



Table 4-10: Recommended Improvements for Alternative US 19

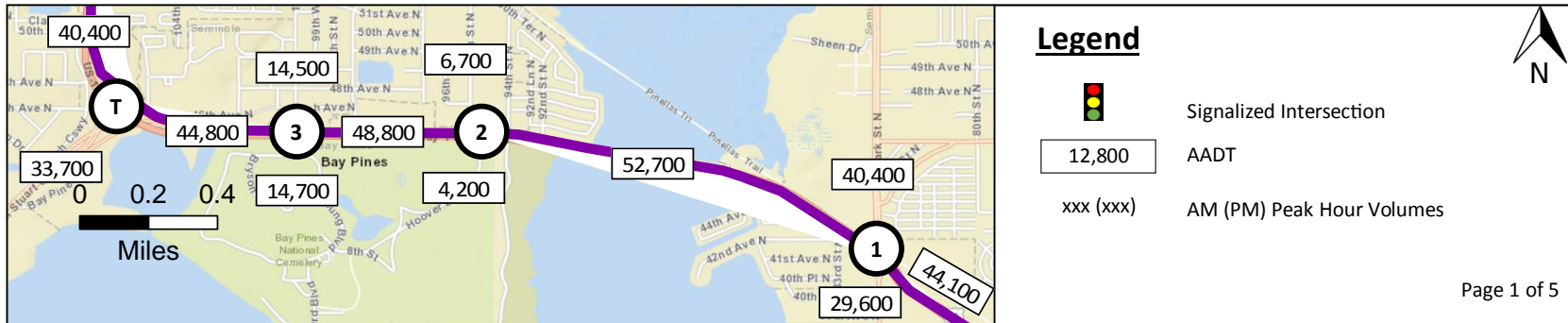
| Intersection | Improvements |
|-------------------------|---|
| Park Street | <ol style="list-style-type: none"> 1. Add two additional eastbound and westbound through lanes. 2. Add one additional northbound and southbound through lane. 3. Add a right turn lane to eastbound approach and channelize. Also channelize the existing right turn lanes. 4. Add an additional left turn lane to the eastbound, southbound, and northbound approaches. 5. Remove the split signal timing and modify cycle length, splits, and lag/lead options for enhanced operation. |
| 95 th Street | <ol style="list-style-type: none"> 1. Add two additional eastbound and westbound through lanes. 2. Modify signal cycle length, splits, and lag/lead options for enhanced operation. |
| 100th Way | <ol style="list-style-type: none"> 1. Add two additional eastbound and westbound through lanes. 2. Add one westbound right turn lane. 3. Add a westbound left turn lane. 4. Add a left turn lane to the southbound and northbound approaches. The through movement can be combined with one of the left turn lanes. 5. Modify signal cycle length, splits, and lag/lead options for enhanced operation. |
| Park Boulevard* | <ol style="list-style-type: none"> 1. Add channelized right turn lanes for all approaches. 2. Add a left turn lane for the southbound and westbound approaches. 3. Add an additional through lane for eastbound and westbound approaches. 4. Modify signal cycle length, splits, and lag/lead options for enhanced operation. |
| 102nd Avenue* | <ol style="list-style-type: none"> 1. Add right turn lanes for eastbound northbound, and southbound approaches. 2. Add two westbound left turn lanes. 3. Add one eastbound left turn lane to the eastbound and southbound approaches. 4. Add one lane to the southbound departure to aid the westbound left turning movement. 5. Modify signal cycle length, splits, and lag/lead options for enhanced operation. |
| Lark Drive | <ol style="list-style-type: none"> 1. Add one channelized northbound right turn lane. 2. Add one eastbound left turn lane. 3. Add one southbound left turn lane. 4. Add one lane to the southbound departure to aid the westbound left turning movement. 5. Modify signal cycle length, splits, and lag/lead options for enhanced operation. |
| Ulmerton Road* | <ol style="list-style-type: none"> 1. Channelize right turn lanes for all approaches. 2. Add two southbound and westbound left turn lanes. 3. Add one eastbound left turn lane. 4. Add three eastbound and westbound through lanes. 5. Add one through lane northbound. 6. Add one departure lane southbound that will continue to Lark Drive and become the left turn lane at Lark Drive. 7. Modify signal cycle length, splits, and lag/lead options for enhanced operation. |
| Bay Drive | <ol style="list-style-type: none"> 1. Channelize right turn lanes for southbound, northbound, and westbound approaches. 2. Add two eastbound and westbound through lanes. 3. Add one one southbound and westbound left turn lanes. 4. Protect left turn movements. 5. Modify signal cycle length, splits, and lag/lead options for enhanced operation. |
| Rosery Road | <ol style="list-style-type: none"> 1. Add one right turn lane for all movements. 2. Add one westbound and eastbound left turn lane. 3. Modify signal cycle length, splits, and lag/lead options for enhanced operation. |
| Belleair Road | <ol style="list-style-type: none"> 1. Add one westbound left turn lane. 2. Modify signal cycle length, splits, and lag/lead options for enhanced operation. |

* Improvements obtained LOS E in Synchro intersection analysis. Other evaluation methods may be needed to improve these intersections.

SR 595/Alternate US 19 Corridor Study
From Park Street North to Belleair Road in Pinellas County



Figure 4-16: Design Year (2040) Build Design Traffic Volumes and Lane Configuration Segment (Park Street North to Tom Stuart Causeway)



Legend



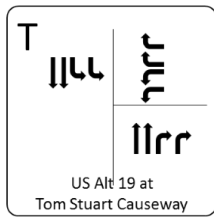
Signalized Intersection

12,800

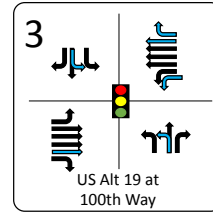
AADT

xxx (xxx)

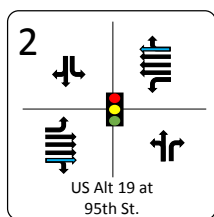
AM (PM) Peak Hour Volumes



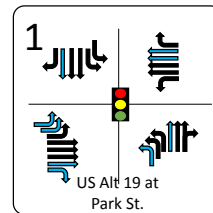
| | | | |
|-------------------|---------------------|---------------|---------------|
| 313 (764) ↓ | 1,578 (981) ↓ | ↖ 726 (1,330) | ↗ 887 (1,089) |
| | | ↑ 984 (587) | ↘ 836 (626) |



| | | | | | |
|------------------|------------------|-------------------|---------------|-------------|-----------------|
| 91 (121) ↓ | 145 (36) ↓ | 442 (468) ↓ | 6 (1) ↓ | ↖ 263 (275) | ↗ 1,437 (1,943) |
| | | | | ↘ 583 (58) | ↙ 1 (8) |
| | | (7) (163) | 13 (114) | ↖ 0 | ↗ 46 |
| | | (1,406) | 1,771 | ↘ 21 | ↙ 52 |
| | | (38) | 570 | ↖ 0 | ↗ 32 |
| | | | | ↘ (373) | ↙ (242) |



| | | | | | |
|-------------------|----------------|-------------------|---------------|------------|-----------------|
| 132 (158) ↓ | 32 (2) ↓ | 149 (150) ↓ | 0 (0) ↓ | ↖ 60 (158) | ↗ 2,084 (2,051) |
| | | | | ↘ 323 (65) | ↙ 1 (2) |
| | | (1) (113) | 3 (115) | ↖ 0 | ↗ 11 |
| | | (1,986) | 1,944 | ↘ 9 | ↙ 56 |
| | | (8) | 46 | ↖ (0) | ↗ (25) |
| | | | | ↘ (25) | ↙ (252) |

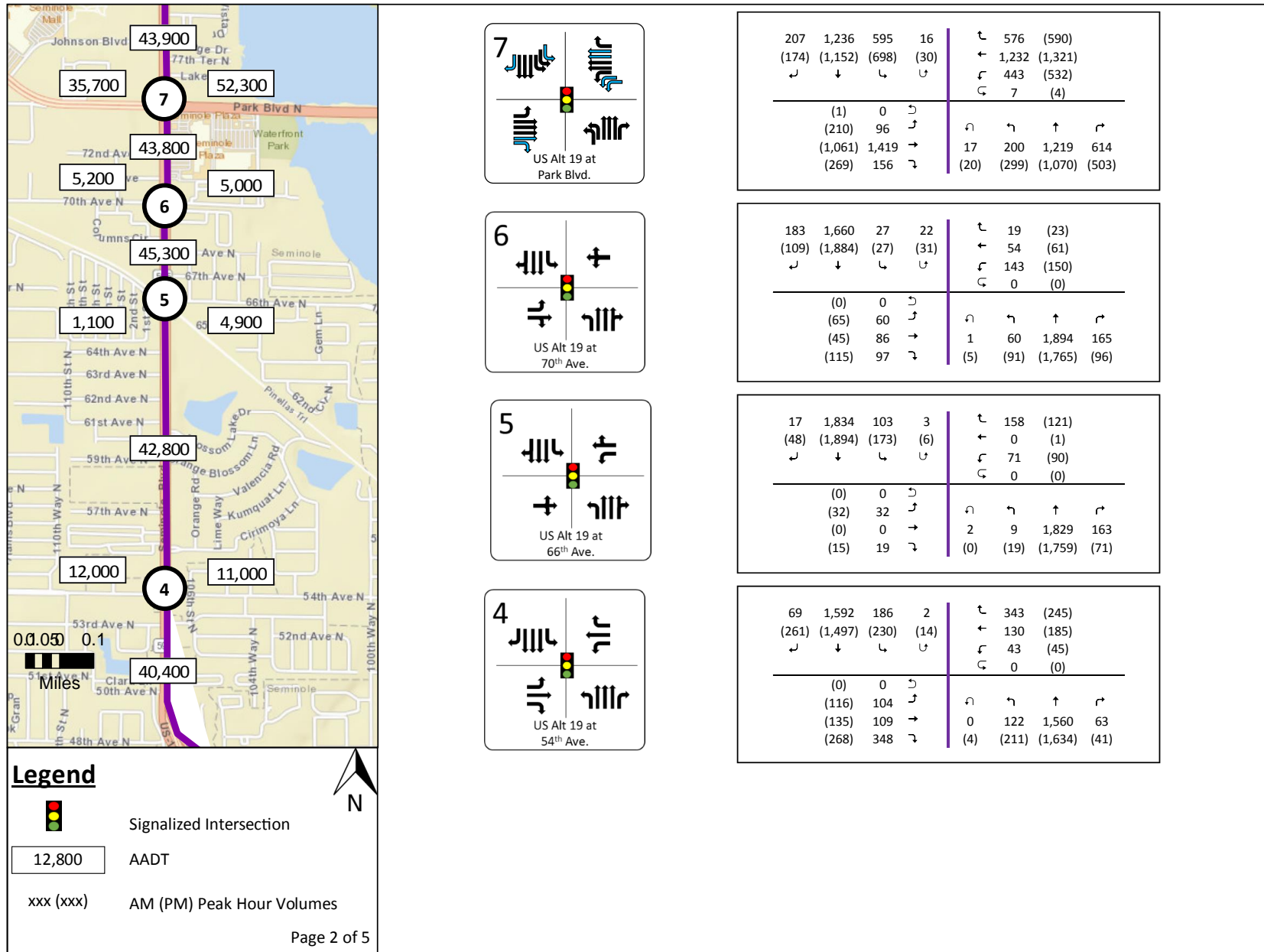


| | | | | | |
|-------------------|-------------------|-------------------|---------------|-------------|-----------------|
| 664 (387) ↓ | 677 (728) ↓ | 550 (542) ↓ | 0 (1) ↓ | ↖ 684 (564) | ↗ 1,348 (1,285) |
| | | | | ↘ 32 (54) | ↙ 0 (2) |
| | | (2) (436) | 0 (324) | ↖ 2 | ↗ 655 |
| | | (1,533) | 1,368 | ↘ 27 | ↙ 703 |
| | | (495) | 584 | ↖ (2) | ↗ (699) |
| | | | | ↘ (659) | ↙ (25) |

SR 595/Alternate US 19 Corridor Study
From Park Street North to Belleair Road in Pinellas County



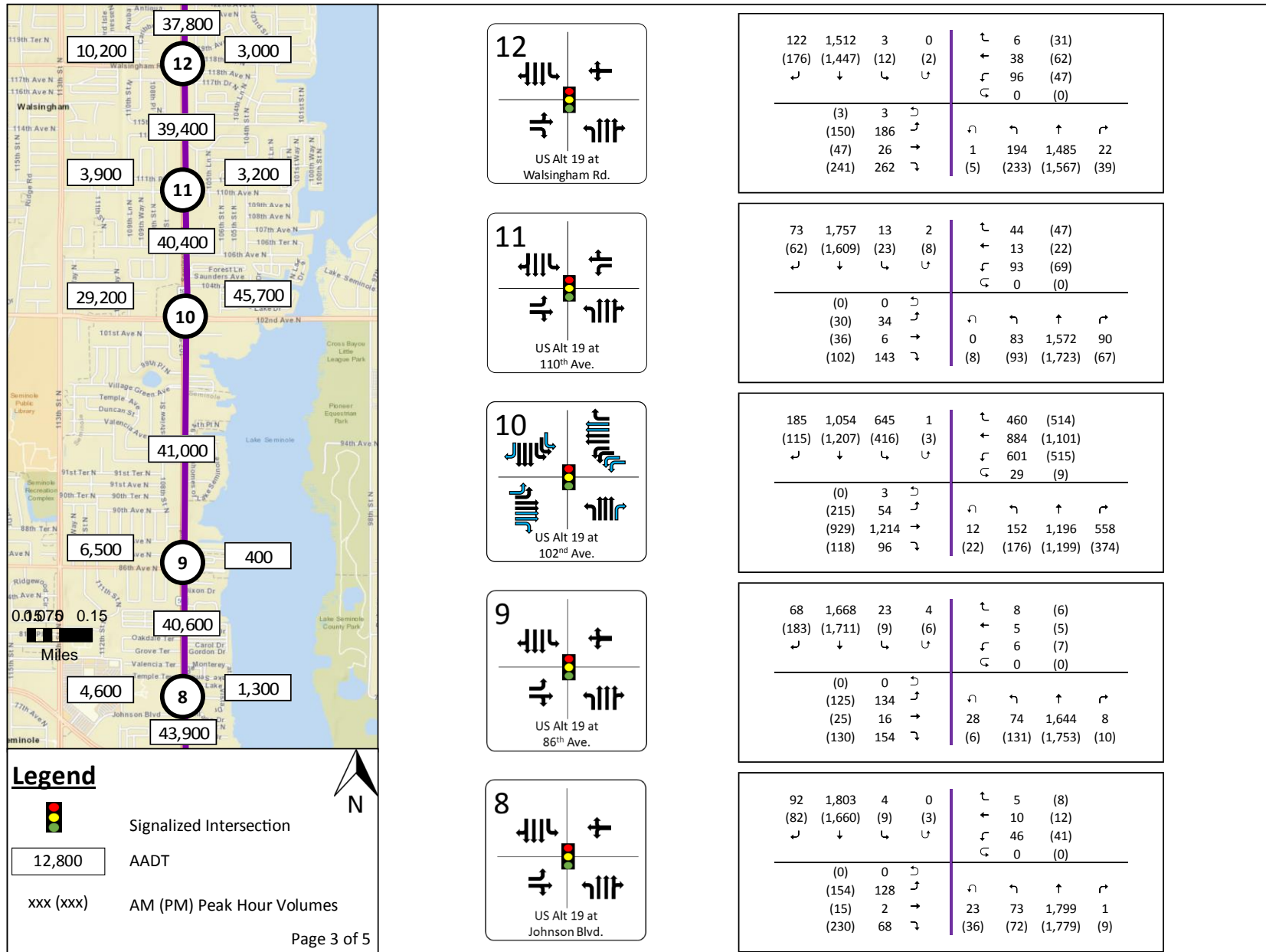
Figure 4-17: Design Year (2040) Build Design Traffic Volumes and Lane Configuration Segment (Tom Stuart Causeway to Park Boulevard)



SR 595/Alternate US 19 Corridor Study
From Park Street North to Belleair Road in Pinellas County



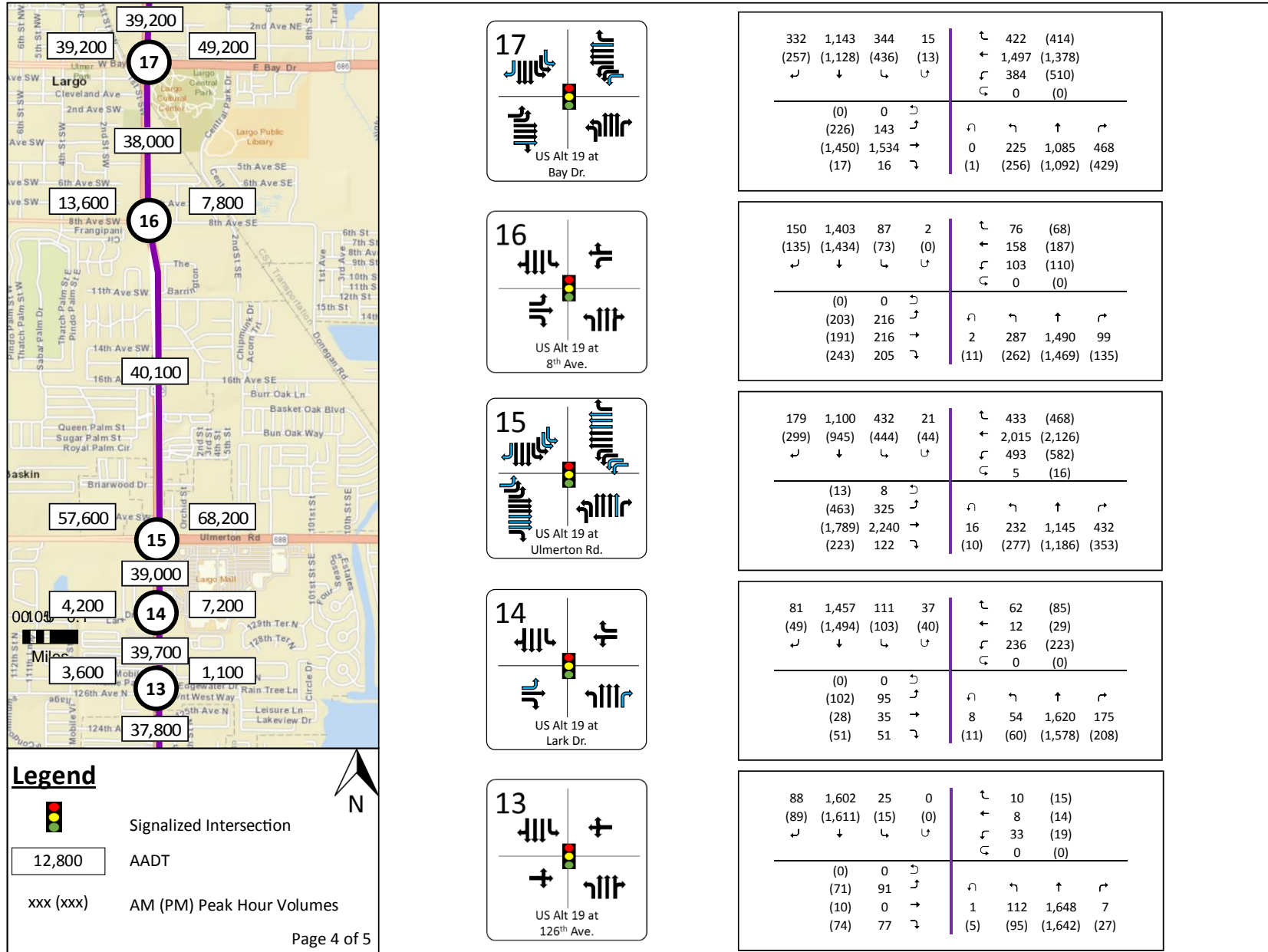
Figure 4-18: Design Year (2040) Build Design Traffic Volumes and Lane Configuration Segment (Park Boulevard to Walsingham Road)



SR 595/Alternate US 19 Corridor Study
From Park Street North to Belleair Road in Pinellas County



Figure 4-19: Design Year (2040) Build Design Traffic Volumes and Lane Configuration Segment (Walsingham Road to Bay Drive)



SR 595/Alternate US 19 Corridor Study
From Park Street North to Belleair Road in Pinellas County



Figure 4-20: Design Year (2040) Build Design Traffic Volumes and Lane Configuration Segment (Bay Drive to Belleair Road)

