



DEVELOPMENT SERVICES DEPARTMENT

PO Box 1110, Tampa, FL 33601-1110
813-635-5400 | Fax: (813) 272-5811

SUBJECT: APPROVAL COVER LETTER DESIGN EXCEPTION DESIGN DEVIATION MEMORANDUM

TO: Michael J. Williams **DATE:** April 30, 2022
County Engineer

County Street Name and/or Road Number: Old Gibsonton Road
Project Description (limits): North of Gibsonton Drive
Project Identification Number: _____
Context-Based Classification: _____

TYPE OF CONSTRUCTION: (check all that apply)

- Residential Subdivision Commercial Subdivision Private Property

DESIGN EXCEPTION FOR THE FOLLOWING ELEMENT: (check one)

- Design Speed Horizontal Curve Radius Maximum Grade Design Loading Structural Capacity
 Lane Widths Superelevation Rate Cross Slope
 Shoulder Widths Stopping Sight Distance Vertical Clearance

DESIGN DEVIATION MEMORANDUM FOR THE FOLLOWING ELEMENT:

Include statement identifying location, project limits, key controlling criteria, existing roadway characteristics, and required criteria versus proposed criteria:

A Section 6.04.02.B DESIGN EXCEPTION to Hillsborough County Land Development Code (LDC) §6.04.03.L. (Existing Facilities) is requested in association with rezoning & development permitting for the "9248 GIBSONTON ROAD" project.

Refer to attached Old Gibsonton Road Design Exception document (4/30/22) for details.

Attach all supporting documentation to this form in accordance with Section 1.7 of the Transportation Technical Manual for Subdivision and Site Development Projects.

SIGNATURES AND APPROVALS:

Recommended by / Date:

Michael Raysor

Digitally signed by Michael Raysor
Date: 2022.05.02 16:20:11 -04'00'

Responsible Professional Engineer

Michael Raysor

Approved Professional Engineer Seal

Digitally signed by Michael Raysor
Date: 2022.05.02 16:20:09 -04'00'

Approved by / Date:
(For Design Exceptions Only)

Michael J. Williams, Professional Engineer. County Engineer



April 30, 2022

Michael J. Williams, P.E.
County Engineer
Director, Development Review Division
Hillsborough County Development Services
601 East Kennedy Boulevard
Tampa, Florida 33602

**SUBJECT: 9248 GIBSONTON ROAD
OLD GIBSONTON ROAD DESIGN EXCEPTION
PD 22-0207**

Folio(s) No:

only applies to AV

per Hillsborough County Transportation Manual (TTM) Section 1.7.2, to meet

Dear Mr. Williams,

This letter documents a request for a ~~Section 6.04.03.L~~ DESIGN EXCEPTION ~~to~~ Hillsborough County Land Development Code (LDC) §6.04.03.L. (Existing Facilities) in association with rezoning & development permitting for the "9248 GIBSONTON ROAD" project.

INTRODUCTION

The "9248 GIBSONTON ROAD" project is located on the northwest side of Old Gibsonton Road, approximately 400 feet north of Gibsonton Drive, in Hillsborough County, Florida (refer to **ATTACHMENT A** for the project site location map). The project is proposed for the development of 105 multifamily residential units, with site access planned to be provided via one full access driveway connection to Old Gibsonton Road (refer to **ATTACHMENT B** for the project site concept plan).

Pursuant to LDC §6.04.03.L, the following is applicable **Stubout to future connection to Wiggins Road? Attached HCPA Exhibit.**

Improvements and upgrading of existing roadways are to conform with standards for new roadways of the same access class. Exception to these standards shall be allowed only where physically impossible for the permittee to comply or otherwise upgrade existing site conditions. All such exceptions shall be approved by the Director of Public Works.

current A DESIGN EXCEPTION is requested for relief from the above-referenced requirement to improve Old Gibsonton Road to meet ~~new~~ roadway standards for a two-lane undivided local rural roadway (TS-7) as a condition of ~~development~~ **zoning** approval for the subject project; where in lieu of meeting the full TS-7 typical section, alternative mitigation is proposed. The County typical section for a two-lane undivided local rural roadway (TS-7) is provided as **ATTACHMENT C**.

Old Gibsonton Road is a two-lane undivided local County roadway with a rural cross section, which is approximately 1,750 feet in length between its signalized intersection with Gibsonton Drive and its northern/eastern terminus. Within the referenced limits, Old Gibsonton Road has an existing right-of-way width that varies between approximately 100 feet near Gibsonton Drive (adjacent to Circle K), then narrowing to approximately 60 feet at the northeastern bend in the road north of the adjacent Circle K (± 250 feet north of Gibsonton Drive) and then widening to 70 feet toward the northeast terminus. It is noted that the reported right-of-way widths are approximate, as measured from the *Hillsborough County Property Appraiser* website.



OLD GIBSONTON ROAD | TRAFFIC VOLUMES

Traffic volumes for Old Gibsonton Road were identified as follows:

- Existing traffic volumes were identified from 48-hour traffic counts conducted in March 2022, adjusted to reflect AADT through the application of the applicable FDOT seasonal factor. The traffic counts were conducted at two locations on Old Gibsonton Road, with one count undertaken between Gibsonton Drive and the Circle K driveway, and one count undertaken north of the Circle K driveway. The resulting AADT volumes are summarized in **TABLE 1.0** as further documented in **ATTACHMENT D**.
- Daily “vested” traffic volumes associated with PD 07-1310 were identified from the Transportation Analysis performed for the referenced PD. The resulting daily “vested” traffic volumes are summarized in **TABLE 1.0** as further documented in **ATTACHMENT E**.
- Daily project generated traffic volumes were identified using the Institute of Transportation Engineers (ITE) *Trip Generation Manual* (11th edition). The resulting daily project generated traffic volumes are summarized in **TABLE 1.0** as further documented in **ATTACHMENT F**.

TABLE 1.0 | OLD GIBSONTON ROAD DAILY TRAFFIC VOLUMES

Location	Segment Length	Traffic Volume Component			TOTAL
		Current AADT	Vested (PD 07-1310)	Project Generated	
OLD GIBSONTON ROAD from Gibsonton Drive to Circle K Driveway	± 150'	2,586	2,459	748	5,793
OLD GIBSONTON ROAD from Circle K Driveway to Project Site	± 1,600'	237	2,459	748	3,444
OLD GIBSONTON ROAD from Project Site to PD 07-1310		237	2,459	0	2,696
OLD GIBSONTON ROAD north of PD 07-1310		237	0	0	237

As identified in **TABLE 1.0**, total daily traffic volumes on Old Gibsonton Road are estimated to range from 237 vpd near its northeast terminus to 5,793 vpd at Gibsonton Drive. In consideration that the majority of Old Gibsonton Road has a total daily estimated volume of less than 5,000 vpd, where the only portion of the road exceeding 5,000 vpd is at a commercial node with Gibsonton Drive, the functional classification of Old Gibsonton Road is identified as a **LOCAL ROADWAY**.

**OLD GIBSONTON ROAD | ROADWAY CHARACTERISTICS**

An inventory of roadway characteristics was compiled for Old Gibsonton Road, as summarized below and further documented in **ATTACHMENT G**. The reported measurements were undertaken at two locations, with LOCATION A approximately 250 feet north of Gibsonton Drive (i.e., just north of the Circle K driveway) and LOCATION B approximately 500 feet north of Gibsonton Drive (i.e., proximate to the planned location of the project site driveway).

SPEED LIMIT: The posted speed limit for Old Gibsonton Road was identified as 25 mph.

LANE WIDTH: The lane width for Old Gibsonton Road at both LOCATION A and LOCATION B was identified as 12 feet. This finding indicates that Old Gibsonton Road exhibits a standard lane width in consideration of the TS-7 typical section, which requires 12-foot lanes.

SHOULDER WIDTH: Old Gibsonton Road does not have paved shoulders within its limits from Gibsonton Drive to its northeast terminus. This finding indicates that Old Gibsonton Road exhibits substandard shoulder conditions in consideration of the TS-7 typical section, which requires 5-foot paved shoulders.

SIDEWALK: Old Gibsonton Road does not have sidewalks on either side of the road within its limits from Gibsonton Drive to its northeast terminus; except for an 85 foot segment of sidewalk on the west side of the road south of the Circle K driveway. This finding indicates that Old Gibsonton Road exhibits substandard sidewalk conditions in consideration of the TS-7 typical section, which requires 5-foot sidewalks on both sides of the road.

SIDE SLOPE: The side slopes for Old Gibsonton Road at LOCATION A were identified as 1:7 on the west side of the road and 1:10 on the east side of the road, and the side slopes at LOCATION B were identified as 1:7 on the northwest side of the road and 1:12 on the southeast side of the road. This finding indicates that Old Gibsonton Road exhibits standard side slopes in consideration of the TS-7 typical section, which limits the maximum slope to 1:4.

CLEAR ZONE: The clear zones for Old Gibsonton Road at LOCATION A were identified as 16 feet on the west side of the road and 22 feet on the east side of the road, and the clear zones at LOCATION B were identified as greater than 20 feet on the northwest side of the road and 18 feet on the southeast side of the road. This finding indicates that Old Gibsonton Road exhibits standard clear zones in consideration of FDOT's Design Manual, which requires a clear zone of 6 feet for existing roadways with a design speed of 30 mph or less.

OLD GIBSONTON ROAD | CRASH HISTORY

An evaluation of crash data was conducted for the segment of Old Gibsonton Road between Gibsonton Drive and its northeast terminus; excluding any crashes that may have occurred at the intersection of Old Gibsonton Road & Gibsonton Drive. Crash data was extracted from the Hillsborough County Crash Data Management System for the prior 5 year period, from 3/1/22 through 2/28/22. During that period, only one (1) crash was identified to occur within the referenced limits, which involved a large truck attempting to enter the Alafia River Estates subdivision and collided with its gated entry. Refer to **ATTACHMENT H** for documentation of the crash evaluation. In consideration of the foregoing, it is concluded that the substandard road characteristics of Old Gibsonton Road have not historically contributed to a safety deficiency, as evidenced by a lack of crashes attributable to those substandard conditions. Further, the referenced crash history does not exhibit any patterns that would indicate a potential for future safety concerns associated with development of the subject project.

MICHAEL J. WILLIAMS, P.E.
9248 GIBSONTON ROAD | OLD GIBSONTON ROAD DESIGN EXCEPTION
APRIL 30, 2022
PAGE 4 OF 4



SUBSTANDARD ROAD MITIGATION

The deviation from County TS-7 standards in regard to the lack of paved shoulders along Old Gibsonton Road does not adversely impact the provision of safe and efficient traffic operating conditions, as the roadway area adjacent to the traveled way was found to be at least 8 feet in width with a slope of no greater than 8°, and thus serves as an unpaved shoulder. It is noted that observations were unable to determine if the referenced unpaved shoulders are stabilized, however, no signs of rutting or other damage was observed, where that would have been indicative of a lack of stabilization. Refer to **ATTACHMENT H** for supporting information from AASHTO's *A Policy on Geometric Design of Streets & Highway*.

The deviation from County TS-7 standards in regard to the lack of sidewalks on both sides of the road is a significant concern in regard to the development of a residential use in close proximity to commercial land uses such as (a) the Circle K located at the northwest corner of the intersection of Gibsonton Drive & Old Gibsonton Road, (b) the Wal-Mart located at the southwest corner of the intersection of Gibsonton Drive & Old Gibsonton Road, and (c) the Riverview 14 commercial plaza located at the southeast corner of the intersection of Gibsonton Drive & Old Gibsonton Road.

Therefore, the Applicant proposes to construct ± 350 feet of sidewalk on the west side of Old Gibsonton Road between (a) the limits of the sidewalk required along their project site frontage, and (b) the existing segment of sidewalk located adjacent to the Circle K. This improvement would provide for a continuous sidewalk from the subject project site to the above-referenced commercial land uses surrounding the intersection of Gibsonton Drive & Old Gibsonton Road; noting that pedestrian signalization is currently provided across all four legs of the refer

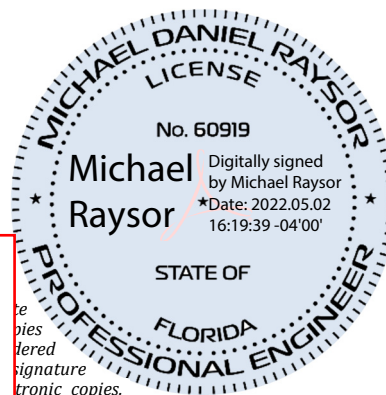
per Hillsborough County Transportation Manual (TTM) Section 1.7.2, to meet

The foregoing documents a request for a DESIGN EXCEPTION per Hillsborough County Land Development Code (LDC) §6.04.03.L (Existing Facilities) in association with rezoning & development permitting for the "9248 GIBSONTON ROAD" project.

Sincerely,

RAYSOR Transportation Consulting, LLC

Michael Raysor
Michael D. Raysor, P.E.
President



The main substandard aspects of Old Gibsonton Rd are the lack of paved shoulders and sidewalks, why not proposing a shared-use-path to account for both? This path should extend from the property's frontage to the east to the corner of Circle K. Please include an exhibit that shows where the additional SW/Path is located and length, Attached SW Exhibit. Have in mind this intersection has a dedicated pedestrian signal, lots of commercial uses that can attract pedestrians and just in front of Circle K there is a Hart Bus Stop. Also, since the ROW is narrower in some areas, is the applicant dedicating additional ROW with this request?

ATTACHMENT A



OLD GIBSONTON ROAD DESIGN EXCEPTION Project Site Location Map

