APPENDIX D

LETTER FROM DONALD J. SKELTON, SECRETARY

DISTRICT 7, FDOT

October 7, 2010

Florida Department of Transportation

CHARLIE CRIST
GOVERNOR

11201 N. McKinley Drive
Tampa, FL 33612-6456

STEPHANIE C. KOPELOUSOS
SECRETARY

October 7, 2010

Mr. Bipin Parikh, P. E.
Assistant County Administrator
Pasco County
7530 Little Road
New Port Richey, Fl. 34654-5598

Re: S. R. 52 and S. R. 54 Improvement Alternatives

Dear Mr. Parikh:

Thank you for meeting with the department on September 29, 2010 regarding Pasco County's intent to evaluate the following improvement alternatives for S.R. 52 and S.R. 54:

- Improving S.R. 52 to 10 lanes at-grade
- Improving S.R. 52 to 10 lanes (6 lanes at-grade and 4 lanes elevated)
- Improving S.R. 54 to 8 lanes and S.R. 52 to 8 lanes
- Improving S.R. 54 to 8 lanes and improving proposed Tower Road from 4 to 6 lanes

We understand the purpose of this evaluation effort is to address comments made by the U.S Army Corps of Engineers concerning Pasco County's Ridge Road extension project. The department is open to this evaluation effort; however, we must point out that these alternatives are inconsistent with the recently adopted Pasco County Metropolitan Planning Organization (MPO) 2035 Cost Affordable Long Range Transportation Plan (LRTP). As part of your evaluation process, please carefully consider the fiscal impacts these alternatives would have on the MPO's LRTP. The department would not support any improvements that are not consistent with the MPO's LRTP.

Although there is not a department policy that restricts the number of lanes on a state highway facility, the department seldom widens an arterial beyond six lanes. The district does not have a ten-lane arterial and we are not aware of any on the state highway system. There are two 8-lane arterials (S.R. 60 and Fowler Avenue) on the

state highway system in our district. Both facilities are within highly commercialized corridors where driveways frequently exist on both sides of the highway. The design intent of the two outside lanes is for these lanes to serve mainly as continuous right turn lanes for local traffic. Based on past experience, a wider roadway would require more signalized intersections along the corridor to accommodate side-street traffic. This would consequently reduce the service capacity of each travel lane. As part of your evaluation process, we recommend you also consider operational and safety issues that are often associated with wider roadways, such as traffic weaving and lengthy pedestrian crossings.

I hope you find the above information helpful. Should you wish to discuss your evaluation effort further, please do not hesitate to contact us.

Sincerely,

Donald J. Skelton

Donald J. Skelton, P. E.
District Seven Secretary