

From: [Dietz, Denis](#)
To: [Swenson, Kristian](#); [Schneider, Fred](#); [Warren, Dennis](#);
[Olasimbo, Noble](#); [Lewis, Sharon](#); [Bollinger, Steve](#);
CC:
Subject: FW: US 441 & CR 44 Pedestrian Pole Location
Date: Friday, February 22, 2008 9:54:59 AM
Attachments: [441@CR44 SE looking W.JPG](#)
[441@CR44 NW looking E3.JPG](#)
[441@CR44 NW looking E2.JPG](#)
[441@CR44 NW looking E.JPG](#)
[441@CR44 SE looking N.JPG](#)

From: Hertz, Susanne [mailto:Susanne.Hertz@dot.state.fl.us]
Sent: Friday, February 22, 2008 9:48 AM
To: John Graves (jgraves@tbegroup.com)
Cc: Marlin, Ray; Stroz, Jim; Dietz, Denis
Subject: FW: US 441 & CR 44 Pedestrian Pole Location

John,
Ray happened to be out in the area earlier in the week and took some pictures and measurements of the ped poles. I would like to retract my earlier acceptance of this ped pole location. Honestly all three of the ones identified in Ray's email should be moved. The actual distances are a lot more than it sounded like when we talked. Since the contractor changed the location of the one in the NW corner without consulting anyone (as far as I am aware), it seems like we should be able to get that one moved. If there is anything that we can do about the others, that would be ideal.

Let me know if you need anything else from us.

Susanne S. Hertz, P.E.
Traffic Plans and Standards Engineer
Florida Dept. of Transportation
District 5 Traffic Operations

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From: Marlin, Ray
Sent: Thursday, February 21, 2008 8:21 AM
To: Hertz, Susanne
Cc: Stroz, Jim
Subject: FW: US 441 & CR 44 Pedestrian Pole Location

Susanne,

Attached are the pictures I took yesterday at the subject location. I also measured the following distances with respect to the pedestrian signals:

1. P-6 on SE Mast arm pole to EOP - 38'
2. P-4 on south side of US 441 to EOP - 32'
3. P-2 pedestal in NW quadrant to EOP - 37'

Number 3 can be relocated to the point where the sidewalk breaks, keeping it on the south side of the sidewalk. And NO I do not agree with the logic below. I would fix all 3 locations, but 2 wrongs still don't make a right.

R

From: Dietz, Denis [mailto:DDietz@lakecountyfl.gov]
Sent: Tuesday, February 19, 2008 1:13 PM
To: Marlin, Ray
Cc: Bollinger, Steve
Subject: FW: US 441 & CR 44 Pedestrian Pole Location

If the logic below makes sense to you, I do not have a problem with the pole in the present location although the crossing time will have to be adjusted.

Let me know.

Thanks,
Denis

From: John D. Graves [mailto:JGraves@TBEGroup.com]
Sent: Tuesday, February 19, 2008 12:46 PM
To: Dietz, Denis
Cc: Joe Wilson; 'Hertz, Susanne'

Subject: RE: US 441 & CR 44 Pedestrian Pole Location

Dennis, I had a phone conversation with Susanne Hertz about the ped pole location. The location shown in the plan was incorrect, as it was not adjacent to the sidewalk, and the button for crossing would not have been accessible. The Contractor installed the pole adjacent to the sidewalk, but chose the location further from CR 44. Susanne told me that as long as the signal head is visible to the crossing pedestrians, it is acceptable. She said that the distance from CR 44, although a little far, was not unreasonable, and was safer for the pole to prevent it being hit by turning trucks. The ped pole in the southeast corner of the intersection is also a similar distance from the pavement, and that one is per plan.

The location of the pole as constructed is shown on the As-Built plans. If you need something in writing from Susanne, I can get with her. Let me know. Thanks, JG

John D. Graves, P.E.
Sr. Project Engineer

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From: Dietz, Denis [mailto:DDietz@lakecountyfl.gov]
Sent: Tuesday, February 19, 2008 12:01 PM
To: jgraves@tbegroup.com; ray.marlin@dot.state.fl.us

Cc: Schneider, Fred; Swenson, Kristian; Warren, Dennis; Olasimbo, Noble; Lewis, Sharon; Bollinger, Steve

Subject: US 441 & CR 44 Pedestrian Pole Location

This is a follow up to our telephone conversation Friday February 15.

You mentioned that Susan Hertz had some input on the location of the pedestrian pole on the CR 44 approach issue. Please forward her email or other documentation of her input.

Our concerns are that the location was not per plan and the crossing timings would have to be extended.

We do agree that the location may be safer for the pole as far as protection from turning trucks.

Thanks,
Denis Dietz
Lake County Traffic Operations Supervisor