

STATE OF FLORIDA
TAMPA HILLSBOROUGH EXPRESSWAY AUTHORITY

TYPICAL SECTION PACKAGE

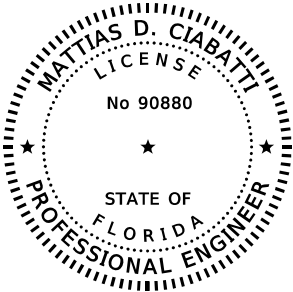
THEA PROJECT ID HI-0141
WHITING STREET ULTIMATE - WHITING STREET
EXTENSION AND RAMPS

HILLSBOROUGH COUNTY

STATE ROAD NO. 618

APPROVED BY:

THIS ITEM HAS BEEN DIGITALLY
SIGNED AND SEALED BY



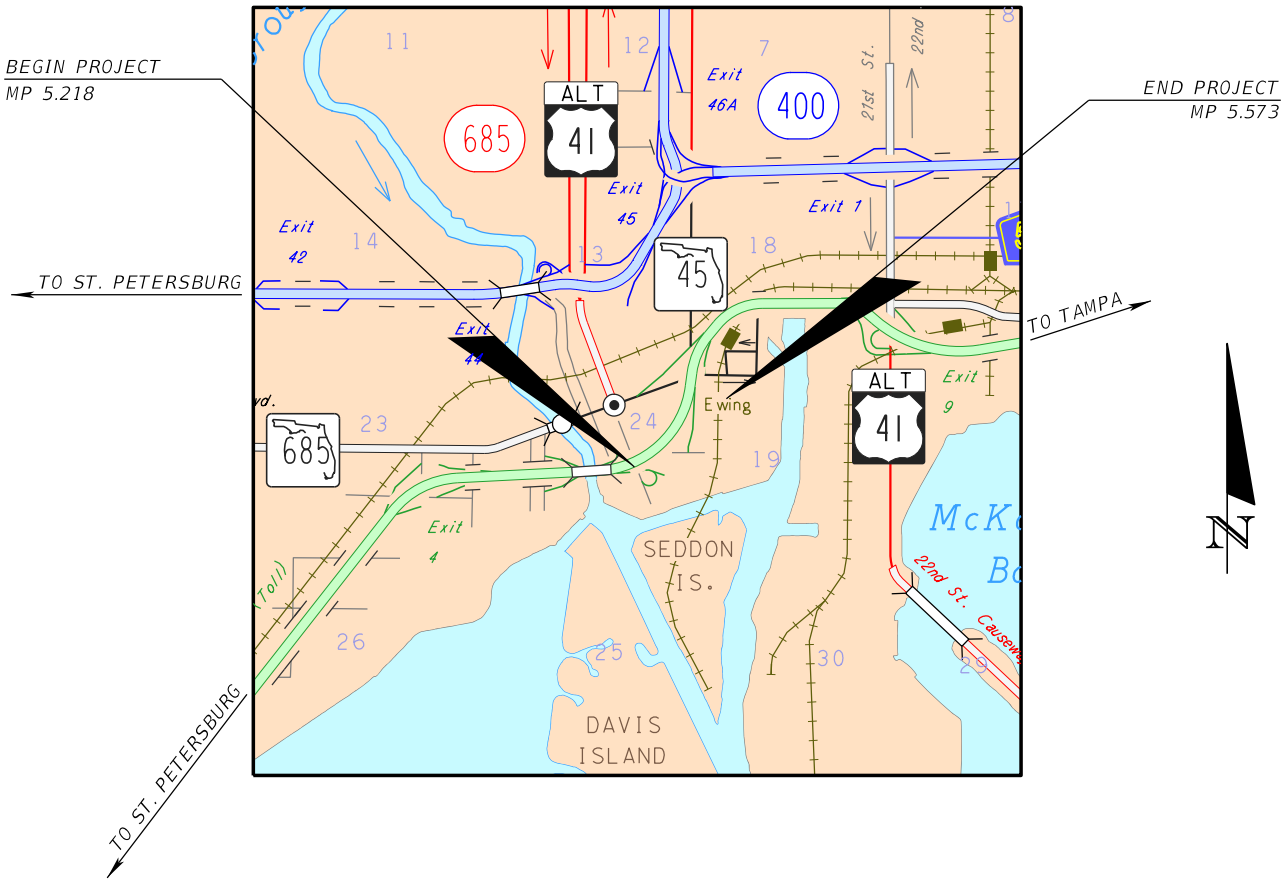
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H.W. LOCHNER
4350 W. CYPRESS STREET, SUITE 800
TAMPA, FL 33607
MATTIAS D. CIABATTI, P.E. NO. 90880

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

SHEET NO	SHEET DESCRIPTION
1	COVER SHEET
2	TYPICAL SECTION 1
3	TYPICAL SECTION 2
4	TYPICAL SECTION 3
5	TYPICAL SECTION 4
6	TYPICAL SECTION 5
7	TYPICAL SECTION 6



TYPICAL SECTION CONCURRENCE

Brian W. Pickard,
P.E. Florida PE
#58863
Digitally signed by Brian W.
Pickard, P.E. Florida PE
#58863
Date: 2022.05.27 08:53:05
-04'00'

THEA DIRECTOR OF OPERATIONS
AND ENGINEERING

DocuSigned by:
James Drapp
6/29/2022 2:28:44B...
James Drapp PE

THEA GENERAL ENGINEERING CONSULTANT

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

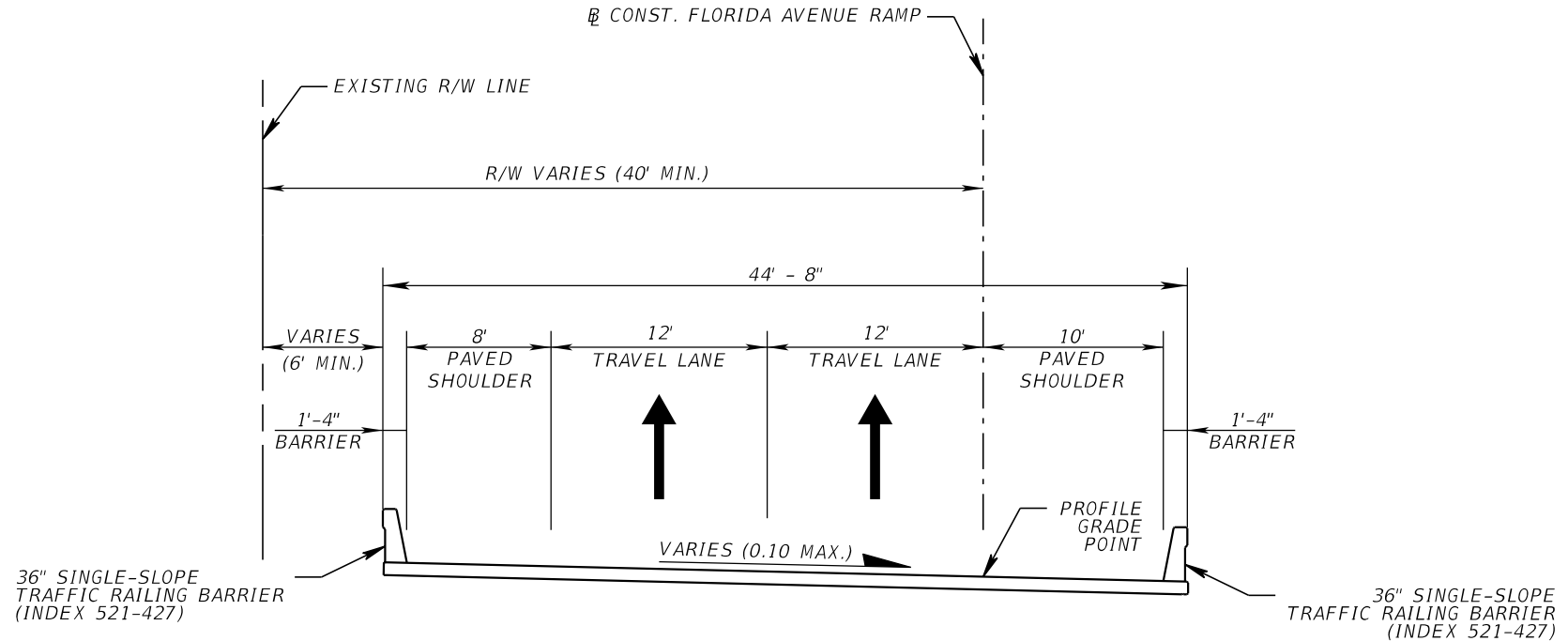
CRITERIA

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

POTENTIAL EXCEPTIONS AND VARIATIONS
RELATED TO TYPICAL SECTION:

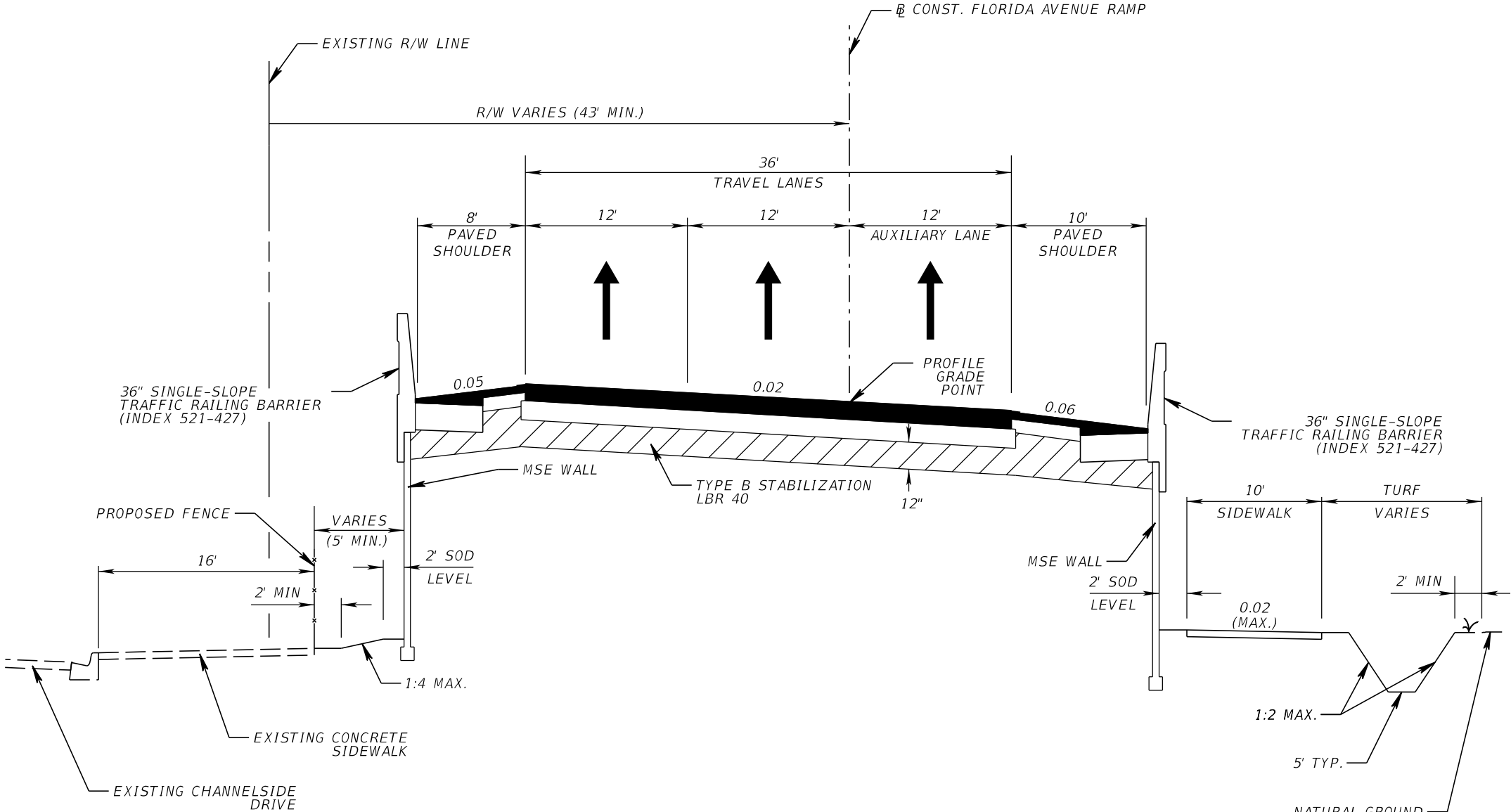
DESIGN SPEED
BORDER WIDTH
CURVE LENGTH
RAMP SPACING

TYPICAL SECTION No. 1



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
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

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

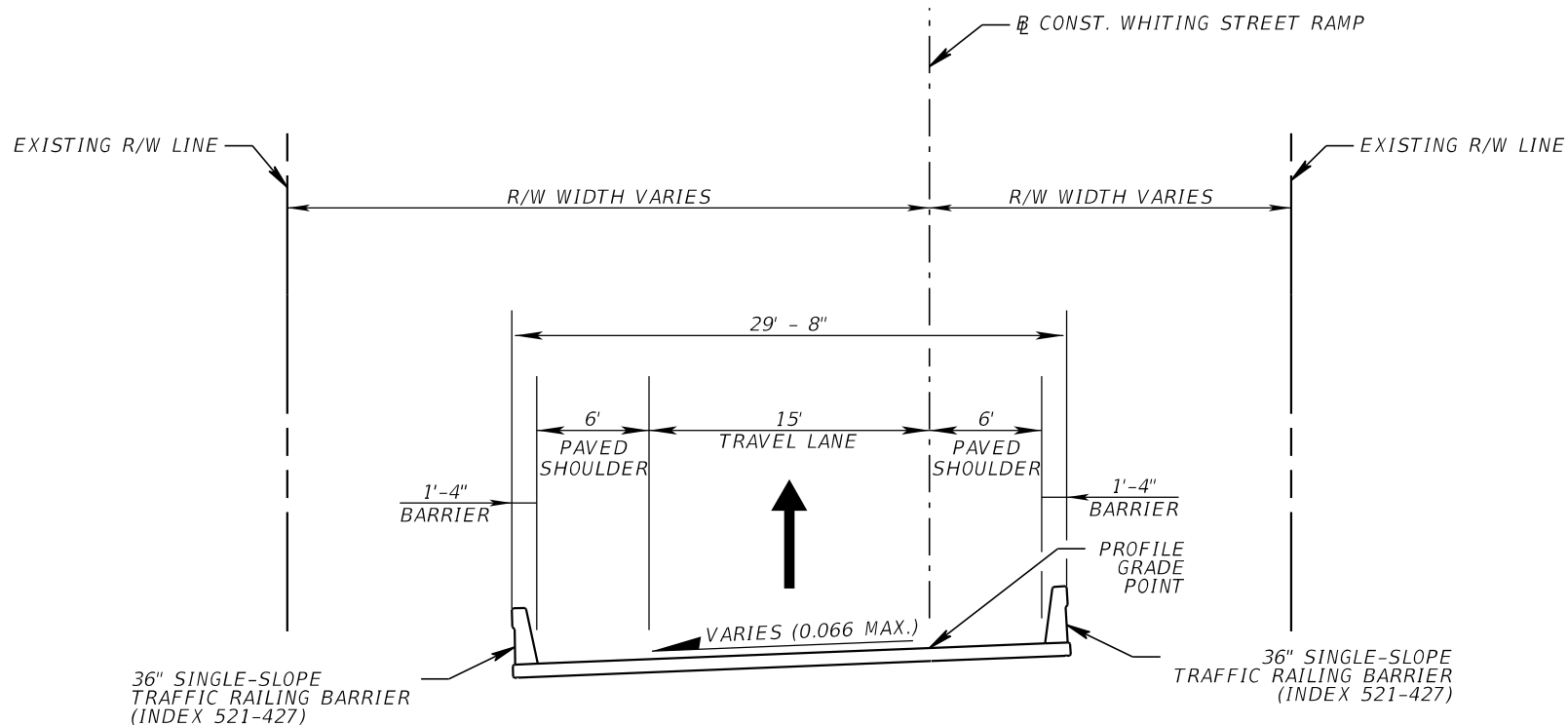
CRITERIA

(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

<i>FINANCIAL PROJECT ID</i>	<i>SHEET NO.</i>
<i>HI-0141</i>	<i>4</i>

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

<input type="checkbox"/> INTERSTATE	<input type="checkbox"/> MAJOR COLLECTOR
<input checked="" type="checkbox"/> FREEWAY/EXPWY.	<input type="checkbox"/> MINOR COLLECTOR
<input type="checkbox"/> PRINCIPAL ARTERIAL	<input type="checkbox"/> LOCAL
<input type="checkbox"/> 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

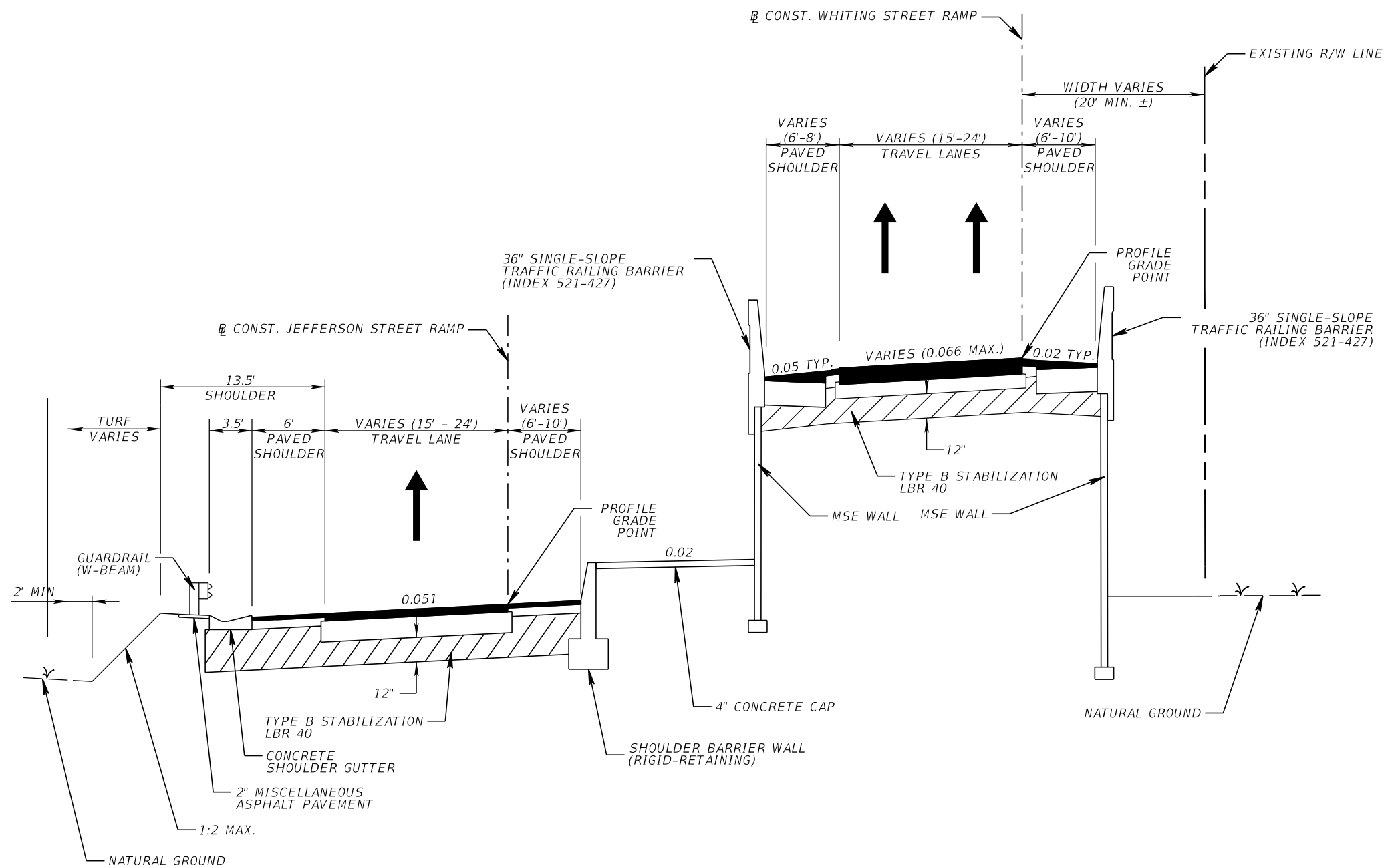
(X) NEW CONSTRUCTION / RECONSTRUCTION
() RESURFACING (LA FACILITIES)
() RRR (ARTERIALS & COLLECTORS)

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

<i>FINANCIAL PROJECT ID</i>	<i>SHEET NO.</i>
<i>HI-0141</i>	<i>5</i>

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	

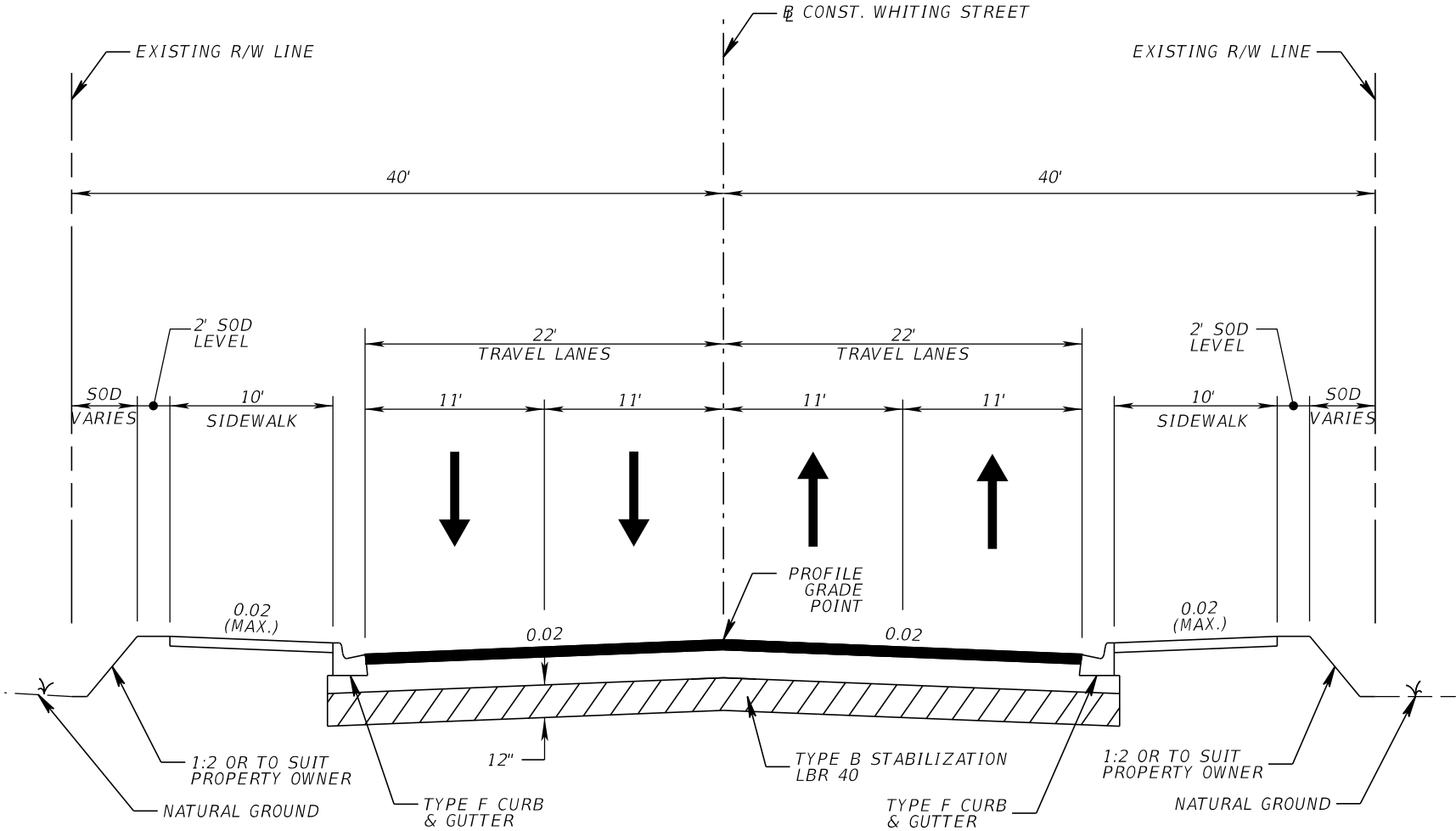
ACCESS CLASSIFICATION	
() 1 - FREEWAY	
() 2 - RESTRICTIVE w/Service Roads	
() 3 - RESTRICTIVE w/660 ft. Connection Spacing	
() 4 - NON-RESTRICTIVE w/2640 ft. Signal Spacing	
() 5 - RESTRICTIVE w/440 ft. Connection Spacing	
() 6 - NON-RESTRICTIVE w/1320 ft. Signal Spacing	
(X) 7 - BOTH MEDIAN TYPES	

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

POTENTIAL EXCEPTIONS AND VARIATIONS
RELATED TO TYPICAL SECTION:

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

TYPICAL SECTION No. 5



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

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

☒ OFF-STATE HIGHWAY SYSTEM

ACCESS CLASSIFICATION

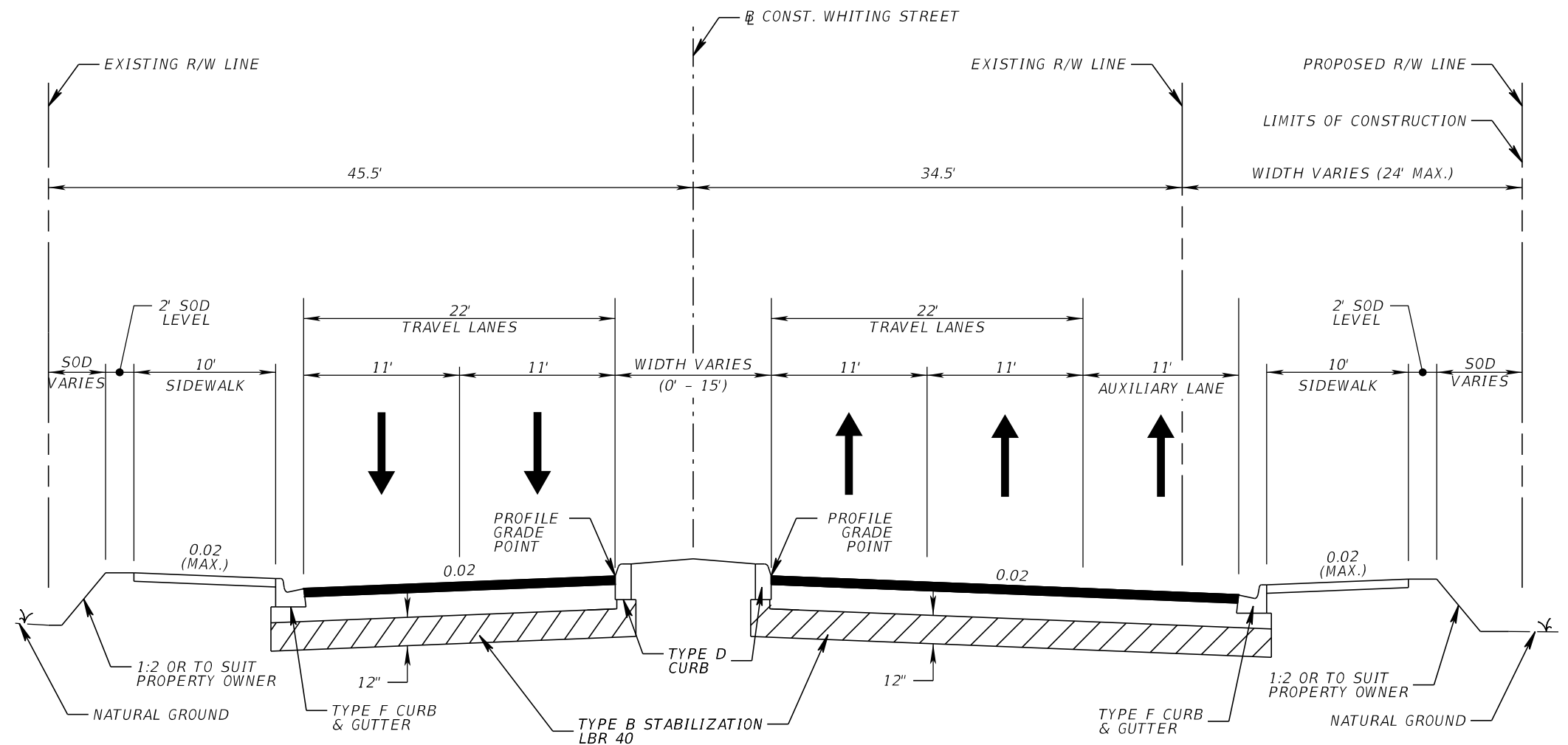
- () 1 - FREEWAY
- () 2 - RESTRICTIVE w/Service Roads
- () 3 - RESTRICTIVE w/660 ft. Connection Spacing
- () 4 - NON-RESTRICTIVE w/2640 ft. Signal Spacing
- () 5 - RESTRICTIVE w/440 ft. Connection Spacing
- () 6 - NON-RESTRICTIVE w/1320 ft. Signal Spacing
- (X) 7 - BOTH MEDIAN TYPES

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

<i>FINANCIAL PROJECT ID</i>	<i>SHEET NO.</i>
<i>HI-0141</i>	<i>7</i>