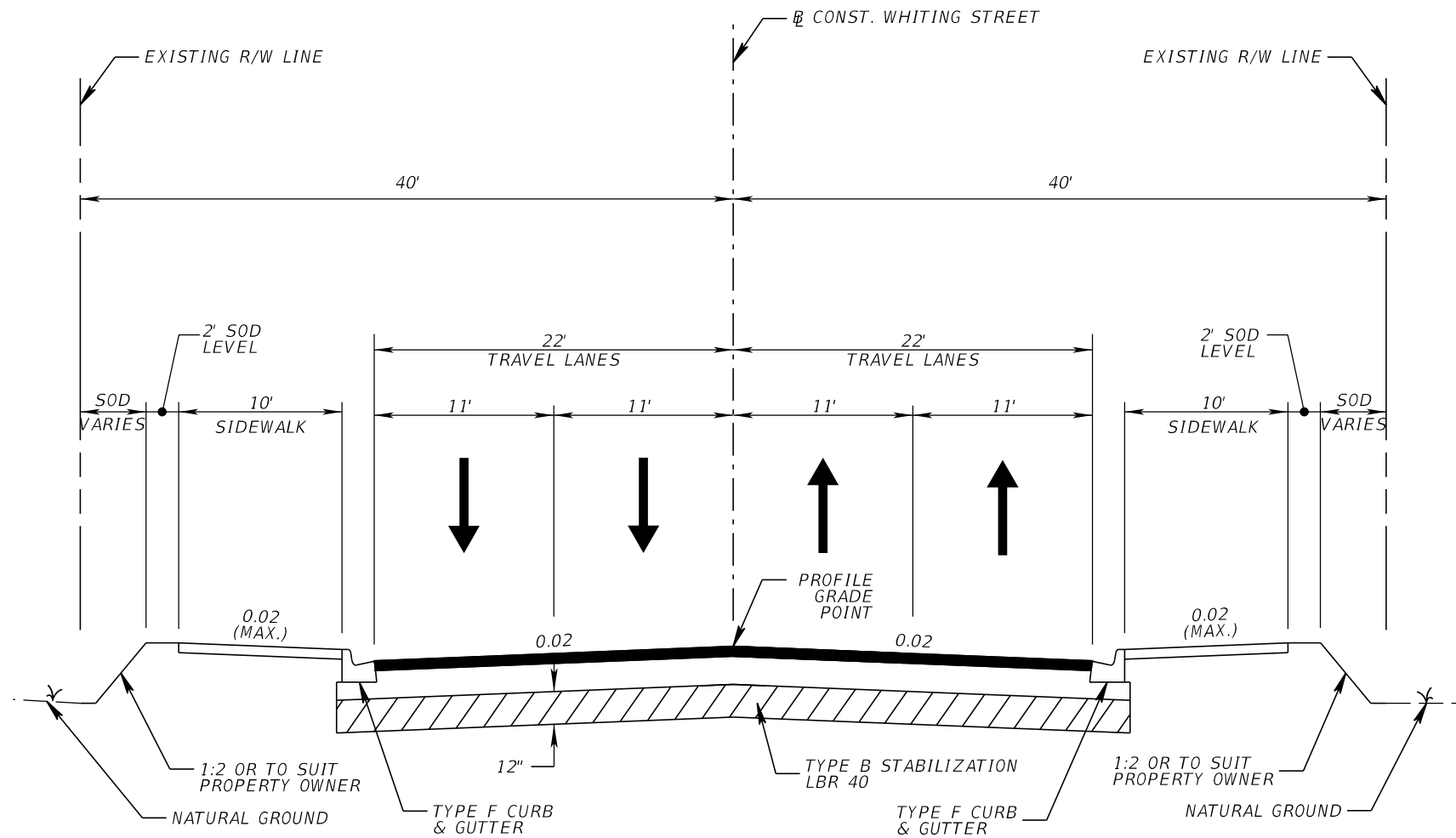
- () 1 - FREEWAY
- () 2 - RESTRICTIVE w/Service Roads
- () 3 - RESTRICTIVE w/660 ft. Connection Spacing
- () 4 - NON-RESTRICTIVE w/2640 ft. Signal Spacing
- () 5 - RESTRICTIVE w/440 ft. Connection Spacing
- () 6 - NON-RESTRICTIVE w/1320 ft. Signal Spacing
- (X) 7 - BOTH MEDIAN TYPES

CRITERIA

- (X) NEW CONSTRUCTION / RECONSTRUCTION
- () RESURFACING (LA FACILITIES)
- () RRR (ARTERIALS & COLLECTORS)

POTENTIAL EXCEPTIONS AND VARIATIONS RELATED TO TYPICAL SECTION:

TYPICAL SECTION No. 5



**TYPICAL SECTION
EAST WHITING STREET
JEFFERSON STREET TO SELMON EXPRESSWAY
NOT TO SCALE**

TRAFFIC DATA

CURRENT YEAR = 2019 AADT = 3,500
 ESTIMATED OPENING YEAR = 2026 AADT = 11,000
 ESTIMATED DESIGN YEAR = 2046 AADT = 15,500
 K = 9.0%, D = 55.5%, T = 2.2% (24HR)
 DESIGN HOUR T = 2.0%
 DESIGN SPEED = 30 MPH
 POSTED SPEED = 25 MPH

FINANCIAL PROJECT ID	SHEET NO.
HI-0141	6

PROJECT CONTROLS

CONTEXT CLASSIFICATION

- () C1 : NATURAL () C3C : SUBURBAN COMM.
- () C2 : RURAL () C4 : URBAN GENERAL
- () C2T : RURAL TOWN () C5 : URBAN CENTER
- () C3R : SUBURBAN RES. (X) C6 : URBAN CORE
- () N/A : L.A. FACILITY

FUNCTIONAL CLASSIFICATION

- () INTERSTATE () MAJOR COLLECTOR
- () FREEWAY/EXPWY. (X) MINOR COLLECTOR
- () PRINCIPAL ARTERIAL () LOCAL
- () MINOR ARTERIAL

HIGHWAY SYSTEM

- () NATIONAL HIGHWAY SYSTEM
- () STRATEGIC INTERMODAL SYSTEM
- () STATE HIGHWAY SYSTEM
- (X) OFF-STATE HIGHWAY SYSTEM

ACCESS CLASSIFICATION

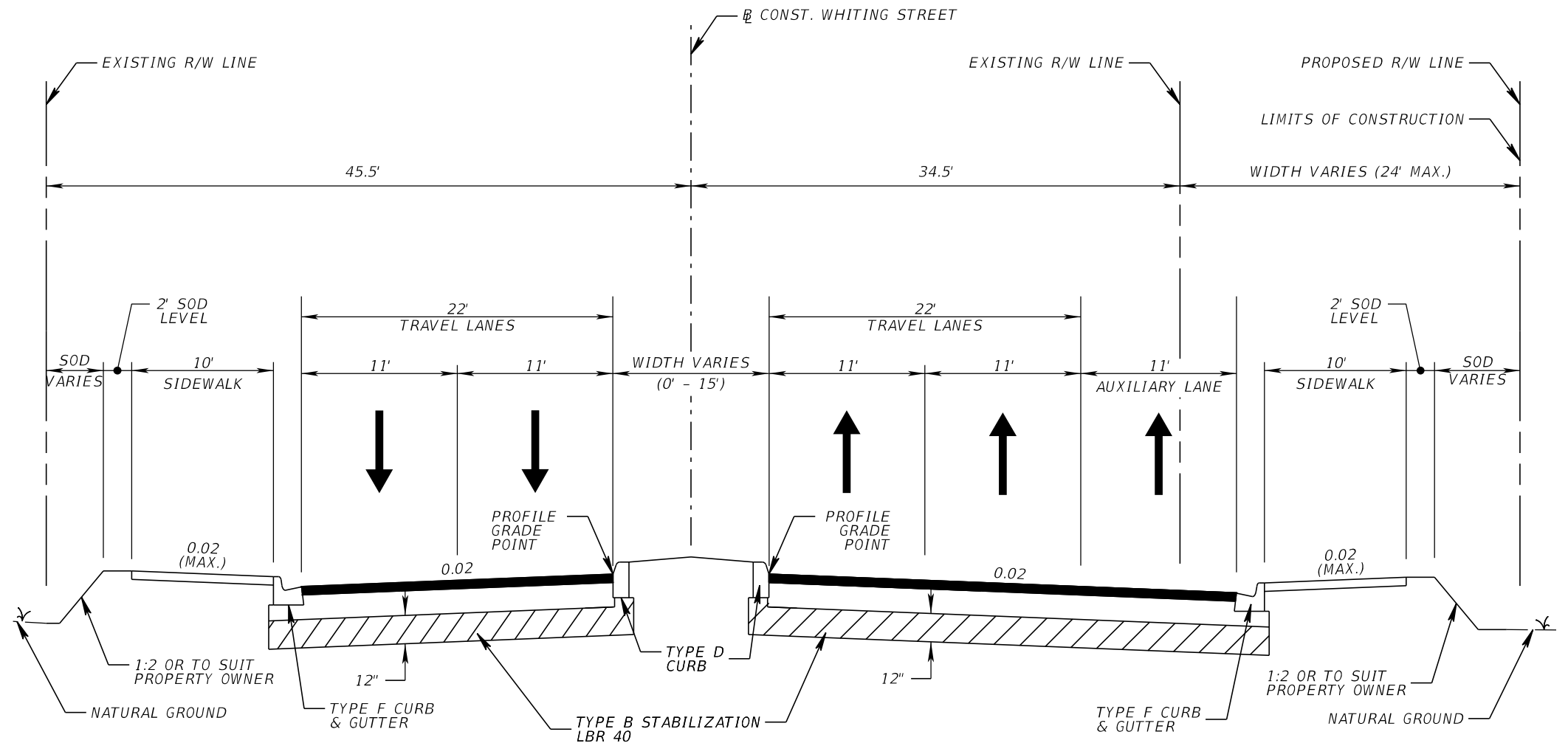
- () 1 - FREEWAY
- () 2 - RESTRICTIVE w/Service Roads
- () 3 - RESTRICTIVE w/660 ft. Connection Spacing
- () 4 - NON-RESTRICTIVE w/2640 ft. Signal Spacing
- () 5 - RESTRICTIVE w/440 ft. Connection Spacing
- () 6 - NON-RESTRICTIVE w/1320 ft. Signal Spacing
- (X) 7 - BOTH MEDIAN TYPES

CRITERIA

- (X) NEW CONSTRUCTION / RECONSTRUCTION
- () RESURFACING (LA FACILITIES)
- () RRR (ARTERIALS & COLLECTORS)

POTENTIAL EXCEPTIONS AND VARIATIONS RELATED TO TYPICAL SECTION:

TYPICAL SECTION No. 6



**TYPICAL SECTION
EAST WHITING STREET
SELMON EXPRESSWAY TO MERIDIAN AVENUE**

NOT TO SCALE

TRAFFIC DATA

CURRENT YEAR = 2019 AADT = 3,800
 ESTIMATED OPENING YEAR = 2026 AADT = 15,500
 ESTIMATED DESIGN YEAR = 2046 AADT = 25,000
 K = 9.0%, D = 55.5%, T = 2.2% (24HR)
 DESIGN HOUR T = 2.0%
 DESIGN SPEED = 30 MPH
 POSTED SPEED = 25 MPH

FINANCIAL PROJECT ID	SHEET NO.
HI-0141	7

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