



Beckett Bridge

Project Development & Environment (PD&E) Study

from **Chesapeake Drive** to **Forest Avenue**
Tarpon Springs, Pinellas County, FL



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1.0 GENERAL PROJECT INFORMATION

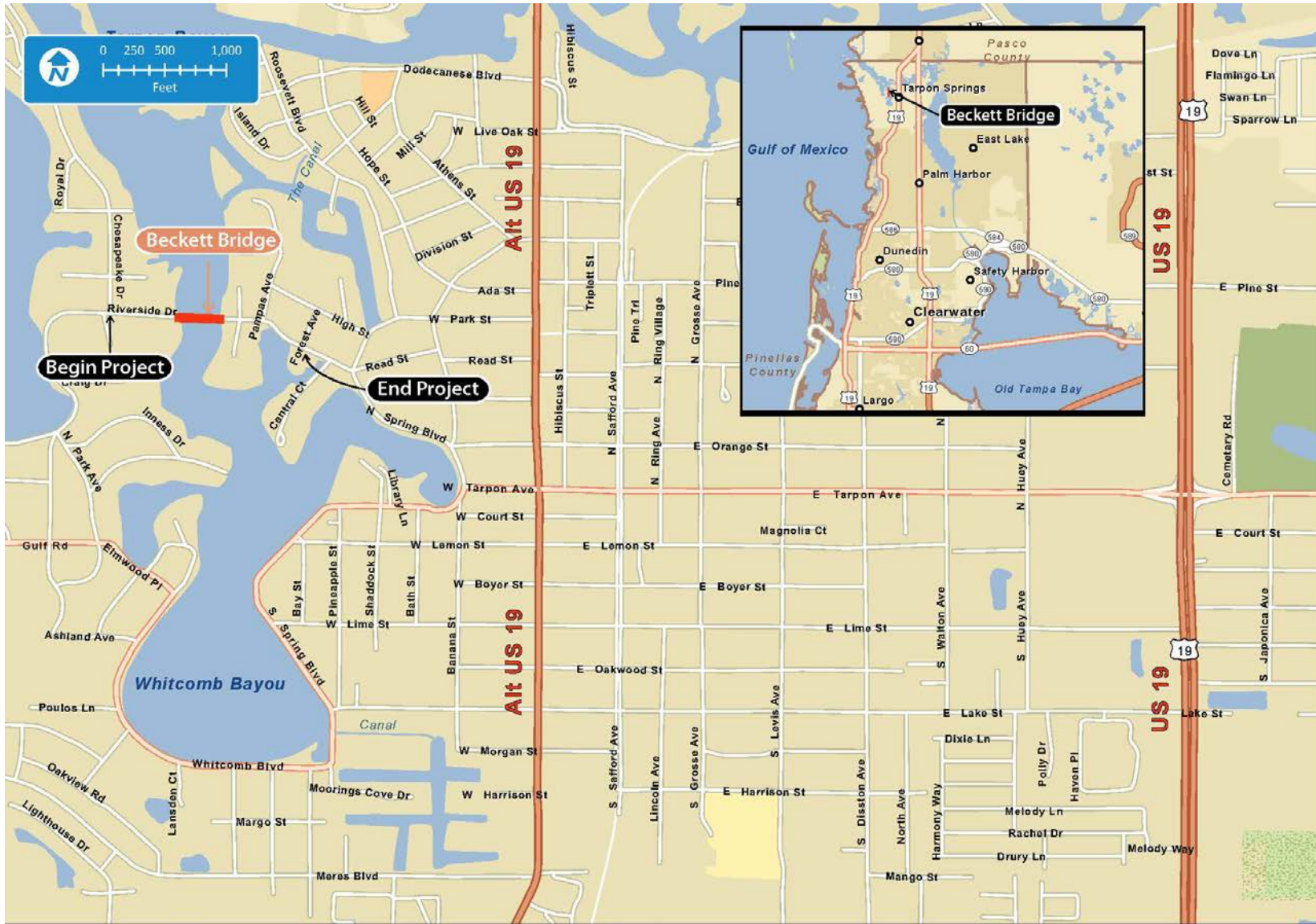
1.1 Project Description

Pinellas County, in coordination with the Florida Department of Transportation (FDOT) District Seven, is conducting a Project Development and Environment (PD&E) Study to evaluate alternatives to remove, rehabilitate or replace the existing Beckett Bridge (Bridge no. 154000) in Tarpon Springs, Pinellas County, Florida. The existing bridge was originally constructed in 1924 as a timber structure with a steel movable span. The fixed timber approach spans were replaced with concrete approach spans in 1956. The bridge is considered historic, and is the only highway single-leaf rolling-lift bascule bridge remaining in Florida. Major repairs were performed in 1979, 1998 and in 2011. Major rehabilitation or replacement of the bridge is needed to keep the bridge open and operating efficiently.

The project limits extend along Riverside Drive from Chesapeake Drive across Whitcomb Bayou to Forest Avenue, a distance of approximately 0.3 mile. The existing two-lane bridge connects areas west and north of the Bayou to downtown Tarpon Springs. The bridge is also located on a popular route for access to Fred Howard Park, a Pinellas County park located approximately 3.1 miles west on the Gulf of Mexico. (See **Figure 1-1**, Project Location Map.) Riverside Drive/North Spring Boulevard is an extension of Tarpon Avenue, which is a designated evacuation route. Beckett Bridge provides access to major north/south arterials including Alternate US 19 and US 19 for coastal residents during hurricane evacuation. The bridge also provides access for emergency vehicles, including police, ambulance and fire.

Beckett Bridge is owned and operated by Pinellas County. A bridge tender is only present when required to open the drawbridge for a vessel, there are no full-time bridge tenders. US Coast Guard drawbridge opening regulations (33CFR117.341) states that “The draw of the Beckett Bridge, mile 0.5, at Tarpon Springs, Florida shall open on signal if at least two hour notice is given.” Whitcomb Bayou connects to the Gulf of Mexico via the Anclote River to the north. Boats docked along Whitcomb, Spring and Minetta Bayous, and along artificial canals which connect to the southeastern portion of the Whitcomb Bayou, must pass the Beckett Bridge to access the Gulf of Mexico.

FIGURE 1-1
PROJECT LOCATION MAP

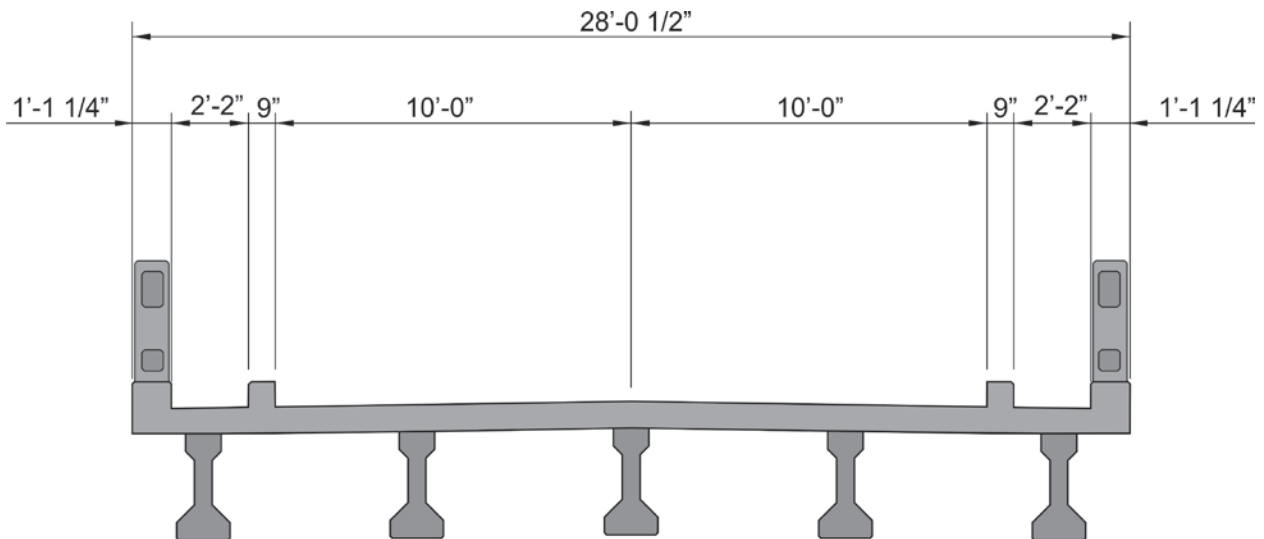




1.2 Project Need

The bridge is considered functionally obsolete. This designation is based primarily on the substandard clear roadway width of only 20 feet and substandard roadway safety features. The existing typical section consists of one, 10-foot wide travel lane in each direction and 2-foot 2-inch-wide sidewalks separated by a curb on both sides of the bridge. (See **Figure 1-2**, Existing Bridge Typical Section.)

**FIGURE 1-2
EXISTING BRIDGE TYPICAL SECTION**



Minimum required lane and shoulder widths prescribed by the American Association of State Highway and Transportation Officials (AASHTO) are not met. The sidewalks on the bridge are narrow and do not meet current accessibility requirements established by the Americans with Disabilities Act (ADA). The bridge railings do not meet current standards for pedestrian safety or geometric and crash testing safety standards for vehicles. Approach guardrail and transitions and end treatments also do not meet current safety standards.

According to recent (10/27/09) FDOT inspection reports, the existing bridge has an overall Structure Inventory and Appraisal Sufficiency Rating of 44.9 out of 100. Sufficiency ratings are a method of evaluating highway bridges by calculating a numeric value between 0 and 100,



indicative of bridge sufficiency to remain in service. Bridges with a sufficiency rating less than 50 are eligible for federal replacement funds.

Although the bridge is not considered Structurally Deficient, the bridge has a substandard load carrying capacity requiring weight restrictions. The bridge is currently posted for legal loads limited to 2-ton Single Unit Trucks and 15-ton Combination Trucks. Repairs in 1979 and 1988 included installation of crutch bents due to settlement and lateral stability concerns. Repairs in 2011 were performed to correct issues with the operating machinery and bascule leaf alignment.

The existing vertical clearance at the fenders is six feet. The tip of the bascule leaf overhangs the fender with the leaf fully raised and does not provide unlimited vertical clearance between the fenders. The existing horizontal clearance between the fenders is 25 feet.

1.3 Alternatives Considered

The following alternatives will be evaluated during the study:

- No-Build (Maintain Existing Bridge)
- No-Build with Removal of the Existing Bridge (includes alternate routing of traffic)
- Rehabilitation of the Existing Bridge
- Replacement with a New Movable Bridge
- Replacement with a New Fixed Bridge

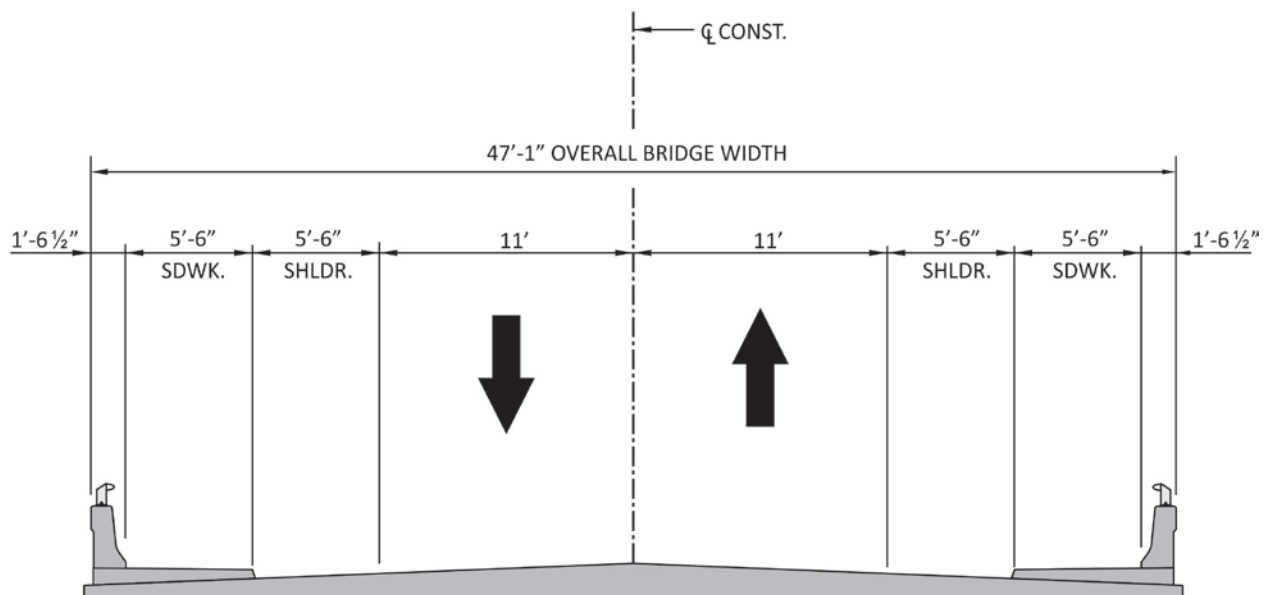
The “No-Build” alternative includes only routine maintenance to keep the bridge open to traffic until safety issues would require it to be closed. Evaluation of future improvements would occur at a later date. The “No-Build with Removal of the Existing Bridge” would result in routine maintenance in the near future with the intent to demolish the bridge when it is no longer safe for traffic, with no plans to replace it with a new one. All bridge replacement alternatives considered will be constructed in approximately the same location as the existing bridge to minimize impacts. Alternate corridors for bridge location will not be evaluated due to the extent of development in the vicinity of the existing bridge. The complete removal alternative will examine alternative traffic routes and potential impacts to the community and on traffic operations.



1.4 Proposed Typical Sections

The proposed bridge typical section has a total out-to-out width of 47 feet 1 inch as shown in **Figure 1-3**. The typical section includes two, 11-foot wide travel lanes with 5.5-foot shoulders that can function as undesignated bicycle lanes. Sidewalks, 5.5 feet wide, are proposed on both sides of the bridge. Proposed typical sections on the roadway approaches both east and west of the bridge were also developed to avoid acquisition of additional right-of-way.

**FIGURE 1-3
PROPOSED BRIDGE TYPICAL SECTION**



1.5 Objective

The objective of this document is to provide Pinellas County with Design Traffic volumes and evaluate existing and future traffic conditions for the Beckett Bridge and the surrounding study area roadways and intersections. The scope of the Design Traffic Technical Memorandum entails the collection of traffic data and analysis of existing conditions (including crash data), the development of future traffic forecasts (Design Traffic) and basic operational conditions within the study area. Capacity improvements will not be considered.



1.6 Methodology

The methodology and development of Design Traffic is consistent with the Design Traffic Handbook (Topic No. 525-030-120) published by the Florida Department of Transportation (FDOT). The methodology covers the following topics:

- Collect the latest available traffic count information from FDOT, Pinellas County, actual field count data, traffic characteristics and geometrics, and other relevant data.
- Estimate future travel characteristics for the study area based on data collected within the project area (subject to the minimum and maximum thresholds established by FDOT). This includes Design Hour Demand (K-factor), Design Hour Directional Demand (D-factor), and Design Truck Factor (T_{daily}).
- Develop estimates of future traffic volumes using historical traffic data (Trends Analysis), historic growth rates, statistical (population and economic growth projections) and/or adopted travel demand models, Tampa Bay Regional Planning Model (TBRPM) for the area.
- Evaluate the future volumes based on capacity to determine whether the corridor will operate under constrained or unconstrained conditions.
- Develop Opening Year and Design Year traffic projections for the project.
- Provide a Level of Service (LOS) analysis for the bridge, study area roadways and intersections.
- Provide a detour analysis analyzing the potential traffic impacts of rerouting traffic during closure of the bridge.

1.7 Analysis Years

Based on the information in the scope of services, the following years are analyzed:

- Existing Year 2012
- Opening Year 2018
- Design Year 2038

2.0 EXISTING CONDITIONS

2.1 Study Area

The study area consists of Riverside Drive/North Spring Boulevard including the Beckett Bridge from Chesapeake Drive across Whitcomb Bayou to Forest Avenue, Alternate US 19, Florida Avenue, Meres Boulevard, Gulf Road, Whitcomb Boulevard, East Tarpon Drive, and Tarpon Avenue. The study area also includes the following signalized intersections:

- Alternate US 19 at Tarpon Avenue, and
- Alternate US 19 at Meres Boulevard.

2.2 Functional Classification

According to the City of Tarpon Springs Comprehensive Plan and the Pinellas County Comprehensive Plan, the majority of the facilities located within the study area including Riverside Drive/North Spring Boulevard and the Beckett Bridge from Chesapeake Drive across Whitcomb Bayou to Forest Avenue are functionally classified as “collector” roadways. Only Alternate US 19 is functionally classified as a “minor arterial”.

2.3 Data Collection

Traffic counts were conducted in January and February of 2012 at key locations in the study area. Pinellas County provided 72-hour directional volume counts on Meres Boulevard, Whitcomb Drive, East Tarpon Drive, and Spring Boulevard. URS conducted 72-hour directional volume counts on Riverside Drive just east and west of the Beckett Bridge, as well as intersection turning movement counts from 7:00 a.m. to 9:00 a.m. and from 4:00 p.m. to 6:00 p.m. (including bicycles and pedestrians) at the following locations:

- Alternate US 19 at Tarpon Avenue, and
- Alternate US 19 at Meres Boulevard.

Additionally, traffic counts along Alternate US 19 and Florida Avenue were obtained from FDOT Florida Traffic Online for the latest available year (2010). The traffic count data is documented in **Appendix A**.



Field data including roadway characteristics and intersection geometrics were also obtained. All facilities are two-lane roadways, with one lane per direction. There are exclusive left-turn lanes at both of the signalized intersections, except for the eastbound approach at Tarpon Avenue which consists of a shared left/through/right lane. At the Alternate US 19/Tarpon Avenue intersection, only the northbound approach has an exclusive right-turn lane. Exclusive southbound and westbound right-turn lanes exist at the Alternate US 19/Meres Boulevard intersection. The existing (2012) intersection geometry is illustrated in **Figure 2-1**.

The segment of Alternate US 19 located north of Tarpon Avenue is posted with a speed limit of 45 miles per hour (mph). All other roadways in the study area have a posted speed limit of 30 mph. It should also be noted that the Beckett Bridge is currently load-posted to a maximum weight limit of 15 tons, which prohibits certain trucks and buses from using the bridge.

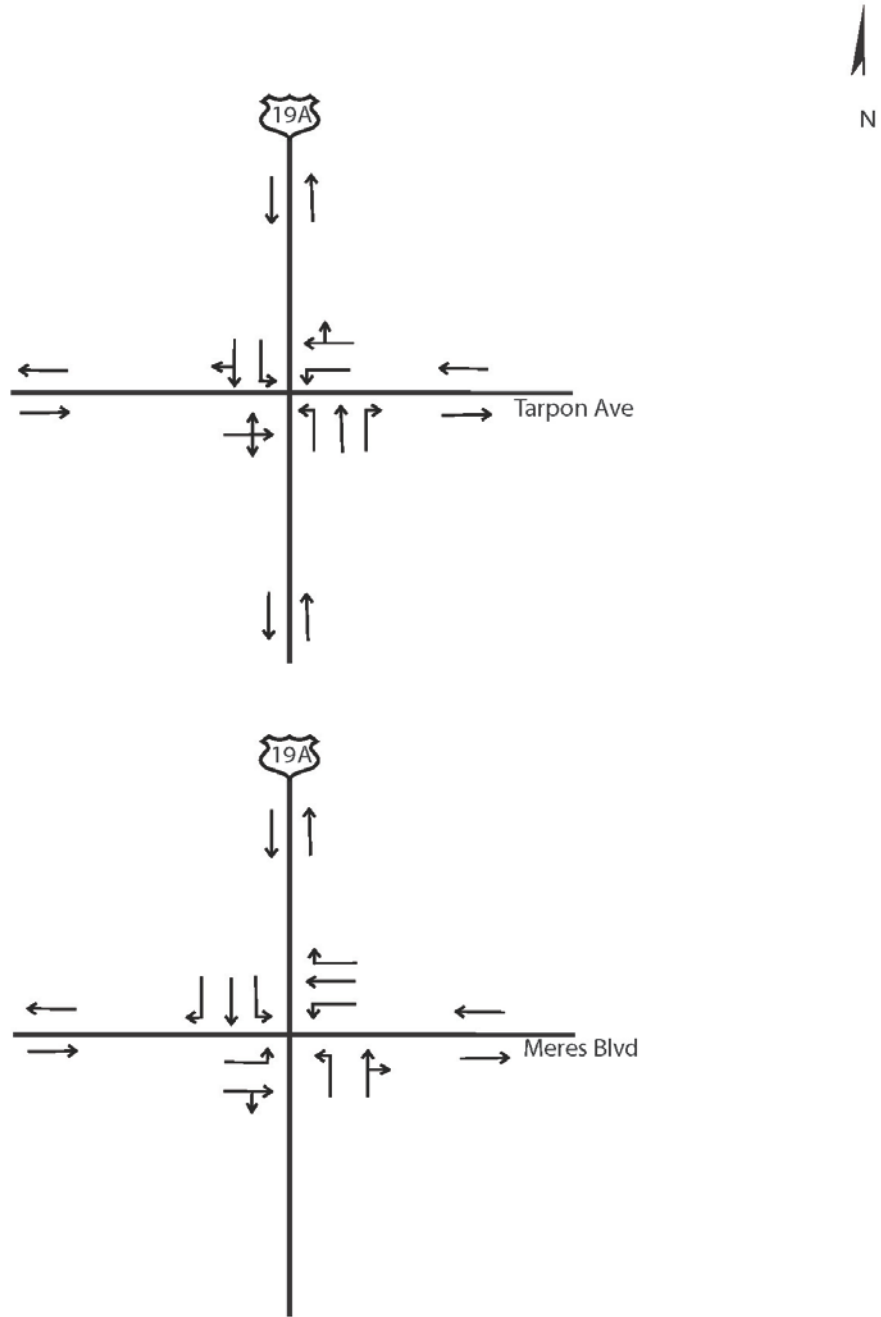
2.4 Existing Traffic Volumes

Twenty-four hour counts were averaged for a three-day period and multiplied by the appropriate weekly seasonal adjustment factor to obtain the Annual Average Daily Traffic (AADT) volumes. Since the latest available data on Alternate US 19 and Florida Avenue was based on 2010 AADT information from FDOT, these counts were adjusted to the year 2012 based on historical traffic growth in the area. The existing (2012) AADT volumes are illustrated in **Figure 2-2**.

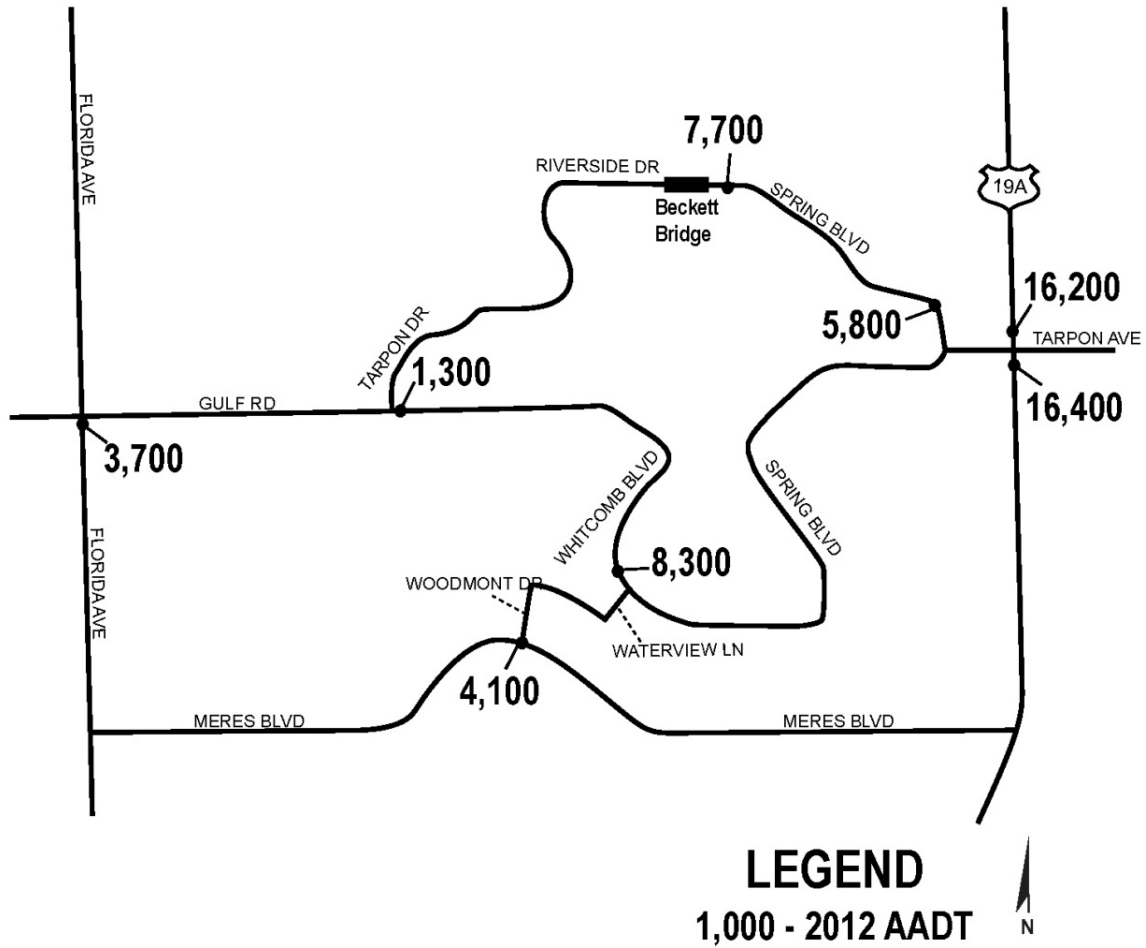
To obtain the existing peak hour directional traffic, the AADT volumes were multiplied by the appropriate K and D factors. The K-factor utilized is based upon consultation with the FDOT District Seven Office, where a K-factor of 9.0 percent for Alternate US 19 and 9.5 percent for other collector roadways was determined to be acceptable. The D-factor utilized is based upon an evaluation of the existing directional traffic volumes in the study area, which ranges between 55.2 percent and 63.8 percent. For consistency, these factors were used for both the existing and future traffic volumes. Existing (2012) peak hour directional volumes and intersection peak hour volumes (turning movement volumes) are provided in **Figure 2-3** and **Figure 2-4**, respectively.



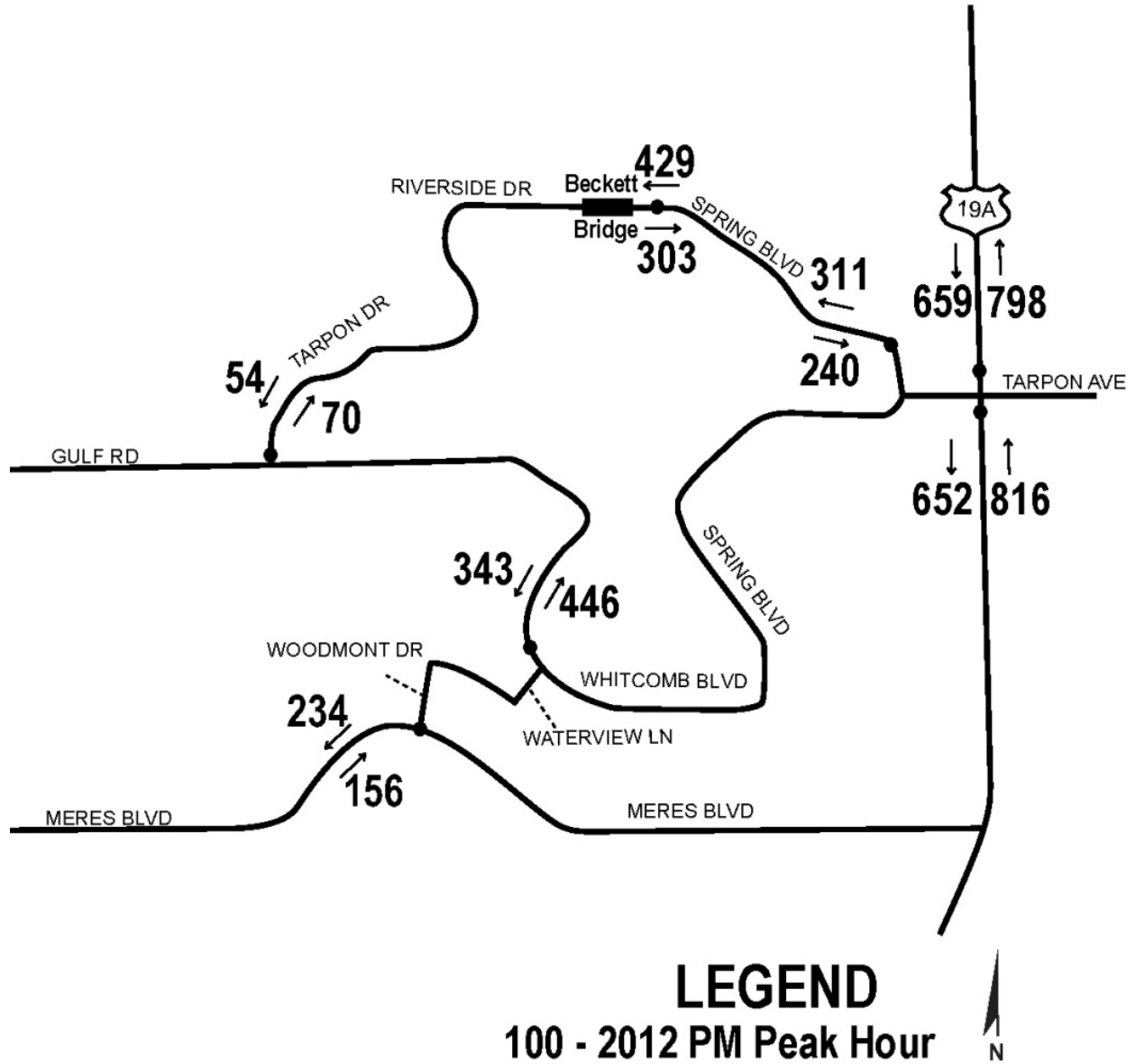
**FIGURE 2-1
EXISTING (2012) INTERSECTION GEOMETRY**



**FIGURE 2-2
EXISTING (2012) AADT VOLUMES**

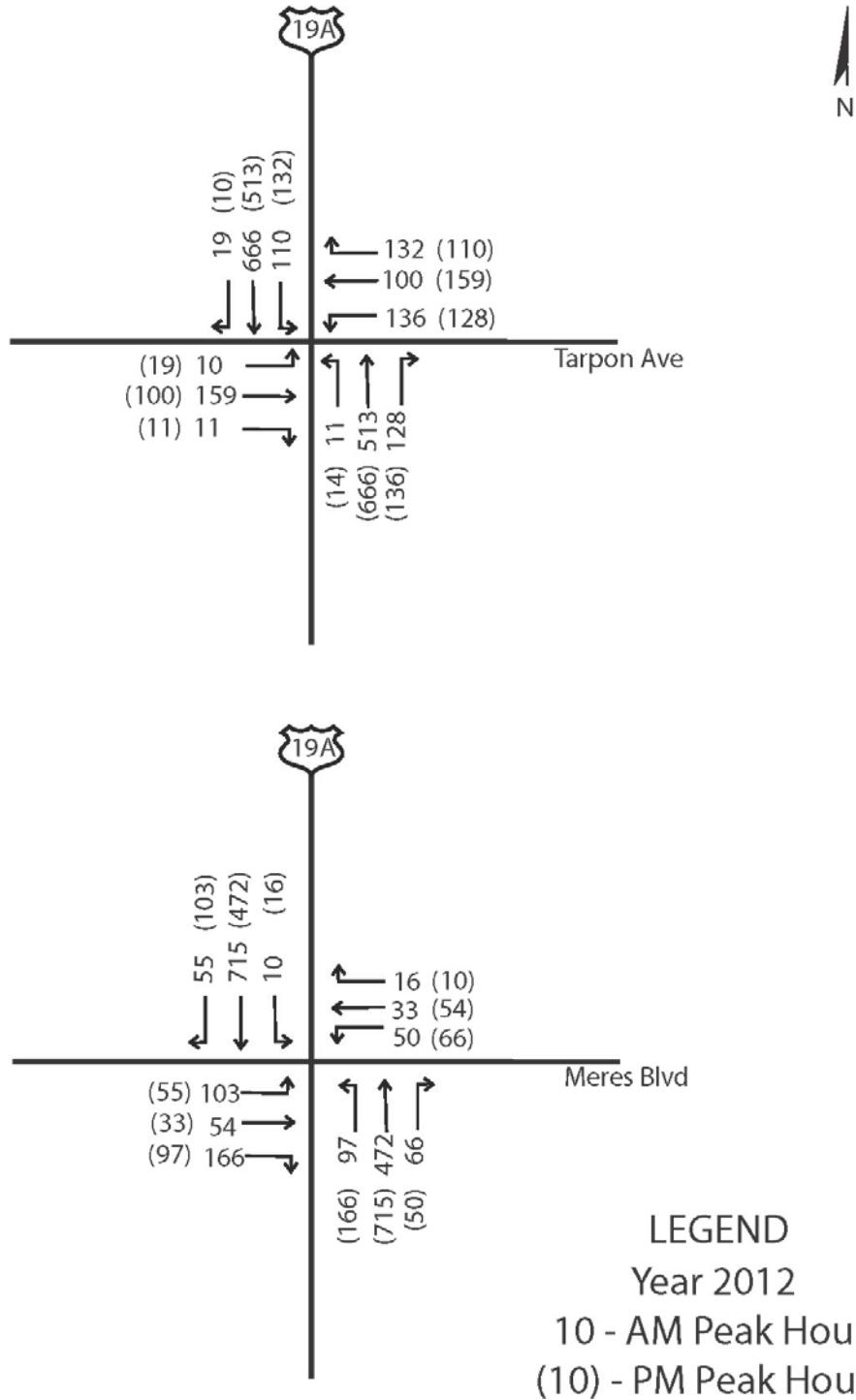


**FIGURE 2-3
EXISTING (2012) PEAK HOUR DIRECTIONAL VOLUMES**





**FIGURE 2-4
EXISTING (2012) INTERSECTION PEAK HOUR VOLUMES
(INTERSECTION TURNING MOVEMENTS)**





2.5 Existing Conditions Traffic Operations Analysis

2.5.1 Existing Conditions Intersection Analysis

Prior to conducting the existing traffic operations analysis, peak hour traffic volumes were determined as described in the previous section. Intersection traffic operations for existing conditions within the study area were determined by inputting the peak hour traffic volumes into the latest version of the *Highway Capacity Software (HCS+)*, which is based upon fundamental principles found in the Transportation Research Board's *Highway Capacity Manual*.

Table 2-1 summarizes the existing intersection delay and level of service (LOS) results based on the analysis for the signalized intersections along Alternate US 19 at Meres Boulevard and at Tarpon Avenue. Currently, Alternate US 19 at Meres Boulevard operates at LOS C overall in both the a.m. and p.m. peak hours, while Alternate US 19 at Tarpon Avenue operates at LOS C in the a.m. peak hour and LOS D during the p.m. peak hour. The northbound approach at the Alternate US 19 at Tarpon Avenue intersection currently operates at LOS E during the p.m. peak hour. Detailed HCS analyses output sheets for the existing signalized intersections are provided in **Appendix B**.

TABLE 2-1 Existing (2012) Signalized Intersection Peak Hour Level of Service							
Intersection	Approach	Approach Traffic Volume		A.M. Peak Hour		P.M. Peak Hour	
		AM	PM	Delay (in sec/veh)	LOS	Delay (in sec/veh)	LOS
Alternate US 19 at Meres Boulevard	Northbound	635	931	28.4	C	27.7	C
	Southbound	780	591	30.3	C	18.4	B
	Eastbound	323	185	27.1	C	33.6	C
	Westbound	99	130	39.0	D	46.6	D
	Overall			29.6	C	26.6	C
Alternate US 19 at Tarpon Avenue	Northbound	652	816	25.9	C	55.7	E
	Southbound	795	655	21.7	C	22.5	C
	Eastbound	180	130	44.1	D	48.5	D
	Westbound	368	397	30.3	C	34.4	C
	Overall			26.9	C	40.1	D



2.5.2 Existing Conditions Arterial Analysis

An arterial analysis was conducted using the capacities provided in the 2009 FDOT Quality/LOS Generalized Tables. Results show that Alternate US 19 is currently operating over capacity (LOS E). It should be noted that Alternate US 19 has been designated by Pinellas County as a constrained roadway. All of the other roadways in the study area operate at an acceptable LOS (LOS C or better). **Table 2-2** shows the results based on the generalized table capacities using urban, state and non-state roadway classifications.

TABLE 2-2 Existing (2012) Arterial Level of Service				
Segment	Existing No. Lanes	Peak Hour Directional Capacity ¹	Peak Hour Directional Traffic Volumes and LOS	
			Volume	LOS ²
Spring Boulevard (North of Tarpon Avenue)	2U	630	311	B
Riverside Drive/Spring Boulevard (at the Beckett Bridge)	2U	630	429	C
Tarpon Drive (North of Gulf Road)	2U	630	70	B
Florida Avenue (South of Gulf Road)	2U	630	199	B
Meres Boulevard (West of Woodmont Drive)	2U	630	234	B
Whitcomb Boulevard (South of Poulos Lane)	2U	630	446	C
Alternate US 19 (South of Tarpon Avenue)	2D	660	816	E
Alternate US 19 (North of Tarpon Avenue)	2U	880	798	C

Source: 2009 FDOT Quality/LOS Handbook Generalized Tables, Table 7

¹ Adjustments made for Non-State Roadway designation and inclusion/exclusion of turn-lanes, where applicable

² LOS Standard for all study area roadways is LOS D

2.5.3 Crash History

Crash data was obtained from Pinellas County for the five-year period from 2005 to 2009. A summary of crashes occurring at intersections within the project vicinity are provided in **Table 2-3**. This table includes the intersection crash rates per million entering vehicles and a comparison of the project crash rate with the average statewide crash rate for similar facilities. There were a total of nine crashes that occurred between 2005 and 2009 at the intersections shown in Table 2-3 and documented in **Appendix C**. The intersections of Spring Boulevard at Pampas Avenue and Riverside Drive at Chesapeake Drive had the greatest number of crashes (three at each intersection) occurring between 2005 and 2009. Pampas Avenue and Chesapeake Drive are located directly east and west of the Beckett Bridge, respectively. Note that none of the intersection locations exceed the average statewide crash rate.



A crash summary for the Spring Boulevard/Riverside Drive corridor is provided in **Table 2-4**. This table shows the crash frequency by type of crash, crash frequency by severity and comparison of the corridor crash rate with the average statewide crash rate for similar roadways. Along the Spring Boulevard/Riverside Drive corridor, there were a total of nine crashes. Out of the nine crashes, four involved other types such as a bicyclist losing control of a bicycle, a motorcyclist losing control of a motorcycle, or falling asleep at the wheel while driving and running off the road. The next frequent types of crash involved rear-end collisions followed by side swipe accidents and accidents involving a collision with a fixed object (sign). The average crash rate for the Spring Boulevard/Riverside Drive corridor in the vicinity of the Beckett Bridge was 2.669. This crash rate is less than the statewide average of 3.243 for similar facilities.

TABLE 2-3 Intersection Crash Summary (2005 – 2009)

Intersections	Year/Number of Crashes						Intersection Crash Rate	
	2005	2006	2007	2008	2009	Total	Project Crash Rate (crashes/MEV)	Statewide Crash Rate (crashes/MEV)
Spring Boulevard/Forest Avenue					1	1	0.071	0.338
Spring Boulevard/Canal Street				1		1	0.071	
Spring Boulevard/Pampas Avenue	2		1			3	0.213	
Spring Boulevard/Venetian Court				1		1	0.071	
Riverside Drive/Chesapeake Drive			1	2		3	0.213	
Total	2	0	2	4	1	9		

Source: Pinellas County
 MEV = million entering vehicles

TABLE 2-4 Corridor Crash Summary (2005 – 2009)

TABLE 2-4 Corridor Crash Summary (2005 – 2009)																
Corridor			Frequency by Crash Type									Frequency by Crash Severity			Corridor Crash Rates	
Description	Functional Class	Length (Miles)		Total	Angle ¹	Over Turned	Rear End	Side Swipe	Head On	Collision with Other Object	All-Other ²	Fatality	Injury	Property Damage	Project Crash Rate (crashes/MVMT)	Statewide Average Rate ³ (crashes/MVMT)
Spring Boulevard/Riverside Drive	Urban Collector	0.24	5-Year	9	0	0	3	1	0	1	4	0	1	8	2.669	3.243
			Average	1.8	0.0	0.0	0.6	0.2	0.0	0.2	0.8	0.0	0.2	1.6		

Source: Pinellas County Traffic Records 2005 – 2009

¹ Includes left-turn and right-turn type crashes

² Includes all other crash types for which specific crash type is not listed

³ Statewide average crash rate based on the five-year data from 2005 to 2009

MVMT = million vehicle miles traveled



3.0 FUTURE YEAR TRAFFIC PROJECTIONS

3.1 Traffic Forecasting Methodology

Two scenarios were used to develop the traffic projections for the Opening Year (2018) and Design Year (2038). **Scenario 1** assumes that a two-lane bridge (the Beckett Bridge) connects Riverside Drive with Spring Boulevard across Whitcomb Bayou. This scenario is intended to illustrate the traffic conditions for the following PD&E alternatives:

- No-Build (Maintain Existing Bridge)
- Rehabilitation of the Existing Bridge
- Replacement with a New Movable Bridge
- Replacement with a New Fixed Bridge

Scenario 2 assumes that there is no bridge connection across Whitcomb Bayou. This scenario is intended to illustrate the traffic conditions for the following PD&E alternatives:

- No-Build with Removal of the Existing Bridge

3.1.1 Scenario 1

To develop the future traffic projections under Scenario 1, the Tampa Bay Regional Planning Model (TBRPM, Version 7.1.) was applied. Results of this initial effort indicated that the model's traffic projections along the study area roadways (including the Beckett Bridge) were consistently less than the existing traffic volumes. Therefore, an alternate forecasting approach was undertaken evaluating both the historical growth and the socioeconomic and land use data projections within the study area. Based on available traffic data, historical growth in the area was determined to be 1.03 percent annually. Similarly, socioeconomic and land use projections indicate that population, dwelling units, and employment characteristics will increase by approximately one percent per year. In order to provide the most conservative analysis, the higher growth rate of the two methods (1.03 percent annually) was used in development of the traffic projections. Documentation of the two methods is provided in **Appendix D**.



3.1.2 Scenario 2

The redistribution of traffic under Scenario 2 was determined from a comparison of the TBRPM, Version 7.1 model with and without the Beckett Bridge. Review of the model indicates that approximately 20 percent of the existing and future land uses are located east of Beckett Bridge, while approximately 80 percent are located west of the bridge. Of the 80 percent, approximately 18.5 percent of the trips are anticipated to travel to Florida Avenue, continuing south to use Meres Boulevard, while 61.5 percent are anticipated to use Whitcomb Boulevard. At the Whitcomb Boulevard/Waterview Lane intersection, approximately 41.5 percent of the traffic is projected to travel south to use Meres Boulevard, while 20 percent of the redistributed traffic is anticipated to continue along Whitcomb Boulevard north to Tarpon Avenue. The remaining 20 percent of the trips located east of the bridge are assumed to either utilize alternate routes or change their current travel patterns. The redistribution of Beckett Bridge traffic under Scenario 2 is illustrated in **Figure 3-1**.

3.1.3 Summary of Traffic Factors

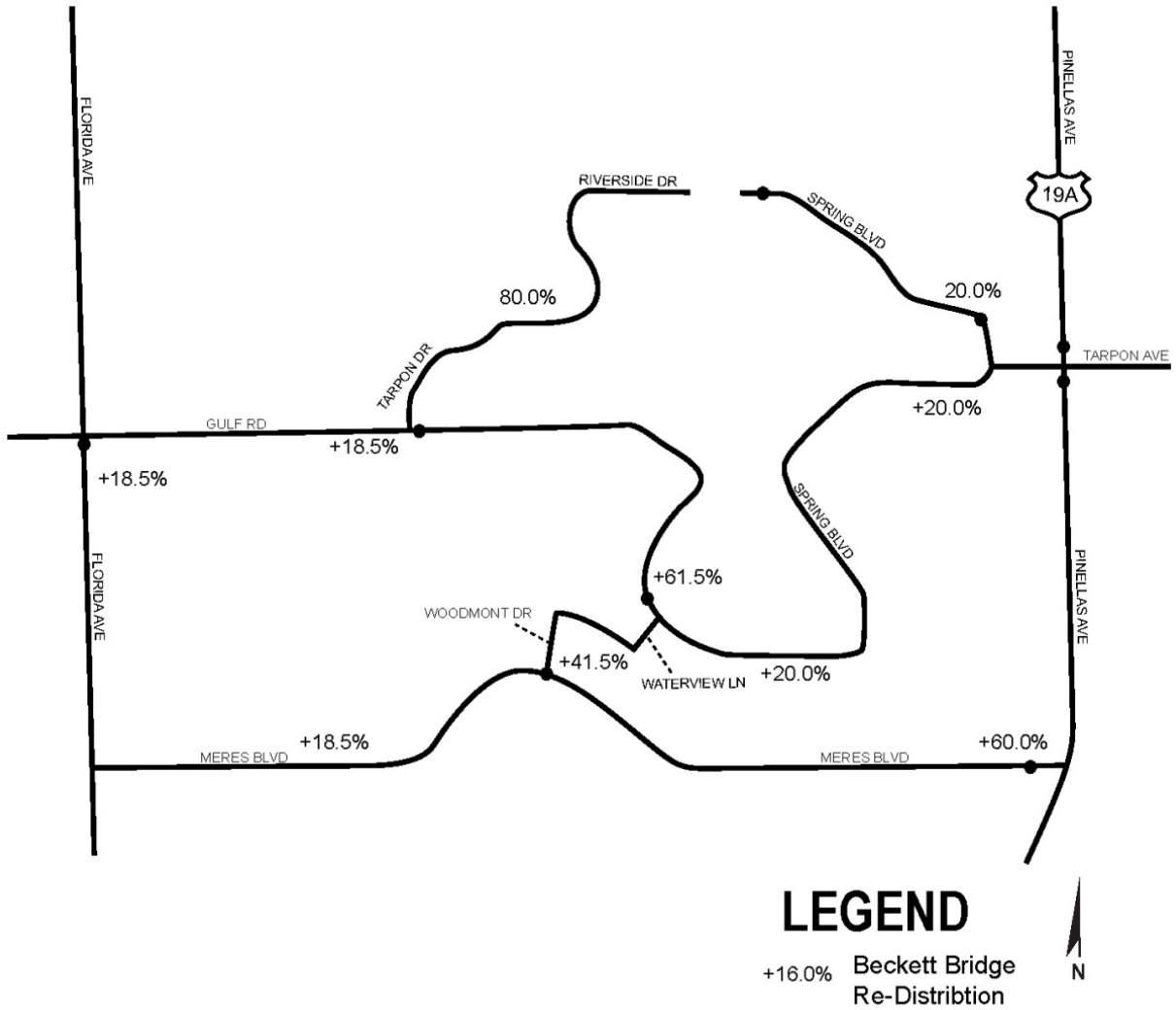
The following summarizes the traffic factors used in development of the Opening Year (2018) and Design Year (2038) traffic forecasts:

- Growth rate of 1.03 percent annually applied to 2012 AADT volumes,
- K-factor of 9.5 percent for the study area roadways (with the exception of Alternate US 19 where 9.0 percent) applied to AADT forecasts,
- D-factor between 55.2 percent and 63.8 percent applied to peak hour forecasts, and
- T-factor of 2.0 percent.

As previously mentioned, the Beckett Bridge is currently load-posted to a maximum weight limit of 15 tons, which prohibits certain trucks and buses from using the bridge. The actual truck/heavy vehicle percentage is less than one percent. If implemented, the bridge rehabilitation or replacement alternatives will remove the load-posting requirements. Therefore, in order to provide a conservative estimate for future scenarios, a peak hour heavy vehicle percentage of two percent is being assumed in the analysis.



**FIGURE 3-1
REDISTRIBUTION OF BECKETT BRIDGE TRAFFIC**



3.2 Development of Opening Year (2018) and Design Year (2038) AADT Volumes

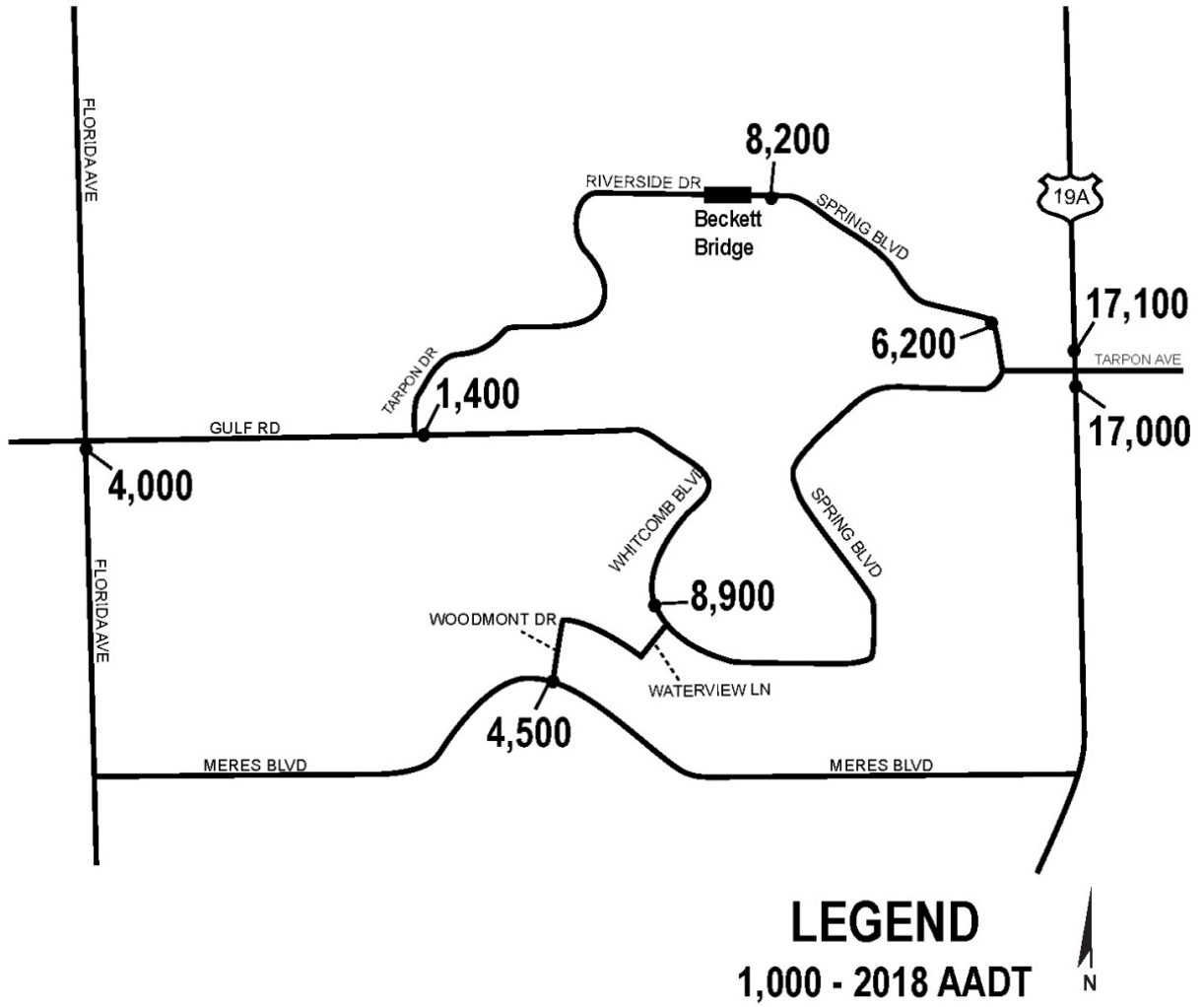
Daily traffic projections were based on applying a growth rate of 1.03 percent per year to the existing (2012) AADT volumes. Projections were based on increases from 2012 to the 2018 Opening Year (for 6 years) and from 2012 to the 2038 Design Year (for twenty-six years). For Scenario 2, the AADT volumes were reallocated based on the redistribution of traffic provided on Figure 3-1. Opening Year (2018) and Design Year (2038) AADT volumes under both scenarios are illustrated on **Figures 3-2 through 3-5**.

3.3 Development of Opening Year (2018) and Design Year (2038) Peak Hour Volumes

Directional peak hour traffic projections were derived by applying the K and D factors described in previous sections of this memorandum to the Opening Year (2018) and Design Year (2038) AADT volumes. Opening Year (2018) and Design Year (2038) directional peak hour volumes under both scenarios are illustrated on **Figures 3-6 through 3-9**.

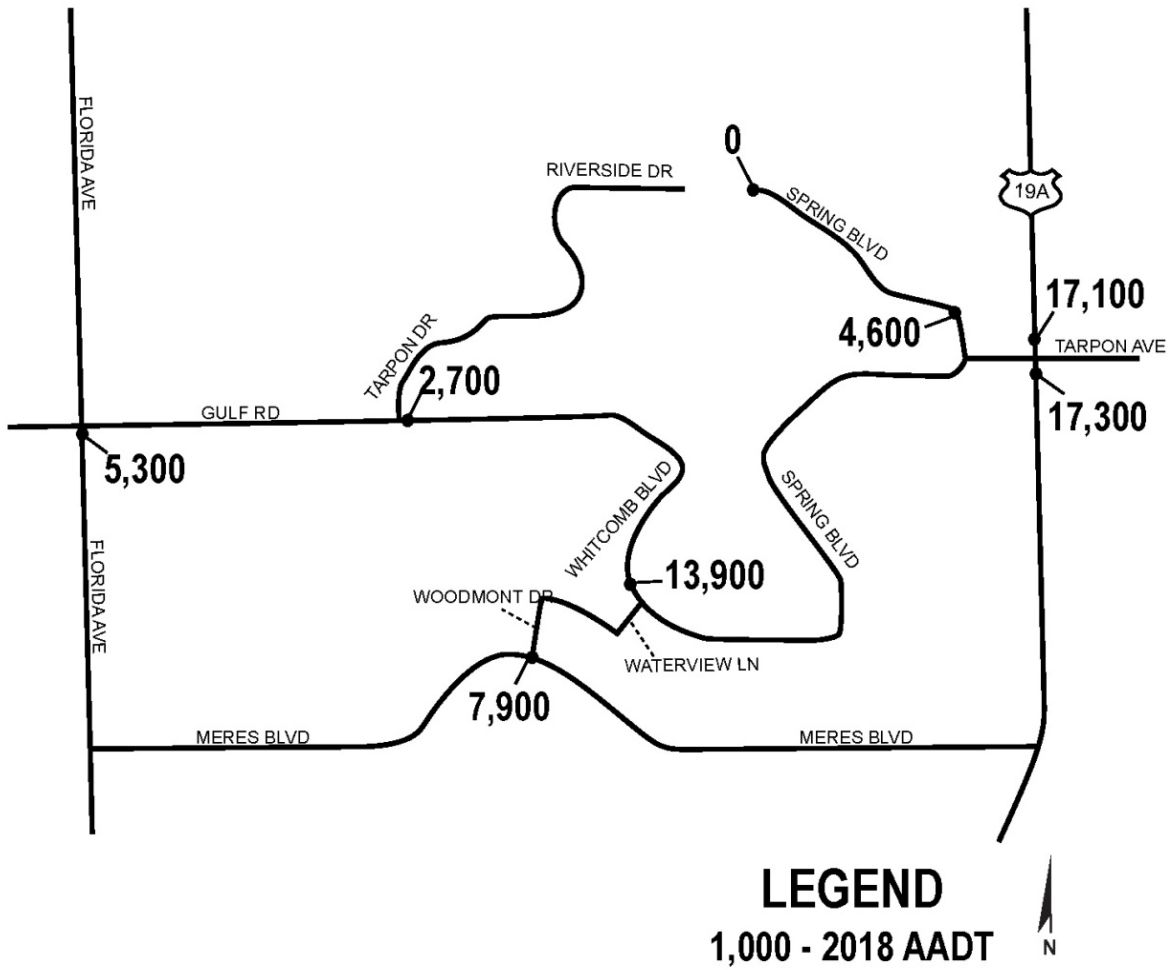
The peak hour traffic projections at the intersections of Alternate US 19 at Tarpon Avenue and Alternate US 19 at Meres Boulevard were developed by applying a 1.03 percent growth rate annually to the existing (2012) counts. Opening Year (2018) and Design Year (2038) intersection peak hour volumes under both scenarios are illustrated on **Figures 3-10 through 3-13**.

**FIGURE 3-2
OPENING YEAR (2018) AADT VOLUMES
SCENARIO 1**

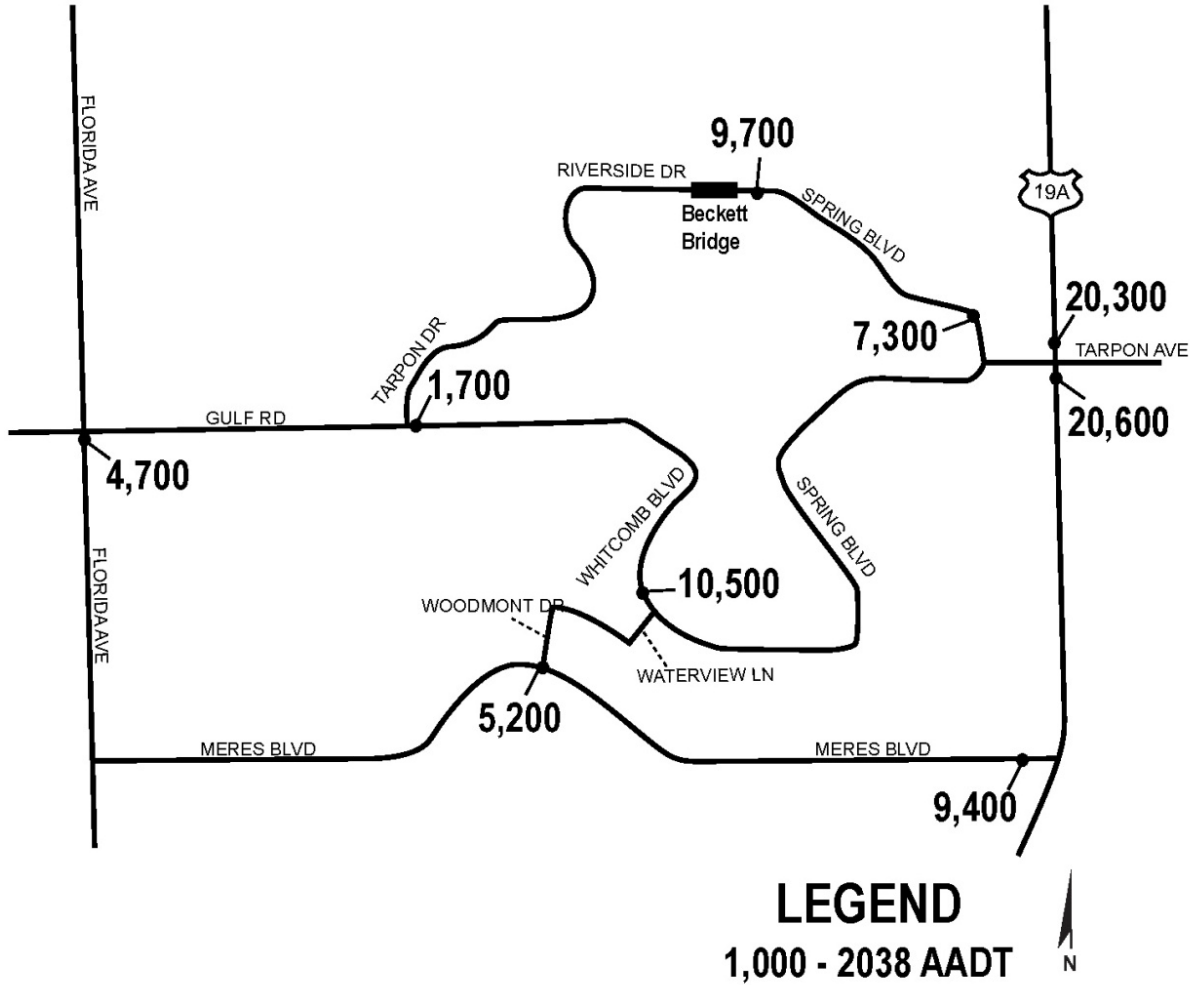




**FIGURE 3-3
OPENING YEAR (2018) AADT VOLUMES
SCENARIO 2**

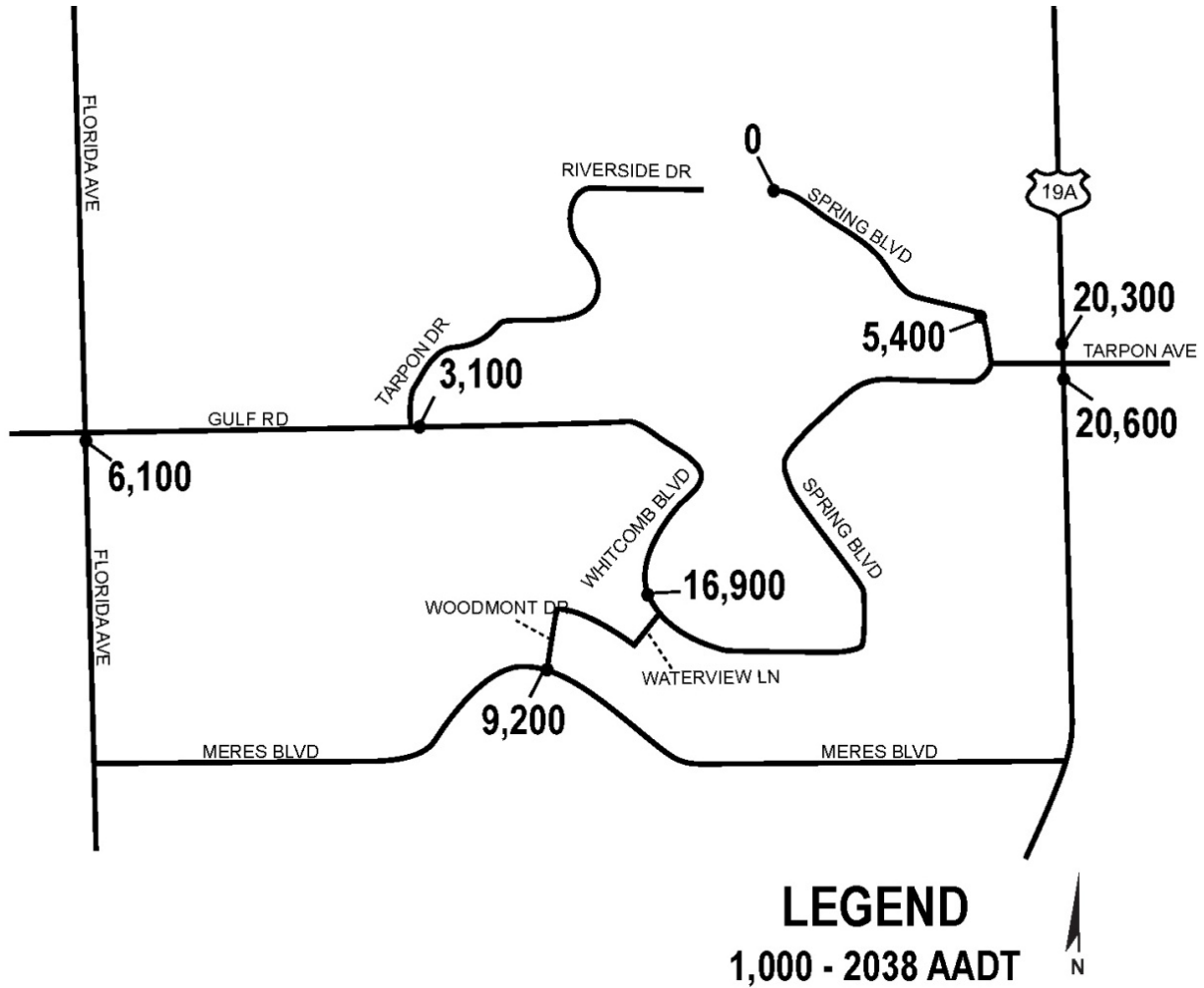


**FIGURE 3-4
DESIGN YEAR (2038) AADT VOLUMES
SCENARIO 1**



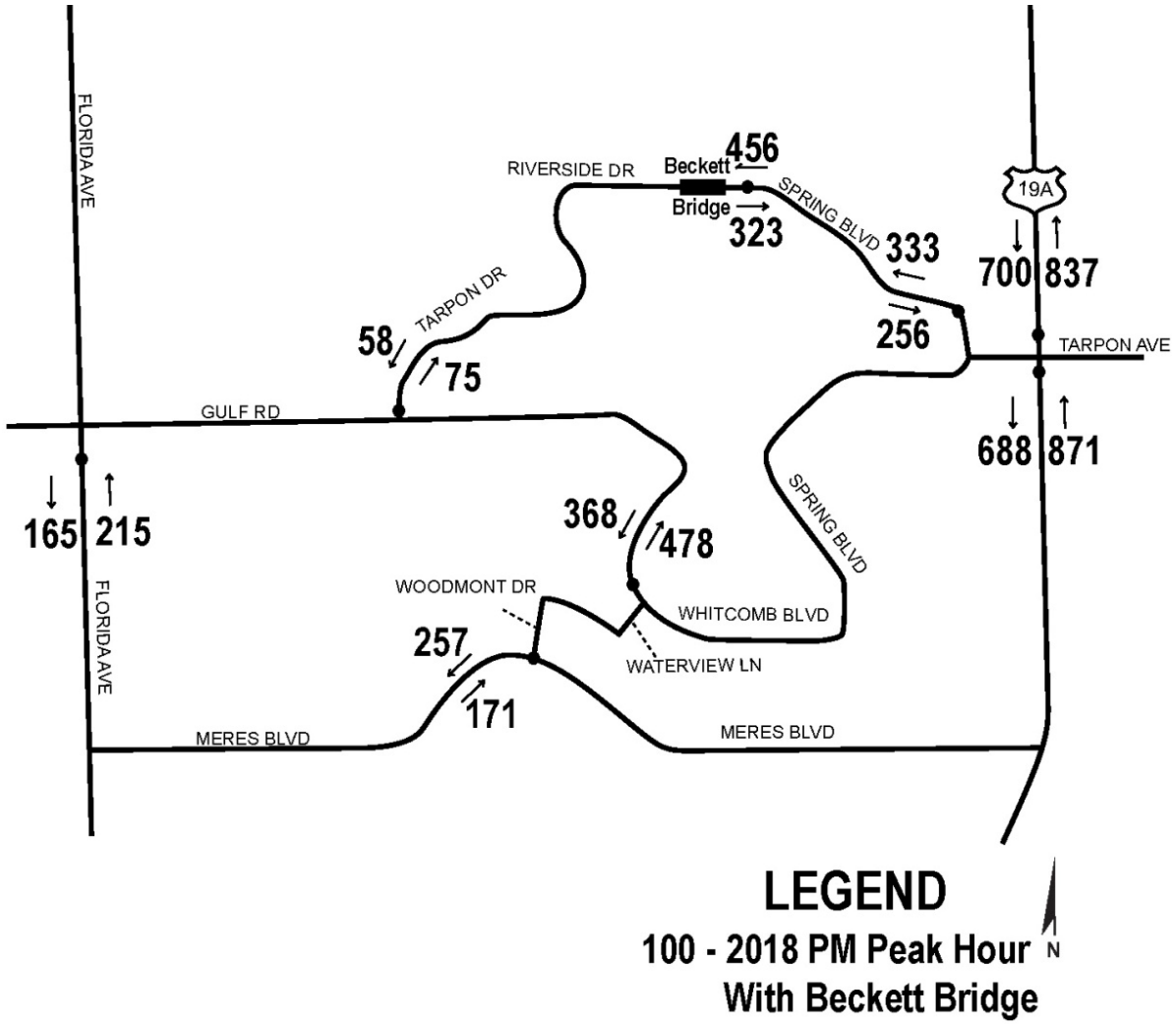


**FIGURE 3-5
DESIGN YEAR (2038) AADT VOLUMES
SCENARIO 2**



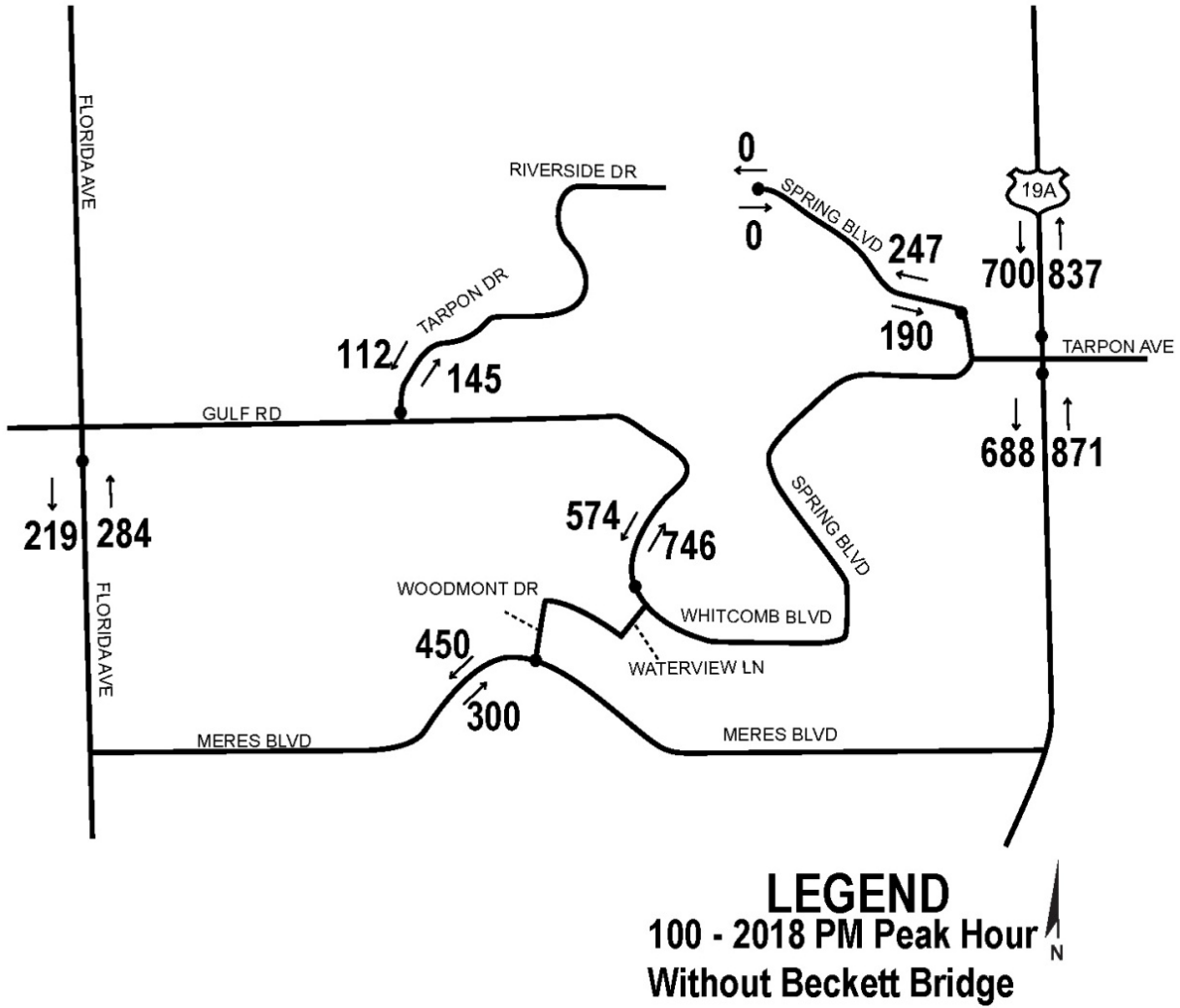


**FIGURE 3-6
OPENING YEAR (2018) PEAK HOUR DIRECTIONAL VOLUMES
SCENARIO 1**



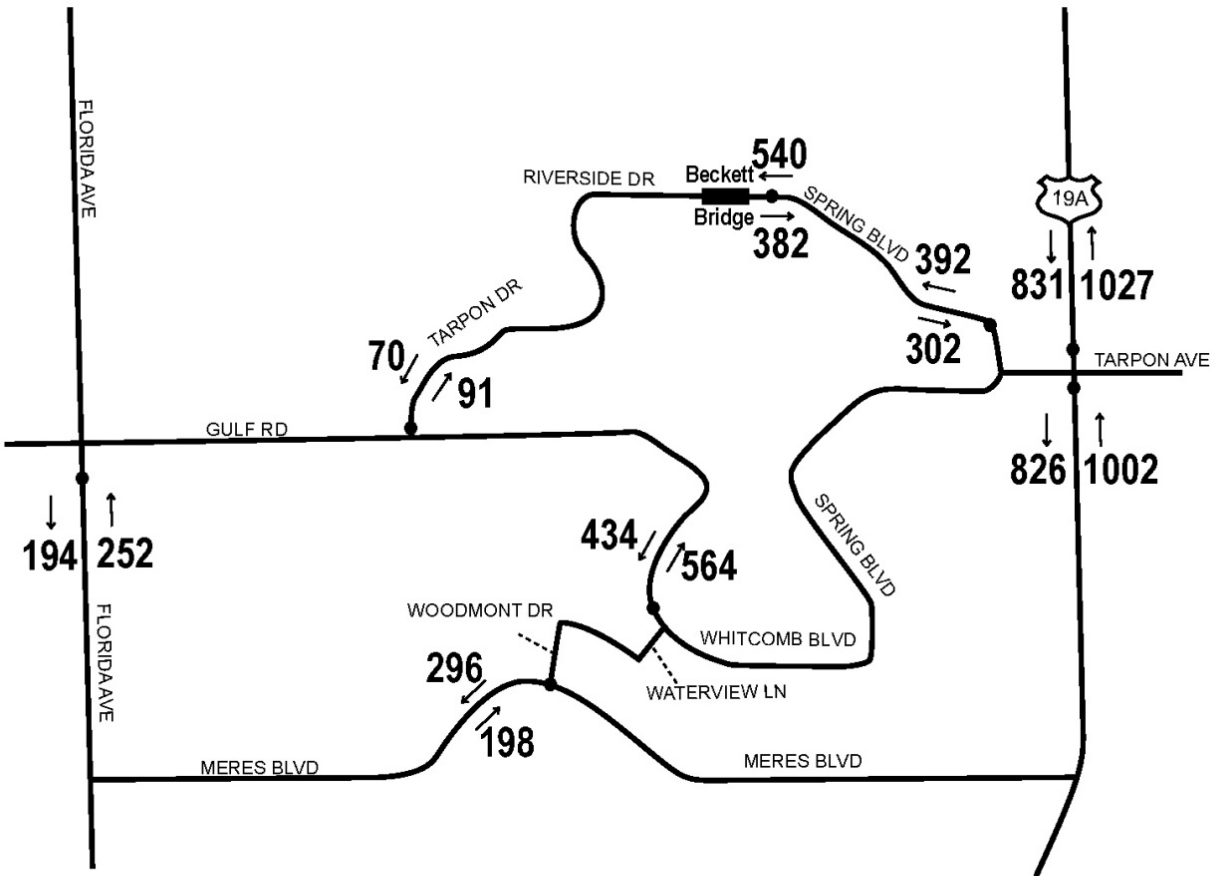


**FIGURE 3-7
OPENING YEAR (2018) PEAK HOUR DIRECTIONAL VOLUMES
SCENARIO 2**





**FIGURE 3-8
DESIGN YEAR (2038) PEAK HOUR DIRECTIONAL VOLUMES
SCENARIO 1**



LEGEND
100 - 2038 PM Peak Hour
With Beckett Bridge





**FIGURE 3-9
DESIGN YEAR (2038) PEAK HOUR DIRECTIONAL VOLUMES
SCENARIO 2**

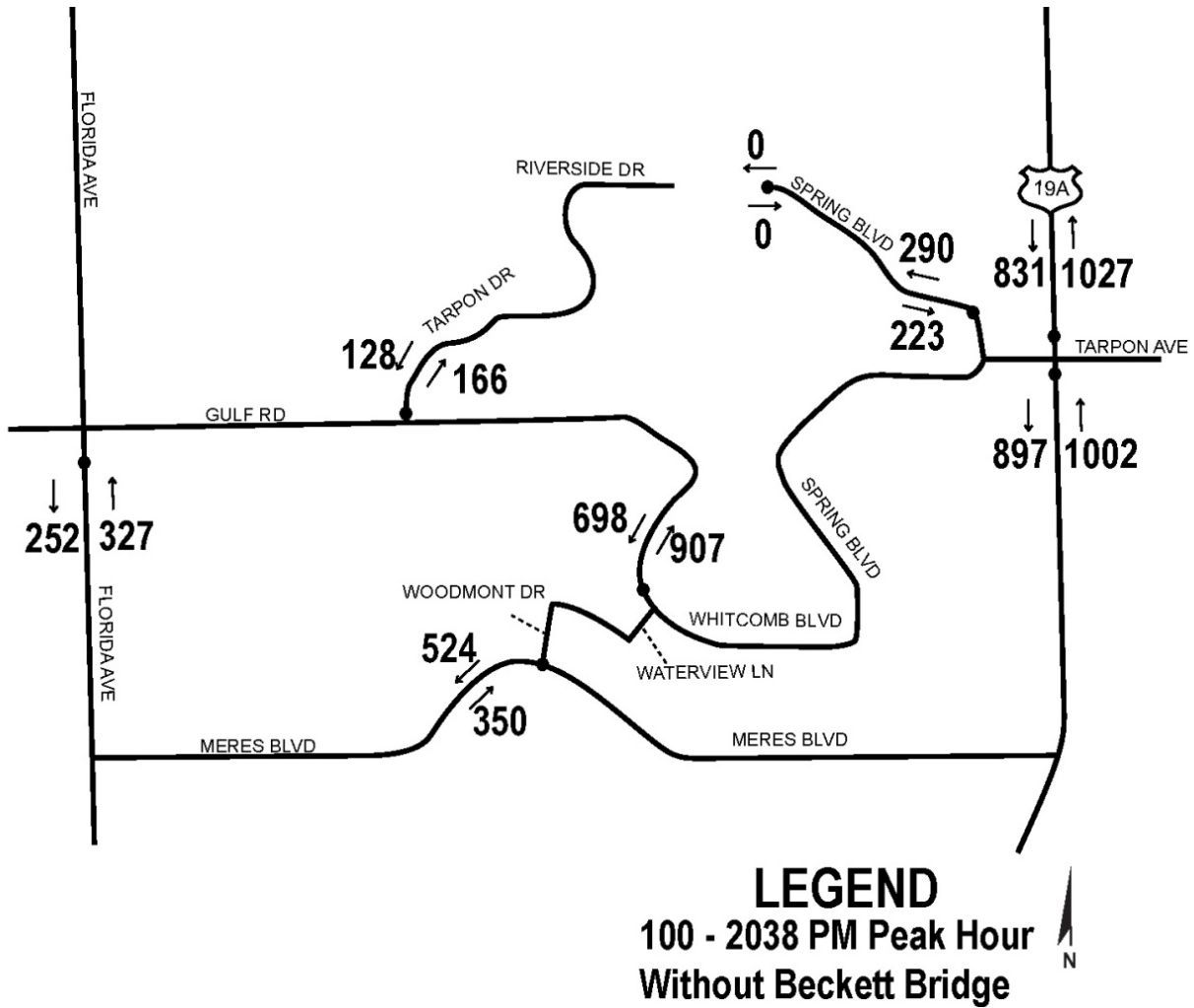
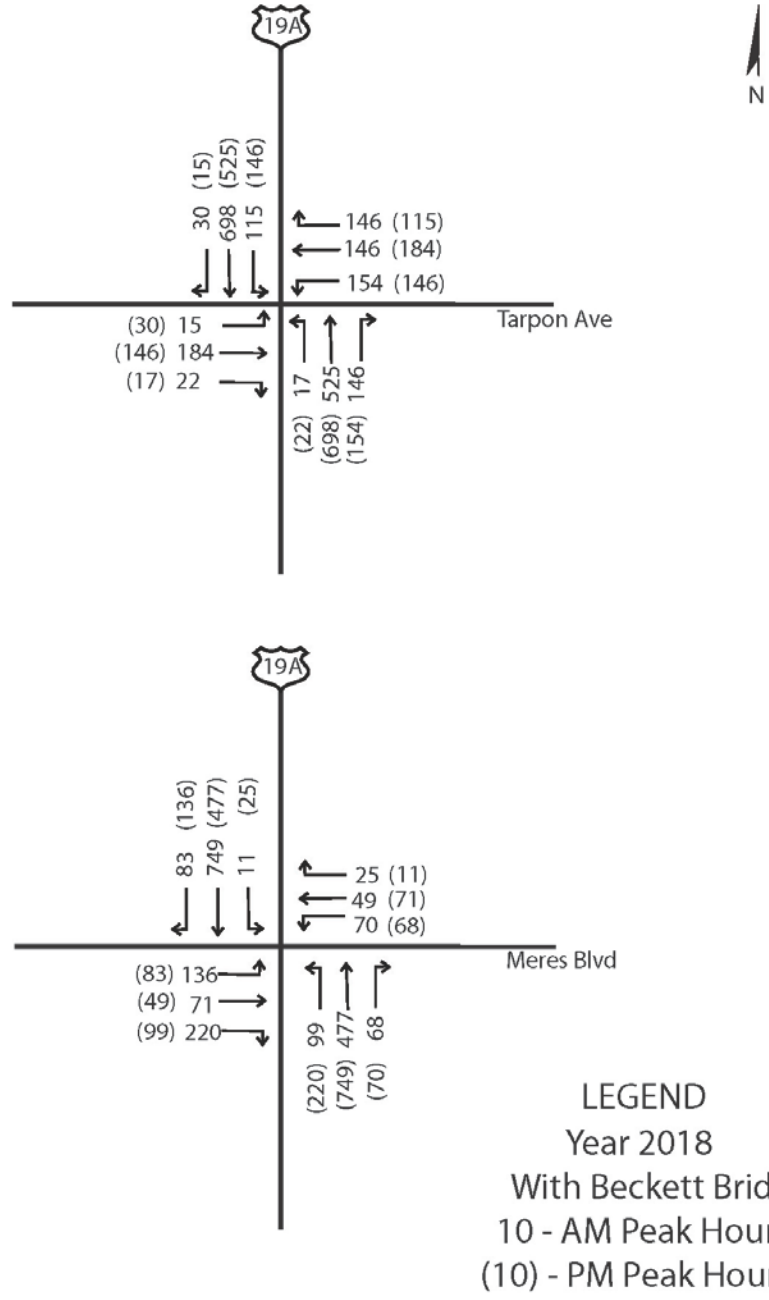


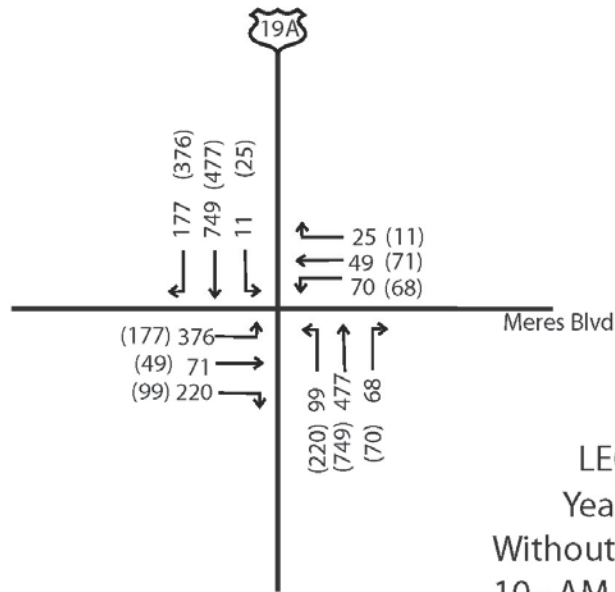
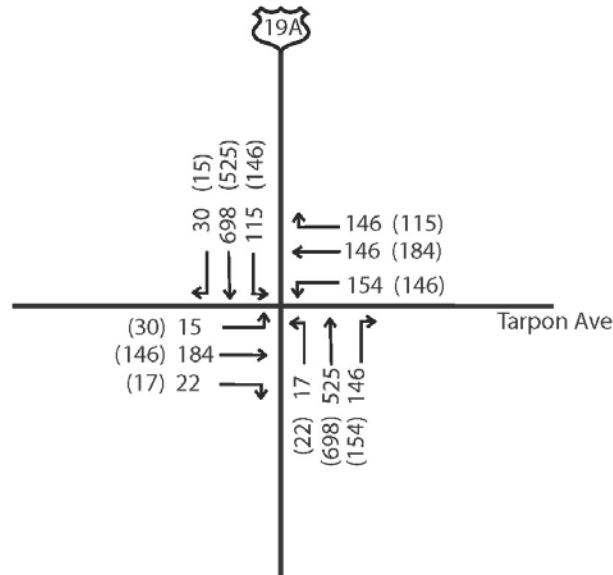


FIGURE 3-10
OPENING YEAR (2018) INTERSECTION PEAK HOUR VOLUMES
SCENARIO 1





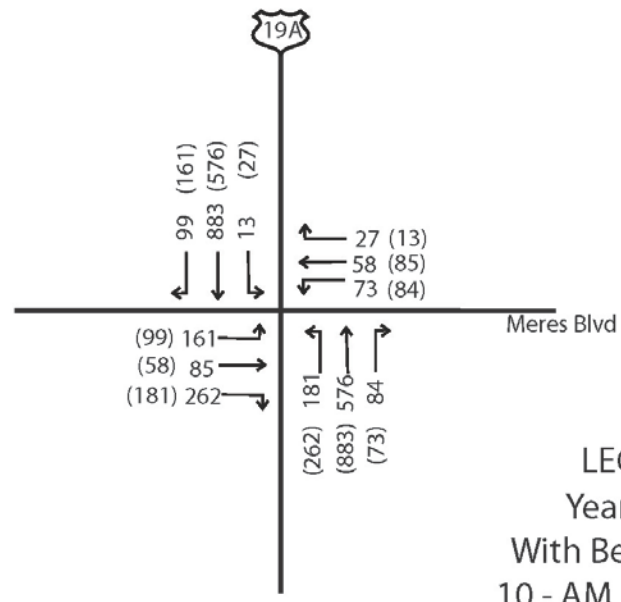
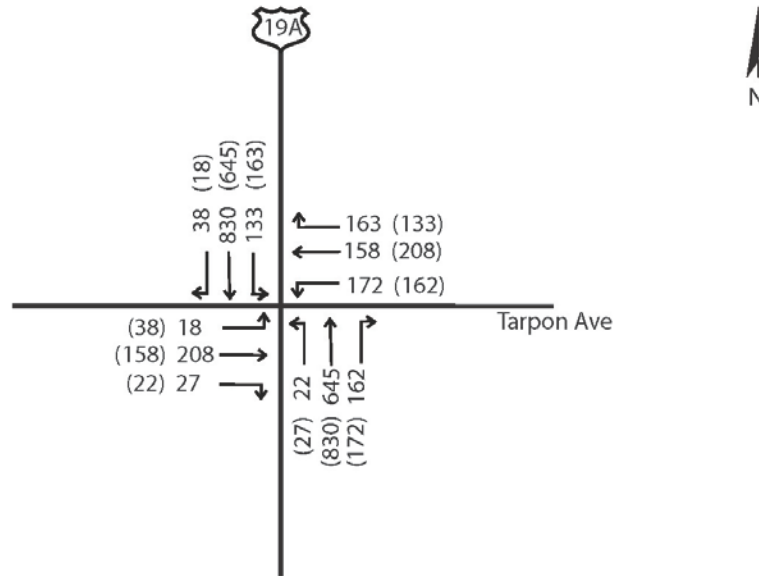
**FIGURE 3-11
OPENING YEAR (2018) INTERSECTION PEAK HOUR VOLUMES
SCENARIO 2**



LEGEND
 Year 2018
 Without Beckett Bridge
 10 - AM Peak Hour
 (10) - PM Peak Hour



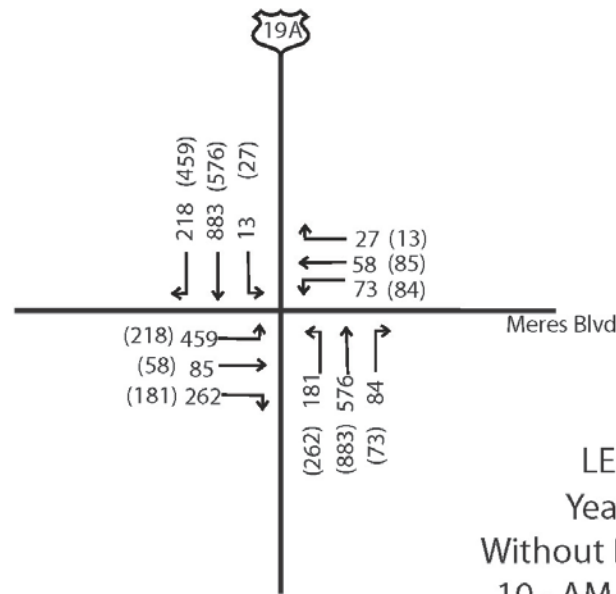
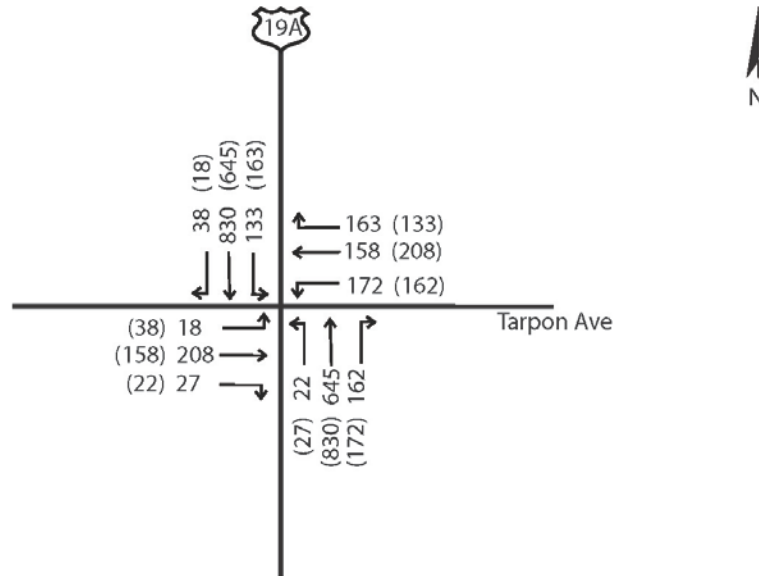
FIGURE 3-12
DESIGN YEAR (2038) INTERSECTION PEAK HOUR VOLUMES
SCENARIO 1



LEGEND
 Year 2038
 With Beckett Bridge
 10 - AM Peak Hour
 (10) - PM Peak Hour



FIGURE 3-13
DESIGN YEAR (2038) INTERSECTION PEAK HOUR VOLUMES
SCENARIO 2



LEGEND
 Year 2038
 Without Beckett Bridge
 10 - AM Peak Hour
 (10) - PM Peak Hour



4.0 OPENING YEAR (2018) TRAFFIC OPERATIONS ANALYSIS

4.1 Opening Year (2018) Intersection Analysis

The Opening Year (2018) traffic conditions were analyzed under both scenarios using the Transportation Research Board's *Highway Capacity Manual* and HCS+ for the two study area intersections.

4.1.1 Scenario 1

Table 4-1 summarizes the intersection delay and LOS results based on the Opening Year (2018) analysis with the Beckett Bridge (Scenario 1) at the signalized intersections along Alternate US 19 at Meres Boulevard and at Tarpon Avenue. In 2018, with the bridge, the intersection of Alternate US 19 at Meres Boulevard is projected to operate at LOS C overall during both the a.m. and p.m. peak hours. The Alternate US 19 at Tarpon Avenue intersection is projected to operate at LOS C in the a.m. peak hour and LOS D during the p.m. peak hour. Consistent with the existing (2012) conditions analysis, the northbound approach for the Alternate US 19 at Tarpon Avenue intersection continues to operate at LOS E during the p.m. peak hour. Detailed HCS analyses output sheets for the signalized intersections in the Opening Year (2018) for Scenario 1 are provided in **Appendix E**.

TABLE 4-1 Opening Year (2018) Signalized Intersection Peak Hour Level of Service Scenario 1							
Intersection	Approach	Approach Traffic Volume		A.M. Peak Hour		P.M. Peak Hour	
		AM	PM	Delay (in sec/veh)	LOS	Delay (in sec/veh)	LOS
Alternate US 19 at Meres Boulevard	Northbound	644	1039	18.4	B	31.8	C
	Southbound	843	638	22.2	C	18.4	B
	Eastbound	427	231	35.8	D	34.0	C
	Westbound	144	150	51.4	D	46.9	D
	Overall			25.9	C	29.0	C
Alternate US 19 at Tarpon Avenue	Northbound	688	874	20.1	C	59.9	E
	Southbound	843	686	18.3	B	23.2	C
	Eastbound	221	193	47.4	D	53.1	D
	Westbound	446	445	39.2	D	36.6	D
	Overall			26.1	C	43.1	D



4.1.2 Scenario 2

Table 4-2 summarizes the intersection delay and LOS results based on the Opening Year (2018) analysis without the Beckett Bridge (Scenario 2) at the signalized intersections along Alternate US 19 at Meres Boulevard and at Tarpon Avenue. In 2018, without the bridge, the intersection of Alternate US 19 at Meres Boulevard is projected to operate at LOS C overall in the a.m. peak and the p.m. peak hour. The intersection of Alternate US 19 at Tarpon Avenue is projected to operate at LOS C in the a.m. peak hour and LOS D during the p.m. peak hour. During the p.m. peak hour, the northbound approach of Alternate US 19 at Tarpon Avenue is anticipated to continue to operate at LOS E. It should be noted that in Scenario 2, the same level of traffic is projected to utilize the Alternate US 19 at Tarpon Avenue intersection after the redistribution around Whitcomb Bayou. Detailed HCS analyses output sheets for the signalized intersections in the Opening Year (2018) for Scenario 2 are provided in **Appendix F**.

TABLE 4-2 Opening Year (2018) Signalized Intersection Peak Hour Level of Service Scenario 2							
Intersection	Approach	Approach Traffic Volume		A.M. Peak Hour		P.M. Peak Hour	
		AM	PM	Delay (in sec/veh)	LOS	Delay (in sec/veh)	LOS
Alternate US 19 at Meres Boulevard	Northbound	644	1039	19.4	B	27.6	C
	Southbound	937	878	22.4	C	17.3	B
	Eastbound	667	325	53.7	D	38.6	D
	Westbound	144	150	49.5	D	49.6	D
	Overall			32.0	C	26.7	C
Alternate US 19 at Tarpon Avenue	Northbound	688	874	20.1	C	59.9	E
	Southbound	843	686	18.3	B	23.2	C
	Eastbound	221	193	47.4	D	53.1	D
	Westbound	446	445	39.2	D	36.6	D
	Overall			26.1	C	43.1	D

4.2 Opening Year (2018) Arterial Analysis

An arterial analysis was conducted for the Opening Year (2018) under both scenarios using the capacities provided in the *2009 FDOT Quality/LOS Generalized Tables*.



4.2.1 Scenario 1

An arterial analysis was conducted for the Opening Year (2018) with the Beckett Bridge (Scenario 1) using the capacities provided in the *2009 FDOT Quality/LOS Generalized Tables*. Results show that Alternate US 19 is projected to continue to deteriorate to LOS F. As previously noted, Alternate US 19 has been designated by Pinellas County as a constrained roadway, and the failing level of service can be attributed to additional land use in the area and not as a result of the bridge improvements. All of the other roadways in the study area operate at an acceptable LOS (LOS C or better). **Table 4-3** shows the results based on the generalized table capacities using urban, state and non-state roadway classifications.

TABLE 4-3 Opening Year (2018) Arterial Level of Service Scenario 1				
Segment	Existing No. Lanes	Peak Hour Directional Capacity ¹	Peak Hour Directional Traffic Volumes and LOS	
			Volume	LOS ²
Spring Boulevard (North of Tarpon Avenue)	2U	630	333	B
Riverside Drive/Spring Boulevard (at the Beckett Bridge)	2U	630	456	C
Tarpon Drive (North of Gulf Road)	2U	630	75	B
Florida Avenue (South of Gulf Road)	2U	630	215	B
Meres Boulevard (West of Woodmont Drive)	2U	630	257	B
Whitcomb Boulevard (South of Poulos Lane)	2U	630	478	C
Alternate US 19 (South of Tarpon Avenue)	2D	660	871	F
Alternate US 19 (North of Tarpon Avenue)	2U	880	837	D

Source: 2009 FDOT Quality/LOS Handbook Generalized Tables, Table 7

¹ Adjustments made for Non-State Roadway designation and inclusion/exclusion of turn-lanes, where applicable

² LOS Standard for all study area roadways is LOS D

4.2.2 Scenario 2

An arterial analysis was conducted for the Opening Year (2018) without the Beckett Bridge (Scenario 2) using the capacities provided in the *2009 FDOT Quality/LOS Generalized Tables*. Results show that Alternate US 19 is projected to continue to deteriorate to LOS F. As previously noted, Alternate US 19 has been designated by Pinellas County as a constrained roadway, and the failing level of service can be attributed to additional land use in the area and not as a result of the direct removal of the bridge. Additionally, without the bridge, the redistribution of traffic is projected to degrade the operations on Whitcomb Boulevard to LOS F. All of the other roadways in the study area operate at an acceptable LOS (LOS C or better).



Table 4-4 shows the results based on the generalized table capacities using urban, state and non-state roadway classifications.

TABLE 4-4 Opening Year (2018) Arterial Level of Service Scenario 2				
Segment	Existing No. Lanes	Peak Hour Directional Capacity ¹	Peak Hour Directional Traffic Volumes and LOS	
			Volume	LOS ²
Spring Boulevard (North of Tarpon Avenue)	2U	630	247	B
Riverside Drive/Spring Boulevard (at the Beckett Bridge)	2U	630	N/A	N/A
Tarpon Drive (North of Gulf Road)	2U	630	145	B
Florida Avenue (South of Gulf Road)	2U	630	284	B
Meres Boulevard (West of Woodmont Drive)	2U	630	450	C
Whitcomb Boulevard (South of Poulos Lane)	2U	630	746	F
Alternate US 19 (South of Tarpon Avenue)	2D	660	871	F
Alternate US 19 (North of Tarpon Avenue)	2U	880	837	D

Source: 2009 FDOT Quality/LOS Handbook Generalized Tables, Table 7

¹ Adjustments made for Non-State Roadway designation and inclusion/exclusion of turn-lanes, where applicable

² LOS Standard for all study area roadways is LOS D



5.0 DESIGN YEAR (2038) TRAFFIC OPERATIONS ANALYSIS

5.1 Design Year (2038) Intersection Analysis

The Design Year (2038) traffic conditions were analyzed under both scenarios using the Transportation Research Board's *Highway Capacity Manual* and HCS+ for the two study area intersections.

5.1.1 Scenario 1

Table 5-1 summarizes the intersection delay and LOS results based on the Design Year (2038) analysis with the Beckett Bridge (Scenario 1) at the signalized intersections along Alternate US 19 at Meres Boulevard and at Tarpon Avenue. In 2038, with the bridge, the intersection of Alternate US 19 at Meres Boulevard is projected to operate at LOS D overall during the a.m. and p.m. peak hours. The Alternate US 19 at Tarpon Avenue intersection is projected to operate at LOS C in the a.m. peak hour and LOS D during the p.m. peak hour. Consistent with the Opening Year (2018) analysis, the northbound approach for the Alternate US 19 at Tarpon Avenue intersection continues to operate at LOS E during the p.m. peak hour. Additionally, the northbound approach is projected to operate at LOS E in the a.m. peak hour. Detailed HCS analyses output sheets for the signalized intersections in the Design Year (2038) for Scenario 1 are provided in **Appendix G**.

TABLE 5-1 Design Year (2038) Signalized Intersection Peak Hour Level of Service Scenario 1							
Intersection	Approach	Approach Traffic Volume		A.M. Peak Hour		P.M. Peak Hour	
		AM	PM	Delay (in sec/veh)	LOS	Delay (in sec/veh)	LOS
Alternate US 19 at Meres Boulevard	Northbound	841	1218	78.4	E	45.6	D
	Southbound	995	764	23.9	C	18.0	B
	Eastbound	508	338	49.1	D	39.7	D
	Westbound	158	182	53.4	D	51.6	D
	Overall				49.3	D	36.9
Alternate US 19 at Tarpon Avenue	Northbound	829	1029	24.1	C	68.9	E
	Southbound	1001	826	25.3	C	39.9	D
	Eastbound	253	218	48.0	D	54.7	D
	Westbound	493	503	45.9	D	38.2	D
	Overall				31.1	C	52.3



5.1.2 Scenario 2

Table 5-2 summarizes the intersection delay and LOS results based on the Design Year (2038) analysis without the Beckett Bridge (Scenario 2) at the signalized intersections along Alternate US 19 at Meres Boulevard and at Tarpon Avenue. In 2038, without the bridge, operations at the intersection of Alternate US 19 at Meres Boulevard are projected to deteriorate to LOS E overall in the a.m. peak hour and LOS D in the p.m. peak hour. Additionally, the northbound approach is anticipated to operate at LOS E and the eastbound approach is anticipated to deteriorate to LOS F in the a.m. peak hour. The intersection of Alternate US 19 at Tarpon Avenue is projected to operate at LOS C in the a.m. peak hour and LOS D during the p.m. peak hour. During the p.m. peak hour, the northbound approach of Alternate US 19 at Tarpon Avenue is anticipated to continue to operate at LOS E. It should be noted that in Scenario 2, the same level of traffic is projected to utilize the Alternate US 19 at Tarpon Avenue intersection after the redistribution without the bridge. Detailed HCS analyses output sheets for the signalized intersections in the Design Year (2038) for Scenario 2 are provided in **Appendix H**.

TABLE 5-2 Design Year (2038) Signalized Intersection Peak Hour Level of Service Scenario 2							
Intersection	Approach	Approach Traffic Volume		A.M. Peak Hour		P.M Peak Hour	
		AM	PM	Delay (in sec/veh)	LOS	Delay (in sec/veh)	LOS
Alternate US 19 at Meres Boulevard	Northbound	841	1218	78.4	E	43.9	D
	Southbound	1114	1062	22.6	C	18.8	B
	Eastbound	806	457	163.5	F	43.7	D
	Westbound	158	182	53.4	D	51.6	D
	Overall				79.5	E	35.2
Alternate US 19 at Tarpon Avenue	Northbound	829	1029	24.1	C	68.9	E
	Southbound	1001	826	25.3	C	39.9	D
	Eastbound	253	218	48.0	D	54.7	D
	Westbound	493	503	45.9	D	38.2	D
	Overall				31.1	C	52.3



5.2 Design Year (2038) Arterial Analysis

An arterial analysis was conducted for the Design Year (2038) under both scenarios using the capacities provided in the *2009 FDOT Quality/LOS Generalized Tables*.

5.2.1 Scenario 1

An arterial analysis was conducted for the Design Year (2038) with the Beckett Bridge (Scenario 1) using the capacities provided in the *2009 FDOT Quality/LOS Generalized Tables*. Results show that Alternate US 19 is projected to continue to deteriorate to LOS F. As previously noted, Alternate US 19 has been designated by Pinellas County as a constrained roadway, and the failing level of service can be attributed to additional land use in the area and not as a result of the bridge improvements. All of the other roadways in the study area operate at an acceptable LOS (LOS C or better). **Table 5-3** shows the results based on the generalized table capacities using urban, state and non-state roadway classifications.

TABLE 5-3 Design Year (2038) Arterial Level of Service Scenario 1				
Segment	Existing No. Lanes	Peak Hour Directional Capacity ¹	Peak Hour Directional Traffic Volumes and LOS	
			Volume	LOS ²
Spring Boulevard (North of Tarpon Avenue)	2U	630	392	C
Riverside Drive/Spring Boulevard (at the Beckett Bridge)	2U	630	540	C
Tarpon Drive (North of Gulf Road)	2U	630	91	B
Florida Avenue (South of Gulf Road)	2U	630	252	B
Meres Boulevard (West of Woodmont Drive)	2U	630	296	B
Whitcomb Boulevard (South of Poulos Lane)	2U	630	564	C
Alternate US 19 (South of Tarpon Avenue)	2D	660	1002	F
Alternate US 19 (North of Tarpon Avenue)	2U	880	1027	F

Source: 2009 FDOT Quality/LOS Handbook Generalized Tables, Table 7

¹ Adjustments made for Non-State Roadway designation and inclusion/exclusion of turn-lanes, where applicable

² LOS Standard for all study area roadways is LOS D



5.2.2 Scenario 2

An arterial analysis was conducted for the Design Year (2038) without the Beckett Bridge (Scenario 2) using the capacities provided in the *2009 FDOT Quality/LOS Generalized Tables*. Results show that Alternate US 19 is projected to continue to deteriorate to LOS F. As previously noted, Alternate US 19 has been designated by Pinellas County as a constrained roadway, and the failing level of service can be attributed to additional land use in the area and not as a direct result of the removal of the bridge. Additionally, without the bridge, the redistribution of traffic is projected to degrade the operations on Whitcomb Boulevard to LOS F. All of the other roadways in the study area operate at an acceptable LOS (LOS C or better). **Table 5-4** shows the results based on the generalized table capacities using urban, state and non-state roadway classifications.

TABLE 5-4 Design Year (2038) Arterial Level of Service Scenario 2				
Segment	Existing No. Lanes	Peak Hour Directional Capacity ¹	Peak Hour Directional Traffic Volumes and LOS	
			Volume	LOS ²
Spring Boulevard (North of Tarpon Avenue)	2U	630	290	B
Riverside Drive/Spring Boulevard (at the Beckett Bridge)	2U	630	N/A	N/A
Tarpon Drive (North of Gulf Road)	2U	630	166	B
Florida Avenue (South of Gulf Road)	2U	630	327	B
Meres Boulevard (West of Woodmont Drive)	2U	630	524	C
Whitcomb Boulevard (South of Poulos Lane)	2U	630	907	F
Alternate US 19 (South of Tarpon Avenue)	2D	660	1002	F
Alternate US 19 (North of Tarpon Avenue)	2U	880	1027	F

Source: 2009 FDOT Quality/LOS Handbook Generalized Tables, Table 7

¹ Adjustments made for Non-State Roadway designation and inclusion/exclusion of turn-lanes, where applicable

² LOS Standard for all study area roadways is LOS D



6.0 MAINTENANCE OF TRAFFIC

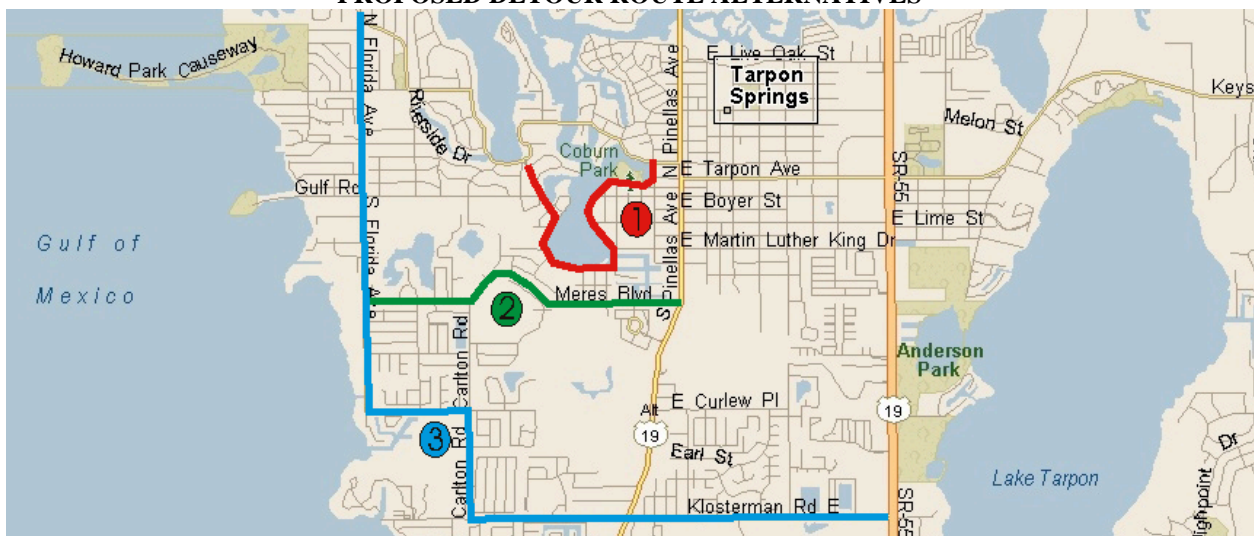
6.1 Proposed Detour Route Alternatives

In order to evaluate potential traffic impacts to the surrounding study area roadways during the period of rehabilitation or replacement of the existing bridge structure, several detour options were explored. Construction for bridge rehabilitation or replacement is anticipated to occur for six to eighteen months, depending on the extent of the improvements. **Figure 6-1** illustrates the proposed detour route alternatives, which include the following:

1. Whitcomb Boulevard - traffic diverted using Whitcomb Boulevard/South Spring Boulevard around Whitcomb Bayou
2. Meres Boulevard - traffic diverted using Meres Boulevard from Alternate US 19 to Florida Avenue
3. Klosterman Road-Carlton Road-Curlew Road - traffic diverted from Alternate US 19 using Klosterman Road, Carlton Road, and Curlew Road to Florida Avenue

It should be noted that a comparison of the TBRPM origin/destination traffic patterns with and without the Beckett Bridge showed that none of the existing or future traffic traveling across the bridge would redistribute using the Klosterman Road-Carlton Road-Curlew Road alternative. In addition, this route is the longest and most circuitous of the alternatives, at approximately 2.75 miles in length. For these reasons, this alternative was eliminated from further consideration.

**FIGURE 6-1
PROPOSED DETOUR ROUTE ALTERNATIVES**





6.2 Detour Traffic Conditions

The potential traffic impacts of the Whitcomb Boulevard and Meres Boulevard detour routes have been analyzed for the Opening Year (2018) conditions, at which time the Beckett Bridge is projected to carry 8,200 vehicles per day. Approximately 6,600 vehicles per day are generated from land uses to the west side of the bridge, while approximately 1,600 vehicles per day are generated from land uses located on the east side of the bridge. For purposes of the traffic analysis, it is assumed that the traffic generated to and from the west side of the bridge (6,600 daily vehicles) will be utilizing the detour route, while the remaining trips (1,600 daily vehicles) will either utilize alternate routes or change their current travel patterns. This differs from the Opening Year (2018) without a bridge (Scenario 2), where a portion of the traffic is split along Whitcomb Boulevard and Florida Avenue.

6.2.1 Whitcomb Boulevard Detour Route Traffic Conditions

The directional peak hour traffic projected along the Whitcomb Boulevard detour route is illustrated in **Figure 6-2**. This detour route assumes that the traffic will utilize Whitcomb Boulevard/Spring Boulevard around the Whitcomb Bayou to and from Tarpon Avenue. As shown in **Table 6-1**, by using Whitcomb Boulevard as the detour route, traffic congestion along this roadway will increase resulting in LOS F. Alternate US 19 south of Tarpon Avenue will also operate at a LOS F. However, it is important to note that Alternate US 19 has been designated as a constrained roadway by Pinellas County and the roadway condition is not due to the redistribution of traffic for the detour route.

TABLE 6-1 Whitcomb Boulevard Detour Route Arterial Level of Service

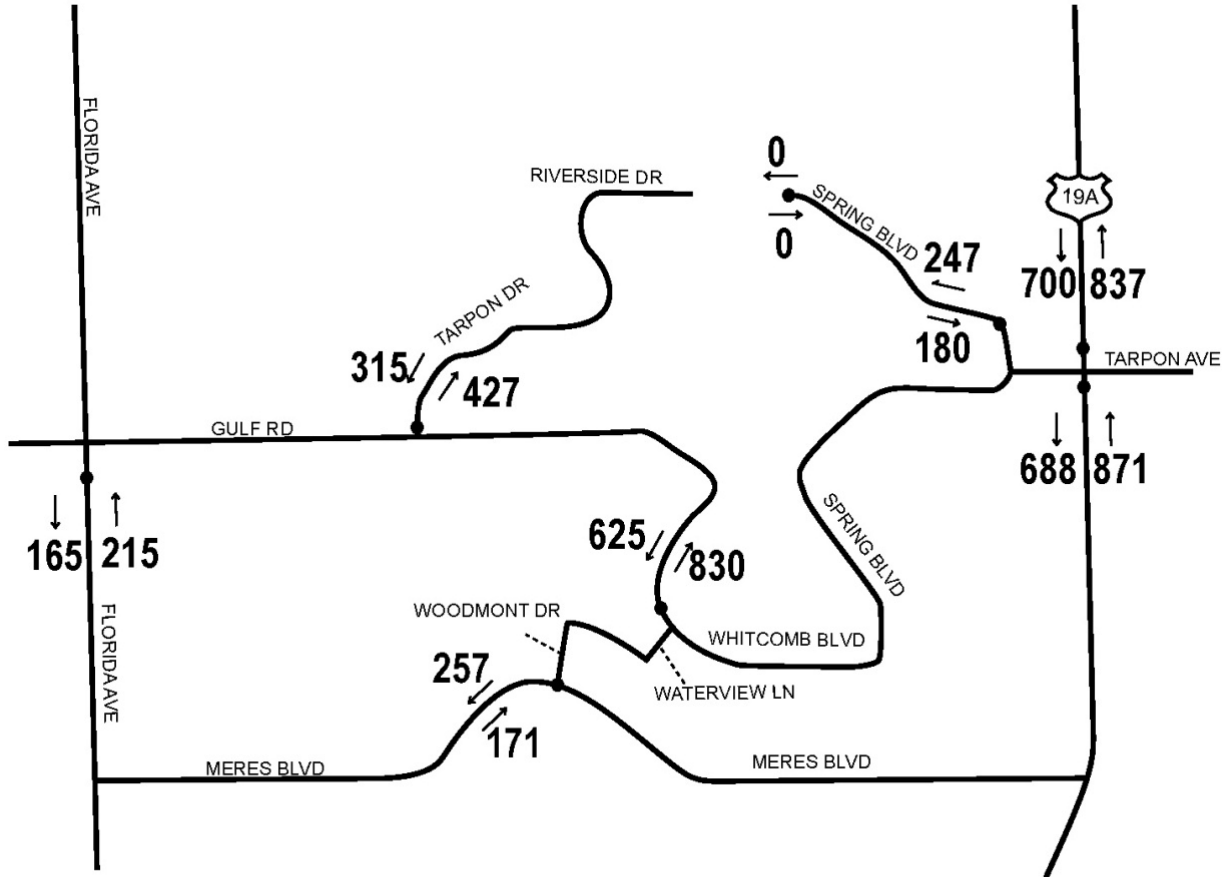
Segment	Existing No. Lanes	Peak Hour Directional Capacity ¹	Peak Hour Directional Traffic Volumes and LOS	
			Volume	LOS ²
Spring Boulevard (North of Tarpon Avenue)	2U	630	247	B
Riverside Drive/Spring Boulevard (at the Beckett Bridge)	2U	630	N/A	N/A
Tarpon Drive (North of Gulf Road)	2U	630	427	C
Florida Avenue (South of Gulf Road)	2U	630	215	B
Meres Boulevard (West of Woodmont Drive)	2U	630	257	B
Whitcomb Boulevard (South of Poulos Lane)	2U	630	830	F
Alternate US 19 (South of Tarpon Avenue)	2D	660	871	F
Alternate US 19 (North of Tarpon Avenue)	2U	880	837	D

Source: 2009 FDOT Quality/LOS Handbook Generalized Tables, Table 7

¹ Adjustments made for Non-State Roadway designation and inclusion/exclusion of turn-lanes, where applicable

² LOS Standard for all study area roadways is LOS D

**FIGURE 6-2
WHITCOMB BOULEVARD DETOUR ROUTE
PM PEAK HOUR DIRECTIONAL VOLUMES**



LEGEND
100 - 2018 PM Peak Hour



Table 6-2 summarizes the intersection delay and LOS results based on the Opening Year (2018) analysis with the Whitcomb Boulevard detour route at the signalized intersection of Alternate US 19 at Tarpon Avenue. Note that only the Alternate US 19 at Tarpon Avenue intersection was analyzed since this detour route does not impact the Alternate US 19 at Meres Boulevard intersection. **Figure 6-3** illustrates the peak hour traffic volumes for the Alternate US 19 at Tarpon Avenue intersection under the Whitcomb Boulevard detour route. With the existing geometry, the Alternate US 19 at Tarpon Avenue intersection is anticipated to operate at LOS E overall in both the a.m. and p.m. peak hours with the additional detour traffic. The eastbound and southbound approaches are anticipated to operate at LOS F in the a.m. peak hour, while the northbound and eastbound approaches operate at LOS F in the p.m. peak hour. Detailed HCS analyses output sheets for the signalized intersection of Alternate US 19 at Tarpon Avenue for the Whitcomb Boulevard detour route are provided in **Appendix I**.

TABLE 6-2 Whitcomb Boulevard Detour Route Signalized Intersection Peak Hour Level of Service							
Intersection	Approach	Approach Traffic Volume		A.M. Peak Hour		P.M Peak Hour	
		AM	PM	Delay (in sec/veh)	LOS	Delay (in sec/veh)	LOS
Alternate US 19 at Tarpon Avenue	Northbound	705	902	53.5	D	91.0	F
	Southbound	984	800	97.1	F	60.3	E
	Eastbound	505	387	85.5	F	146.9	F
	Westbound	472	577	24.9	C	27.2	C
	Overall				70.3	E	76.2

6.2.2 Meres Boulevard Detour Route Traffic Conditions

The directional peak hour traffic projected along the Meres Boulevard detour route is illustrated in **Figure 6-4**. This detour route assumes that the traffic will utilize Meres Boulevard to travel between Florida Avenue and Alternate US 19. As shown in **Table 6-3**, by using Meres Boulevard as the detour route, the roadways in the study area (with the exception of Alternate US 19 south of Tarpon Avenue) continue to operate at acceptable levels of service (LOS D or better). It is important to note that Alternate US 19 has been designated as a constrained roadway by Pinellas County and the roadway condition is not due to the redistribution of traffic for the detour route.

**FIGURE 6-3
WHITCOMB BOULEVARD DETOUR ROUTE
INTERSECTION PEAK HOUR VOLUMES**

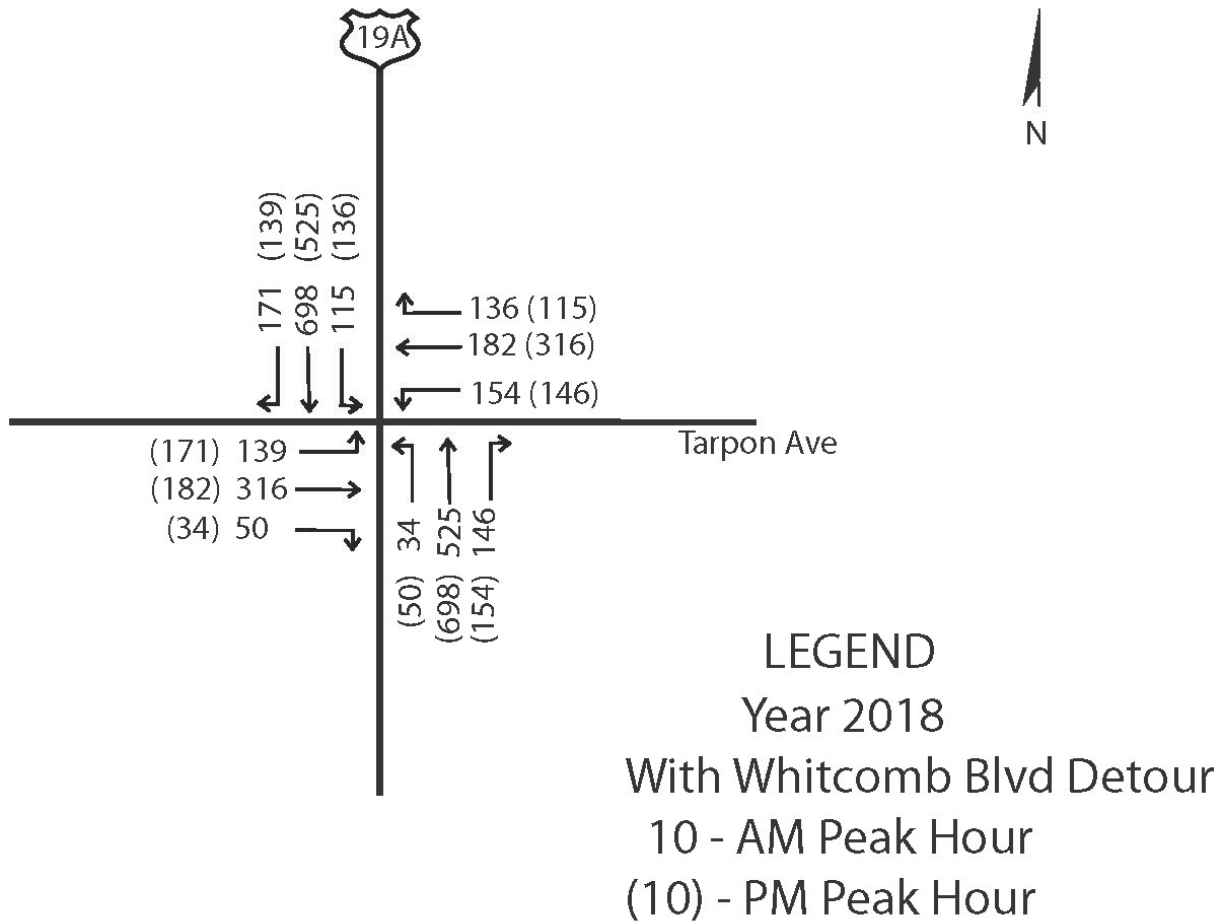



TABLE 6-3 Meres Boulevard Detour Route Arterial Level of Service

Segment	Existing No. Lanes	Peak Hour Directional Capacity ¹	Peak Hour Directional Traffic Volumes and LOS	
			Volume	LOS ²
Spring Boulevard (North of Tarpon Avenue)	2U	630	247	B
Riverside Drive/Spring Boulevard (at the Beckett Bridge)	2U	630	N/A	N/A
Tarpon Drive (North of Gulf Road)	2U	630	427	C
Florida Avenue (South of Gulf Road)	2U	630	567	C
Meres Boulevard (West of Woodmont Drive)	2U	630	609	D
Whitcomb Boulevard (South of Poulos Lane)	2U	630	478	C
Alternate US 19 (South of Tarpon Avenue)	2D	660	871	F
Alternate US 19 (North of Tarpon Avenue)	2U	880	837	D

Source: 2009 FDOT Quality/LOS Handbook Generalized Tables, Table 7

¹ Adjustments made for Non-State Roadway designation and inclusion/exclusion of turn-lanes, where applicable

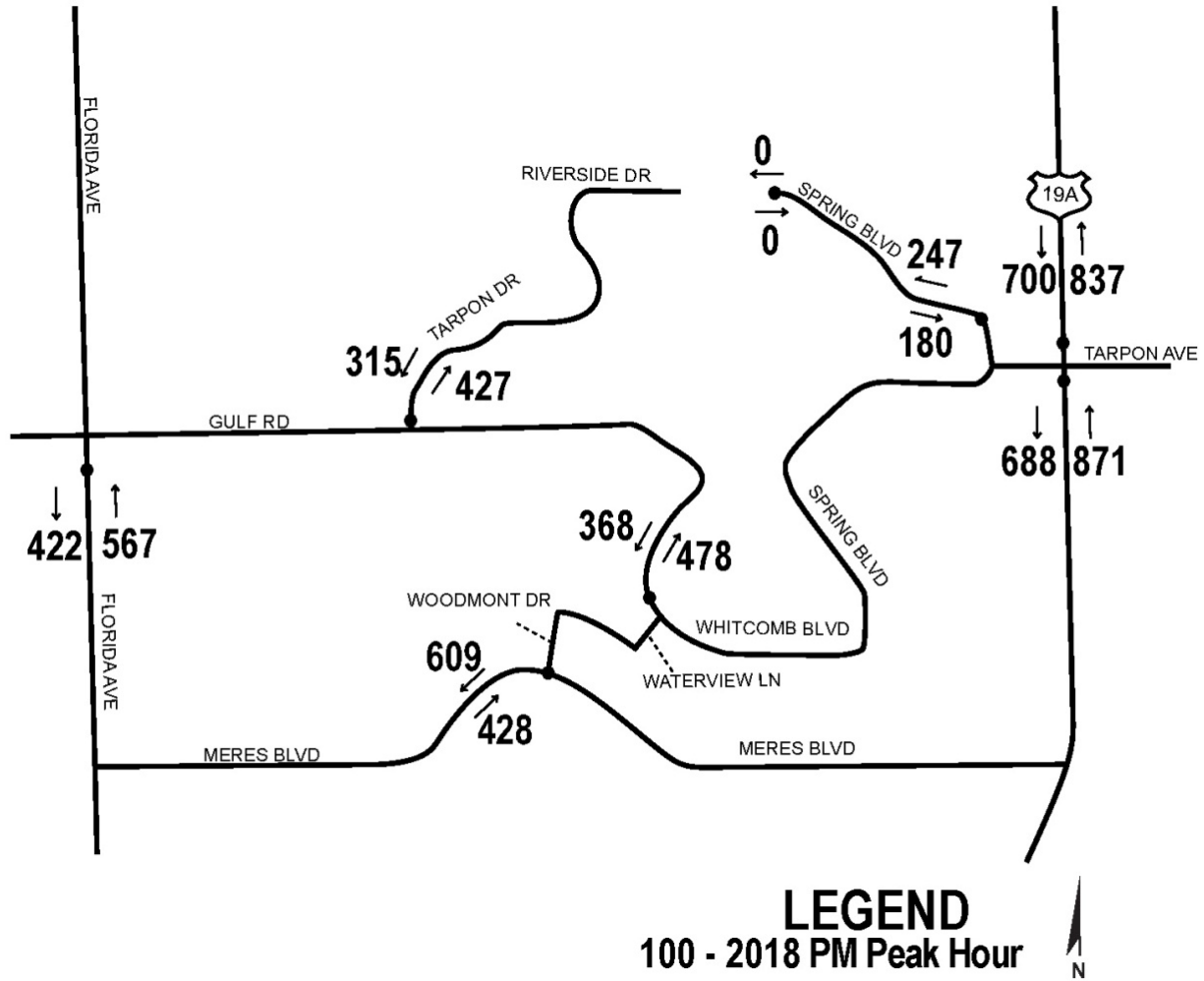
² LOS Standard for all study area roadways is LOS D

Table 6-4 summarizes the intersection delay and LOS results based on the Opening Year (2018) analysis with the Meres Boulevard detour route at the signalized intersection of Alternate US 19 at Meres Boulevard. Note that only the Alternate US 19 at Meres Boulevard intersection was analyzed since this detour route does not impact the Alternate US 19 at Tarpon Avenue intersection. **Figure 6-5** illustrates the peak hour traffic volumes for the Alternate US 19 at Meres Boulevard intersection under the detour route. With the existing geometry, the Alternate US 19 at Meres Boulevard intersection is anticipated to operate at LOS C overall in both the a.m. and p.m. peak hours with the additional detour traffic. Detailed HCS analyses output sheets for the signalized intersection of Alternate US 19 at Meres Boulevard for the Meres Boulevard detour route are provided in **Appendix J**.

TABLE 6-4 Meres Boulevard Detour Route Signalized Intersection Peak Hour Level of Service

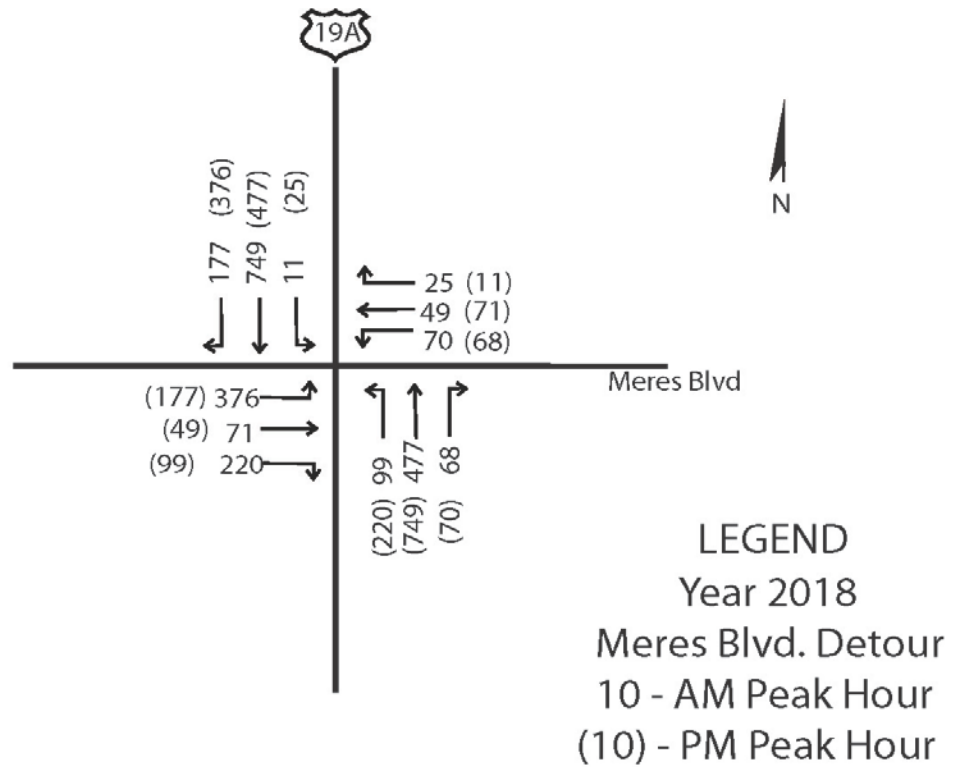
Intersection	Approach	Approach Traffic Volume		A.M. Peak Hour		P.M. Peak Hour	
		AM	PM	Delay (in sec/veh)	LOS	Delay (in sec/veh)	LOS
Alternate US 19 at Meres Boulevard	Northbound	644	1039	19.4	B	27.6	C
	Southbound	937	878	22.4	C	17.3	B
	Eastbound	667	325	53.7	D	38.6	D
	Westbound	144	150	49.5	D	49.6	D
	Overall			32.0	C	26.7	C

**FIGURE 6-4
MERES BOULEVARD DETOUR ROUTE
PM PEAK HOUR DIRECTIONAL VOLUMES**





**FIGURE 6-5
MERES BOULEVARD DETOUR ROUTE
INTERSECTION PEAK HOUR VOLUMES**



7.0 CONCLUSIONS

This Design Traffic Technical Memorandum includes the future traffic projections and analysis results for the Opening Year (2018) and Design Year (2038) for the Beckett Bridge PD&E Study. Results of the analysis indicate that the intersections and roadways in the study area will continue to operate at acceptable levels of service (LOS D or better) in both the Opening Year (2018) and Design Year (2038) under Scenario 1 (with the Beckett Bridge). However, under Scenario 2 (without the Beckett Bridge), Whitcomb Boulevard is projected to degrade to an unacceptable level of service (LOS F) and the intersection of Alternate US 19 at Meres Boulevard is anticipated to operate at LOS E overall in the a.m. peak hour.

A detour analysis was also conducted to reassign bridge traffic to the adjacent roadway network during construction of the project. Detour route alternatives included rerouting traffic either via Whitcomb Boulevard (around the Bayou) or via Meres Boulevard (between Florida Avenue and Alternate US 19). Results of the analysis indicate that in the event of closure of the Beckett Bridge, reassigning traffic to Whitcomb Boulevard would increase congestion on this roadway to failing levels of service (LOS F). Conversely, if the traffic was rerouted via Meres Boulevard, then the study area roadways are anticipated to continue to operate at acceptable levels of service with the additional traffic. Based on these results, it is recommended that the detour route for the project occur along Meres Boulevard. Detour signage, including the use of Intelligent Transportation Systems (ITS), specifically electronic message panels, should be placed well in advance of the route location along Florida Avenue and Alternate US 19 (at a minimum). Additional electronic signage may also be needed at key locations throughout the neighborhood surrounding the Beckett Bridge and should provide (if at all possible) real-time information regarding potential delays on the route.

It should be noted that portions of Alternate US 19 operate at LOS F under either scenario, as well as the detour alternatives, in both the Opening Year (2018) and Design Year (2038). However, this corridor has been designated by Pinellas County as a constrained roadway, and the failing level of service can be attributed to additional land use in the area and not as a direct result of the project.



APPENDIX A

Traffic Counts and Data Collection

Intersection 70

Main Street: US ALT 19

Side Street: MERES BLVD

Jurisdiction: STATE/TARPON SPRINGS

Section #: 2 MTCS

Comm. Addr: 6 IP:

Gateway:

Subnet:

Pre-empt: Y

Phase #	Street Name	Direction		Left Turn Type
1				
2	ALT 19	SB		
3	MERES BLVD	EB	LT	Protected/Permitted
4	MERES BLVD	WB		
5				
6	ALT 19	NB		
7				
8	MERES BLVD	EB		

Timing & Phasing

PHASE	1	2	3	4	5	6	7	8
Min. Green		20	5	7		20		7
Extension		3	3	3		3		3
Yellow CL		4.0	4.0	4.0		4.0		4.0
RED CL		3.1	4.1	4.1		3.1		4.1
Max 1		50	15	20		50		20
Max 2								
Max 3								
Walk		7		7		7		7
FDW		18		17		18		17
Min Recall		X				X		
Max Recall								
Ped Recall								
Non-Lock			X	X				X
CNA 1		X				X		
CNA 2								
Phase Omit	X				X		X	
Ped Omit	X		X		X		X	
Flash		Y		R		Y		R
Delay Det.				10				8

Last Timing Change Date: 10/26/2009

Database Modified: 11/21/2011

Technician Initials:

Control Room Pers. Initials:

CYCLE / OFFSET

Cycle	Sec.
1	120
2	100
4	140

Offset	Sec. / %	
1	5	48
2	67	5
4	86	13

SPLIT PLANS

	Ph 1 Sec / %	Ph 2 Sec / %	Ph 3 Sec / %	Ph 4 Sec / %	Ph 5 Sec / %	Ph 6 Sec / %	Ph 7 Sec / %	Ph 8 Sec / %
PLAN 1	0	60 50	20 20	40 30	0	60 50	0	60 50
PLAN 2	0	50 50	20 20	30 30	0	50 50	0	50 50
PLAN 3								
PLAN 4	0	80 58	20 14	40 28	0	80 58	0	60 42

BASE DAY PLANS

Time	Plan #	Cycle	Offset	Split	Circuit	On/Off
BASE DAY 1						
0600					FRE	OFF
0600		1	1	1		
0900		2	2	2		
1600		4	4	4		
1815		2	2	2		
0000					FRE	ON
BASE DAY 2						
0600					FRE	OFF
0600		2	2	2		
0000					FRE	ON

WEEK PLAN

	S	M	T	W	T	F	S
1	2	1	1	1	1	1	2

Notes: OPTICOM

PHASE 4 DELAY DETECTION 10 SECONDS ON RIGHT TURN

PHASE 8 DELAY DETECTION 8 SECONDS

PHASE 3 CALLS PHASE 8 (IN DETECTOR MENU)

Intersection 44

Main Street: US ALT 19

Side Street: TARPON AVE

Jurisdiction: STATE/TARPON SPRINGS

Section #: 2 MTCS

Comm. Adrs: 3 IP:

Gateway:

Subnet:

Pre-empt: Y

Phase #	Street Name	Direction		Left Turn Type
1				
2	ALT 19	SB		
3				
4	TARPON AVE.	WB		
5	ALT 19	SB	LT	Protected/Permitted
6	ALT 19	NB		
7	TARPON AVE.	WB	LT	Protected/Permitted
8	TARPON AVE.	EB		

Timing & Phasing

PHASE	1	2	3	4	5	6	7	8
Min. Green		15		10	5	15	5	10
Extension		3.5		3	3	3.5	3	3
Yellow CL		3.0		3.0	3.0	3.0	3.0	3.0
RED CL		2.5		2.8	2.8	2.5	2.8	2.8
Max 1		37		15	15	37	15	15
Max 2		99		99	99	99	99	99
Max 3								
Walk		5		5		5		5
FDW		15		15		15		15
Min Recall								
Max Recall		X				X		
Ped Recall								
Non-Lock				X	X		X	X
CNA 1		X				X		
CNA 2								
Phase Omit	X		X		X		X	
Ped Omit	X		X		X		X	
Flash		Y		R		Y		R
Delay Det.								

Last Timing Change Date: 02/12/2008

Database Modified: 11/21/2011

Technician Initials:

Control Room Pers. Initials:

CYCLE / OFFSET

Cycle	Sec.
1	120
2	100
4	140

Offset	Sec. / %
1	74 61
2	99 34
4	33 61

SPLIT PLANS

	Ph 1 Sec / %	Ph 2 Sec / %	Ph 3 Sec / %	Ph 4 Sec / %	Ph 5 Sec / %	Ph 6 Sec / %	Ph 7 Sec / %	Ph 8 Sec / %
PLAN 1	0	65 55	0	55 45	20 16	45 39	20 16	35 29
PLAN 2	0	57 57	0	43 43	15 15	42 42	18 18	25 25
PLAN 3								
PLAN 4	0	79 57	0	61 43	20 14	59 43	24 17	37 26

BASE DAY PLANS

Time	Plan #	Cycle	Offset	Split	Circuit	On/Off
BASE DAY 1						
0600					FRE	OFF
0600		1	1	1		
0900		2	2	2		
1600		4	4	4		
1815		2	2	2		
BASE DAY 2						
0600					FRE	OFF
0600		2	2	2		

WEEK PLAN

	S	M	T	W	T	F	S
1	2	1	1	1	1	1	2

Notes: OPTICOM

Reference

Signal Timings W TARPON AVE @ APT 19
120 sec. AM

EBL NA	WBL 14 sec	SBL 5 sec	NBL NA Sec
EBT 28	WBT 28 sec	SBT 73 sec	NBT 73 sec
EBY 2	WBY 2	SBY 2 sec	NBY 2 sec
EB Red 90	WB Red 76	SB Red 40 sec	NB Red 78 sec

138 sec PM

EBL NA	WBL NA	SBL 20 sec	NBL NA
EBT 52 sec	WBT 52 sec	SBT 80 sec	NBT 60 sec
EBY 2 sec	WBY 2 sec	SBY 2 sec	NBY 2 sec
EB Red 84 sec	WB Red 84 sec	SB Red 56 sec	NB Red 76 sec

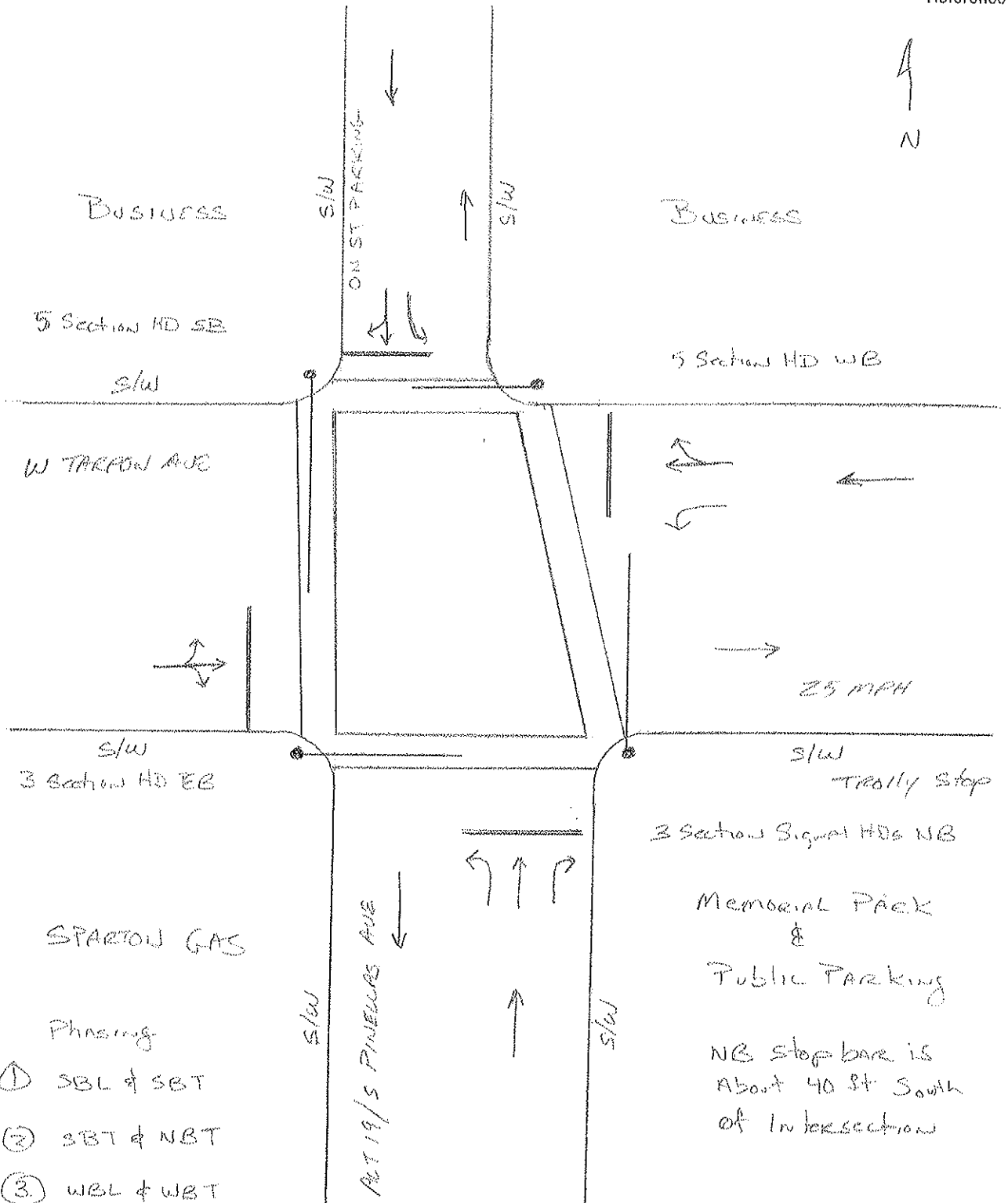
MERES BLVD @ APT 19
120 sec AM

EBL 11 sec	WBL NA	SBL NA	NBL NA
EBT 25 sec	WBT 14 sec	SBT 79 sec	NBT 79 sec
EBY 2 sec	WBY 2 sec	SBY 2 sec	NBY 2 sec
EB Red 93 sec	WB Red 104 sec	SB Red 39 sec	NB Red 39 sec

135 sec PM

EBL 15 sec	WBL NA	SBL NA	NBL NA
EBT 21 sec	WBT 21 sec	SBT 99 sec	NBT 99 sec
EBY 2 sec	WBY 2 sec	SBY 2 sec	NBY 2 sec
EB Red 97 sec	WB Red 112 sec	SB Red 34 sec	NB Red 34 sec

Reference



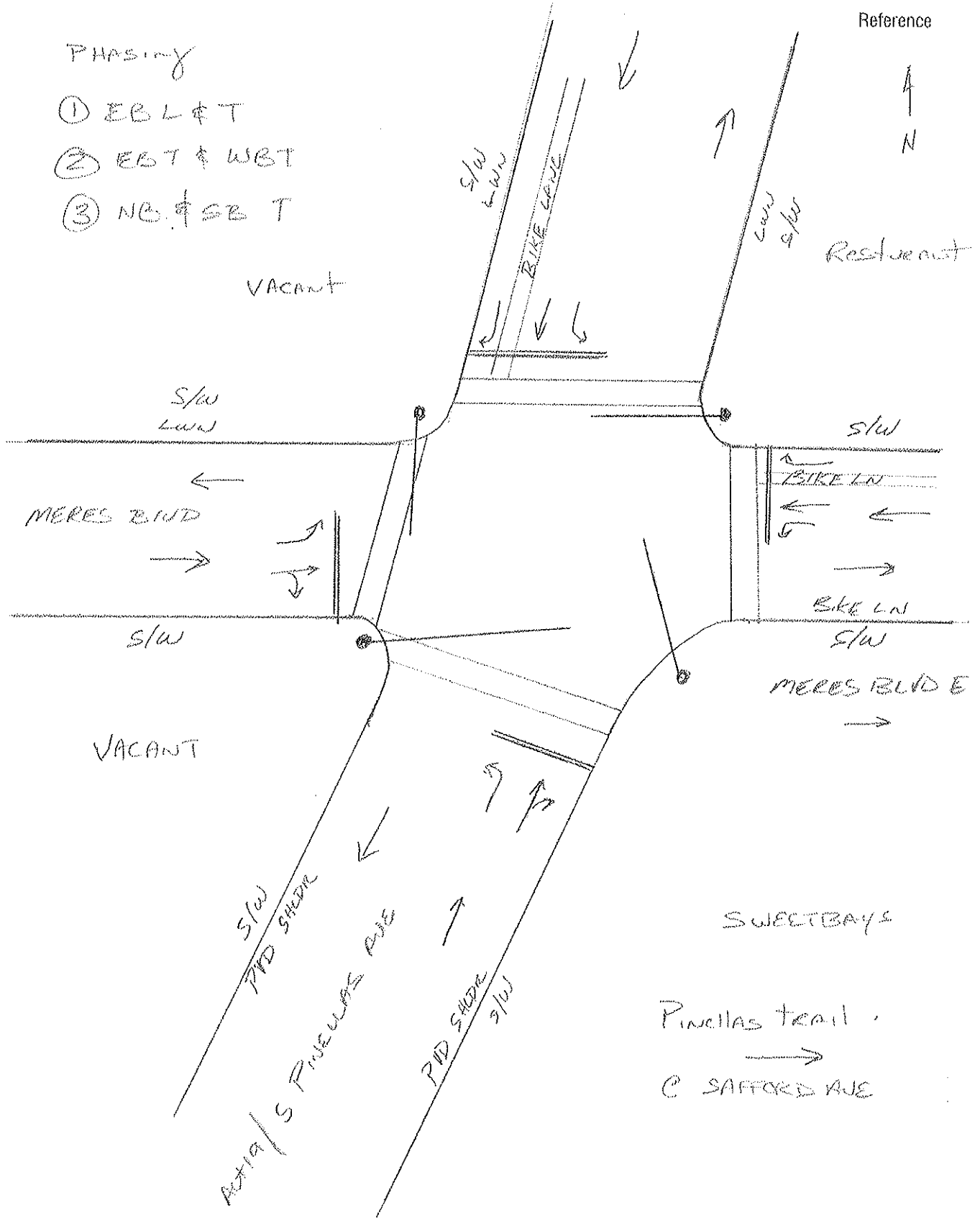
SPARTAN GAS

Phasing

- ① SBL & SBT
- ② SBT & NBT
- ③ WBL & WBT
- ④ WBT & EBT

Memorial Park
&
Public Parking

NB stop bar is
about 40 ft south
of intersection



Riverside Dr
East of Bridge #154000

URS Corporation
7650 W. Courtney Campbell Cswy
Tampa, FL 33607

Site Code: N20
Station ID: 1
Latitude: 28' 9.004 North
Longitude: 82' 45.964 West
BECKETT 72 HR VOLUME

Start Time	14-Feb-12 Tue	Eastbound		Hour Totals		Westbound		Hour Totals		Combined Totals		
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	
12:00		2	71			2	66					
12:15		2	77			4	56					
12:30		3	44			2	55					
12:45		2	65	9	257	2	74	10	251	19	508	
01:00		0	54			1	65					
01:15		2	71			1	63					
01:30		2	80			0	63					
01:45		3	69	7	274	9	88	11	279	18	553	
02:00		1	88			3	58					
02:15		1	59			2	90					
02:30		4	77			8	72					
02:45		3	83	9	307	1	79	14	299	23	606	
03:00		0	81			1	75					
03:15		1	65			1	58					
03:30		2	82			0	95					
03:45		3	67	6	295	2	76	4	304	10	599	
04:00		2	89			4	79					
04:15		0	106			2	54					
04:30		3	68			2	65					
04:45		3	57	8	320	0	92	8	290	47.5	610	
05:00		5	61			2	78					
05:15		14	59			3	77					
05:30		16	60			9	94					
05:45		16	63	51	243	5	81	19	330	57.6	573	
06:00		18	70			10	72					
06:15		20	53			21	68					
06:30		49	65			47	51					
06:45		68	46	155	234	62	40	140	231	295	465	
07:00		55	40			17	44					
07:15		55	23			24	56					
07:30		55	27			30	40					
07:45		55	21	66.5	220	40	42	111	182	55.0	331	293
08:00		68	25			34	46					
08:15		80	20			53	48					
08:30		88	18			47	35					
08:45		82	14	64.2	318	43	40	177	169	495	246	
09:00		57	21			67	28					
09:15		105	18			48	27					
09:30		84	15			41	13					
09:45		76	9	322	63	48	20	204	88	526	151	
10:00		76	6			47	22					
10:15		60	10			51	25					
10:30		68	5			47	22					
10:45		72	10	276	31	62	10	207	79	483	110	
11:00		56	5			60	15					
11:15		55	6			52	10					
11:30		61	8			64	11					
11:45		39	9	211	28	58	7	234	43	445	71	
Total		1592	2240			1139	2545			2731	4785	
Percent		41.5%	58.5%			30.9%	69.1%			36.3%	63.7%	

3-day Ave AM peak % = 61.8
PM peak % = 55.4

Riverside Dr
East of Bridge #154000

URS Corporation
7650 W. Courtney Campbell Cswy
Tampa, FL 33607

Site Code: N20
Station ID: 1
Latitude: 28' 9.004 North
Longitude: 82' 45.964 West
BECKETT 72 HR VOLUME

Start Time	15-Feb-12 Wed	Eastbound		Hour Totals		Wesbound		Hour Totals		Combined Totals		
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	
12:00		4	66			6	81					
12:15		5	78			12	84					
12:30		1	64			0	72					
12:45		2	71	12	279	5	95	23	332	35	611	
01:00		1	71			1	73					
01:15		1	73			4	82					
01:30		3	92			2	77					
01:45		0	83	5	319	3	76	10	308	15	627	
02:00		2	80			7	79					
02:15		0	72			4	84					
02:30		0	82			0	76					
02:45		1	76	3	310	2	76	13	315	16	625	
03:00		4	111			2	86					
03:15		2	73			2	60					
03:30		2	75			0	64					
03:45		2	54	10	313	0	49	4	259	14	572	
04:00		1	84			1	69					
04:15		1	79			2	70					
04:30		2	65			2	70					
04:45		4	59	8	287	3	94	8	303	16	590	
05:00		6	68			2	79					
05:15		9	82			5	62					
05:30		15	55			4	89					
05:45		17	72	47	277	6	66	17	296	64	573	
06:00		20	71			5	65					
06:15		20	69			26	72					
06:30		34	67			48	78					
06:45		67	46	141	253	60	62	139	277	280	530	
07:00		58	37			26	49					
07:15		57	41			27	49					
07:30		55	30			30	37					
07:45		66	30	236	138	49	57	132	192	368	330	
08:00		68	27			47	46					
08:15		78	13			42	55					
08:30		94	28			64	48					
08:45		85	21	325	89	63	46	216	195	541	284	
09:00		76	15			74	48					
09:15		93	21			37	41					
09:30		56	15			55	26					
09:45		79	10	304	61	60	28	226	143	530	204	
10:00		47	12			43	25					
10:15		69	10			62	17					
10:30		70	11			52	15					
10:45		59	10	245	43	47	8	204	65	449	108	
11:00		61	13			73	11					
11:15		67	12			59	13					
11:30		70	6			64	5					
11:45		79	4	277	35	52	6	248	35	525	70	
Total		1613	2404	4017		1240	2720	3960		2853	5124	7977
Percent		40.2%	59.8%			31.3%	68.7%			35.8%	64.2%	

Riverside Dr
East of Bridge #154000

URS Corporation
7650 W. Courtney Campbell Cswy
Tampa, FL 33607

Site Code: N20
Station ID: 1
Latitude: 28' 9.004 North
Longitude: 82' 45.964 West
BECKETT 72 HR VOLUME

Start Time	16-Feb-12 Thu	Eastbound		Hour Totals		Wesbound		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		0	67			6	60				
12:15		4	58			5	70				
12:30		0	57			2	68				
12:45		2	60	6	242	2	69	15	267	21	509
01:00		1	63			6	62				
01:15		4	54			2	97				
01:30		1	94			2	79				
01:45		2	91	8	302	2	73	12	311	20	613
02:00		2	91			1	82				
02:15		0	112			0	87				
02:30		1	87			1	72				
02:45		0	85	3	375	0	72	2	313	5	688
03:00		1	82			1	70				
03:15		1	83			0	62				
03:30		3	54			1	49				
03:45		1	59	6	278	3	87	5	268	11	546
04:00		1	79			1	90				
04:15		0	93			0	56				
04:30		3	65			3	82				
04:45		4	68	8	305	2	72	6	300	14	605
05:00		6	57			0	67				
05:15		7	49			5	76				
05:30		11	55			6	76				
05:45		17	53	41	214	5	67	16	286	57	500
06:00		17	56			7	73				
06:15		32	54			30	60				
06:30		49	56			54	70				
06:45		59	45	157	211	52	73	143	276	300	487
07:00		55	30			21	79				
07:15		49	32			28	30				
07:30		56	20			34	49				
07:45		72	25	232	107	42	30	125	188	357	295
08:00		62	21			52	40				
08:15		89	19			54	43				
08:30		85	21			60	26				
08:45		88	15	324	76	40	41	206	150	530	226
09:00		93	19			63	41				
09:15		75	11			53	19				
09:30		45	22			45	33				
09:45		69	16	282	68	51	23	212	116	494	184
10:00		64	7			47	17				
10:15		64	10			52	11				
10:30		77	6			69	18				
10:45		74	8	279	31	60	12	228	58	507	89
11:00		72	1			59	9				
11:15		72	14			56	8				
11:30		55	6			60	9				
11:45		64	4	263	25	60	7	235	33	498	58
Total		1609	2234			1205	2566			2814	4800
Percent		41.9%	58.1%			32.0%	68.0%			37.0%	63.0%
Grand Total		4814	6878			3584	7831			8398	14709
Percent		41.2%	58.8%			31.4%	68.6%			36.3%	63.7%

ADT

2-30 AVE ADT 7,746-7702

AADT 7,746

URS Corporation
7650 W. Courtney Campbell Cswy
Tampa, FL 33607

Riverside Dr
East of Bridge #1540000

Site Code: N20
Station ID: 1
Latitude: 28' 9.004 North
Longitude: 82' 45.964 West
BECKETT72HR CLASS

Eastbound																
Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classe	Total	
12 PM	1	43	17	0	6	0	0	0	0	0	0	0	0	0	67	
12:15	1	36	12	0	9	0	0	0	0	0	0	0	0	0	58	
12:30	0	40	15	0	2	0	0	0	0	0	0	0	0	0	57	
12:45	1	43	12	0	4	0	0	0	0	0	0	0	0	0	60	
	3	162	56	0	21	0	0	0	0	0	0	0	0	0	242	
13:00	0	36	13	1	13	0	0	0	0	0	0	0	0	0	63	
13:15	0	35	13	0	6	0	0	0	0	0	0	0	0	0	54	
13:30	1	60	17	0	14	2	0	0	0	0	0	0	0	0	94	
13:45	2	63	18	0	8	0	0	0	0	0	0	0	0	0	91	
	3	194	61	1	41	2	0	0	0	0	0	0	0	0	302	
14:00	0	66	13	0	12	0	0	0	0	0	0	0	0	0	91	
14:15	0	78	21	0	12	1	0	0	0	0	0	0	0	0	112	
14:30	0	63	12	0	12	0	0	0	0	0	0	0	0	0	87	
14:45	0	52	26	0	7	0	0	0	0	0	0	0	0	0	85	
	0	259	72	0	43	1	0	0	0	0	0	0	0	0	375	
15:00	0	51	17	1	12	1	0	0	0	0	0	0	0	0	82	
15:15	2	60	14	1	6	0	0	0	0	0	0	0	0	0	83	
15:30	0	35	13	1	4	1	0	0	0	0	0	0	0	0	54	
15:45	0	36	11	0	12	0	0	0	0	0	0	0	0	0	59	
	2	182	55	3	34	2	0	0	0	0	0	0	0	0	278	
16:00	0	54	14	0	11	0	0	0	0	0	0	0	0	0	79	
16:15	0	59	21	0	13	0	0	0	0	0	0	0	0	0	93	
16:30	1	39	17	0	8	0	0	0	0	0	0	0	0	0	65	
16:45	0	43	14	0	11	0	0	0	0	0	0	0	0	0	68	
	1	195	66	0	43	0	0	0	0	0	0	0	0	0	305	
17:00	1	39	10	0	7	0	0	0	0	0	0	0	0	0	57	
17:15	1	26	16	0	6	0	0	0	0	0	0	0	0	0	49	
17:30	0	35	14	0	6	0	0	0	0	0	0	0	0	0	55	
17:45	0	33	12	0	8	0	0	0	0	0	0	0	0	0	53	
	2	133	52	0	27	0	0	0	0	0	0	0	0	0	214	
18:00	0	36	15	0	5	0	0	0	0	0	0	0	0	0	56	
18:15	0	39	11	0	4	0	0	0	0	0	0	0	0	0	54	
18:30	1	45	4	0	5	1	0	0	0	0	0	0	0	0	56	
18:45	0	30	5	0	10	0	0	0	0	0	0	0	0	0	45	
	1	150	35	0	24	1	0	0	0	0	0	0	0	0	211	
19:00	0	18	6	0	6	0	0	0	0	0	0	0	0	0	30	
19:15	0	21	8	0	3	0	0	0	0	0	0	0	0	0	32	
19:30	1	12	3	0	4	0	0	0	0	0	0	0	0	0	20	
19:45	1	16	7	0	1	0	0	0	0	0	0	0	0	0	25	
	2	67	24	0	14	0	0	0	0	0	0	0	0	0	107	
20:00	0	13	3	0	5	0	0	0	0	0	0	0	0	0	21	
20:15	0	13	3	0	3	0	0	0	0	0	0	0	0	0	19	
20:30	0	14	7	0	0	0	0	0	0	0	0	0	0	0	21	
20:45	1	6	3	0	4	1	0	0	0	0	0	0	0	0	15	
	1	46	16	0	12	1	0	0	0	0	0	0	0	0	76	
21:00	0	14	0	0	5	0	0	0	0	0	0	0	0	0	19	
21:15	0	9	2	0	0	0	0	0	0	0	0	0	0	0	11	
21:30	0	15	5	0	2	0	0	0	0	0	0	0	0	0	22	
21:45	0	10	5	0	1	0	0	0	0	0	0	0	0	0	16	
	0	48	12	0	8	0	0	0	0	0	0	0	0	0	68	
22:00	0	3	3	0	1	0	0	0	0	0	0	0	0	0	7	
22:15	0	9	1	0	0	0	0	0	0	0	0	0	0	0	10	
22:30	0	4	1	0	1	0	0	0	0	0	0	0	0	0	6	
22:45	0	7	1	0	0	0	0	0	0	0	0	0	0	0	8	
	0	23	6	0	2	0	0	0	0	0	0	0	0	0	31	
23:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	
23:15	0	8	3	0	2	1	0	0	0	0	0	0	0	0	14	
23:30	0	5	1	0	0	0	0	0	0	0	0	0	0	0	6	
23:45	0	3	1	0	0	0	0	0	0	0	0	0	0	0	4	
	0	17	5	0	2	1	0	0	0	0	0	0	0	0	25	
Total	15	1476	460	4	271	8	0	0	0	0	0	0	0	0	2234	
Percent	0.7%	66.1%	20.6%	0.2%	12.1%	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%		
Grand Total	65	7752	2532	22	1289	32	0	0	0	0	0	0	0	0	11692	
Percent	0.6%	66.3%	21.7%	0.2%	11.0%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%		

3-day Average: 2293 EB
WB

URS Corporation

7650 W. Courtney Campbell Cswy
Tampa, Fl 33607

Riverside Dr
East of Bridge #1540000

Site Code: N20
Station ID: 1
Latitude: 28' 9.004 North
Longitude: 82' 45.964 West
BECKETT72HR CLASS

Westbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classe	Total
12 PM	0	45	12	0	9	0	0	0	0	0	0	0	0	0	66
12:15	0	36	10	0	10	0	0	0	0	0	0	0	0	0	56
12:30	0	41	8	2	4	0	0	0	0	0	0	0	0	0	55
12:45	1	45	16	0	12	0	0	0	0	0	0	0	0	0	74
13:00	1	167	46	2	35	0	0	0	0	0	0	0	0	0	251
13:15	0	42	14	0	7	2	0	0	0	0	0	0	0	0	65
13:30	0	42	7	0	13	1	0	0	0	0	0	0	0	0	63
13:45	0	37	21	0	4	1	0	0	0	0	0	0	0	0	63
14:00	0	56	17	0	15	0	0	0	0	0	0	0	0	0	88
14:15	0	177	59	0	39	4	0	0	0	0	0	0	0	0	279
14:30	0	41	7	0	10	0	0	0	0	0	0	0	0	0	58
14:45	1	49	21	0	19	0	0	0	0	0	0	0	0	0	90
15:00	0	54	10	1	7	0	0	0	0	0	0	0	0	0	72
15:15	0	58	7	0	13	1	0	0	0	0	0	0	0	0	79
15:30	1	202	45	1	49	1	0	0	0	0	0	0	0	0	299
15:45	2	47	13	0	13	0	0	0	0	0	0	0	0	0	75
16:00	1	42	9	0	6	0	0	0	0	0	0	0	0	0	58
16:15	4	62	15	0	14	0	0	0	0	0	0	0	0	0	95
16:30	0	47	15	0	14	0	0	0	0	0	0	0	0	0	76
16:45	7	198	52	0	47	0	0	0	0	0	0	0	0	0	304
17:00	0	55	12	1	11	0	0	0	0	0	0	0	0	0	79
17:15	1	38	7	0	8	0	0	0	0	0	0	0	0	0	54
17:30	1	43	11	0	9	1	0	0	0	0	0	0	0	0	65
17:45	1	56	23	0	12	0	0	0	0	0	0	0	0	0	92
18:00	3	192	53	1	40	1	0	0	0	0	0	0	0	0	290
18:15	0	50	14	0	14	0	0	0	0	0	0	0	0	0	78
18:30	0	48	16	0	12	1	0	0	0	0	0	0	0	0	77
18:45	1	66	18	1	8	0	0	0	0	0	0	0	0	0	94
19:00	0	58	10	0	12	1	0	0	0	0	0	0	0	0	81
19:15	1	222	58	1	46	2	0	0	0	0	0	0	0	0	330
19:30	0	49	19	0	4	0	0	0	0	0	0	0	0	0	72
19:45	1	38	11	0	18	0	0	0	0	0	0	0	0	0	68
20:00	0	40	7	0	4	0	0	0	0	0	0	0	0	0	51
20:15	0	21	10	0	9	0	0	0	0	0	0	0	0	0	40
20:30	1	148	47	0	35	0	0	0	0	0	0	0	0	0	231
20:45	0	31	6	0	7	0	0	0	0	0	0	0	0	0	44
21:00	0	36	10	0	10	0	0	0	0	0	0	0	0	0	56
21:15	1	26	8	0	5	0	0	0	0	0	0	0	0	0	40
21:30	0	25	6	0	11	0	0	0	0	0	0	0	0	0	42
21:45	1	118	30	0	33	0	0	0	0	0	0	0	0	0	182
22:00	0	25	11	0	10	0	0	0	0	0	0	0	0	0	46
22:15	1	40	0	0	7	0	0	0	0	0	0	0	0	0	48
22:30	0	25	4	0	5	1	0	0	0	0	0	0	0	0	35
22:45	0	30	5	0	5	0	0	0	0	0	0	0	0	0	40
23:00	1	120	20	0	27	1	0	0	0	0	0	0	0	0	169
23:15	0	23	2	0	2	1	0	0	0	0	0	0	0	0	28
23:30	1	19	2	0	5	0	0	0	0	0	0	0	0	0	27
23:45	0	9	2	0	2	0	0	0	0	0	0	0	0	0	13
24:00	0	14	3	0	2	1	0	0	0	0	0	0	0	0	20
24:15	1	65	9	0	11	2	0	0	0	0	0	0	0	0	88
24:30	0	13	4	0	4	1	0	0	0	0	0	0	0	0	22
24:45	0	19	3	0	3	0	0	0	0	0	0	0	0	0	25
25:00	1	19	2	0	0	0	0	0	0	0	0	0	0	0	22
25:15	0	9	0	0	1	0	0	0	0	0	0	0	0	0	10
25:30	1	60	9	0	8	1	0	0	0	0	0	0	0	0	79
25:45	0	9	3	0	3	0	0	0	0	0	0	0	0	0	15
26:00	0	7	1	0	2	0	0	0	0	0	0	0	0	0	10
26:15	0	6	0	0	5	0	0	0	0	0	0	0	0	0	11
26:30	0	4	1	0	2	0	0	0	0	0	0	0	0	0	7
26:45	0	26	5	0	12	0	0	0	0	0	0	0	0	0	43
Total	18	1695	433	5	382	12	0	0	0	0	0	0	0	0	2545
Percent	0.7%	66.6%	17.0%	0.2%	15.0%	0.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Heavy Vehicle (2-axle-6-axle)
WB 17:00-18:00 = 48 / 330 = 14.5%

URS Corporation

7650 W. Courtney Campbell Cswy
Tampa, FL 33607

Riverside Dr
East of Bridge #1540000

Site Code: N20
Station ID: 1
Latitude: 82' 9.004 North
Longitude: 28' 45.964 West
BECKETT72HR CLASS

Westbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classe	Total
12 PM	0	42	5	0	13	0	0	0	0	0	0	0	0	0	60
12:15	1	41	15	0	13	0	0	0	0	0	0	0	0	0	70
12:30	2	47	5	0	14	0	0	0	0	0	0	0	0	0	68
12:45	0	53	8	1	6	1	0	0	0	0	0	0	0	0	69
13:00	3	183	33	1	46	1	0	0	0	0	0	0	0	0	267
13:15	1	40	8	0	13	0	0	0	0	0	0	0	0	0	62
13:30	0	75	7	0	13	2	0	0	0	0	0	0	0	0	97
13:45	0	52	12	0	13	2	0	0	0	0	0	0	0	0	79
14:00	0	57	9	0	7	0	0	0	0	0	0	0	0	0	73
14:15	1	224	36	0	46	4	0	0	0	0	0	0	0	0	311
14:30	3	48	10	0	21	0	0	0	0	0	0	0	0	0	82
14:45	1	53	14	0	18	1	0	0	0	0	0	0	0	0	87
15:00	1	52	8	0	9	2	0	0	0	0	0	0	0	0	72
15:15	1	44	14	0	12	1	0	0	0	0	0	0	0	0	72
15:30	6	197	46	0	60	4	0	0	0	0	0	0	0	0	313
15:45	1	46	14	0	9	0	0	0	0	0	0	0	0	0	70
16:00	1	39	14	0	7	1	0	0	0	0	0	0	0	0	62
16:15	0	29	9	0	11	0	0	0	0	0	0	0	0	0	49
16:30	0	63	11	0	13	0	0	0	0	0	0	0	0	0	87
16:45	2	177	48	0	40	1	0	0	0	0	0	0	0	0	266
17:00	0	66	13	0	11	0	0	0	0	0	0	0	0	0	90
17:15	0	38	8	0	9	1	0	0	0	0	0	0	0	0	56
17:30	0	54	15	1	12	0	0	0	0	0	0	0	0	0	82
17:45	2	56	7	0	7	0	0	0	0	0	0	0	0	0	72
18:00	2	214	43	1	39	1	0	0	0	0	0	0	0	0	300
18:15	0	45	9	0	13	0	0	0	0	0	0	0	0	0	67
18:30	0	53	12	0	11	0	0	0	0	0	0	0	0	0	76
18:45	0	50	12	0	13	1	0	0	0	0	0	0	0	0	76
19:00	1	38	22	0	6	0	0	0	0	0	0	0	0	0	67
19:15	1	186	55	0	43	1	0	0	0	0	0	0	0	0	286
19:30	0	51	12	0	10	0	0	0	0	0	0	0	0	0	73
19:45	0	44	9	0	5	2	0	0	0	0	0	0	0	0	60
20:00	0	41	16	0	13	0	0	0	0	0	0	0	0	0	70
20:15	1	37	26	0	9	0	0	0	0	0	0	0	0	0	73
20:30	1	173	63	0	37	2	0	0	0	0	0	0	0	0	276
20:45	0	53	15	0	10	1	0	0	0	0	0	0	0	0	79
21:00	1	17	3	0	9	0	0	0	0	0	0	0	0	0	30
21:15	0	35	9	0	5	0	0	0	0	0	0	0	0	0	49
21:30	0	22	2	0	6	0	0	0	0	0	0	0	0	0	30
21:45	1	127	29	0	30	1	0	0	0	0	0	0	0	0	188
22:00	0	30	2	0	8	0	0	0	0	0	0	0	0	0	40
22:15	0	29	8	0	6	0	0	0	0	0	0	0	0	0	43
22:30	0	16	6	0	4	0	0	0	0	0	0	0	0	0	26
22:45	0	33	3	0	5	0	0	0	0	0	0	0	0	0	41
23:00	0	108	19	0	23	0	0	0	0	0	0	0	0	0	150
23:15	1	30	7	0	2	1	0	0	0	0	0	0	0	0	41
23:30	0	13	5	0	1	0	0	0	0	0	0	0	0	0	19
23:45	1	17	8	0	7	0	0	0	0	0	0	0	0	0	33
24:00	1	13	4	0	5	0	0	0	0	0	0	0	0	0	23
24:15	3	73	24	0	15	1	0	0	0	0	0	0	0	0	116
24:30	0	15	0	0	2	0	0	0	0	0	0	0	0	0	17
24:45	0	7	2	0	2	0	0	0	0	0	0	0	0	0	11
25:00	0	13	2	0	3	0	0	0	0	0	0	0	0	0	18
25:15	0	10	0	0	2	0	0	0	0	0	0	0	0	0	12
25:30	0	45	4	0	9	0	0	0	0	0	0	0	0	0	58
25:45	0	7	1	0	1	0	0	0	0	0	0	0	0	0	9
26:00	0	6	1	0	1	0	0	0	0	0	0	0	0	0	8
26:15	0	7	1	0	1	0	0	0	0	0	0	0	0	0	9
26:30	0	3	1	0	3	0	0	0	0	0	0	0	0	0	7
26:45	0	23	4	0	6	0	0	0	0	0	0	0	0	0	33
Total	20	1730	404	2	394	16	0	0	0	0	0	0	0	0	2566
Percent	0.8%	67.4%	15.7%	0.1%	15.4%	0.6%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
Grand Total	100	7429	1977	17	1810	81	0	0	0	0	0	0	0	0	11414
Percent	0.9%	65.1%	17.3%	0.1%	15.9%	0.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

3-day average = 2610

Riverside Dr
East of Bridge #1540000

URS Corporation
7650 W. Courtney Campbell Cswy
Tampa, FL 33607

Site Code: N20
Station ID: 1
Latitude: 28° 9.004 North
Longitude: 82° 45.964 West
BECKETT 72HR SPEED

Eastbound

Start Time	1	16	21	26	31	36	41	46	51	56	61	66	71	76	Total
	15	20	25	30	35	40	45	50	55	60	65	70	75	999	
2/14/12	0	0	0	0	1	0	1	0	0	0	0	0	0	0	2
00:15	0	0	0	1	0	1	0	0	0	0	0	0	0	0	2
00:30	0	0	1	0	2	0	0	0	0	0	0	0	0	0	3
00:45	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2
01:00	0	0	1	1	3	1	3	0	0	0	0	0	0	0	9
01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30	0	0	0	0	1	1	0	0	0	0	0	0	0	0	2
01:45	0	0	1	0	1	1	0	0	0	0	0	0	0	0	3
02:00	0	0	1	1	3	2	0	0	0	0	0	0	0	0	7
02:15	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
02:30	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
02:45	0	2	1	1	0	0	0	0	0	0	0	0	0	0	4
03:00	0	0	0	2	0	1	0	0	0	0	0	0	0	0	3
03:15	1	2	1	3	1	1	0	0	0	0	0	0	0	0	9
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
04:00	0	0	1	1	0	0	0	0	0	0	0	0	0	0	2
04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30	1	0	0	1	0	1	0	0	0	0	0	0	0	0	3
04:45	0	0	1	0	0	2	0	0	0	0	0	0	0	0	3
05:00	1	0	1	1	0	3	1	0	1	0	0	0	0	0	8
05:15	1	0	0	2	0	1	1	0	0	0	0	0	0	0	5
05:30	2	0	1	3	4	2	1	0	0	1	0	0	0	0	14
05:45	1	0	1	3	4	2	3	1	1	0	0	0	0	0	16
06:00	0	0	2	3	4	5	1	1	0	0	0	0	0	0	16
06:15	4	0	4	11	12	10	6	2	1	1	0	0	0	0	51
06:30	0	0	0	4	7	3	2	2	0	0	0	0	0	0	18
06:45	1	0	0	4	6	7	1	1	0	0	0	0	0	0	20
07:00	4	0	1	18	19	7	0	0	0	0	0	0	0	0	49
07:15	6	0	3	15	26	12	6	0	0	0	0	0	0	0	68
07:30	11	0	4	41	58	29	9	3	0	0	0	0	0	0	155
07:45	3	4	5	12	22	6	2	1	0	0	0	0	0	0	55
08:00	5	0	1	19	20	7	3	0	0	0	0	0	0	0	55
08:15	3	4	10	4	25	7	2	0	0	0	0	0	0	0	55
08:30	6	0	1	20	13	12	3	0	0	0	0	0	0	0	55
08:45	17	8	17	55	80	32	10	1	0	0	0	0	0	0	220
09:00	8	0	6	13	28	11	2	0	0	0	0	0	0	0	68
09:15	4	2	4	34	24	11	1	0	0	0	0	0	0	0	80
09:30	7	1	16	22	31	10	1	0	0	0	0	0	0	0	88
09:45	1	0	7	26	35	12	0	1	0	0	0	0	0	0	82
10:00	20	3	33	95	118	44	4	1	0	0	0	0	0	0	318
10:15	3	1	6	21	16	9	1	0	0	0	0	0	0	0	57
10:30	6	6	20	58	15	0	0	0	0	0	0	0	0	0	105
10:45	8	0	17	31	21	5	2	0	0	0	0	0	0	0	84
11:00	3	5	16	29	20	2	1	0	0	0	0	0	0	0	76
11:15	20	12	59	139	72	16	4	0	0	0	0	0	0	0	322
11:30	4	1	11	24	28	8	0	0	0	0	0	0	0	0	76
11:45	2	3	16	19	9	6	5	0	0	0	0	0	0	0	60
12:00	7	3	15	22	19	2	0	0	0	0	0	0	0	0	68
12:15	10	9	21	18	12	1	1	0	0	0	0	0	0	0	72
12:30	23	16	63	83	68	17	6	0	0	0	0	0	0	0	276
12:45	7	10	11	14	11	3	0	0	0	0	0	0	0	0	56
13:00	4	2	21	17	11	0	0	0	0	0	0	0	0	0	55
13:15	8	0	17	24	7	5	0	0	0	0	0	0	0	0	61
13:30	3	6	10	9	7	4	0	0	0	0	0	0	0	0	39
13:45	22	18	59	64	36	12	0	0	0	0	0	0	0	0	211
Total	119	60	244	495	452	169	43	7	2	1	0	0	0	0	1592

Riverside Dr
East of Bridge #1540000

URS Corporation
7650 W. Courtney Campbell Cswy
Tampa, FL 33607

Site Code: N20
Station ID: 1
Latitude: 28° 9.004 North
Longitude: 82° 45.964 West
BECKETT 72HR SPEED

Eastbound

Start Time	1	16	21	26	31	36	41	46	51	56	61	66	71	76	Total
	15	20	25	30	35	40	45	50	55	60	65	70	75	999	
12 PM	4	6	30	14	14	3	0	0	0	0	0	0	0	0	71
12:15	5	10	21	17	19	3	2	0	0	0	0	0	0	0	77
12:30	1	3	21	13	4	1	1	0	0	0	0	0	0	0	44
12:45	5	5	18	23	10	2	1	1	0	0	0	0	0	0	65
	15	24	90	67	47	9	4	1	0	0	0	0	0	0	257
13:00	6	2	20	13	10	1	2	0	0	0	0	0	0	0	54
13:15	6	13	35	11	6	0	0	0	0	0	0	0	0	0	71
13:30	8	25	25	11	10	0	0	1	0	0	0	0	0	0	80
13:45	10	4	21	18	12	4	0	0	0	0	0	0	0	0	69
	30	44	101	53	38	5	2	1	0	0	0	0	0	0	274
14:00	5	12	25	21	20	4	1	0	0	0	0	0	0	0	88
14:15	11	7	17	16	6	2	0	0	0	0	0	0	0	0	59
14:30	4	8	17	33	10	5	0	0	0	0	0	0	0	0	77
14:45	5	3	24	35	15	0	1	0	0	0	0	0	0	0	83
	25	30	83	105	51	11	2	0	0	0	0	0	0	0	307
15:00	3	21	17	28	9	2	1	0	0	0	0	0	0	0	81
15:15	4	2	17	29	9	3	1	0	0	0	0	0	0	0	65
15:30	17	4	22	28	9	2	0	0	0	0	0	0	0	0	82
15:45	5	2	20	21	14	5	0	0	0	0	0	0	0	0	67
	29	29	76	106	41	12	2	0	0	0	0	0	0	0	295
16:00	6	16	26	27	13	1	0	0	0	0	0	0	0	0	89
16:15	8	7	29	38	20	4	0	0	0	0	0	0	0	0	106
16:30	6	8	23	21	10	0	0	0	0	0	0	0	0	0	68
16:45	5	1	20	22	6	3	0	0	0	0	0	0	0	0	57
	25	32	98	108	49	8	0	0	0	0	0	0	0	0	320
17:00	5	5	16	17	16	2	0	0	0	0	0	0	0	0	61
17:15	4	5	17	12	18	3	0	0	0	0	0	0	0	0	59
17:30	12	3	11	20	13	0	1	0	0	0	0	0	0	0	60
17:45	9	0	14	19	19	1	1	0	0	0	0	0	0	0	63
	30	13	58	68	66	6	2	0	0	0	0	0	0	0	243
18:00	9	12	16	16	13	4	0	0	0	0	0	0	0	0	70
18:15	4	6	14	12	15	2	0	0	0	0	0	0	0	0	53
18:30	6	13	20	10	13	3	0	0	0	0	0	0	0	0	65
18:45	4	4	16	14	7	1	0	0	0	0	0	0	0	0	46
	23	35	66	52	48	10	0	0	0	0	0	0	0	0	234
19:00	3	2	5	8	17	5	0	0	0	0	0	0	0	0	40
19:15	2	2	3	5	8	2	1	0	0	0	0	0	0	0	23
19:30	0	0	3	4	11	8	1	0	0	0	0	0	0	0	27
19:45	4	3	1	6	4	2	1	0	0	0	0	0	0	0	21
	9	7	12	23	40	17	3	0	0	0	0	0	0	0	111
20:00	1	4	5	6	7	2	0	0	0	0	0	0	0	0	25
20:15	1	1	3	4	7	3	1	0	0	0	0	0	0	0	20
20:30	3	0	3	5	5	2	0	0	0	0	0	0	0	0	18
20:45	1	0	0	3	5	5	0	0	0	0	0	0	0	0	14
	6	5	11	18	24	12	1	0	0	0	0	0	0	0	77
21:00	3	0	2	3	10	3	0	0	0	0	0	0	0	0	21
21:15	2	0	5	4	3	3	1	0	0	0	0	0	0	0	18
21:30	1	1	1	4	7	0	1	0	0	0	0	0	0	0	15
21:45	0	1	1	3	1	3	0	0	0	0	0	0	0	0	9
	6	2	9	14	21	9	2	0	0	0	0	0	0	0	63
22:00	0	2	1	0	2	1	0	0	0	0	0	0	0	0	6
22:15	4	1	0	1	2	2	0	0	0	0	0	0	0	0	10
22:30	0	0	2	1	0	2	0	0	0	0	0	0	0	0	5
22:45	0	1	2	2	3	1	1	0	0	0	0	0	0	0	10
	4	4	5	4	7	6	1	0	0	0	0	0	0	0	31
23:00	0	0	2	1	1	1	0	0	0	0	0	0	0	0	5
23:15	0	1	0	4	0	1	0	0	0	0	0	0	0	0	6
23:30	1	1	0	2	2	0	2	0	0	0	0	0	0	0	8
23:45	1	1	3	0	2	1	1	0	0	0	0	0	0	0	9
	2	3	5	7	5	3	3	0	0	0	0	0	0	0	28
Total	204	228	614	625	437	108	22	2	0	0	0	0	0	0	2240

URS Corporation

7650 W. Courtney Campbell Cswy
Tampa, FL 33607

Riverside Dr
East of Bridge #1540000

Site Code: N20
Station ID: 1
Latitude: 28' 9.004 North
Longitude: 82' 45.964 West
BECKETT 72HR SPEED

Eastbound

Start Time	15	16	21	26	31	36	41	46	51	56	61	66	71	76	999	Total
2/15/12	1	0	0	1	1	0	1	0	0	0	0	0	0	0	0	4
00:15	0	0	0	1	0	2	1	1	0	0	0	0	0	0	0	5
00:30	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
00:45	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
01:00	1	0	2	2	1	3	2	1	0	0	0	0	0	0	0	12
01:15	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
01:30	0	0	0	2	0	1	0	0	0	0	0	0	0	0	0	3
01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	2	2	1	0	0	0	0	0	0	0	0	0	5
02:15	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
03:00	0	1	1	0	0	0	1	0	0	0	0	0	0	0	0	3
03:15	0	0	1	1	1	0	1	0	0	0	0	0	0	0	0	4
03:30	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	2
03:45	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
04:00	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	2
04:15	0	1	3	2	2	0	2	0	0	0	0	0	0	0	0	10
04:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
04:45	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
05:00	0	0	1	1	1	2	0	0	0	1	0	0	0	0	0	8
05:15	0	0	1	5	0	0	0	0	0	0	0	0	0	0	0	6
05:30	0	0	1	1	2	4	1	0	0	0	0	0	0	0	0	9
05:45	0	0	0	3	6	4	2	0	0	0	0	0	0	0	0	15
06:00	0	0	0	3	4	9	1	0	0	0	0	0	0	0	0	17
06:15	0	0	2	12	12	17	4	0	0	0	0	0	0	0	0	47
06:30	0	1	3	3	7	5	1	0	0	0	0	0	0	0	0	20
06:45	0	0	1	4	10	4	1	0	0	0	0	0	0	0	0	20
07:00	5	0	0	2	14	12	0	1	0	0	0	0	0	0	0	34
07:15	3	0	9	25	25	5	0	0	0	0	0	0	0	0	0	67
07:30	8	1	13	34	56	26	2	1	0	0	0	0	0	0	0	141
07:45	3	0	5	8	24	14	4	0	0	0	0	0	0	0	0	58
08:00	1	4	1	15	22	10	4	0	0	0	0	0	0	0	0	57
08:15	8	4	2	13	22	3	2	1	0	0	0	0	0	0	0	55
08:30	5	0	3	16	24	15	3	0	0	0	0	0	0	0	0	66
08:45	17	8	11	52	92	42	13	1	0	0	0	0	0	0	0	236
09:00	1	0	3	19	29	12	4	0	0	0	0	0	0	0	0	68
09:15	0	0	3	21	40	12	2	0	0	0	0	0	0	0	0	78
09:30	11	0	7	42	28	5	1	0	0	0	0	0	0	0	0	94
09:45	11	1	12	35	20	5	1	0	0	0	0	0	0	0	0	85
10:00	23	1	25	117	117	34	8	0	0	0	0	0	0	0	0	325
10:15	9	1	13	25	21	6	1	0	0	0	0	0	0	0	0	76
10:30	3	7	25	31	17	10	0	0	0	0	0	0	0	0	0	93
10:45	4	0	6	17	15	8	6	0	0	0	0	0	0	0	0	56
11:00	8	3	9	30	26	3	0	0	0	0	0	0	0	0	0	79
11:15	24	11	53	103	79	27	7	0	0	0	0	0	0	0	0	304
11:30	6	2	15	13	7	3	0	1	0	0	0	0	0	0	0	47
11:45	5	5	17	24	15	3	0	0	0	0	0	0	0	0	0	69
12:00	7	9	21	18	14	1	0	0	0	0	0	0	0	0	0	70
12:15	5	3	16	16	15	4	0	0	0	0	0	0	0	0	0	59
12:30	23	19	69	71	51	11	0	1	0	0	0	0	0	0	0	245
12:45	4	7	18	17	13	2	0	0	0	0	0	0	0	0	0	61
13:00	5	10	14	25	9	4	0	0	0	0	0	0	0	0	0	67
13:15	11	8	33	10	7	1	0	0	0	0	0	0	0	0	0	70
13:30	4	3	25	29	13	4	1	0	0	0	0	0	0	0	0	79
13:45	24	28	90	81	42	11	1	0	0	0	0	0	0	0	0	277
Total	120	71	270	478	455	174	40	4	0	1	0	0	0	0	0	1613

Riverside Dr
East of Bridge #1540000

URS Corporation
7650 W. Courtney Campbell Cswy
Tampa, FL 33607

Site Code: N20
Station ID: 1
Latitude: 28' 9.004 North
Longitude: 82' 45.964 West
BECKETT 72HR SPEED

Eastbound

Start Time	1	16	21	26	31	36	41	46	51	56	61	66	71	76	Total
	15	20	25	30	35	40	45	50	55	60	65	70	75	999	
2/16/12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:15	0	0	1	0	2	1	0	0	0	0	0	0	0	0	4
00:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:45	0	0	0	0	1	1	0	0	0	0	0	0	0	0	2
01:00	0	0	1	0	3	2	0	0	0	0	0	0	0	0	6
01:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
01:30	0	0	0	0	1	3	0	0	0	0	0	0	0	0	4
01:45	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
02:00	1	0	0	0	0	1	0	0	0	0	0	0	0	0	2
02:15	1	1	0	0	2	4	0	0	0	0	0	0	0	0	8
02:30	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15	0	0	0	0	2	0	0	1	0	0	0	0	0	0	3
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
04:00	0	1	0	1	1	1	1	0	1	0	0	0	0	0	6
04:15	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
04:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45	0	0	0	0	0	3	0	0	0	0	0	0	0	0	3
05:00	0	0	0	1	2	2	0	0	0	0	0	0	0	0	4
05:15	0	0	0	1	5	0	0	0	0	1	0	0	0	0	8
05:30	0	0	0	3	2	0	0	0	0	0	0	0	0	0	6
05:45	0	0	0	3	4	3	1	0	0	0	0	0	0	0	7
06:00	0	0	2	1	5	8	1	0	0	0	0	0	0	0	11
06:15	0	0	2	10	11	12	5	0	0	1	0	0	0	0	17
06:30	0	0	0	2	5	5	4	1	0	0	0	0	0	0	17
06:45	2	0	2	6	12	9	1	0	0	0	0	0	0	0	32
07:00	5	0	1	6	25	12	0	0	0	0	0	0	0	0	49
07:15	5	0	6	6	29	10	3	0	0	0	0	0	0	0	49
07:30	12	0	9	20	71	36	8	1	0	0	0	0	0	0	59
07:45	1	4	5	7	21	12	5	0	0	0	0	0	0	0	157
08:00	3	1	6	4	17	12	6	0	0	0	0	0	0	0	55
08:15	3	1	2	14	24	8	1	1	0	0	0	0	0	0	49
08:30	5	1	2	14	24	8	1	1	0	0	0	0	0	0	56
08:45	11	3	10	16	21	8	3	0	0	0	0	0	0	0	72
09:00	20	9	23	41	83	40	15	1	0	0	0	0	0	0	232
09:15	3	5	8	19	20	6	1	0	0	0	0	0	0	0	62
09:30	8	1	5	17	48	8	2	0	0	0	0	0	0	0	89
09:45	6	1	8	31	29	9	1	0	0	0	0	0	0	0	85
10:00	7	3	10	30	28	8	2	0	0	0	0	0	0	0	88
10:15	24	10	31	97	125	31	6	0	0	0	0	0	0	0	324
10:30	8	4	23	32	19	6	1	0	0	0	0	0	0	0	93
10:45	3	2	18	34	16	2	0	0	0	0	0	0	0	0	75
11:00	2	0	10	13	17	2	0	1	0	0	0	0	0	0	45
11:15	6	7	18	29	9	0	0	0	0	0	0	0	0	0	69
11:30	19	13	69	108	61	10	1	1	0	0	0	0	0	0	282
11:45	3	3	26	18	11	3	0	0	0	0	0	0	0	0	64
12:00	5	4	15	24	12	4	0	0	0	0	0	0	0	0	64
12:15	9	7	18	31	12	0	0	0	0	0	0	0	0	0	77
12:30	9	16	20	22	7	0	0	0	0	0	0	0	0	0	74
12:45	26	30	79	95	42	7	0	0	0	0	0	0	0	0	279
13:00	4	2	20	37	6	2	0	1	0	0	0	0	0	0	72
13:15	5	17	21	21	7	1	0	0	0	0	0	0	0	0	72
13:30	6	2	11	21	13	2	0	0	0	0	0	0	0	0	55
13:45	6	5	20	22	9	2	0	0	0	0	0	0	0	0	64
Total	21	26	72	101	35	7	0	1	0	0	0	0	0	0	263
Total	123	90	286	474	438	155	36	5	1	1	0	0	0	0	1609

URS Corporation

7650 W. Courtney Campbell Cswy
Tampa, FL 33607

Riverside Dr
East of Bridge #1540000

Site Code: N20
Station ID: 1
Latitude: 28' 9.004 North
Longitude: 82' 45.964 West
BECKETT 72HR SPEED

Eastbound

Start Time	1	16	21	26	31	36	41	46	51	56	61	66	71	76	999	Total
	15	20	25	30	35	40	45	50	55	60	65	70	75			
12 PM	3	8	27	19	8	1	1	0	0	0	0	0	0	0	0	67
12:15	7	11	21	13	4	2	0	0	0	0	0	0	0	0	0	58
12:30	1	4	19	16	10	4	3	0	0	0	0	0	0	0	0	57
12:45	1	1	23	15	18	1	1	0	0	0	0	0	0	0	0	60
13:00	12	24	90	63	40	8	5	0	0	0	0	0	0	0	0	242
13:15	9	11	15	15	10	2	1	0	0	0	0	0	0	0	0	63
13:30	4	6	24	17	2	1	0	0	0	0	0	0	0	0	0	54
13:45	11	5	45	27	6	0	0	0	0	0	0	0	0	0	0	94
14:00	4	3	38	28	16	2	0	0	0	0	0	0	0	0	0	91
14:15	28	25	122	87	34	5	1	0	0	0	0	0	0	0	0	302
14:30	8	7	30	28	15	2	1	0	0	0	0	0	0	0	0	91
14:45	6	12	57	22	11	4	0	0	0	0	0	0	0	0	0	112
15:00	8	6	33	25	14	1	0	0	0	0	0	0	0	0	0	87
15:15	5	11	18	36	13	2	0	0	0	0	0	0	0	0	0	85
15:30	27	36	138	111	53	9	1	0	0	0	0	0	0	0	0	375
15:45	8	6	16	31	17	3	1	0	0	0	0	0	0	0	0	82
16:00	5	10	32	24	7	3	2	0	0	0	0	0	0	0	0	83
16:15	4	6	12	15	13	4	0	0	0	0	0	0	0	0	0	54
16:30	6	5	12	17	12	7	0	0	0	0	0	0	0	0	0	59
16:45	23	27	72	87	49	17	3	0	0	0	0	0	0	0	0	278
17:00	8	5	16	28	19	3	0	0	0	0	0	0	0	0	0	79
17:15	11	12	22	24	19	5	0	0	0	0	0	0	0	0	0	93
17:30	6	3	16	18	17	5	0	0	0	0	0	0	0	0	0	65
17:45	7	5	17	26	11	1	1	0	0	0	0	0	0	0	0	68
18:00	32	25	71	96	66	14	1	0	0	0	0	0	0	0	0	305
18:15	4	6	8	18	14	7	0	0	0	0	0	0	0	0	0	57
18:30	4	2	16	9	15	2	1	0	0	0	0	0	0	0	0	49
18:45	5	2	7	18	17	4	2	0	0	0	0	0	0	0	0	55
19:00	8	0	13	15	11	5	1	0	0	0	0	0	0	0	0	53
19:15	21	10	44	60	57	18	4	0	0	0	0	0	0	0	0	214
19:30	4	1	9	19	20	1	2	0	0	0	0	0	0	0	0	56
19:45	1	0	9	30	12	1	1	0	0	0	0	0	0	0	0	54
20:00	4	5	20	14	7	6	0	0	0	0	0	0	0	0	0	56
20:15	8	1	9	15	8	2	2	0	0	0	0	0	0	0	0	45
20:30	17	7	47	78	47	10	5	0	0	0	0	0	0	0	0	211
20:45	4	2	5	3	9	6	1	0	0	0	0	0	0	0	0	30
21:00	3	1	5	12	10	1	0	0	0	0	0	0	0	0	0	32
21:15	4	3	3	2	7	0	1	0	0	0	0	0	0	0	0	20
21:30	1	1	4	8	10	0	1	0	0	0	0	0	0	0	0	25
21:45	12	7	17	25	36	7	3	0	0	0	0	0	0	0	0	107
22:00	4	2	1	7	4	2	0	1	0	0	0	0	0	0	0	21
22:15	3	0	0	5	6	4	1	0	0	0	0	0	0	0	0	19
22:30	0	0	4	10	5	2	0	0	0	0	0	0	0	0	0	21
22:45	3	1	0	2	5	3	1	0	0	0	0	0	0	0	0	15
23:00	10	3	5	24	20	11	2	1	0	0	0	0	0	0	0	76
23:15	5	0	2	4	7	1	0	0	0	0	0	0	0	0	0	19
23:30	0	0	0	5	4	1	1	0	0	0	0	0	0	0	0	11
23:45	2	1	4	7	5	1	2	0	0	0	0	0	0	0	0	22
24:00	1	0	1	5	4	4	0	1	0	0	0	0	0	0	0	16
24:15	8	1	7	21	20	7	3	1	0	0	0	0	0	0	0	68
24:30	0	0	0	4	1	2	0	0	0	0	0	0	0	0	0	7
24:45	0	0	0	2	5	3	0	0	0	0	0	0	0	0	0	10
25:00	1	0	1	2	1	1	0	0	0	0	0	0	0	0	0	6
25:15	0	0	1	3	1	2	0	1	0	0	0	0	0	0	0	8
25:30	1	0	2	11	8	8	0	1	0	0	0	0	0	0	0	31
25:45	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
26:00	1	1	1	4	2	2	3	0	0	0	0	0	0	0	0	14
26:15	0	1	1	2	1	1	0	0	0	0	0	0	0	0	0	6
26:30	0	1	1	0	1	1	0	0	0	0	0	0	0	0	0	4
26:45	1	3	3	7	4	4	3	0	0	0	0	0	0	0	0	25
Total	192	168	618	670	434	118	31	3	0	0	0	0	0	0	0	2234
Grand Total	985	807	2701	3461	2685	834	189	24	3	3	0	0	0	0	0	11692

15th Percentile : 20 MPH
50th Percentile : 27 MPH
85th Percentile : 34 MPH
95th Percentile : 38 MPH

Stats
Mean Speed(Average) : 27 MPH
10 MPH Pace Speed : 21-30 MPH
Number in Pace : 6162
Percent in Pace : 52.7%

Number of Vehicles > 25 MPH :	7199
Percent of Vehicles > 25 MPH :	61.6%

URS Corporation

7650 W. Courtney Campbell Cswy
Tampa, FL 33607

Riverside Dr
East of Bridge #1540000

Site Code: N20
Station ID: 1
Latitude: 28° 9.004 North
Longitude: 82° 45.964 West
BECKETT 72HR SPEED

Westbound

Start Time	15	20	25	30	35	40	45	50	55	60	65	70	75	999	Total
2/16/12	0	0	0	1	4	0	0	0	0	0	1	0	0	0	6
00:15	0	0	0	1	3	1	0	0	0	0	0	0	0	0	5
00:30	0	1	0	0	1	0	0	0	0	0	0	0	0	0	2
00:45	0	0	0	0	1	1	0	0	0	0	0	0	0	0	2
01:00	0	1	0	2	9	2	0	0	0	0	1	0	0	0	15
01:15	1	0	2	0	1	2	0	0	0	0	0	0	0	0	6
01:30	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
01:45	0	0	0	1	1	0	0	0	0	0	0	0	0	0	2
02:00	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
02:15	2	0	2	4	2	2	0	0	0	0	0	0	0	0	12
02:30	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
02:45	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
03:45	0	0	0	0	0	2	1	0	0	0	0	0	0	0	3
04:00	0	0	0	0	0	3	2	0	0	0	0	0	0	0	5
04:15	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
04:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45	0	0	0	2	0	0	1	0	0	0	0	0	0	0	3
05:00	0	0	0	1	1	0	0	0	0	0	0	0	0	0	2
05:15	0	0	0	4	1	0	1	0	0	0	0	0	0	0	6
05:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45	0	0	0	2	2	1	0	0	0	0	0	0	0	0	5
06:00	0	0	3	5	5	3	0	0	0	0	0	0	0	0	16
06:15	0	0	0	2	3	1	0	1	0	0	0	0	0	0	7
06:30	1	2	3	8	13	3	0	0	0	0	0	0	0	0	30
06:45	5	4	4	17	21	2	1	0	0	0	0	0	0	0	54
07:00	4	0	4	21	12	10	0	1	0	0	0	0	0	0	52
07:15	10	6	11	48	49	16	1	2	0	0	0	0	0	0	143
07:30	0	0	2	7	7	3	2	0	0	0	0	0	0	0	21
07:45	3	3	7	7	6	2	0	0	0	0	0	0	0	0	28
08:00	4	1	3	7	14	3	2	0	0	0	0	0	0	0	34
08:15	7	1	6	15	9	3	1	0	0	0	0	0	0	0	42
08:30	14	5	18	36	36	11	5	0	0	0	0	0	0	0	125
08:45	4	4	15	11	15	3	0	0	0	0	0	0	0	0	52
09:00	5	0	5	15	16	8	4	1	0	0	0	0	0	0	54
09:15	9	12	13	11	14	1	0	0	0	0	0	0	0	0	60
09:30	3	1	7	14	10	5	0	0	0	0	0	0	0	0	40
09:45	21	17	40	51	55	17	4	1	0	0	0	0	0	0	206
10:00	9	3	16	24	6	5	0	0	0	0	0	0	0	0	63
10:15	6	3	13	18	9	4	0	0	0	0	0	0	0	0	53
10:30	2	0	9	18	12	4	0	0	0	0	0	0	0	0	45
10:45	7	7	20	12	4	1	0	0	0	0	0	0	0	0	51
11:00	24	13	58	72	31	14	0	0	0	0	0	0	0	0	212
11:15	8	3	9	18	7	1	1	0	0	0	0	0	0	0	47
11:30	14	7	16	13	2	0	0	0	0	0	0	0	0	0	52
11:45	9	11	24	16	8	1	0	0	0	0	0	0	0	0	69
12:00	9	6	17	21	4	2	1	0	0	0	0	0	0	0	60
12:15	40	27	66	68	21	4	2	0	0	0	0	0	0	0	228
12:30	11	7	16	20	3	2	0	0	0	0	0	0	0	0	59
12:45	6	4	16	22	6	2	0	0	0	0	0	0	0	0	56
13:00	4	5	33	11	6	1	0	0	0	0	0	0	0	0	60
13:15	3	4	19	26	6	2	0	0	0	0	0	0	0	0	60
13:30	24	20	84	79	21	7	0	0	0	0	0	0	0	0	235
13:45	3	4	19	26	6	2	0	0	0	0	0	0	0	0	60
Total	135	89	282	369	232	79	15	3	0	0	1	0	0	0	1205

URS Corporation

7650 W. Courtney Campbell Cswy
Tampa, FL 33607

Riverside Dr
East of Bridge #1540000

Site Code: N20
Station ID: 1
Latitude: 28' 9.004 North
Longitude: 82' 45.964 West
BECKETT 72HR SPEED

Westbound

Start Time	1	16	21	26	31	36	41	46	51	56	61	66	71	76	Total
Time	15	20	25	30	35	40	45	50	55	60	65	70	75	999	
12 PM	3	6	19	20	10	1	1	0	0	0	0	0	0	0	60
12:15	8	10	30	17	4	1	0	0	0	0	0	0	0	0	70
12:30	7	15	22	12	12	0	0	0	0	0	0	0	0	0	68
12:45	6	9	28	15	9	1	1	0	0	0	0	0	0	0	69
13:00	24	40	99	64	35	3	2	0	0	0	0	0	0	0	267
13:15	5	8	28	13	6	1	1	0	0	0	0	0	0	0	62
13:30	6	26	50	11	4	0	0	0	0	0	0	0	0	0	97
13:45	10	9	34	22	4	0	0	0	0	0	0	0	0	0	79
14:00	7	13	27	19	6	1	0	0	0	0	0	0	0	0	73
14:15	28	56	139	65	20	2	1	0	0	0	0	0	0	0	311
14:30	8	11	17	29	11	4	2	0	0	0	0	0	0	0	82
14:45	12	21	20	15	14	5	0	0	0	0	0	0	0	0	87
15:00	5	5	17	30	13	2	0	0	0	0	0	0	0	0	72
15:15	8	8	21	18	13	3	1	0	0	0	0	0	0	0	72
15:30	33	45	75	92	51	14	3	0	0	0	0	0	0	0	313
15:45	7	6	21	19	13	4	0	0	0	0	0	0	0	0	70
16:00	8	5	10	17	18	3	0	1	0	0	0	0	0	0	62
16:15	5	0	13	13	16	2	0	0	0	0	0	0	0	0	49
16:30	5	3	24	25	25	4	0	1	0	0	0	0	0	0	87
16:45	25	14	68	74	72	13	0	2	0	0	0	0	0	0	268
17:00	8	7	20	27	22	4	2	0	0	0	0	0	0	0	90
17:15	5	4	10	26	10	1	0	0	0	0	0	0	0	0	56
17:30	9	11	17	22	20	2	1	0	0	0	0	0	0	0	82
17:45	5	3	8	29	20	5	2	0	0	0	0	0	0	0	72
18:00	27	25	55	104	72	12	5	0	0	0	0	0	0	0	300
18:15	7	3	13	12	26	6	0	0	0	0	0	0	0	0	67
18:30	6	2	12	28	22	6	0	0	0	0	0	0	0	0	76
18:45	6	4	16	17	16	15	2	0	0	0	0	0	0	0	76
19:00	10	2	21	16	15	3	0	0	0	0	0	0	0	0	67
19:15	29	11	62	73	79	30	2	0	0	0	0	0	0	0	286
19:30	5	3	8	22	23	11	1	0	0	0	0	0	0	0	73
19:45	4	2	15	20	12	4	3	0	0	0	0	0	0	0	60
20:00	10	4	7	26	23	0	0	0	0	0	0	0	0	0	70
20:15	12	1	20	25	10	5	0	0	0	0	0	0	0	0	73
20:30	31	10	50	93	68	20	4	0	0	0	0	0	0	0	276
20:45	10	11	15	25	17	1	0	0	0	0	0	0	0	0	79
21:00	0	0	5	11	11	1	2	0	0	0	0	0	0	0	30
21:15	3	3	5	19	16	3	0	0	0	0	0	0	0	0	49
21:30	2	0	2	10	13	3	0	0	0	0	0	0	0	0	30
21:45	15	14	27	65	57	8	2	0	0	0	0	0	0	0	188
22:00	1	2	9	12	11	4	0	1	0	0	0	0	0	0	40
22:15	5	2	6	14	13	3	0	0	0	0	0	0	0	0	43
22:30	1	1	5	9	9	0	1	0	0	0	0	0	0	0	26
22:45	0	1	8	12	12	8	0	0	0	0	0	0	0	0	41
23:00	7	6	28	47	45	15	1	1	0	0	0	0	0	0	150
23:15	3	0	6	18	12	2	0	0	0	0	0	0	0	0	41
23:30	1	0	0	9	4	4	1	0	0	0	0	0	0	0	19
23:45	2	1	4	18	6	2	0	0	0	0	0	0	0	0	33
00:00	2	0	4	3	8	5	1	0	0	0	0	0	0	0	23
00:15	8	1	14	48	30	13	2	0	0	0	0	0	0	0	116
00:30	0	0	2	3	7	5	0	0	0	0	0	0	0	0	17
00:45	0	0	1	2	5	2	1	0	0	0	0	0	0	0	11
01:00	1	3	1	8	5	0	0	0	0	0	0	0	0	0	18
01:15	0	0	0	1	8	3	0	0	0	0	0	0	0	0	12
01:30	1	3	4	14	25	10	1	0	0	0	0	0	0	0	58
01:45	0	0	1	2	1	4	1	0	0	0	0	0	0	0	9
02:00	0	0	3	2	3	0	0	0	0	0	0	0	0	0	8
02:15	1	0	1	0	6	1	0	0	0	0	0	0	0	0	9
02:30	0	0	1	2	3	1	0	0	0	0	0	0	0	0	7
02:45	1	0	6	6	13	6	1	0	0	0	0	0	0	0	33
Total	229	225	627	745	567	146	24	3	0	0	0	0	0	0	2566
Grand Total	1141	822	2669	3535	2461	653	111	18	4	0	1	0	0	0	11415

15th Percentile : 19 MPH
50th Percentile : 27 MPH
85th Percentile : 34 MPH
95th Percentile : 37 MPH

Stats Mean Speed(Average) : 26 MPH
10 MPH Pace Speed : 21-30 MPH
Number in Pace : 6204
Percent in Pace : 54.3%

Number of Vehicles > 25 MPH :	6783
Percent of Vehicles > 25 MPH :	59.4%

URS Corporation
7650 West Courtney Campbell Cswy
Tampa, FL 33607

Counter: 899_233
Counted By: URS
Weather: Fair
Other:

File Name : Meres Blvd @ Alt 19
Site Code : 00000899
Start Date : 2/16/2012
Page No : 1

Start Time	Groups Printed- Unshifted															
	Alt 19 Southbound				Meres Blvd East Westbound				Alt 19 Northbound				Meres Blvd Eastbound			
	Left	Thru	Right	Factor	Left	Thru	Right	Factor	Left	Thru	Right	Factor	Left	Thru	Right	Factor
07:00 AM	0	151	7	1.0	6	0	2	1.0	16	50	7	1.0	15	3	63	1.0
07:15 AM	2	154	7	1.0	6	2	2	1.0	10	58	19	1.0	27	8	37	1.0
07:30 AM	4	186	12	1.0	4	5	1	1.0	18	69	11	1.0	17	6	28	1.0
07:45 AM	1	203	12	1.0	14	3	4	1.0	20	84	28	1.0	26	15	48	1.0
Total	7	694	38	1.0	30	10	9	1.0	64	261	65	1.0	85	32	176	1.0
08:00 AM	2	152	8	1.0	28	6	1	1.0	21	84	31	1.0	21	11	49	1.0
08:15 AM	1	126	10	1.0	18	3	4	1.0	28	89	8	1.0	18	4	32	1.0
08:30 AM	2	149	18	1.0	11	5	0	1.0	10	94	10	1.0	23	10	50	1.0
08:45 AM	2	127	19	1.0	5	6	4	1.0	23	100	14	1.0	30	14	42	1.0
Total	7	554	55	1.0	62	20	9	1.0	82	367	63	1.0	92	39	173	1.0
04:00 PM	2	134	32	1.0	23	14	6	1.0	30	159	11	1.0	15	16	16	1.0
04:15 PM	4	122	23	1.0	21	10	3	1.0	32	155	17	1.0	22	8	38	1.0
04:30 PM	8	131	32	1.0	16	16	6	1.0	53	200	11	1.0	18	18	28	1.0
04:45 PM	5	147	32	1.0	20	25	1	1.0	29	190	16	1.0	21	16	25	1.0
Total	19	534	119	1.0	80	65	16	1.0	144	704	55	1.0	76	58	107	1.0
05:00 PM	6	150	22	1.0	16	8	2	1.0	39	158	24	1.0	17	12	34	1.0
05:15 PM	4	160	30	1.0	18	21	4	1.0	43	202	20	1.0	11	6	24	1.0
05:30 PM	7	146	37	1.0	22	20	5	1.0	53	169	12	1.0	26	13	18	1.0
05:45 PM	5	140	24	1.0	9	19	1	1.0	45	158	9	1.0	17	5	24	1.0
Total	22	596	113	1.0	65	68	12	1.0	180	687	65	1.0	71	36	100	1.0
Grand Total	55	2378	325	1.0	237	163	46	1.0	470	2019	248	1.0	324	165	556	1.0
Approach %	2.0	86.2	11.8	1.0	53.1	36.5	10.3	1.0	17.2	73.8	9.1	1.0	31.0	15.8	53.2	1.0
Total %	0.8	34.0	4.7	1.0	3.4	2.3	0.7	1.0	6.7	28.9	3.5	1.0	4.6	2.4	8.0	1.0

430-5130 928
430-5130 75
430-5130 235

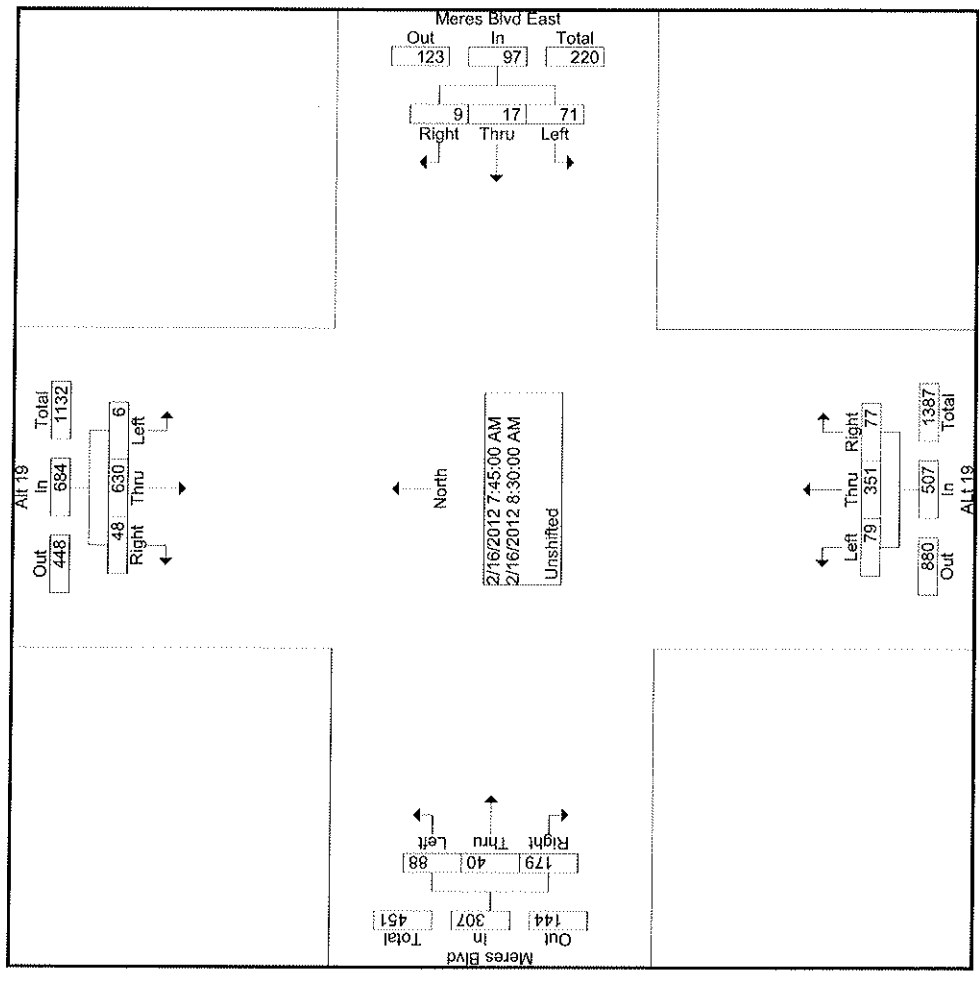
URS Corporation
 7650 West Courtney Campbell Cswy
 Tampa, FL 33607

File Name : Meres Blvd @ Alt 19
 Site Code : 00000899
 Start Date : 2/16/2012
 Page No : 2

Start Time	Alt 19 Southbound			Meres Blvd East Westbound			Alt 19 Northbound			Meres Blvd Eastbound			App. Total	Int. Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right		
Peak Hour From 07:00 AM to 09:45 AM - Peak 1 of 1														
Intersection 07:45 AM	6	630	48	71	17	9	79	351	77	88	40	179	507	307
Volume	0.9	92.1	7.0	73.2	17.5	9.3	15.6	69.2	15.2	28.7	13.0	58.3		
Percent	1	203	12	14	3	4	20	84	28	26	15	48	132	89
07:45 Volume														
Peak Factor														
High Int. 07:45 AM	1	203	12	08:00 AM	08:00 AM	08:00 AM	08:00 AM	08:00 AM	08:00 AM	07:45 AM	07:45 AM	07:45 AM	136	89
Volume				28	6	1	21	84	31	26	15	48	0.932	0.862
Peak Factor				0.792		0.693								

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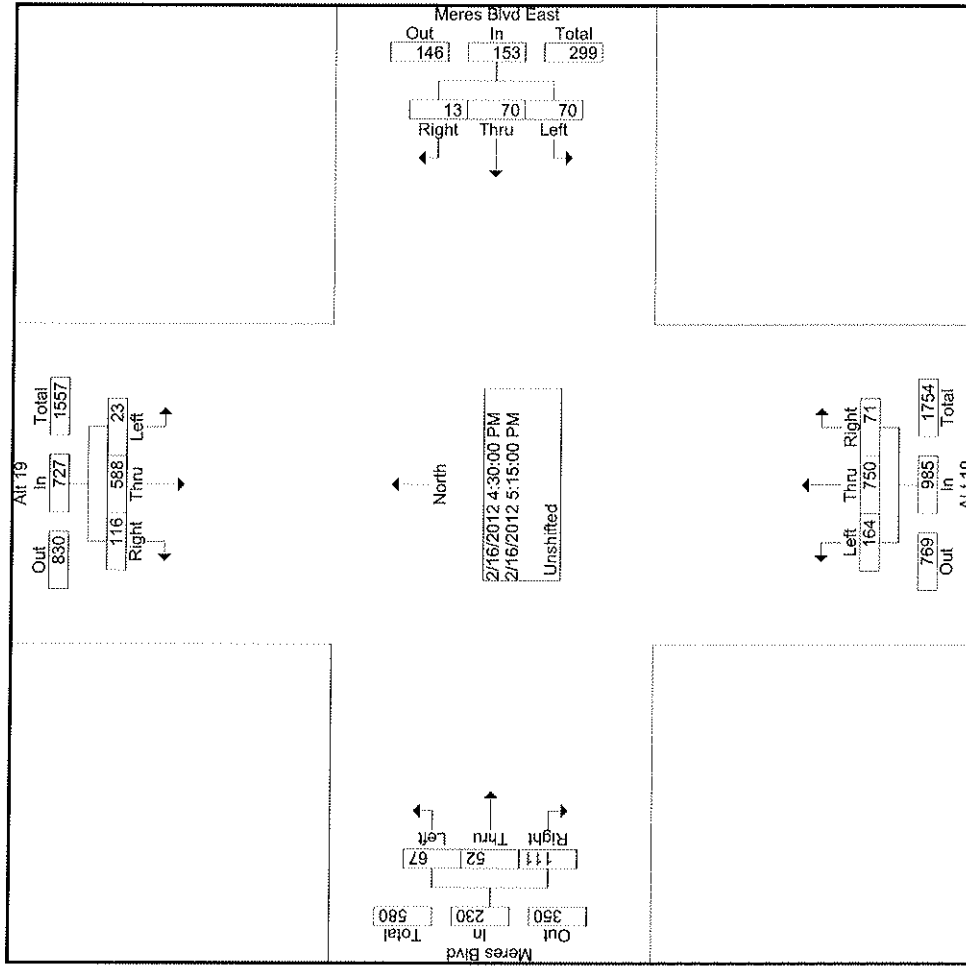
File Name : Meres Blvd @ Alt 19
 Site Code : 00000899
 Start Date : 2/16/2012
 Page No : 3



URS Corporation
 7650 West Courtney Campbell Cswy
 Tampa, FL 33607

File Name : Meres Blvd @ Alt 19
 Site Code : 00000899
 Start Date : 2/16/2012
 Page No : 4

Start Time	Alt 19 Southbound			Meres Blvd East Westbound			ALT 19 Northbound			Meres Blvd Eastbound			App. Total	Int. Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right		
Peak Hour From 02:00 PM to 05:45 PM - Peak 1 of 1														
Intersection	04:30 PM													
Volume	23	588	116	70	70	13	153	164	750	71	52	111	985	2095
Percent	3.2	80.9	16.0	45.8	45.8	8.5	16.6	16.6	76.1	7.2	22.6	48.3	29.1	230
05:15 Volume	4	160	30	18	21	4	43	43	202	20	6	24	265	41
Peak Factor														
High Int. Volume	05:15 PM			04:45 PM	05:15 PM						04:30 PM			0.965
Peak Factor	4	160	30	20	25	1	46	43	202	20	18	28	265	64
				0.937			0.832						0.929	0.898



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 7650 West Courtney Campbell Cswy
 Tampa, FL 33607

File Name : Meres Blvd @ Alt 19_Peds
 Site Code : 00000233
 Start Date : 2/16/2012
 Page No : 1

Counter:
 Counted By:
 Weather:
 Other:

Groups Printed- Unshifted

Start Time	Alt 19 Southbound						Meres Blvd East Westbound						Alt 19 Northbound						Meres Blvd Eastbound					
	Left	Thru	Right	Peds	Left	Thru	Left	Thru	Right	Peds	Left	Thru	Left	Thru	Right	Peds	Left	Thru	Left	Thru	Right	Peds	Left	Thru
	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0
Total	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	4	0	0	0	0	0	3	0	0
08:00 AM	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	2	0	0	0	0	0	1	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	1	0	0
Total	0	0	0	1	0	0	0	0	0	2	0	0	0	0	0	4	0	0	0	0	0	4	0	0
04:15 PM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	2	0	0	0	0	0	2	0	0
Total	0	0	0	1	0	0	0	0	0	3	0	0	0	0	0	3	0	0	0	0	0	2	0	0
05:00 PM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	2	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	0	0
Total	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	3	0	0	0	0	0	4	0	0
Grand Total	0	0	0	4	0	0	0	0	0	7	0	0	0	0	0	14	0	0	0	0	0	13	0	0
Approach %	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0
Total %	0.0	0.0	0.0	10.5	0.0	0.0	0.0	0.0	0.0	18.4	0.0	0.0	0.0	0.0	0.0	36.8	0.0	0.0	0.0	0.0	0.0	34.2	0.0	0.0

URS Corporation
7650 West Courtney Campbell Cswy
Tampa, FL 33607

File Name : Tarpon Ave @ Alt 19
Site Code : 00000379
Start Date : 2/16/2012
Page No : 1

Counter: 379_869
Counted By: URS
Weather: Fair
Other:

Start Time	Groups Printed- Unshifted															
	Alt 19 Southbound				Tarpon Ave Westbound				Alt 19 Northbound				Tarpon Ave Eastbound			
	Left	Thru	Right	Factor	Left	Thru	Right	Factor	Left	Thru	Right	Factor	Left	Thru	Right	Factor
07:00 AM	17	121	1	1.0	20	8	13	1.0	1	64	21	1.0	1	21	1	1.0
07:15 AM	22	111	6	1.0	23	6	18	1.0	1	65	33	1.0	6	27	5	1.0
07:30 AM	22	153	2	1.0	21	8	9	1.0	0	67	31	1.0	1	17	2	1.0
07:45 AM	19	148	2	1.0	28	14	15	1.0	4	73	17	1.0	1	22	0	1.0
Total	80	533	11	1.0	92	36	55	1.0	6	269	102	1.0	10	87	8	1.0
08:00 AM	11	117	2	1.0	21	19	15	1.0	1	69	46	1.0	1	34	2	1.0
08:15 AM	16	113	2	1.0	32	18	9	1.0	4	80	27	1.0	2	32	2	1.0
08:30 AM	26	103	1	1.0	23	16	14	1.0	2	75	30	1.0	4	42	2	1.0
08:45 AM	22	115	2	1.0	33	23	14	1.0	3	75	40	1.0	1	38	2	1.0
Total	75	448	7	1.0	109	76	52	1.0	10	299	143	1.0	8	146	8	1.0
04:00 PM	39	97	2	1.0	29	40	27	1.0	2	142	41	1.0	2	36	6	1.0
04:15 PM	38	106	5	1.0	29	36	22	1.0	3	125	37	1.0	4	32	2	1.0
04:30 PM	43	120	0	1.0	25	47	15	1.0	5	143	35	1.0	3	35	3	1.0
04:45 PM	43	106	1	1.0	23	48	30	1.0	5	143	47	1.0	3	30	5	1.0
Total	163	429	8	1.0	106	171	94	1.0	15	553	160	1.0	12	133	16	1.0
05:00 PM	36	134	4	1.0	25	44	21	1.0	3	149	40	1.0	7	27	1	1.0
05:15 PM	33	120	2	1.0	28	33	30	1.0	1	129	29	1.0	1	31	2	1.0
05:30 PM	30	109	4	1.0	21	38	24	1.0	9	170	34	1.0	3	26	1	1.0
05:45 PM	27	97	5	1.0	36	46	35	1.0	10	139	33	1.0	2	28	2	1.0
Total	126	460	15	1.0	110	161	110	1.0	23	587	136	1.0	13	112	6	1.0
Grand Total	444	1870	41	1.0	417	444	311	1.0	54	1708	541	1.0	43	478	38	1.0
Approch %	18.9	79.4	1.7	1.0	35.6	37.9	26.5	1.0	2.3	74.2	23.5	1.0	7.7	85.5	6.8	1.0
Total %	6.9	29.3	0.6	1.0	6.5	6.9	4.9	1.0	0.8	26.7	8.5	1.0	0.7	7.5	0.6	1.0

4:30-5:30

1888

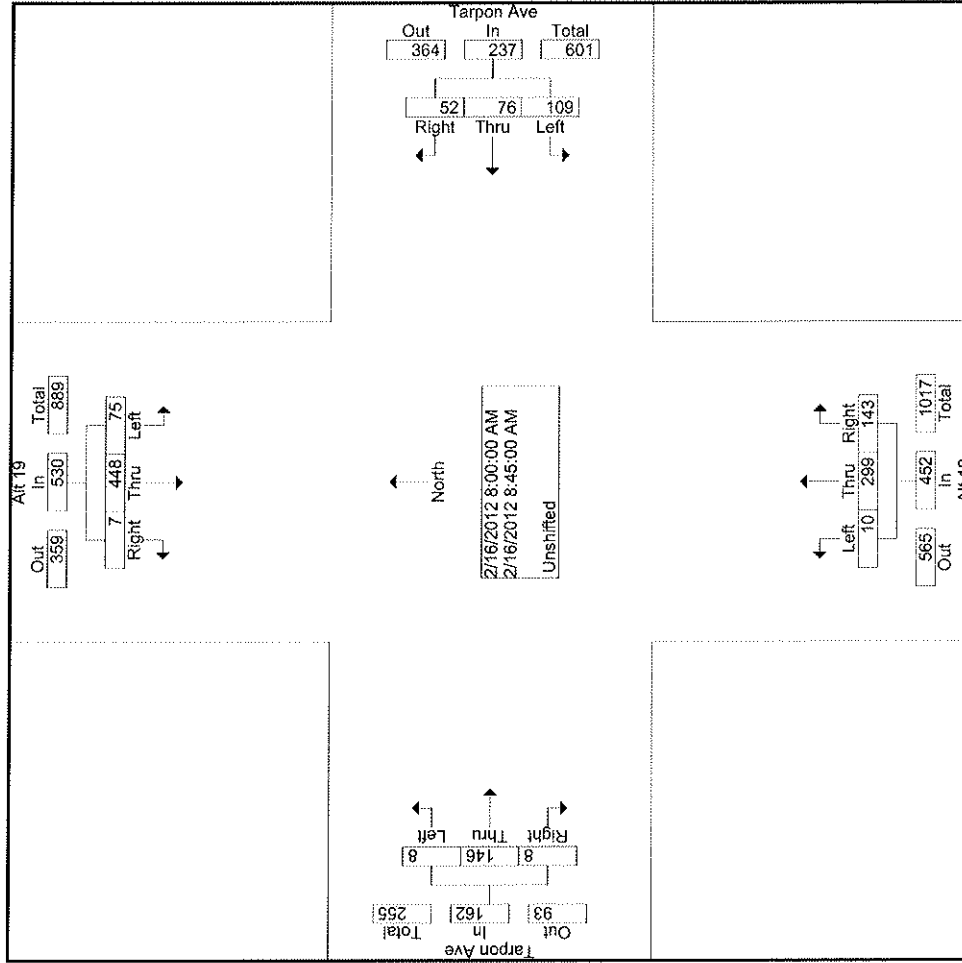
URS Corporation
 7650 West Courtney Campbell Cswy
 Tampa, FL 33607

File Name : Tarpon Ave @ Alt 19
 Site Code : 00000379
 Start Date : 2/16/2012
 Page No : 2

Start Time	Alt 19 Southbound			Tarpon Ave Westbound			Alt 19 Northbound			Tarpon Ave Eastbound			App. Total	Int. Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right		
Peak Hour From 07:00 AM to 09:45 AM - Peak 1 of 1														
Intersection	75	448	7	109	76	52	237	10	299	143	8	146	8	1381
Volume	14.2	84.5	1.3	46.0	32.1	21.9	2.2	66.2	31.6	4.9	90.1	4.9	8	162
Percent	22	115	2	33	23	14	70	3	75	40	1	38	2	41
08:45 Volume														
Peak Factor														
High Int. Volume	22	115	2	33	23	14	70	3	75	40	08:30 AM	42	2	48
Peak Factor							0.846				0.958			0.844

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 Tampa, FL 33607

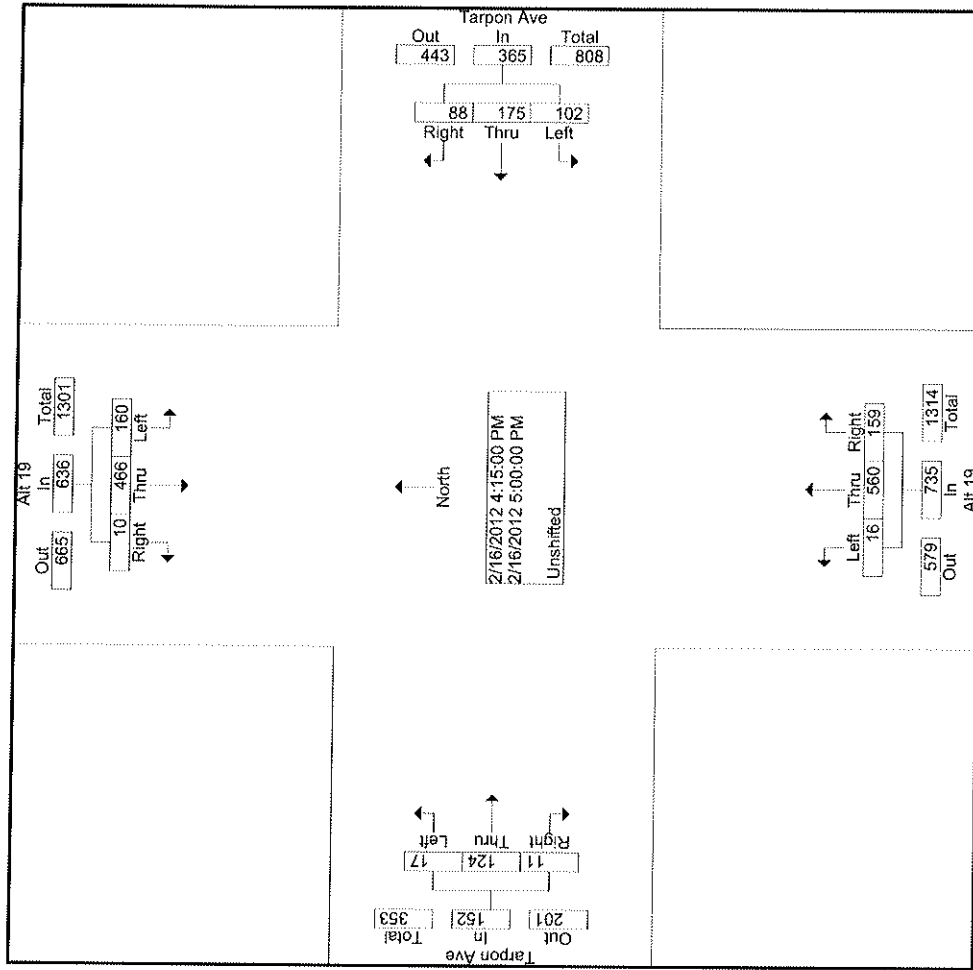
File Name : Tarpon Ave @ Alt 19
 Site Code : 00000379
 Start Date : 2/16/2012
 Page No : 3



URS Corporation
 7650 West Courtney Campbell Cswy
 Tampa, FL 33607

File Name : Tarpon Ave @ Alt 19
 Site Code : 00000379
 Start Date : 2/16/2012
 Page No : 4

Start Time	Alt 19 Southbound			Tarpon Ave Westbound			Alt 19 Northbound			Tarpon Ave Eastbound			App. Total	Int. Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right		
Peak Hour From 02:00 PM to 05:45 PM - Peak 1 of 1														
Intersection	04:15 PM	466	10	102	175	88	16	560	159	17	124	11	735	1888
Volume	160	73.3	1.6	27.9	47.9	24.1	2.2	76.2	21.6	11.2	81.6	7.2		
Percent	25.2													
05:00 Volume	36	134	4	25	44	21	3	149	40	7	27	1	192	491
Peak Factor														0.961
High Int.	05:00 PM			04:45 PM			04:45 PM			04:30 PM				
Volume	36	134	4	23	48	30	5	143	47	3	35	3	195	41
Peak Factor				0.914			0.903			0.942				0.927




URS Corporation
7650 West Courtney Campbell Cswy
Tampa, FL 33607

File Name : Tarpon Ave @ Alt 19 Bikes
Site Code : 00000379
Start Date : 2/16/2012
Page No : 1

Counter:
Counted By:
Weather:
Other:

Start Time	Alt 19												Int. Total				
	Southbound				Tarpon Ave Westbound				Northbound					Tarpon Ave Eastbound			
	Left	Thru	Right	Bikes	Left	Thru	Right	Bikes	Left	Thru	Right	Bikes		Left	Thru	Right	Bikes
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
08:15 AM	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	
08:30 AM	0	0	0	1	0	0	0	4	0	0	0	2	0	0	0	1	
08:45 AM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	
Total	0	0	0	5	0	0	0	5	0	0	0	3	0	0	0	1	
04:00 PM	0	0	0	2	0	0	0	1	0	0	0	0	0	0	0	1	
04:15 PM	0	0	0	2	0	0	0	2	0	0	0	1	0	0	0	0	
04:30 PM	0	0	0	3	0	0	0	2	0	0	0	0	0	0	0	0	
04:45 PM	0	0	0	5	0	0	0	2	0	0	0	1	0	0	0	2	
Total	0	0	0	12	0	0	0	7	0	0	0	5	0	0	0	3	
05:00 PM	0	0	0	2	0	0	0	4	0	0	0	0	0	0	0	2	
05:15 PM	0	0	0	1	0	0	0	3	0	0	0	1	0	0	0	1	
05:30 PM	0	0	0	1	0	0	0	1	0	0	0	1	0	0	0	0	
05:45 PM	0	0	0	2	0	0	0	1	0	0	0	5	0	0	0	1	
Total	0	0	0	6	0	0	0	9	0	0	0	7	0	0	0	4	
Grand Total	0	0	0	23	0	0	0	24	0	0	0	20	0	0	0	8	
Approach %	0.0	0.0	0.0	100.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	100.0	
Total %	0.0	0.0	0.0	30.7	0.0	0.0	0.0	32.0	0.0	0.0	0.0	26.7	0.0	0.0	0.0	10.7	

Site Information	
Feature	1
Road Name	N PINELLAS AVE
Site	155160
Description	SR 595/ALT US 19/N PINELLAS AVE, N OF S R 582/TARPON AVE
Section	15020000
Milepoint	13.225
AADT	15800
Site Type	Portable
Class Data	Yes
K Factor	10.52
D Factor	55.26
T Factor	4
TRAFFIC REPORTS (provided in  format)	
Pinellas County	Annual Average Daily Traffic
	Annual Vehicle Classification
SITE 155160	Historical AADT Data
	Synopsis 155160CL-20100316 Synopsis 155160CL-20100317
	Vehicle Class History

Print this window.

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FLORIDA DEPARTMENT OF TRANSPORTATION
 TRANSPORTATION STATISTICS OFFICE
 2010 HISTORICAL AADT REPORT

COUNTY: 15 - PINELLAS

SITE: 5160 - SR 595/USA 19/N PINELLAS AV, N OF SR 582/TARPON AV

YEAR	AADT	DIRECTION 1	DIRECTION 2	K FACTOR	D FACTOR	T FACTOR
2010	15800 C	N 8100	S 7700	10.52	55.26	4.00
2009	16800 C	N 8500	S 8300	10.53	55.79	1.50
2008	16900 C	N 8800	S 8100	10.29	58.46	1.50
2006	19800 E	N 10800	S 9000	9.88	58.53	3.10
2005	19800 C	N 11000	S 8800	9.90	58.50	4.40
2004	17700 C	N 9300	S 8400	9.90	59.20	5.60
2003	19200 C	N 10500	S 8700	10.00	56.00	5.60
2002	18200 C	N 9800	S 8400	9.80	55.70	5.60
2001	15500 C	N 8100	S 7400	10.00	52.10	5.10
2000	16900 C	N 8300	S 8600	9.90	59.20	15.40
1999	19700 C	N 9700	S 10000	9.90	52.90	6.50
1998	19900 C	N 9900	S 10000	10.00	57.40	4.60
1997	19500 C	N 9900	S 9600	8.10	60.20	3.50
1996	18500 C	N 9500	S 9000	9.20	56.10	3.50
1995	19400 C	N 9400	S 10000	10.60	57.90	5.50

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
 S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; X = UNKNOWN

COUNTY: 15
 STATION: 5160
 DESCRIPTION: SR 595/USA 19/N PINELLAS AV, N OF SR 582/TARPON AV
 START DATE: 03/16/2010
 START TIME: 0000

TIME	DIRECTION: N					DIRECTION: S					COMBINED TOTAL	
	1ST	2ND	3RD	4TH	TOTAL	1ST	2ND	3RD	4TH	TOTAL		
0000	18	24	12	7	61	14	12	6	7	39	100	
0100	6	4	4	5	19	4	13	2	2	21	40	
0200	2	9	6	2	19	3	4	1	4	12	31	
0300	1	1	5	3	10	3	5	4	5	17	27	
0400	2	4	4	1	11	8	6	10	15	39	50	
0500	7	11	13	14	45	21	19	37	46	123	168	
0600	23	25	40	33	121	45	75	83	150	353	474	
0700	63	77	77	93	310	102	123	150	149	524	834	
0800	84	90	123	97	394	144	128	131	140	543	937	
0900	102	98	100	126	426	122	107	100	113	442	868	
1000	131	134	140	124	529	121	118	115	133	487	1016	
1100	142	148	152	165	607	122	109	123	129	483	1090	
1200	159	179	166	182	686	154	126	133	148	561	1247	
1300	170	164	181	172	687	145	152	146	152	595	1282	
1400	169	166	178	151	664	164	159	165	151	639	1303	
1500	170	160	178	178	686	154	133	157	130	574	1260	
1600	175	176	175	203	729	156	150	174	136	616	1345	
1700	177	193	171	208	749	134	156	130	139	559	1308	
1800	179	181	152	119	631	125	111	113	113	462	1093	
1900	131	95	132	96	454	104	89	92	83	368	822	
2000	99	100	84	72	355	74	75	80	73	302	657	
2100	61	48	60	51	220	62	64	56	49	231	451	
2200	47	47	37	28	159	29	35	28	18	110	269	
2300	26	26	17	23	92	37	20	18	13	88	180	
24-HOUR TOTALS:					8664						8188	16852

PEAK VOLUME INFORMATION

	DIRECTION: N		DIRECTION: S		COMBINED DIRECTIONS	
	HR	VOLUME	HR	VOLUME	HR	VOLUME
A.M.	0900	426	0730	571	0745	942
P.M.	1715	751	1345	640	1630	1348
DAILY	1715	751	1345	640	1630	1348

TRUCK PERCENTAGE 3.82 4.30 4.05

CLASSIFICATION SUMMARY DATABASE

DIR	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TOTTRK	TOTVOL
N	37	6546	1750	2	165	14	3	127	14	2	0	0	4	0	0	331	8664
S	48	6027	1761	2	169	18	1	149	11	0	0	0	2	0	0	352	8188

COUNTY: 15
 STATION: 5160
 DESCRIPTION: SR 595/USA 19/N PINELLAS AV, N OF SR 582/TARPON AV
 START DATE: 03/17/2010
 START TIME: 0000

TIME	DIRECTION: N					DIRECTION: S					COMBINED TOTAL
	1ST	2ND	3RD	4TH	TOTAL	1ST	2ND	3RD	4TH	TOTAL	
0000	11	12	10	8	41	11	9	3	8	31	72
0100	8	10	4	4	26	5	8	7	4	24	50
0200	8	7	5	9	29	3	8	3	3	17	46
0300	4	4	3	1	12	2	6	7	1	16	28
0400	3	1	4	2	10	4	6	12	10	32	42
0500	8	6	15	11	40	18	12	34	58	122	162
0600	21	18	30	44	113	49	73	74	123	319	432
0700	59	67	68	87	281	104	118	143	136	501	782
0800	72	84	110	93	359	141	118	103	123	485	844
0900	89	99	93	107	388	133	112	120	105	470	858
1000	121	113	128	101	463	115	101	113	135	464	927
1100	155	139	147	155	596	120	129	135	132	516	1112
1200	163	166	153	172	654	153	129	125	137	544	1198
1300	164	161	158	176	659	129	151	145	151	576	1235
1400	154	160	175	166	655	125	159	165	164	613	1268
1500	158	178	146	175	657	160	140	137	119	556	1213
1600	171	151	169	194	685	154	129	138	124	545	1230
1700	182	185	191	205	763	169	171	167	140	647	1410
1800	188	174	175	145	682	111	123	112	117	463	1145
1900	159	156	118	106	539	110	76	119	89	394	933
2000	93	112	97	92	394	93	84	86	74	337	731
2100	79	60	69	55	263	87	62	70	56	275	538
2200	54	59	43	36	192	55	50	41	27	173	365
2300	45	32	28	29	134	28	23	6	21	78	212

24-HOUR TOTALS: 8635 8198 16833

PEAK VOLUME INFORMATION

	DIRECTION: N		DIRECTION: S		COMBINED DIRECTIONS	
	HOUR	VOLUME	HOUR	VOLUME	HOUR	VOLUME
A.M.	0830	391	0715	538	0830	862
P.M.	1715	769	1415	648	1700	1410
DAILY	1715	769	1415	648	1700	1410

TRUCK PERCENTAGE 3.76 4.24 4.00

CLASSIFICATION SUMMARY DATABASE


DIR	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TOTTRK	TOTVOL
N	30	6528	1752	6	174	5	3	123	11	0	1	0	2	0	0	325	8635
S	28	6023	1799	5	179	19	3	126	14	0	0	0	2	0	0	348	8198

FLORIDA DEPARTMENT OF TRANSPORTATION
 TRANSPORTATION STATISTICS OFFICE
 2010 VEHICLE CLASS HISTORY DATA

COUNTY: 15 -- PINELLAS
 SITE: 5160 DESCRIPTION: SR 595/USA 19/N PINELLAS AV, N OF SR 582/TARPON AV

YEAR	AADT	%	PASSENGER VEHICLES VOLUME	%	TOTAL TRUCKS VOLUME	%	SINGLE UNIT TRUCKS VOLUME	%	COMBINATION TRAILER TRUCKS VOLUME	%	MULTI TRAILER TRUCKS VOLUME
2010	15800	95.99	15,166	4.01	634	2.27	359	1.71	270	0.03	5
2009	16800	98.50	16,548	1.50	252	1.11	186	0.34	57	0.05	8
2008	16900	98.50	16,647	1.50	253	1.18	199	0.32	54	0.00	0
2003	19200	0.00	0	0.00	0	0.00	0	0.00	0	0.00	0
2002	18200	94.31	17,164	5.69	1,036	3.80	691	1.80	327	0.10	18
2001	15500	94.90	14,710	5.10	791	3.70	574	1.30	202	0.10	16
2000	16900	84.52	14,283	15.48	2,617	6.79	1,148	8.39	1,418	0.30	51
1999	19700	93.41	18,401	6.59	1,299	5.00	984	1.00	197	0.60	118
1998	19900	0.00	0	0.00	0	0.00	0	0.00	0	0.00	0
1997	19500	0.00	0	0.00	0	0.00	0	0.00	0	0.00	0
1996	18500	0.00	0	0.00	0	0.00	0	0.00	0	0.00	0
1995	19400	0.00	0	0.00	0	0.00	0	0.00	0	0.00	0

NOTE: 1 - PASSENGER VEHICLES = VEHICLE CLASS 1-3, 14, 15
 2 - TOTAL TRUCKS = VEHICLE CLASS 4-13
 3 - SINGLE UNIT TRUCKS = VEHICLE CLASS 4-7
 4 - COMBINATION TRAILER TRUCKS = VEHICLE CLASS 8-10
 5 - MULTI TRAILER TRUCKS = VEHICLE CLASS 11-13

Site Information	
Feature	1
Road Name	S PINELLAS AVE
Site	155159
Description	SR 595/ALT US 19/S PINELLAS AVE, S OF S R 582/TARPON AVE
Section	15020000
Milepoint	13.092
AADT	16000
Site Type	Portable
Class Data	Yes
K Factor	10.52
D Factor	55.26
T Factor	3.8
TRAFFIC REPORTS (provided in  format)	
Pinellas County	Annual Average Daily Traffic
	Annual Vehicle Classification
SITE 155159	Historical AADT Data
	Synopsis 155159CL-20100524 Synopsis 155159CL-20100525
	Vehicle Class History

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R&R

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FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2010 HISTORICAL AADT REPORT

COUNTY: 15 - PINELLAS

SITE: 5159 - USA 19/SR 595/S PINELLAS AV, S OF SR 582/TARPOON AV

YEAR	AADT	DIRECTION 1	DIRECTION 2	K FACTOR	D FACTOR	T FACTOR
2010	16000 C	N 8200	S 7800	10.52	55.26	3.80
2009	16800 C	N 8200	S 8600	10.53	55.79	1.70
2008	17800 C	N 9300	S 8500	10.29	58.46	4.00
2007	17900 F	N 9500	S 8400	10.31	56.79	3.30
2006	17700 C	N 9400	S 8300	9.88	58.53	3.30
2005	22000 C	N 11500	S 10500	9.90	58.50	7.40
2004	17600 C	N 9200	S 8400	9.90	59.20	7.40
2003	18100 C	N 9600	S 8500	10.00	56.00	7.60
2002	17900 C	N 9000	S 8900	9.80	55.70	5.40
2001	17900 C	N 9400	S 8500	10.00	52.10	6.00
2000	18800 C	N 9400	S 9400	9.90	59.20	13.10
1999	21500 C	N 11000	S 10500	9.90	52.90	9.40
1998	22000 C	N 11000	S 11000	10.00	57.40	4.60
1997	20900 C	N 11000	S 9900	8.10	60.20	3.50
1996	20700 C	N 11000	S 9700	9.20	56.10	3.50
1995	19000 F	N	S	10.60	57.90	5.50

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; X = UNKNOWN

COUNTY: 15
 STATION: 5159
 DESCRIPTION: USA 19/SR 595/S PINELLAS AV, S OF SR 582/TARPON AV
 START DATE: 05/24/2010
 START TIME: 1200

TIME	DIRECTION: N					DIRECTION: S					COMBINED TOTAL
	1ST	2ND	3RD	4TH	TOTAL	1ST	2ND	3RD	4TH	TOTAL	
0000	21	12	11	10	54	10	4	5	9	28	82
0100	14	5	3	9	31	13	4	8	8	33	64
0200	9	7	6	5	27	10	2	3	3	18	45
0300	3	5	4	3	15	6	3	5	1	15	30
0400	8	1	4	5	18	3	8	8	22	41	59
0500	9	10	10	24	53	25	18	32	63	138	191
0600	36	28	60	62	186	58	90	106	126	380	566
0700	62	91	84	101	338	123	116	150	154	543	881
0800	108	125	88	133	454	138	131	140	145	554	1008
0900	119	106	115	112	452	146	119	126	132	523	975
1000	111	123	116	150	500	125	126	119	162	532	1032
1100	130	133	134	132	529	137	127	126	137	527	1056
1200	137	143	145	158	583	153	143	146	135	577	1160
1300	137	162	148	166	613	129	122	133	140	524	1137
1400	154	163	172	160	649	161	147	115	145	568	1217
1500	150	155	160	167	632	143	118	148	126	535	1167
1600	183	171	184	168	706	150	132	133	135	550	1256
1700	179	167	173	132	651	115	115	118	120	468	1119
1800	143	130	125	111	509	97	109	91	86	383	892
1900	129	121	103	81	434	98	91	82	82	353	787
2000	86	83	95	85	349	62	51	66	49	228	577
2100	62	84	53	48	247	56	63	54	41	214	461
2200	39	44	29	29	141	36	33	36	25	130	271
2300	27	37	23	21	108	19	22	18	12	71	179

24-HOUR TOTALS: 8279 7933 16212

	DIRECTION: N		DIRECTION: S		COMBINED DIRECTIONS	
	HOUR	VOLUME	HOUR	VOLUME	HOUR	VOLUME
A.M.	0845	473	0730	573	0815	1027
P.M.	1600	706	1330	581	1600	1256
DAILY	1600	706	1330	581	1600	1256

TRUCK PERCENTAGE 3.62 4.07 3.84

CLASSIFICATION SUMMARY DATABASE

DIR	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TOTTRK	TOTVOL
N	116	6431	1432	5	154	49	5	77	7	1	0	0	2	0	0	300	8279
S	137	5719	1754	2	168	51	0	96	6	0	0	0	0	0	0	323	7933

COUNTY: 15
 STATION: 5159
 DESCRIPTION: USA 19/SR 595/S PINELLAS AV, S OF SR 582/TARPON AV
 START DATE: 05/25/2010
 START TIME: 1200

TIME	DIRECTION: N					DIRECTION: S					COMBINED TOTAL
	1ST	2ND	3RD	4TH	TOTAL	1ST	2ND	3RD	4TH	TOTAL	
0000	16	15	9	6	46	13	3	8	5	29	75
0100	13	5	12	10	40	8	9	8	6	31	71
0200	5	5	3	3	16	5	6	6	3	20	36
0300	3	3	4	2	12	5	2	1	3	11	23
0400	4	5	5	4	18	3	9	11	11	34	52
0500	9	12	11	25	57	12	19	39	53	123	180
0600	39	34	45	61	179	57	89	97	144	387	566
0700	81	84	95	105	365	108	129	152	157	546	911
0800	119	125	94	103	441	133	129	131	118	511	952
0900	110	114	106	127	457	145	109	133	142	529	986
1000	115	142	126	124	507	145	108	92	112	457	964
1100	139	137	132	150	558	128	143	139	134	544	1102
1200	133	133	143	138	547	126	136	117	129	508	1055
1300	149	150	162	176	637	147	136	134	129	546	1183
1400	132	144	150	151	577	130	134	133	136	533	1110
1500	143	154	164	159	620	147	118	150	135	550	1170
1600	163	150	168	157	638	124	127	115	120	486	1124
1700	203	176	172	156	707	112	118	134	133	497	1204
1800	152	127	138	113	530	128	106	111	110	455	985
1900	130	113	92	104	439	82	85	70	80	317	756
2000	85	93	65	69	312	84	71	62	51	268	580
2100	82	77	72	48	279	78	53	49	40	220	499
2200	55	50	31	32	168	40	35	34	21	130	298
2300	39	36	22	18	115	20	21	19	11	71	186

24-HOUR TOTALS: 8265 7803 16068

	DIRECTION: N		DIRECTION: S		COMBINED DIRECTIONS	
	HOUR	VOLUME	HOUR	VOLUME	HOUR	VOLUME
A.M.	0900	457	0715	571	0730	1015
P.M.	1645	708	1445	551	1700	1204
DAILY	1645	708	0715	571	1700	1204

TRUCK PERCENTAGE 3.70 3.86 3.78

CLASSIFICATION SUMMARY DATABASE


DIR	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TOTTRK	TOTVOL
N	104	6394	1461	3	152	62	2	79	7	1	0	0	0	0	0	306	8265
S	117	5735	1650	4	149	57	0	80	9	0	0	0	2	0	0	301	7803

FLORIDA DEPARTMENT OF TRANSPORTATION
 TRANSPORTATION STATISTICS OFFICE
 2010 VEHICLE CLASS HISTORY DATA

COUNTY: 15 -- PINELLAS
 SITE: 5159 DESCRIPTION: USA 19/SR 595/S PINELLAS AV, S OF SR 582/TARPON AV

YEAR	AADT	PASSENGER VEHICLES		TOTAL TRUCKS		SINGLE UNIT TRUCKS		COMBINATION TRAILER TRUCKS		MULTI TRAILER TRUCKS	
		%	VOLUME	%	VOLUME	%	VOLUME	%	VOLUME	%	VOLUME
2010	16000	96.19	15,390	3.81	610	2.67	427	1.13	181	0.01	2
2009	16800	98.35	16,523	1.65	277	1.13	190	0.43	72	0.09	15
2008	17800	96.03	17,093	3.97	707	3.40	605	0.57	101	0.00	0
2006	17700	96.67	17,111	3.33	589	2.51	444	0.81	143	0.01	2
2005	22000	94.13	20,708	5.87	1,292	4.62	1,017	1.18	260	0.07	15
2004	17600	92.58	16,294	7.42	1,306	4.87	857	2.31	407	0.24	42
2003	18100	92.32	16,709	7.68	1,391	5.29	957	2.20	397	0.20	36
2002	17900	94.50	16,916	5.50	985	3.80	680	1.60	286	0.10	18
2001	17900	94.00	16,826	6.00	1,074	4.10	734	1.70	304	0.20	36
2000	18800	86.64	16,288	13.36	2,512	7.28	1,368	5.88	1,106	0.20	37
1999	21500	90.51	19,460	9.49	2,040	7.29	1,568	1.10	236	1.10	236
1998	22000	0.00	0	0.00	0	0.00	0	0.00	0	0.00	0
1997	20900	0.00	0	0.00	0	0.00	0	0.00	0	0.00	0
1996	20700	0.00	0	0.00	0	0.00	0	0.00	0	0.00	0
1995	19000	0.00	0	0.00	0	0.00	0	0.00	0	0.00	0

NOTE: 1 - PASSENGER VEHICLES = VEHICLE CLASS 1-3, 14, 15
 2 - TOTAL TRUCKS = VEHICLE CLASS 4-13
 3 - SINGLE UNIT TRUCKS = VEHICLE CLASS 4-7
 4 - COMBINATION TRAILER TRUCKS = VEHICLE CLASS 8-10
 5 - MULTI TRAILER TRUCKS = VEHICLE CLASS 11-13

Site Information	
Feature	1
Road Name	FLORIDA AVE
Site	155701
Description	FLORIDA AVE/ CURLEW PLACE, SOUTH OF GULF ROAD/ PARK AVE (HPMS)
Section	15000005
Milepoint	1.395
AADT	3700
Site Type	Portable
Class Data	No
K Factor	10.52
D Factor	55.26
T Factor	2.07
TRAFFIC REPORTS (provided in  format)	
Pinellas County	Annual Average Daily Traffic
SITE 155701	Historical AADT Data
	No Synopsis Report Available

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FLORIDA DEPARTMENT OF TRANSPORTATION
 TRANSPORTATION STATISTICS OFFICE
 2010 HISTORICAL AADT REPORT

COUNTY: 15 - PINELLAS

SITE: 5701 - FLORIDA AVE/ CURLEW PLACE SOUTH OF GULF ROAD/ PARK AVE (HPMS)

YEAR	AADT	DIRECTION 1		DIRECTION 2		K FACTOR	D FACTOR	T FACTOR
-----	-----	-----	-----	-----	-----	-----	-----	-----
2010	3700 F	N	1800	S	1900	10.52	55.26	2.10
2009	3800 C	N	1800	S	2000	10.53	55.79	2.10
2008	5800 C	N	2900	S	2900	10.29	58.46	4.10

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
 S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; X = UNKNOWN

2010 Peak Season Factor Category Report - Report Type: ALL
 Category: 1500 PINELLAS COUNTYWIDE

MOCF: 0.95

Week	Dates	SF	PSCF
1	01/01/2010 - 01/02/2010	1.10	1.16
2	01/03/2010 - 01/09/2010	1.09	1.14
3	01/10/2010 - 01/16/2010	1.08	1.13
4	01/17/2010 - 01/23/2010	1.06	1.11
5	01/24/2010 - 01/30/2010	1.04	1.09
6	01/31/2010 - 02/06/2010	1.03	1.08
7	02/07/2010 - 02/13/2010	1.01	1.06
8	02/14/2010 - 02/20/2010	0.99	1.04
* 9	02/21/2010 - 02/27/2010	0.98	1.03
*10	02/28/2010 - 03/06/2010	0.96	1.01
*11	03/07/2010 - 03/13/2010	0.95	1.00
*12	03/14/2010 - 03/20/2010	0.94	0.99
*13	03/21/2010 - 03/27/2010	0.93	0.98
*14	03/28/2010 - 04/03/2010	0.93	0.98
*15	04/04/2010 - 04/10/2010	0.93	0.98
*16	04/11/2010 - 04/17/2010	0.93	0.98
*17	04/18/2010 - 04/24/2010	0.94	0.99
*18	04/25/2010 - 05/01/2010	0.96	1.01
*19	05/02/2010 - 05/08/2010	0.97	1.02
*20	05/09/2010 - 05/15/2010	0.98	1.03
*21	05/16/2010 - 05/22/2010	0.98	1.03
22	05/23/2010 - 05/29/2010	0.99	1.04
23	05/30/2010 - 06/05/2010	0.99	1.04
24	06/06/2010 - 06/12/2010	0.99	1.04
25	06/13/2010 - 06/19/2010	0.99	1.04
26	06/20/2010 - 06/26/2010	1.00	1.05
27	06/27/2010 - 07/03/2010	1.00	1.05
28	07/04/2010 - 07/10/2010	1.00	1.05
29	07/11/2010 - 07/17/2010	1.01	1.06
30	07/18/2010 - 07/24/2010	1.01	1.06
31	07/25/2010 - 07/31/2010	1.01	1.06
32	08/01/2010 - 08/07/2010	1.02	1.07
33	08/08/2010 - 08/14/2010	1.02	1.07
34	08/15/2010 - 08/21/2010	1.03	1.08
35	08/22/2010 - 08/28/2010	1.03	1.08
36	08/29/2010 - 09/04/2010	1.04	1.09
37	09/05/2010 - 09/11/2010	1.05	1.10
38	09/12/2010 - 09/18/2010	1.05	1.10
39	09/19/2010 - 09/25/2010	1.05	1.10
40	09/26/2010 - 10/02/2010	1.04	1.09
41	10/03/2010 - 10/09/2010	1.03	1.08
42	10/10/2010 - 10/16/2010	1.03	1.08
43	10/17/2010 - 10/23/2010	1.04	1.09
44	10/24/2010 - 10/30/2010	1.04	1.09
45	10/31/2010 - 11/06/2010	1.05	1.10
46	11/07/2010 - 11/13/2010	1.06	1.11
47	11/14/2010 - 11/20/2010	1.07	1.12
48	11/21/2010 - 11/27/2010	1.07	1.12
49	11/28/2010 - 12/04/2010	1.08	1.13
50	12/05/2010 - 12/11/2010	1.09	1.14
51	12/12/2010 - 12/18/2010	1.10	1.16
52	12/19/2010 - 12/25/2010	1.09	1.14
53	12/26/2010 - 12/31/2010	1.08	1.13

* Peak Season



APPENDIX B

Existing (2012) Conditions Analysis

SHORT REPORT

General Information	Site Information
Analyst Agency or Co. <i>URS</i> Date Performed <i>3/19/2012</i> Time Period <i>AM</i>	Intersection <i>Alt US 19/Meres Blvd</i> Area Type <i>All other areas</i> Jurisdiction <i>Pinellas County</i> Analysis Year <i>2012 (Existing)</i>

Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes	1	1	0	1	1	1	1	1	0	1	1	1
Lane Group	<i>L</i>	<i>TR</i>		<i>L</i>	<i>T</i>	<i>R</i>	<i>L</i>	<i>TR</i>		<i>L</i>	<i>T</i>	<i>R</i>
Volume (vph)	103	54	166	50	33	16	97	472	66	10	715	55
% Heavy Vehicles	2	2	2	2	2	2	2	2	2	2	2	2
PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.93	0.93	0.93
Pretimed/Actuated (P/A)	<i>A</i>	<i>A</i>	<i>A</i>	<i>A</i>	<i>A</i>	<i>A</i>	<i>A</i>	<i>A</i>	<i>A</i>	<i>A</i>	<i>A</i>	<i>A</i>
Startup Lost Time	2.0	2.0		2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0
Extension of Effective Green	2.0	2.0		2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0
Arrival Type	3	3		3	3	3	3	3		3	3	3
Unit Extension	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Ped/Bike/RTOR Volume	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width	12.0	12.0		12.0	12.0	12.0	12.0	12.0		12.0	12.0	12.0
Parking/Grade/Parking	<i>N</i>	<i>0</i>	<i>N</i>	<i>N</i>	<i>0</i>	<i>N</i>	<i>N</i>	<i>0</i>	<i>N</i>	<i>N</i>	<i>0</i>	<i>N</i>
Parking/Hour												
Bus Stops/Hour	0	0		0	0	0	0	0		0	0	0
Minimum Pedestrian Time		3.2			3.2			3.2			3.2	
Phasing	EB Only	EW Perm	03	04	NS Perm	06	07	08				
Timing	G = 11.5	G = 25.2	G =	G =	G = 60.0	G =	G =	G =				
	Y = 8.1	Y = 8.1	Y =	Y =	Y = 7.1	Y =	Y =	Y =				
Duration of Analysis (hrs) = 0.25						Cycle Length C = 120.0						

Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted Flow Rate	112	239		54	36	17	105	585		11	769	59
Lane Group Capacity	527	617		239	391	332	130	914		264	932	792
v/c Ratio	0.21	0.39		0.23	0.09	0.05	0.81	0.64		0.04	0.83	0.07
Green Ratio	0.37	0.37		0.21	0.21	0.21	0.50	0.50		0.50	0.50	0.50
Uniform Delay d ₁	25.2	27.5		39.3	38.2	37.9	25.2	22.1		15.3	25.5	15.6
Delay Factor k	0.11	0.11		0.11	0.11	0.11	0.35	0.22		0.11	0.36	0.11
Incremental Delay d ₂	0.2	0.4		0.5	0.1	0.1	30.2	1.5		0.1	6.1	0.0
PF Factor	1.000	1.000		1.000	1.000	1.000	1.000	1.000		1.000	1.000	1.000
Control Delay	25.4	28.0		39.8	38.3	37.9	55.3	23.6		15.4	31.7	15.6
Lane Group LOS	<i>C</i>	<i>C</i>		<i>D</i>	<i>D</i>	<i>D</i>	<i>E</i>	<i>C</i>		<i>B</i>	<i>C</i>	<i>B</i>
Approach Delay	27.1			39.0			28.4			30.3		
Approach LOS	<i>C</i>			<i>D</i>			<i>C</i>			<i>C</i>		
Intersection Delay	29.6			Intersection LOS						<i>C</i>		

SHORT REPORT**General Information**

Analyst
 Agency or Co. *URS*
 Date Performed *8/20/2012 (Revised)*
 Time Period *PM*

Site Information

Intersection *Alt US 19/Meres Blvd*
 Area Type *All other areas*
 Jurisdiction *Pinellas County*
 Analysis Year *2012 (Existing)*

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes	1	1	0	1	1	1	1	1	0	1	1	1
Lane Group	<i>L</i>	<i>TR</i>		<i>L</i>	<i>T</i>	<i>R</i>	<i>L</i>	<i>TR</i>		<i>L</i>	<i>T</i>	<i>R</i>
Volume (vph)	55	33	97	66	54	10	166	715	50	16	472	103
% Heavy Vehicles	2	2	2	2	2	2	2	2	2	2	2	2
PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.93	0.93	0.93	0.92	0.92	0.92
Pretimed/Actuated (P/A)	<i>A</i>	<i>A</i>	<i>A</i>	<i>A</i>	<i>A</i>	<i>A</i>	<i>A</i>	<i>A</i>	<i>A</i>	<i>A</i>	<i>A</i>	<i>A</i>
Startup Lost Time	2.0	2.0		2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0
Extension of Effective Green	2.0	2.0		2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0
Arrival Type	3	3		3	3	3	3	3		3	3	3
Unit Extension	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Ped/Bike/RTOR Volume	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width	12.0	12.0		12.0	12.0	12.0	12.0	12.0		12.0	12.0	12.0
Parking/Grade/Parking	<i>N</i>	<i>0</i>	<i>N</i>	<i>N</i>	<i>0</i>	<i>N</i>	<i>N</i>	<i>0</i>	<i>N</i>	<i>N</i>	<i>0</i>	<i>N</i>
Parking/Hour												
Bus Stops/Hour	0	0		0	0	0	0	0		0	0	0
Minimum Pedestrian Time		3.2			3.2			3.2			3.2	

Phasing	EB Only	EW Perm	03	04	NS Perm	06	07	08
Timing	G = 10.0 Y = 8.1	G = 28.7 Y = 8.1	G = Y =	G = Y =	G = 78.0 Y = 7.1	G = Y =	G = Y =	G = Y =
Duration of Analysis (hrs) = 0.25						Cycle Length C = 140.0		

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted Flow Rate	60	141		72	59	11	178	823		17	513	112
Lane Group Capacity	442	553		255	382	325	381	1027		155	1038	882
v/c Ratio	0.14	0.25		0.28	0.15	0.03	0.47	0.80		0.11	0.49	0.13
Green Ratio	0.33	0.33		0.20	0.20	0.20	0.56	0.56		0.56	0.56	0.56
Uniform Delay d ₁	32.2	33.9		47.0	45.7	44.6	18.6	24.8		14.6	18.9	14.8
Delay Factor k	0.11	0.11		0.11	0.11	0.11	0.11	0.35		0.11	0.11	0.11
Incremental Delay d ₂	0.1	0.2		0.6	0.2	0.0	0.9	4.6		0.3	0.4	0.1
PF Factor	1.000	1.000		1.000	1.000	1.000	1.000	1.000		1.000	1.000	1.000
Control Delay	32.3	34.2		47.6	45.9	44.6	19.5	29.4		14.9	19.3	14.8
Lane Group LOS	<i>C</i>	<i>C</i>		<i>D</i>	<i>D</i>	<i>D</i>	<i>B</i>	<i>C</i>		<i>B</i>	<i>B</i>	<i>B</i>
Approach Delay	33.6			46.6			27.7			18.4		
Approach LOS	<i>C</i>			<i>D</i>			<i>C</i>			<i>B</i>		
Intersection Delay	26.6			Intersection LOS						<i>C</i>		

SHORT REPORT

General Information				Site Information			
Analyst				Intersection	Alt US 19/Tarpon Ave		
Agency or Co.	URS			Area Type	All other areas		
Date Performed	3/26/2012			Jurisdiction	Pinellas County		
Time Period	AM			Analysis Year	2012 (Existing)		

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes	0	1	0	1	1	0	1	1	1	1	1	0
Lane Group		LTR		L	TR		L	T	R	L	TR	
Volume (vph)	10	159	11	136	100	132	11	513	128	110	666	19
% Heavy Vehicles	2	2	2	2	2	2	2	2	2	2	2	2
PHF	0.84	0.84	0.84	0.85	0.85	0.85	0.92	0.92	0.92	0.93	0.93	0.93
Pretimed/Actuated (P/A)	A	A	A	A	A	A	A	A	A	A	A	A
Startup Lost Time		2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	
Extension of Effective Green		2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	
Arrival Type		3		3	3		3	3	3	3	3	
Unit Extension		3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Ped/Bike/RTOR Volume	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width		12.0		12.0	12.0		12.0	12.0	12.0	12.0	12.0	
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/Hour												
Bus Stops/Hour		0		0	0		0	0	0	0	0	
Minimum Pedestrian Time		3.2			3.2			3.2			3.2	
Phasing	WB Only	EW Perm	03	04	SB Only	NS Perm	07	08				
Timing	G = 11.0	G = 25.5	G =	G =	G = 8.1	G = 52.5	G =	G =				
	Y = 5.8	Y = 5.8	Y =	Y =	Y = 5.8	Y = 5.5	Y =	Y =				
Duration of Analysis (hrs) = 0.25						Cycle Length C = 120.0						

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adjusted Flow Rate		214		160	273		12	558	139	118	736	
Lane Group Capacity		382		337	601		209	815	910	314	1026	
v/c Ratio		0.56		0.47	0.45		0.06	0.68	0.15	0.38	0.72	
Green Ratio		0.21		0.35	0.35		0.44	0.44	0.57	0.55	0.55	
Uniform Delay d ₁		42.2		29.0	30.0		19.5	27.1	11.9	17.4	19.8	
Delay Factor k		0.16		0.11	0.11		0.11	0.25	0.11	0.11	0.28	
Incremental Delay d ₂		1.9		1.1	0.5		0.1	2.4	0.1	0.8	2.4	
PF Factor		1.000		1.000	1.000		1.000	1.000	1.000	1.000	1.000	
Control Delay		44.1		30.1	30.5		19.6	29.5	12.0	18.2	22.3	
Lane Group LOS		D		C	C		B	C	B	B	C	
Approach Delay		44.1		30.3			25.9			21.7		
Approach LOS		D		C			C			C		
Intersection Delay		26.9		Intersection LOS							C	

SHORT REPORT

General Information	Site Information
Analyst Agency or Co. <i>URS</i> Date Performed <i>8/20/2012 (Revised)</i> Time Period <i>PM</i>	Intersection <i>Alt US 19/Tarpon Ave</i> Area Type <i>All other areas</i> Jurisdiction <i>Pinellas County</i> Analysis Year <i>2012 (Existing)</i>

Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes	0	1	0	1	1	0	1	1	1	1	1	0
Lane Group		<i>LTR</i>		<i>L</i>	<i>TR</i>		<i>L</i>	<i>T</i>	<i>R</i>	<i>L</i>	<i>TR</i>	
Volume (vph)	19	100	11	128	159	110	14	666	136	132	513	10
% Heavy Vehicles	2	2	2	2	2	2	2	2	2	2	2	2
PHF	0.84	0.84	0.84	0.85	0.85	0.85	0.95	0.95	0.95	0.95	0.95	0.95
Pretimed/Actuated (P/A)	A	A	A	A	A	A	A	A	A	A	A	A
Startup Lost Time		2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	
Extension of Effective Green		2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	
Arrival Type		3		3	3		3	3	3	3	3	
Unit Extension		3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Ped/Bike/RTOR Volume	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width		12.0		12.0	12.0		12.0	12.0	12.0	12.0	12.0	
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/Hour												
Bus Stops/Hour		0		0	0		0	0	0	0	0	
Minimum Pedestrian Time		3.2			3.2			3.2			3.2	
Phasing	WB Only	EW Perm	03	04	SB Only	NS Perm	07	08				
Timing	G = 15.0	G = 30.0	G =	G =	G = 17.0	G = 55.1	G =	G =				
	Y = 5.8	Y = 5.8	Y =	Y =	Y = 5.8	Y = 5.5	Y =	Y =				
Duration of Analysis (hrs) = 0.25						Cycle Length C = 140.0						

Lane Group Capacity, Control Delay, and LOS Determination													
	EB			WB			NB			SB			
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	
Adjusted Flow Rate		155		151	316		15	701	143	139	551		
Lane Group Capacity		359		414	635		336	733	855	268	1033		
v/c Ratio		0.43		0.36	0.50		0.04	0.96	0.17	0.52	0.53		
Green Ratio		0.21		0.36	0.36		0.39	0.39	0.54	0.55	0.56		
Uniform Delay d ₁		47.6		32.0	34.7		26.2	41.3	16.3	30.4	19.6		
Delay Factor k		0.11		0.11	0.11		0.11	0.47	0.11	0.12	0.14		
Incremental Delay d ₂		0.8		0.5	0.6		0.1	23.1	0.1	1.8	0.5		
PF Factor		1.000		1.000	1.000		1.000	1.000	1.000	1.000	1.000		
Control Delay		48.5		32.5	35.3		26.3	64.3	16.4	32.1	20.1		
Lane Group LOS		D		C	D		C	E	B	C	C		
Approach Delay		48.5			34.4			55.7			22.5		
Approach LOS		D			C			E			C		
Intersection Delay		40.1			Intersection LOS						D		

TABLE 7

Generalized Peak Hour Directional Volumes for Florida's Urbanized Areas¹

10/4/10

STATE SIGNALIZED ARTERIALS						FREEWAYS					
Class I (>0.00 to 1.99 signalized intersections per mile)						Lanes	B	C	D	E	
Lanes	Median	B	C	D	E	2	2,200	3,020	3,720	4,020	
1	Undivided	510	820	880	***	3	3,300	4,580	5,580	6,200	
2	Divided	1,560	1,890	1,960	***	4	4,400	6,080	7,420	8,400	
3	Divided	2,400	2,860	2,940	***	5	5,500	7,680	9,320	10,580	
4	Divided	3,240	3,830	3,940	***	6	7,560	10,220	12,080	12,780	
Class II (2.00 to 4.50 signalized intersections per mile)						Freeway Adjustments					
Lanes	Median	B	C	D	E	Auxiliary Lanes	Ramp Metering				
1	Undivided	**	560	810	860	+ 1,000	+ 5%				
2	Divided	**	1,330	1,770	1,870						
3	Divided	**	2,080	2,680	2,830						
4	Divided	**	2,830	3,590	3,780						
Class III/IV (more than 4.50 signalized intersections per mile)						UNINTERRUPTED FLOW HIGHWAYS					
Lanes	Median	B	C	D	E	Lanes	Median	B	C	D	E
1	Undivided	**	270	630	790	1	Undivided	400	800	1,140	1,440
2	Divided	**	670	1,500	1,700	2	Divided	1,770	2,560	3,320	3,760
3	Divided	**	1,050	2,330	2,570	3	Divided	2,660	3,840	4,980	5,650
4	Divided	**	1,440	3,170	3,450	Uninterrupted Flow Highway Adjustments					
						Lanes	Median	Exclusive left lanes	Adjustment factors		
						2	Divided	Yes	+5%		
						Multi	Undivided	Yes	-5%		
						Multi	Undivided	No	-25%		
Non-State Signalized Roadway Adjustments (Alter corresponding state volumes by the indicated percent.)						BICYCLE MODE² (Multiply motorized vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)					
Major City/County Roadways - 10%						Paved Shoulder/ Bicycle Lane					
Other Signalized Roadways - 35%						Coverage	B	C	D	E	
						0-49%	**	170	650	>650	
						50-84%	130	200	>200	***	
						85-100%	340	>340	***	***	
State & Non-State Signalized Roadway Adjustments (Alter corresponding state volumes by the indicated percent.)						PEDESTRIAN MODE² (Multiply motorized vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)					
Divided/Undivided & Turn Lane Adjustments						Sidewalk Coverage	B	C	D	E	
Lanes	Median	Exclusive Left Lanes	Exclusive Right Lanes	Adjustment Factors		0-49%	**	**	270	770	
2	Divided	Yes	No	+5%		50-84%	**	100	600	1000	
2	Undivided	No	No	-20%		85-100%	**	610	1000	>1000	
Multi	Undivided	Yes	No	-5%		BUS MODE (Scheduled Fixed Route)³ (Buses in peak hour in peak direction)					
Multi	Undivided	No	No	-25%		Sidewalk Coverage	B	C	D	E	
-	-	-	Yes	+ 5%		0-84%	>5	≥4	≥3	≥2	
One-Way Facility Adjustment Multiply the corresponding volumes in this table by 1.20.						85-100%	>4	≥3	≥2	≥1	

¹ Values shown are presented as hourly directional volumes for levels of service and are for the automobile/truck modes unless specifically stated. To convert to annual average daily traffic volumes, these volumes must be divided by appropriate D and K factors. This table does not constitute a standard and should be used only for general planning applications. The computer models from which this table is derived should be used for more specific planning applications. The table and deriving computer models should not be used for corridor or intersection design, where more refined techniques exist. Calculations are based on planning applications of the Highway Capacity Manual, Bicycle LOS Model, Pedestrian LOS Model and Transit Capacity and Quality of Service Manual, respectively for the automobile/truck, bicycle, pedestrian and bus modes.

² Level of service for the bicycle and pedestrian modes in this table is based on number of motorized vehicles, not number of bicyclists or pedestrians using the facility.

³ Buses per hour shown are only for the peak hour in the single direction of the higher traffic flow.

** Cannot be achieved using table input value defaults.

*** Not applicable for that level of service letter grade. For the automobile mode, volumes greater than level of service D become F because intersection capacities have been reached. For the bicycle mode, the level of service letter grade (including F) is not achievable because there is no maximum vehicle volume threshold using table input value defaults.

Source:
Florida Department of Transportation
Systems Planning Office
605 Suwannee Street, MS 19
Tallahassee, FL 32399-0450



APPENDIX C

Crash Data

EventID	EventCrashDate	EventCrashTime	EventOnStreet	EventCrossStreet	EventCrashNode	EventCounty	EventCityCode	EventAddress	EventRoadwayID	EventMP	EventDD X	EventDD Y
74821274	3/26/2009	921	FORREST AVE	SPRING BLVD	15_31781	PINELLAS	TARPON SPRINGS	No Data	No Data	0	-82.762639	28.149401
74822374	5/30/2010	1410	N SPRING BLVD	PAMPAS AVE	15_31804	PINELLAS	TARPON SPRINGS	No Data	No Data	0	-82.76362792	28.14995529
72897739	11/30/2008	1203	N SPRING BLVD	VENETIAN CT	15_31806	PINELLAS	TARPON SPRINGS	No Data	No Data	0	-82.764039	28.149987
72897180	4/22/2008	1342	N SPRING BLVD	CANAL ST	15_31751	PINELLAS	TARPON SPRINGS	No Data	No Data	0	-82.762756	28.149446
72896846	1/22/2008	1003	N SPRING BLVD	VENETIAN CT	15_31806	PINELLAS	TARPON SPRINGS	No Data	No Data	0	-82.765128	28.150018
74822100	9/29/2007	848	N SPRING BLVD	PAMPAS AVE	15_31804	PINELLAS	NO DATA	No Data	No Data	0	-82.764867	28.150011
3966517	8/22/2005	1415	N SPRING BLVD	PAMPAS AVE	15_31804	PINELLAS	NO DATA	No Data	No Data	0	-82.76362792	28.14995529
3970360	7/4/2005	1414	N SPRING BLVD	PAMPAS AVE	15_31804	PINELLAS	NO DATA	No Data	No Data	0	-82.76362792	28.14995529
74822370	5/28/2010	1800	RIVERSIDE DR	CHESAPEAKE DR	15_31816	PINELLAS	TARPON SPRINGS	No Data	No Data	0	-82.76748	28.15012
4190997	7/19/2008	1543	RIVERSIDE DR (#403)	PAMPAS AVE	15_31816	PINELLAS	TARPON SPRINGS	No Data	No Data	0	-82.7674869	28.15011682
74821412	6/7/2008	1240	RIVERSIDE DR	CHESAPEAKE DR	15_31816	PINELLAS	TARPON SPRINGS	No Data	No Data	0	-82.767482	28.150121
74822891	6/3/2007	1540	RIVERSIDE DR	CHESAPEAKE DR	15_31816	PINELLAS	NO DATA	No Data	No Data	0	-82.764724	28.150007

12 Total

Hard copy not available

FOLLOWING CRASH NOT INCLUDED AS IT APPEARS TO HAVE OCCURRED IN PARKING LOT

EventNodeDescription	EventDirectionFmInt	EventDistanceFmInt	EventRelationtoIntersection	EventImpactType	EventNonVehicularCollision	EventHitandRun	EventLocationOnRoadway
N SPRING BLVD @ FOREST AVE	No Data	0	Intersection	No Data	Other Post, Pole or Support	No Data	On Roadway
N SPRING BLVD @ PAMPAS AVE	No Data	0	Intersection	No Data	Other Fixed Object	No Data	On Roadway
N SPRING BLVD @ VENETIAN CT	E	50	Intersection-Related	Front to Rear	No Data	No Data	On Roadway
CANAL ST @ N SPRING BLVD	W	500	Intersection-Related	Front to Rear	No Data	No Data	On Roadway
N SPRING BLVD @ VENETIAN CT	W	300	No Data	Sideswipe, same direction	Pedestrian	No Data	On Roadway
N SPRING BLVD @ PAMPAS AVE	W	400	No Data	No Data	Other Fixed Object	No Data	No Data
N SPRING BLVD @ PAMPAS AVE	No Data	0	Intersection	Front to Rear	No Data	No Data	No Data
N SPRING BLVD @ PAMPAS AVE	No Data	0	Intersection	Front to Rear	No Data	No Data	No Data
RIVERSIDE DR @ CHESAPEAKE DR	No Data	0	Non-Junction	Sideswipe, same direction	No Data	No Data	On Roadway
RIVERSIDE DR @ CHESAPEAKE DR	E	550	No Data	No Data	Bridge Overhead Structure	No Data	Shoulder
RIVERSIDE DR @ CHESAPEAKE DR	No Data	0	Intersection	Front to Rear	No Data	No Data	On Roadway
RIVERSIDE DR @ CHESAPEAKE DR	E	416	Non-Junction	Front to Rear	No Data	No Data	No Data

EventFormType	EventLightingCondition	EventWeatherCondition	EventEnvironmentalCondition	EventWorkZone	EventReportingAgencyType	EventReportingAgencyName	EventReportingCaseNumber
L	No Data	Clear	No Data	No Data	CPD	No Data	200901034
L	Daylight	Clear	No Data	No Data	CPD	No Data	201001778
L	Daylight	Cloudy	No Data	No Data	CPD	No Data	200804340
L	Daylight	Clear	No Data	No Data	CPD	No Data	200801513
L	Daylight	Clear	No Data	No Data	CPD	No Data	200800278
No Data	Daylight	No Data	No Data	No Data	CPD	No Data	No Data
No Data	Daylight	No Data	No Data	No Data	CPD	No Data	No Data
No Data	Daylight	No Data	No Data	No Data	CPD	No Data	No Data
L	Daylight	Clear	No Data	No Data	CPD	No Data	201001761
S	Daylight	Clear	No Data	No Data	CPD	No Data	200802738
L	No Data	Clear	No Data	No Data	CPD	No Data	200802210
No Data	Daylight	No Data	No Data	No Data	CPD	No Data	No Data

RunOffRoad	HeavyTruck	Prohibit UTurns	MotorCycle	CurveSignage	UnpavedShoulder	NonTypicalGeometry	AnimalInvolved	ElectronicDistraction	SegmentID	AADT	CD Main	CD Link	CD Edit	CD Symbology
1	0	0	0	1	0		0			0	238	A_RT_15_31781		A_RT_PDO
0	0	0	1	1	0		0			0	136	136_15_31804		2_16_PDO
0	0	0	0	0	0		0			0	111	111_15_31806		2_2_PDO
0	0	0	0	1	0		0			0	238	A_RE_15_31751		A_RE_PDO
0	0	0	0	0	0		0			0	135	135_15_31806		2_13_INJ
1	0	0	0	0	0		0			0	136	136_15_31804		2_16_INJ
0	0	0	0	0	0		0			0	91	91_15_31804		2_2_PDO
0	0	0	0	0	0		0			0	164	164_15_31804		2_4_PDO
0	0	0	0	0	0		0			0	238	A_SW_15_31816		A_SW_PDO
1	0	0	0	0	0		0			0	136	136_15_31816		2_16_PDO
0	0	0	0	0	0		0			0	164	164_15_31816		2_4_PDO
0	0	0	0	0	0		0			0	159	159_15_31816		2_4_PDO

RoadIntersectionType	RoadTrafficControl	RoadSystemType	RoadClassification	RoadFunctionalClass	RoadSurfaceCondition	NumberOfLanes	RoadPostedSpeedLimit	RoadAlignment	RoadGrade
No Data	Other Sign	Local	No Data	No Data	Dry	2	No Data	Curve Right	No Data
No Data	Other Sign	Local	No Data	No Data	Other, Explain in Narrative	2	No Data	Curve Right	No Data
No Data	No Controls	Country	No Data	No Data	Dry	2	No Data	Straight	Level
No Data	No Controls	Local	No Data	No Data	Dry	2	No Data	Curve Right	No Data
No Data	Other, Explain in Narrative	Local	No Data	No Data	Dry	2	No Data	No Data	Hillcrest
No Data	Other Sign	No Data	No Data	No Data	Dry	No Data	No Data	No Data	No Data
No Data	No Controls	No Data	No Data	No Data	Wet	No Data	No Data	No Data	No Data
No Data	No Controls	No Data	No Data	No Data	Dry	No Data	No Data	No Data	No Data
No Data	Other Sign	Local	No Data	No Data	Dry	2	No Data	Straight	Level
No Data	Other Sign	Interstate	No Data	No Data	Dry	No Data	No Data	No Data	Hillcrest
No Data	Other Sign	Local	No Data	No Data	Dry	2	No Data	Straight	Level
No Data	No Controls	No Data	No Data	No Data	Dry	No Data	No Data	No Data	No Data

RoadShoulderType	RoadCCauseMain	RoadCCauseSub	PersonNumber	PersonInjury	PersonSex	PersonAlcoholUse	PersonSafetyEquipment	PersonDriverCCauseMain
No Data	No Data	No Data	1	No Data	Male	No	No Data	Improper Turn
No Data	Debris	No Data	1	Non-incapacitating	Male	No	No Data	No Contributing Action
No Data	No Data	No Data	1	No Data	Male	No	No Data	No Contributing Action
No Data	No Data	No Data	1	No Data	Male	No Data	No Data	Other Contributing Actions
No Data	No Data	No Data	1	Incapacitating	Female	No	No Data	Other Contributing Actions
No Data	No Data	No Data	1	Non-incapacitating	Male	No	No Data	No Contributing Action
No Data	No Data	No Data	1	No Data	Female	No	No Data	Operated MV in Careless or Negligent Manner
No Data	No Data	No Data	1	No Data	Female	No	No Data	Operated MV in Careless or Negligent Manner
No Data	No Data	No Data	1	No Data	Male	No	No Data	No Data
No Data	No Data	No Data	1	No Data	Male	No Data	No Data	Operated MV in Careless or Negligent Manner
No Data	No Data	No Data	1	No Data	Male	No	No Data	Operated MV in Careless or Negligent Manner
No Data	No Data	No Data	1	No Data	No Data	No Data	No Data	Operated MV in Careless or Negligent Manner

PersonRestraint	PersonDriverDistraction	PersonDriverVisionObstruction	PersonNonMotoristDescription	PersonNonMotoristLocation	PersonNonMotoristAction
Shoulder and Lap Belt Used	No Data	Vision Not Obscured	No Data	No Data	No Data
No Data	No Data	Vision Not Obscured	No Data	No Data	No Data
Shoulder and Lap Belt Used	No Data	Vision Not Obscured	No Data	No Data	No Data
No Data	No Data	Vision Not Obscured	No Data	No Data	No Data
No Data	No Data	Vision Not Obscured	Pedestrian	No Data	Walking/Cycling Along Roadway Against Traffic (in or adjacent to travel lane)
No Data	No Data	Vision Not Obscured	Bicyclist	No Data	No Data
No Data	No Data	Vision Not Obscured	No Data	No Data	No Data
No Data	No Data	Vision Not Obscured	No Data	No Data	No Data
Shoulder and Lap Belt Used	No Data	Vision Not Obscured	No Data	No Data	No Data
No Data	No Data	Vision Not Obscured	No Data	No Data	No Data
Shoulder and Lap Belt Used	No Data	Vision Not Obscured	No Data	No Data	No Data
No Data	No Data	Vision Not Obscured	No Data	No Data	No Data

PersonNonMotoristCCauseMain	PersonDriverCCauseSub	PersonNonMotoristSafetyEquipment	Vehicle1Number	Vehicle1Direction	Vehicle1Movement	Vehicle1Damage	Vehicle1Speed
No Data	No Data	No Data	1	No Data	Turning Right	0	999
No Data	No Data	Helmet	1	W	Turning Left	0	30
No Data	No Data	No Data	1	W	Slowing	0	20
No Data	No Data	No Data	1	No Data	Straight Ahead	0	999
No Data	No Data	No Data					
No Data	No Data	No Data	1	E	Straight Ahead	0	0
No Data	No Data	No Data	1	W	Straight Ahead	0	0
No Data	No Data	No Data	1	E	Straight Ahead	0	0
No Data	No Data	No Data	1	E	Straight Ahead	0	30
No Data	No Data	No Data	1	No Data	Straight Ahead	0	0
No Data	No Data	No Data	1	E	Straight Ahead	0	30
No Data	No Data	No Data	1	E	Straight Ahead	0	0

Vehicle1Type	Vehicle2Number	Vehicle2Direction	Vehicle2Movement	Vehicle2Damage	Vehicle2Speed	Vehicle2Type	Vehicle3Number	Vehicle3Direction	Vehicle3Movement
Cargo Van (10,000lbs (4,536kg) or less)									
Motorcycle									
Passenger Car	2	W	Straight Ahead	0	999	Passenger Car			
Passenger Car	2	E	Slowing	0	5	Passenger Car	3	E	Slowing
	2	W	Straight Ahead	0	25	Passenger Car			
No Data									
Passenger Car	2	W	Straight Ahead	0	0	Passenger Car			
Pickup	2	E	Slowing	0	0	Passenger Van			
Pickup	2	W	Straight Ahead	0	30	Passenger Car			
No Data									
Passenger Car	2	E	Slowing	0	999	Passenger Car			
Pickup	2	E	Turning Right	0	0	Passenger Car			

Vehicle3Damage	Vehicle3Speed	Vehicle3Type	PropertyDamageAmount
			200
0	999	Passenger Car	
			750

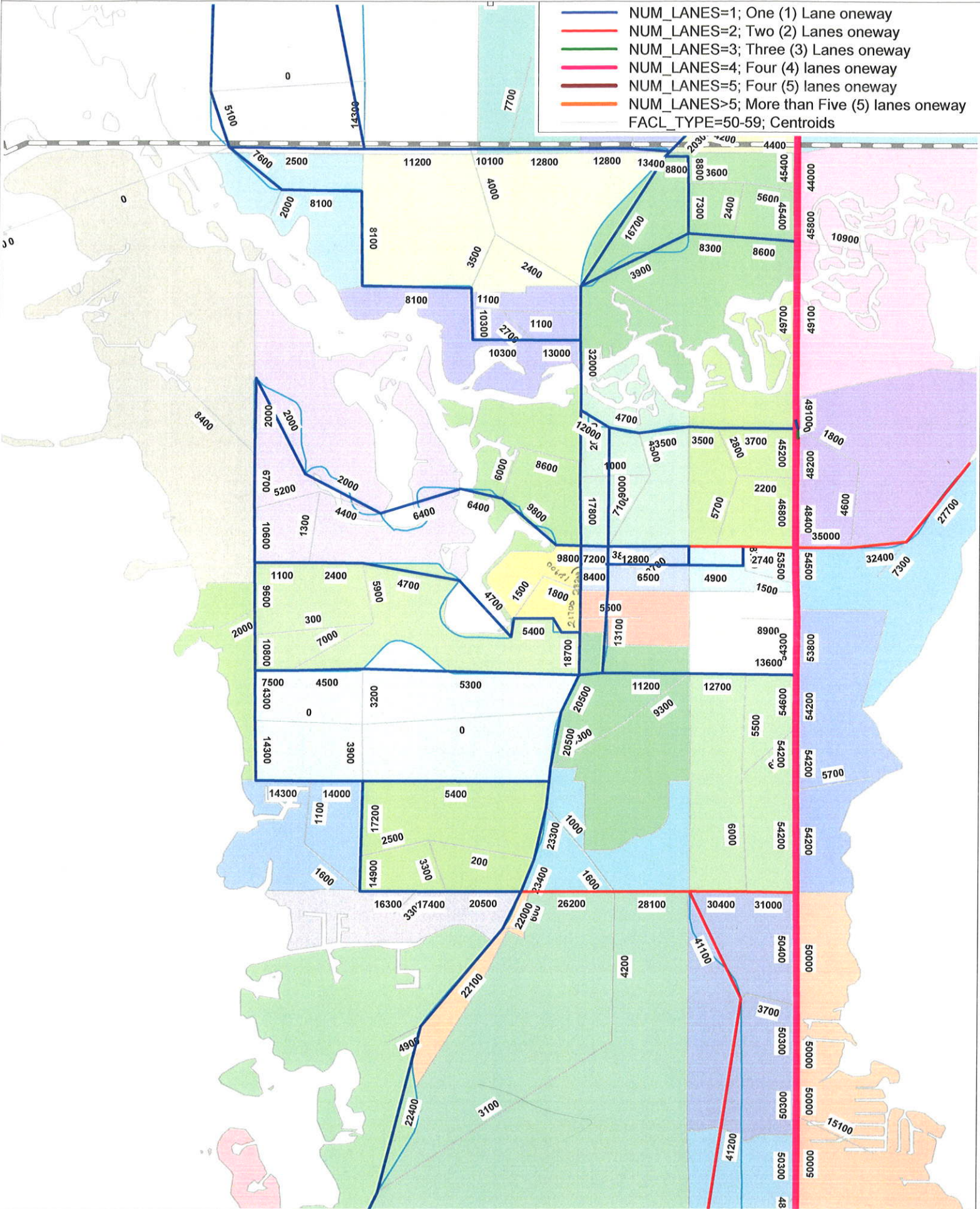


APPENDIX D

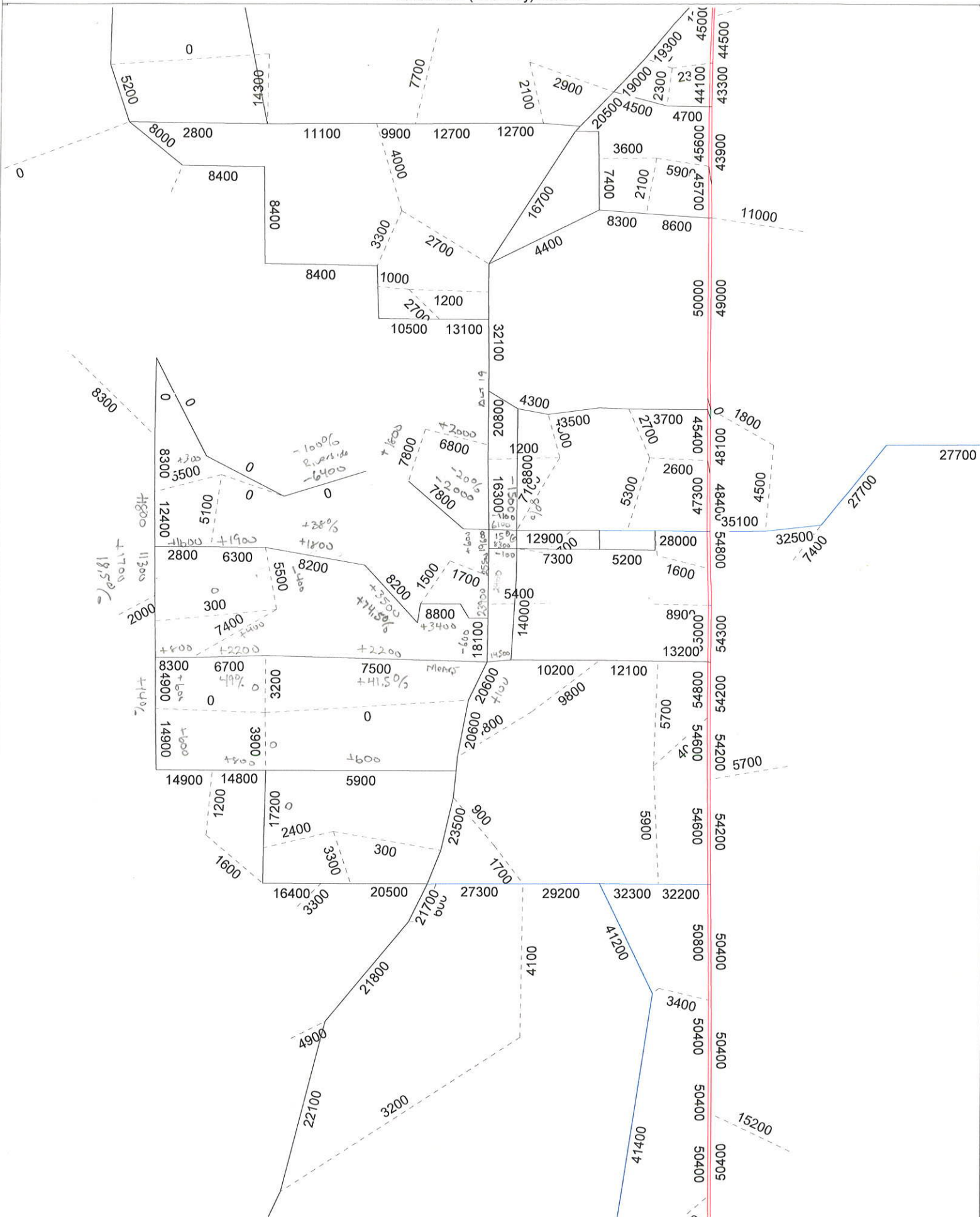
Forecasting Data

Tampa Bay Regional Planning Model 7.1
2035 AADT (Two-Way) Volumes

- NUM_LANES=1; One (1) Lane oeway
- NUM_LANES=2; Two (2) Lanes oeway
- NUM_LANES=3; Three (3) Lanes oeway
- NUM_LANES=4; Four (4) lanes oeway
- NUM_LANES=5; Four (5) lanes oeway
- NUM_LANES>5; More than Five (5) lanes oeway
- FACL_TYPE=50-59; Centroids



2035 CA TBRPM V7.1 Network without Beckett Bridge
 2035 AADT (Two-Way) Volumes



Beckett Bridge Study Area (Alternative US 19 , Gulf of Mexico, Mears Blvd. to Anclote River)

Year 2006

TAZ No.	DU	Population	Employees						School Students
			Industrial	Regional Commercial	Local Commercial	Regional Service	Local Service	Total Employees	
1001	1211	2628	26	0	0	71	0	97	0
1003	1008	2281	39	1	1	190	130	361	1334
1006	402	868	297	123	389	541	8	1358	0
1012	278	546	12	0	0	12	0	24	0
1014	551	1088	37	25	25	75	260	422	2521
1015	254	498	43	18	7	138	38	244	0
Totals	3704	7909	454	167	422	1027	436	2506	3855

Year 2025

TAZ No.	DU	Population	Employees						School Students
			Industrial	Regional Commercial	Local Commercial	Regional Service	Local Service	Total Employees	
1001	1412	3026	28	0	0	193	0	221	0
1003	1216	2700	39	1	1	191	132	364	1417
1006	597	1252	301	165	414	613	8	1501	0
1012	346	667	12	0	0	13	0	25	0
1014	788	1510	37	33	34	83	277	464	2677
1015	306	590	43	26	14	144	38	265	0
Totals	4665	9745	460	225	463	1237	455	2840	4094

Year 2035

TAZ No.	DU	Population	Employees						School Students
			Industrial	Regional Commercial	Local Commercial	Regional Service	Local Service	Total Employees	
1001	1502	3204	30	1	1	247	0	279	0
1003	1309	2886	39	1	1	192	143	376	1439
1006	683	1423	304	186	446	643	10	1589	0
1012	377	721	12	0	0	13	0	25	0
1014	894	1698	36	47	83	308	511	985	2722
1015	329	631	43	29	19	145	40	276	0
Totals	5094	10563	464	264	550	1548	704	3530	4161

Source: TBRPM Version 7.1 Zdata 1 & Zdata 2 files for 2006,2025, & 2035

Beckett Bridge Study Area (Alternative US 19 , Gulf of Mexico, Mears Blvd. to Anclote Rive

Year 2006 Base

TAZ No.	DU	Population	Employees						School Students
			Industrial	Regional Commercial	Local Commercial	Regional Service	Local Service	Total Employees	
1001	0	0	0	0	0	0	0	0	0
1003	0	0	0	0	0	0	0	0	0
1006	0	0	0	0	0	0	0	0	0
1012	0	0	0	0	0	0	0	0	0
1014	0	0	0	0	0	0	0	0	0
1015	0	0	0	0	0	0	0	0	0
Totals	0	0	0	0	0	0	0	0	0

Increase from Year 2006 Base

TAZ No.	DU	Population	Employees						School Students
			Industrial	Regional Commercial	Local Commercial	Regional Service	Local Service	Total Employees	
1001	201	398	2	0	0	122	0	124	0
1003	208	419	0	0	0	1	2	3	83
1006	195	384	4	42	25	72	0	143	0
1012	68	121	0	0	0	1	0	1	0
1014	237	422	0	8	9	8	17	42	156
1015	52	92	0	8	7	6	0	21	0
Totals	961	1836	6	58	41	210	19	334	239
Annual %	1.40%	1.20%	0.10%	1.80%	0.50%	1.10%	0.20%	0.70%	0.30%

Increase from Year 2006 Base

TAZ No.	DU	Population	Employees						School Students
			Industrial	Regional Commercial	Local Commercial	Regional Service	Local Service	Total Employees	
1001	291	576	4	1	1	176	0	182	0
1003	301	605	0	0	0	2	13	15	105
1006	281	555	7	63	57	102	2	231	0
1012	99	175	0	0	0	1	0	1	0
1014	343	610	-1	22	58	233	251	563	201
1015	75	133	0	11	12	7	2	32	0
Totals	1390	2654	10	97	128	521	268	1024	306
Annual %	1.30%	1.20%	0.10%	2.00%	1.00%	1.70%	2.10%	1.40%	0.30%

	Alt 19	Riverside Dr	Mears Blvd at Woodmont	Mears Blvd w of Alt 19	Whitcomb Dr	Tarpon Dr	Spring Blvd	Florida Ave	Riverside Dr Becket Bridge				
Growth Rate	1.03%	1.03%	1.03%	1.03%	1.03%	1.03%	1.03%	1.03%	1.03%	1.03%			
K	0.09	0.095	0.095	0.095	0.095	0.095	0.095	0.095	0.095	0.095			
D	0.552	0.565	0.600	0.638	0.565	0.565	0.565	0.565	0.565	0.586			
SF	1.00	1.00	1.04	1.00	1.04	1.04	1.04	1.04	1.00	1.00			
AF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
ROADWAY	2010 AADT Counts	2010 Peak Hour Volume	2010 Off Peak Hour Volume	2012 Raw Counts	2012 Adjusted AADT	2012 Peak Hour Volume	2012 Off Peak Hour Volume	2018 AADT	2018 Peak Hour Volume	2018 Off Peak Hour Volume	2038 Adjusted AADT	2038 Peak Hour Volume	2038 Off Peak Hour Volume
Alt 19													
NB South of Tarpon Ave	8200				8400			8900			10600		
SB South of Tarpon Ave	7800				8000			8400			10000		
Total	16000				16400	816	652	17300	871	688	20600	1027	831
Alt 19													
NB North of Tarpon Ave	8100				8300			8800			10400		
SB North of Tarpon Ave	7700				7900			8300			9900		
Total	15800				16200	798	659	17100	837	700	20300	1002	826
Florida Ave													
NB South of Gulf Rd.	1800				1800			1900			2300		
SB South of Gulf Rd.	1900				1900			2100			2400		
Total	3700				3700	199	153	4000	215	165	4700	252	194
Mears Blvd													
WB West of Alt 19					4500			4800			5700		
EB West of Alt 19					2900			3100			3700		
Total					7400			7900	479	284	9400	508	338
Mears Blvd													
WB at Woodmont Dr				1880	2000			2200			2500		
EB at Woodmont Dr				2040	2100			2300			2700		
Total				3920	4100	234	156	4500	257	171	5200	296	198
Whitcomb Blvd													
NB at Poulos Ln				4077	4200			4500			5300		
SB at Poulos Ln				3947	4100			4400			5200		
Total				8024	8300	446	343	8900	478	368	10500	564	434
East Tarpon Dr													
NB at Gulf Rd				640	700			800			900		
SB at Gulf Rd				548	600			600			800		
Total				1188	1300	70	54	1400	75	58	1700	91	70
Spring Blvd													
NB at E Tarpon Ave				2813	3000			3200			3800		
SB at E Tarpon Ave				2618	2800			3000			3500		
Total				5431	5800	311	240	6200	333	256	7300	392	302
Riverside Dr at Becket Bridge													
EB at east side of bridge				2799	2800			3000			3500		
WB at east side of bridge				4903	4900			5200			6200		
Total				7702	7700	429	303	8200	456	323	9700	540	382

K-Factor provided by FDOT - District 7 (see correspondence from Waddah Farah)

D-Factor obtained from FDOT FTI or observed directional traffic from count

	Alt 19	Riverside Dr	Mears Blvd at Woodmont	Mears Blvd w of Alt 19	Whitcomb Dr	Tarpon Dr	Spring Blvd	Florida Ave	Riverside Dr Becket Bridge
Growth Rate	1.03%	1.03%	1.03%	1.03%	1.03%	1.03%	1.03%	1.03%	1.03%
K	0.09	0.095	0.095	0.095	0.095	0.095	0.095	0.095	0.095
D	0.550	0.565	0.600	0.638	0.565	0.565	0.565	0.565	0.586
SF	1.00	1.00	1.04	1.00	1.04	1.04	1.04	1.00	1.00
AF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

ROADWAY	2018 AADT	2018 Peak Hour Volume	2018 Off Peak Hour Volume	2038 Adjusted AADT	2038 Peak Hour Volume	2038 Off Peak Hour Volume
Alt 19						
NB South of Tarpon Ave	8900			10600		
SB South of Tarpon Ave	8400			10000		
Total	17300	871	688	20600	1027	831
Alt 19						
NB North of Tarpon Ave	8800			10400		
SB North of Tarpon Ave	8300			9900		
Total	17100	837	700	20300	1002	826
Florida Ave						
NB South of Gulf Rd.	2550			3000		
SB South of Gulf Rd.	2750			3100		
Total	5300	284	219	6100	327	252
Mears Blvd						
WB West of Alt 19	6350			8400		
EB West of Alt 19	4650			6400		
Total	11000	667	378	14800	897	509
Mears Blvd						
WB at Woodmont Dr	3900			4500		
EB at Woodmont Dr	4000			4700		
Total	7900	450	300	9200	524	350
Whitcomb Blvd						
NB at Poulos Ln	7000			8500		
SB at Poulos Ln	6900			8400		
Total	13900	746	574	16900	907	698
East Tarpon Dr						
NB at Gulf Rd	1450			1600		
SB at Gulf Rd	1250			1500		
Total	2700	145	112	3100	166	128
Spring Blvd						
NB at E Tarpon Ave	2400			2800		
SB at E Tarpon Ave	2200			2600		
Total	4600	247	190	5400	290	223
Riverside Dr at Becket Bridge						
EB at east side of bridge	0			0		
WB at east side of bridge	0			0		
Total	0	0	0	0	0	0

K-Factor provided by FDOT - District 7 (see correspondence from Waddah Farah)

D-Factor obtained from FDOT FTI or observed directional traffic from count

From: [Farah, Waddah](#)
To: [McKinney, Megan](#)
Subject: RE: Beckett Bridge PD&E Study
Date: Tuesday, February 21, 2012 1:50:52 PM

Megan:

I did not forget you, but there was no table for this area... I am making a table to D7. Regardless, I checked with Tallahassee and you can use:

Arterials: 9.0% for Urbanized, Transitioning and Urban

Arterials: 9.5% for Rural

This should be sufficient for you.

Waddah Farah, District Seven
Project Development & Analysis Administrator
DIRC Chairman
(813) 975-6440

From: McKinney, Megan [mailto:megan.mckinney@urs.com]
Sent: Tuesday, February 21, 2012 1:02 PM
To: Farah, Waddah
Subject: Beckett Bridge PD&E Study

Hi Waddah!

I just wanted to send you a friendly reminder to please send the statewide K-factors along when you find them. We will be starting the traffic this week, so the sooner the better.

Thanks!

Megan A. McKinney, E1
Transportation Engineer, Traffic Planning & Engineering

URS Corporation
7650 West Courtney Campbell Causeway
Tampa, Florida 33607
Ph: (813) 675-6531
Fax: (813) 286-6587
Cell: (813) 789-5779
email: megan.mckinney@urs.com – **PLEASE NOTE MY NEW EMAIL ADDRESS**

This e-mail and any attachments contain URS Corporation confidential information that may be proprietary or privileged. If you receive this message in error or are not the intended recipient, you should not retain, distribute, disclose or use any of this information and you should destroy the e-mail and any attachments or copies.



APPENDIX E

Opening Year (2018) Analysis – Scenario 1

SHORT REPORT

General Information	Site Information
Analyst Agency or Co. <i>URS</i> Date Performed <i>8/20/2012 (Revised)</i> Time Period <i>AM</i>	Intersection <i>Alt US 19/Meres Blvd</i> Area Type <i>All other areas</i> Jurisdiction <i>Pinellas County</i> Analysis Year <i>2018 with Bridge (Scenario 1)</i>

Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes	1	1	0	1	1	1	1	1	0	1	1	1
Lane Group	<i>L</i>	<i>TR</i>		<i>L</i>	<i>T</i>	<i>R</i>	<i>L</i>	<i>TR</i>		<i>L</i>	<i>T</i>	<i>R</i>
Volume (vph)	136	71	220	70	49	25	99	477	68	11	749	83
% Heavy Vehicles	2	2	2	2	2	2	2	2	2	2	2	2
PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.93	0.93	0.93
Pretimed/Actuated (P/A)	<i>A</i>	<i>A</i>	<i>A</i>	<i>A</i>	<i>A</i>	<i>A</i>	<i>A</i>	<i>A</i>	<i>A</i>	<i>A</i>	<i>A</i>	<i>A</i>
Startup Lost Time	2.0	2.0		2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0
Extension of Effective Green	2.0	2.0		2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0
Arrival Type	3	3		3	3	3	3	3		3	3	3
Unit Extension	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Ped/Bike/RTOR Volume	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width	12.0	12.0		12.0	12.0	12.0	12.0	12.0		12.0	12.0	12.0
Parking/Grade/Parking	<i>N</i>	<i>0</i>	<i>N</i>	<i>N</i>	<i>0</i>	<i>N</i>	<i>N</i>	<i>0</i>	<i>N</i>	<i>N</i>	<i>0</i>	<i>N</i>
Parking/Hour												
Bus Stops/Hour	0	0		0	0	0	0	0		0	0	0
Minimum Pedestrian Time		3.2			3.2			3.2			3.2	
Phasing	EB Only	EW Perm	03	04	NS Perm	06	07	08				
Timing	G = 14.0	G = 15.0	G =	G =	G = 67.7	G =	G =	G =				
	Y = 8.1	Y = 8.1	Y =	Y =	Y = 7.1	Y =	Y =	Y =				
Duration of Analysis (hrs) = 0.25						Cycle Length C = 120.0						

Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted Flow Rate	148	316		76	53	27	108	592		12	805	89
Lane Group Capacity	429	510		132	233	198	182	1031		337	1051	893
v/c Ratio	0.34	0.62		0.58	0.23	0.14	0.59	0.57		0.04	0.77	0.10
Green Ratio	0.31	0.31		0.13	0.13	0.13	0.56	0.56		0.56	0.56	0.56
Uniform Delay d ₁	31.3	35.4		49.5	47.3	46.7	17.1	16.9		11.6	20.1	12.1
Delay Factor k	0.11	0.20		0.17	0.11	0.11	0.18	0.17		0.11	0.32	0.11
Incremental Delay d ₂	0.5	2.3		6.1	0.5	0.3	5.1	0.8		0.0	3.4	0.0
PF Factor	1.000	1.000		1.000	1.000	1.000	1.000	1.000		1.000	1.000	1.000
Control Delay	31.8	37.7		55.6	47.8	47.0	22.3	17.6		11.7	23.5	12.1
Lane Group LOS	<i>C</i>	<i>D</i>		<i>E</i>	<i>D</i>	<i>D</i>	<i>C</i>	<i>B</i>		<i>B</i>	<i>C</i>	<i>B</i>
Approach Delay	35.8			51.4			18.4			22.2		
Approach LOS	<i>D</i>			<i>D</i>			<i>B</i>			<i>C</i>		
Intersection Delay	25.9			Intersection LOS						<i>C</i>		

SHORT REPORT

General Information				Site Information			
Analyst				Intersection	Alt US 19/Meres Blvd		
Agency or Co.	URS			Area Type	All other areas		
Date Performed	8/24/2012 (Revised)			Jurisdiction	Pinellas County		
Time Period	PM			Analysis Year	2018 with Bridge (Scenario 1)		

Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes	1	1	0	1	1	1	1	1	0	1	1	1
Lane Group	L	TR		L	T	R	L	TR		L	T	R
Volume (vph)	83	49	99	68	71	11	220	749	70	25	477	136
% Heavy Vehicles	2	2	2	2	2	2	2	2	2	2	2	2
PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.93	0.93	0.93	0.92	0.92	0.92
Pretimed/Actuated (P/A)	A	A	A	A	A	A	A	A	A	A	A	A
Startup Lost Time	2.0	2.0		2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0
Extension of Effective Green	2.0	2.0		2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0
Arrival Type	3	3		3	3	3	3	3		3	3	3
Unit Extension	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Ped/Bike/RTOR Volume	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width	12.0	12.0		12.0	12.0	12.0	12.0	12.0		12.0	12.0	12.0
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/Hour												
Bus Stops/Hour	0	0		0	0	0	0	0		0	0	0
Minimum Pedestrian Time		3.2			3.2			3.2			3.2	
Phasing	EB Only	EW Perm	03	04	NS Perm	06	07	08				
Timing	G = 10.0	G = 28.7	G =	G =	G = 78.0	G =	G =	G =				
	Y = 8.1	Y = 8.1	Y =	Y =	Y = 7.1	Y =	Y =	Y =				
Duration of Analysis (hrs) = 0.25						Cycle Length C = 140.0						

Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
	Adjusted Flow Rate	90	161		74	77	12	237	880		27	518
Lane Group Capacity	425	560		250	382	325	377	1025		116	1038	882
v/c Ratio	0.21	0.29		0.30	0.20	0.04	0.63	0.86		0.23	0.50	0.17
Green Ratio	0.33	0.33		0.20	0.20	0.20	0.56	0.56		0.56	0.56	0.56
Uniform Delay d ₁	32.8	34.3		47.1	46.1	44.6	21.1	26.3		15.8	19.0	15.1
Delay Factor k	0.11	0.11		0.11	0.11	0.11	0.21	0.39		0.11	0.11	0.11
Incremental Delay d ₂	0.3	0.3		0.7	0.3	0.0	3.3	7.4		1.0	0.4	0.1
PF Factor	1.000	1.000		1.000	1.000	1.000	1.000	1.000		1.000	1.000	1.000
Control Delay	33.0	34.6		47.8	46.4	44.6	24.5	33.8		16.8	19.4	15.2
Lane Group LOS	C	C		D	D	D	C	C		B	B	B
Approach Delay	34.0			46.9			31.8			18.4		
Approach LOS	C			D			C			B		
Intersection Delay	29.0			Intersection LOS						C		

SHORT REPORT

General Information	Site Information
Analyst Agency or Co. <i>URS</i> Date Performed <i>8/20/2012 (Revised)</i> Time Period <i>AM</i>	Intersection <i>Alt US 19/Tarpon Ave</i> Area Type <i>All other areas</i> Jurisdiction <i>Pinellas County</i> Analysis Year <i>2018 with Bridge (Scenario 1)</i>

Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes	0	1	0	1	1	0	1	1	1	1	1	0
Lane Group		<i>LTR</i>		<i>L</i>	<i>TR</i>		<i>L</i>	<i>T</i>	<i>R</i>	<i>L</i>	<i>TR</i>	
Volume (vph)	15	184	22	154	146	146	17	525	146	115	698	30
% Heavy Vehicles	2	2	2	2	2	2	2	2	2	2	2	2
PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.95	0.95	0.95
Pretimed/Actuated (P/A)	A	A	A	A	A	A	A	A	A	A	A	A
Startup Lost Time		2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	
Extension of Effective Green		2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	
Arrival Type		3		3	3		3	3	3	3	3	
Unit Extension		3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Ped/Bike/RTOR Volume	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width		12.0		12.0	12.0		12.0	12.0	12.0	12.0	12.0	
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/Hour												
Bus Stops/Hour		0		0	0		0	0	0	0	0	
Minimum Pedestrian Time		3.2			3.2			3.2			3.2	
Phasing	WB Only	EW Perm	03	04	SB Only	NS Perm	07	08				
Timing	G = 6.5	G = 25.1	G =	G =	G = 5.5	G = 60.0	G =	G =				
	Y = 5.8	Y = 5.8	Y =	Y =	Y = 5.8	Y = 5.5	Y =	Y =				
Duration of Analysis (hrs) = 0.25						Cycle Length C = 120.0						

Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
	Adjusted Flow Rate		240		167	318		18	571	159	121	767
Lane Group Capacity		370		251	537		237	932	950	344	1100	
v/c Ratio		0.65		0.67	0.59		0.08	0.61	0.17	0.35	0.70	
Green Ratio		0.21		0.31	0.31		0.50	0.50	0.60	0.59	0.59	
Uniform Delay d ₁		43.4		37.7	34.9		15.6	21.6	10.7	14.5	16.9	
Delay Factor k		0.23		0.24	0.18		0.11	0.20	0.11	0.11	0.26	
Incremental Delay d ₂		4.0		6.5	1.8		0.1	1.2	0.1	0.6	2.0	
PF Factor		1.000		1.000	1.000		1.000	1.000	1.000	1.000	1.000	
Control Delay		47.4		44.3	36.6		15.7	22.8	10.8	15.1	18.8	
Lane Group LOS		D		D	D		B	C	B	B	B	
Approach Delay		47.4		39.2			20.1			18.3		
Approach LOS		D		D			C			B		
Intersection Delay		26.1		Intersection LOS							C	

SHORT REPORT

General Information	Site Information
Analyst Agency or Co. <i>URS</i> Date Performed <i>8/20/2012 (Revised)</i> Time Period <i>PM</i>	Intersection <i>Alt US 19/Tarpon Ave</i> Area Type <i>All other areas</i> Jurisdiction <i>Pinellas County</i> Analysis Year <i>2018 with Bridge (Scenario 1)</i>

Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes	0	1	0	1	1	0	1	1	1	1	1	0
Lane Group		<i>LTR</i>		<i>L</i>	<i>TR</i>		<i>L</i>	<i>T</i>	<i>R</i>	<i>L</i>	<i>TR</i>	
Volume (vph)	30	146	17	146	184	115	22	698	154	146	525	15
% Heavy Vehicles	2	2	2	2	2	2	2	2	2	2	2	2
PHF	0.84	0.84	0.84	0.85	0.85	0.85	0.95	0.95	0.95	0.95	0.95	0.95
Pretimed/Actuated (P/A)	A	A	A	A	A	A	A	A	A	A	A	A
Startup Lost Time		2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	
Extension of Effective Green		2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	
Arrival Type		3		3	3		3	3	3	3	3	
Unit Extension		3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Ped/Bike/RTOR Volume	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width		12.0		12.0	12.0		12.0	12.0	12.0	12.0	12.0	
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/Hour												
Bus Stops/Hour		0		0	0		0	0	0	0	0	
Minimum Pedestrian Time		3.2			3.2			3.2			3.2	
Phasing	WB Only	EW Perm	03	04	SB Only	NS Perm	07	08				
Timing	G = 13.0	G = 31.0	G =	G =	G = 17.0	G = 56.1	G =	G =				
	Y = 5.8	Y = 5.8	Y =	Y =	Y = 5.8	Y = 5.5	Y =	Y =				
Duration of Analysis (hrs) = 0.25						Cycle Length C = 140.0						

Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
	Adjusted Flow Rate		230		172	351		23	735	162	154	569
Lane Group Capacity		361		352	624		336	747	844	268	1045	
v/c Ratio		0.64		0.49	0.56		0.07	0.98	0.19	0.57	0.54	
Green Ratio		0.22		0.36	0.36		0.40	0.40	0.53	0.56	0.56	
Uniform Delay d ₁		49.4		33.8	36.3		25.8	41.5	17.0	32.4	19.2	
Delay Factor k		0.22		0.11	0.16		0.11	0.49	0.11	0.17	0.14	
Incremental Delay d ₂		3.7		1.1	1.2		0.1	28.8	0.1	3.0	0.6	
PF Factor		1.000		1.000	1.000		1.000	1.000	1.000	1.000	1.000	
Control Delay		53.1		34.9	37.5		25.9	70.3	17.1	35.4	19.8	
Lane Group LOS		D		C	D		C	E	B	D	B	
Approach Delay		53.1		36.6			59.9			23.2		
Approach LOS		D		D			E			C		
Intersection Delay		43.1		Intersection LOS							D	



APPENDIX F

Opening Year (2018) Analysis – Scenario 2

SHORT REPORT

General Information				Site Information			
Analyst				Intersection	Alt US 19/Meres Blvd		
Agency or Co.	URS			Area Type	All other areas		
Date Performed	8/24/2012 (Revised)			Jurisdiction	Pinellas County		
Time Period	AM			Analysis Year	2018 w/out Bridge (Scenario 2)		

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes	1	1	0	1	1	1	1	1	0	1	1	1
Lane Group	L	TR		L	T	R	L	TR		L	T	R
Volume (vph)	376	71	220	70	49	25	99	477	68	11	749	177
% Heavy Vehicles	2	2	2	2	2	2	2	2	2	2	2	2
PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.93	0.93	0.93
Pretimed/Actuated (P/A)	A	A	A	A	A	A	A	A	A	A	A	A
Startup Lost Time	2.0	2.0		2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0
Extension of Effective Green	2.0	2.0		2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0
Arrival Type	3	3		3	3	3	3	3		3	3	3
Unit Extension	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Ped/Bike/RTOR Volume	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width	12.0	12.0		12.0	12.0	12.0	12.0	12.0		12.0	12.0	12.0
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/Hour												
Bus Stops/Hour	0	0		0	0	0	0	0		0	0	0
Minimum Pedestrian Time		3.2			3.2			3.2			3.2	
Phasing	EB Only	EW Perm	03	04	NS Perm	06	07	08				
Timing	G = 14.0	G = 16.0	G =	G =	G = 66.7	G =	G =	G =				
	Y = 8.1	Y = 8.1	Y =	Y =	Y = 7.1	Y =	Y =	Y =				
Duration of Analysis (hrs) = 0.25						Cycle Length C = 120.0						

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adjusted Flow Rate	409	316		76	53	27	108	592		12	805	190
Lane Group Capacity	441	524		141	248	211	172	1016		326	1036	880
v/c Ratio	0.93	0.60		0.54	0.21	0.13	0.63	0.58		0.04	0.78	0.22
Green Ratio	0.32	0.32		0.13	0.13	0.13	0.56	0.56		0.56	0.56	0.56
Uniform Delay d ₁	41.0	34.6		48.6	46.4	45.8	18.2	17.5		12.1	20.8	13.5
Delay Factor k	0.44	0.19		0.14	0.11	0.11	0.21	0.17		0.11	0.33	0.11
Incremental Delay d ₂	25.8	2.0		4.1	0.4	0.3	7.1	0.9		0.0	3.8	0.1
PF Factor	1.000	1.000		1.000	1.000	1.000	1.000	1.000		1.000	1.000	1.000
Control Delay	66.9	36.5		52.7	46.8	46.1	25.3	18.4		12.1	24.6	13.6
Lane Group LOS	E	D		D	D	D	C	B		B	C	B
Approach Delay	53.7			49.5			19.4			22.4		
Approach LOS	D			D			B			C		
Intersection Delay	32.0			Intersection LOS						C		

SHORT REPORT

General Information	Site Information
Analyst Agency or Co. <i>URS</i> Date Performed <i>8/24/2012 (Revised)</i> Time Period <i>PM</i>	Intersection <i>Alt US 19/Meres Blvd</i> Area Type <i>All other areas</i> Jurisdiction <i>Pinellas County</i> Analysis Year <i>2018 w/out Bridge (Scenario 2)</i>

Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes	1	1	0	1	1	1	1	1	0	1	1	1
Lane Group	<i>L</i>	<i>TR</i>		<i>L</i>	<i>T</i>	<i>R</i>	<i>L</i>	<i>TR</i>		<i>L</i>	<i>T</i>	<i>R</i>
Volume (vph)	177	49	99	68	71	11	220	749	70	25	477	376
% Heavy Vehicles	2	2	2	2	2	2	2	2	2	2	2	2
PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.93	0.93	0.93	0.92	0.92	0.92
Pretimed/Actuated (P/A)	<i>A</i>	<i>A</i>	<i>A</i>	<i>A</i>	<i>A</i>	<i>A</i>	<i>A</i>	<i>A</i>	<i>A</i>	<i>A</i>	<i>A</i>	<i>A</i>
Startup Lost Time	2.0	2.0		2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0
Extension of Effective Green	2.0	2.0		2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0
Arrival Type	3	3		3	3	3	3	3		3	3	3
Unit Extension	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Ped/Bike/RTOR Volume	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width	12.0	12.0		12.0	12.0	12.0	12.0	12.0		12.0	12.0	12.0
Parking/Grade/Parking	<i>N</i>	<i>0</i>	<i>N</i>	<i>N</i>	<i>0</i>	<i>N</i>	<i>N</i>	<i>0</i>	<i>N</i>	<i>N</i>	<i>0</i>	<i>N</i>
Parking/Hour												
Bus Stops/Hour	0	0		0	0	0	0	0		0	0	0
Minimum Pedestrian Time		3.2			3.2			3.2			3.2	
Phasing	EB Only	EW Perm	03	04	NS Perm	06	07	08				
Timing	G = 10.0	G = 25.7	G =	G =	G = 81.0	G =	G =	G =				
	Y = 8.1	Y = 8.1	Y =	Y =	Y = 7.1	Y =	Y =	Y =				
Duration of Analysis (hrs) = 0.25						Cycle Length C = 140.0						

Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted Flow Rate	192	161		74	77	12	237	880		27	518	409
Lane Group Capacity	396	524		224	342	291	404	1064		142	1078	916
v/c Ratio	0.48	0.31		0.33	0.23	0.04	0.59	0.83		0.19	0.48	0.45
Green Ratio	0.31	0.31		0.18	0.18	0.18	0.58	0.58		0.58	0.58	0.58
Uniform Delay d ₁	39.1	36.6		49.7	48.7	47.0	18.8	23.8		14.0	17.2	16.8
Delay Factor k	0.11	0.11		0.11	0.11	0.11	0.18	0.37		0.11	0.11	0.11
Incremental Delay d ₂	0.9	0.3		0.9	0.3	0.1	2.2	5.5		0.7	0.3	0.3
PF Factor	1.000	1.000		1.000	1.000	1.000	1.000	1.000		1.000	1.000	1.000
Control Delay	40.1	36.9		50.5	49.0	47.1	21.0	29.4		14.6	17.6	17.1
Lane Group LOS	<i>D</i>	<i>D</i>		<i>D</i>	<i>D</i>	<i>D</i>	<i>C</i>	<i>C</i>		<i>B</i>	<i>B</i>	<i>B</i>
Approach Delay	38.6			49.6			27.6			17.3		
Approach LOS	<i>D</i>			<i>D</i>			<i>C</i>			<i>B</i>		
Intersection Delay	26.7			Intersection LOS						<i>C</i>		

SHORT REPORT

General Information				Site Information			
Analyst				Intersection	Alt US 19/Tarpon Ave		
Agency or Co.	URS			Area Type	All other areas		
Date Performed	8/24/2012 (Revised)			Jurisdiction	Pinellas County		
Time Period	AM			Analysis Year	2018 w/out Bridge (Scenario 2)		

Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes	0	1	0	1	1	0	1	1	1	1	1	0
Lane Group		LTR		L	TR		L	T	R	L	TR	
Volume (vph)	15	184	22	154	146	146	17	525	146	115	698	30
% Heavy Vehicles	2	2	2	2	2	2	2	2	2	2	2	2
PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.95	0.95	0.95
Pretimed/Actuated (P/A)	A	A	A	A	A	A	A	A	A	A	A	A
Startup Lost Time		2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	
Extension of Effective Green		2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	
Arrival Type		3		3	3		3	3	3	3	3	
Unit Extension		3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Ped/Bike/RTOR Volume	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width		12.0		12.0	12.0		12.0	12.0	12.0	12.0	12.0	
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/Hour												
Bus Stops/Hour		0		0	0		0	0	0	0	0	
Minimum Pedestrian Time		3.2			3.2			3.2			3.2	
Phasing	WB Only	EW Perm	03	04	SB Only	NS Perm	07	08				
Timing	G = 6.5	G = 25.1	G =	G =	G = 5.5	G = 60.0	G =	G =				
	Y = 5.8	Y = 5.8	Y =	Y =	Y = 5.8	Y = 5.5	Y =	Y =				
Duration of Analysis (hrs) = 0.25						Cycle Length C = 120.0						

Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
	Adjusted Flow Rate		240		167	318		18	571	159	121	767
Lane Group Capacity		370		251	537		237	932	950	344	1100	
v/c Ratio		0.65		0.67	0.59		0.08	0.61	0.17	0.35	0.70	
Green Ratio		0.21		0.31	0.31		0.50	0.50	0.60	0.59	0.59	
Uniform Delay d ₁		43.4		37.7	34.9		15.6	21.6	10.7	14.5	16.9	
Delay Factor k		0.23		0.24	0.18		0.11	0.20	0.11	0.11	0.26	
Incremental Delay d ₂		4.0		6.5	1.8		0.1	1.2	0.1	0.6	2.0	
PF Factor		1.000		1.000	1.000		1.000	1.000	1.000	1.000	1.000	
Control Delay		47.4		44.3	36.6		15.7	22.8	10.8	15.1	18.8	
Lane Group LOS		D		D	D		B	C	B	B	B	
Approach Delay		47.4		39.2			20.1			18.3		
Approach LOS		D		D			C			B		
Intersection Delay		26.1		Intersection LOS							C	

SHORT REPORT

General Information	Site Information
Analyst Agency or Co. <i>URS</i> Date Performed <i>8/24/2012 (Revised)</i> Time Period <i>PM</i>	Intersection <i>Alt US 19/Tarpon Ave</i> Area Type <i>All other areas</i> Jurisdiction <i>Pinellas County</i> Analysis Year <i>2018 w/out Bridge (Scenario 2)</i>

Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes	0	1	0	1	1	0	1	1	1	1	1	0
Lane Group		<i>LTR</i>		<i>L</i>	<i>TR</i>		<i>L</i>	<i>T</i>	<i>R</i>	<i>L</i>	<i>TR</i>	
Volume (vph)	30	146	17	146	184	115	22	698	154	146	525	15
% Heavy Vehicles	2	2	2	2	2	2	2	2	2	2	2	2
PHF	0.84	0.84	0.84	0.85	0.85	0.85	0.95	0.95	0.95	0.95	0.95	0.95
Pretimed/Actuated (P/A)	A	A	A	A	A	A	A	A	A	A	A	A
Startup Lost Time		2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	
Extension of Effective Green		2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	
Arrival Type		3		3	3		3	3	3	3	3	
Unit Extension		3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Ped/Bike/RTOR Volume	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width		12.0		12.0	12.0		12.0	12.0	12.0	12.0	12.0	
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/Hour												
Bus Stops/Hour		0		0	0		0	0	0	0	0	
Minimum Pedestrian Time		3.2			3.2			3.2			3.2	
Phasing	WB Only	EW Perm	03	04	SB Only	NS Perm	07	08				
Timing	G = 13.0	G = 31.0	G =	G =	G = 17.0	G = 56.1	G =	G =				
	Y = 5.8	Y = 5.8	Y =	Y =	Y = 5.8	Y = 5.5	Y =	Y =				
Duration of Analysis (hrs) = 0.25						Cycle Length C = 140.0						

Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
	Adjusted Flow Rate		230		172	351		23	735	162	154	569
Lane Group Capacity		361		352	624		336	747	844	268	1045	
v/c Ratio		0.64		0.49	0.56		0.07	0.98	0.19	0.57	0.54	
Green Ratio		0.22		0.36	0.36		0.40	0.40	0.53	0.56	0.56	
Uniform Delay d ₁		49.4		33.8	36.3		25.8	41.5	17.0	32.4	19.2	
Delay Factor k		0.22		0.11	0.16		0.11	0.49	0.11	0.17	0.14	
Incremental Delay d ₂		3.7		1.1	1.2		0.1	28.8	0.1	3.0	0.6	
PF Factor		1.000		1.000	1.000		1.000	1.000	1.000	1.000	1.000	
Control Delay		53.1		34.9	37.5		25.9	70.3	17.1	35.4	19.8	
Lane Group LOS		D		C	D		C	E	B	D	B	
Approach Delay		53.1		36.6			59.9			23.2		
Approach LOS		D		D			E			C		
Intersection Delay		43.1		Intersection LOS							D	



APPENDIX G

Design Year (2038) Analysis – Scenario 1

SHORT REPORT

General Information	Site Information
Analyst Agency or Co. <i>URS</i> Date Performed <i>8/22/2012 (Revised)</i> Time Period <i>AM</i>	Intersection <i>Alt US 19/Meres Blvd</i> Area Type <i>All other areas</i> Jurisdiction <i>Pinellas County</i> Analysis Year <i>2038 with Bridge (Scenario 1)</i>

Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes	1	1	0	1	1	1	1	1	0	1	1	1
Lane Group	<i>L</i>	<i>TR</i>		<i>L</i>	<i>T</i>	<i>R</i>	<i>L</i>	<i>TR</i>		<i>L</i>	<i>T</i>	<i>R</i>
Volume (vph)	161	85	262	73	58	27	181	576	84	13	883	99
% Heavy Vehicles	2	2	2	2	2	2	2	2	2	2	2	2
PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.93	0.93	0.93
Pretimed/Actuated (P/A)	<i>A</i>	<i>A</i>	<i>A</i>	<i>A</i>	<i>A</i>	<i>A</i>	<i>A</i>	<i>A</i>	<i>A</i>	<i>A</i>	<i>A</i>	<i>A</i>
Startup Lost Time	2.0	2.0		2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0
Extension of Effective Green	2.0	2.0		2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0
Arrival Type	3	3		3	3	3	3	3		3	3	3
Unit Extension	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Ped/Bike/RTOR Volume	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width	12.0	12.0		12.0	12.0	12.0	12.0	12.0		12.0	12.0	12.0
Parking/Grade/Parking	<i>N</i>	<i>0</i>	<i>N</i>	<i>N</i>	<i>0</i>	<i>N</i>	<i>N</i>	<i>0</i>	<i>N</i>	<i>N</i>	<i>0</i>	<i>N</i>
Parking/Hour												
Bus Stops/Hour	0	0		0	0	0	0	0		0	0	0
Minimum Pedestrian Time		3.2			3.2			3.2			3.2	
Phasing	EB Only	EW Perm	03	04	NS Perm	06	07	08				
Timing	G = 9.5	G = 15.0	G =	G =	G = 72.2	G =	G =	G =				
	Y = 8.1	Y = 8.1	Y =	Y =	Y = 7.1	Y =	Y =	Y =				
Duration of Analysis (hrs) = 0.25						Cycle Length C = 120.0						

Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted Flow Rate	175	377		79	63	29	197	717		14	949	106
Lane Group Capacity	354	449		125	233	198	128	1099		291	1121	952
v/c Ratio	0.49	0.84		0.63	0.27	0.15	1.54	0.65		0.05	0.85	0.11
Green Ratio	0.27	0.27		0.13	0.13	0.13	0.60	0.60		0.60	0.60	0.60
Uniform Delay d ₁	36.3	41.2		49.9	47.5	46.8	23.9	15.7		9.8	19.4	10.2
Delay Factor k	0.11	0.37		0.21	0.11	0.11	0.50	0.23		0.11	0.38	0.11
Incremental Delay d ₂	1.1	13.3		9.9	0.6	0.3	277.7	1.4		0.1	6.2	0.1
PF Factor	1.000	1.000		1.000	1.000	1.000	1.000	1.000		1.000	1.000	1.000
Control Delay	37.4	54.5		59.8	48.2	47.1	301.6	17.1		9.9	25.6	10.3
Lane Group LOS	<i>D</i>	<i>D</i>		<i>E</i>	<i>D</i>	<i>D</i>	<i>F</i>	<i>B</i>		<i>A</i>	<i>C</i>	<i>B</i>
Approach Delay	49.1			53.4			78.4			23.9		
Approach LOS	<i>D</i>			<i>D</i>			<i>E</i>			<i>C</i>		
Intersection Delay	49.3			Intersection LOS						<i>D</i>		

SHORT REPORT

General Information				Site Information			
Analyst				Intersection	Alt US 19/Meres Blvd		
Agency or Co.	URS			Area Type	All other areas		
Date Performed	8/22/2012 (Revised)			Jurisdiction	Pinellas County		
Time Period	PM			Analysis Year	2038 with Bridge (Scenario 1)		

Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes	1	1	0	1	1	1	1	1	0	1	1	1
Lane Group	L	TR		L	T	R	L	TR		L	T	R
Volume (vph)	99	58	181	84	85	13	262	883	73	27	576	161
% Heavy Vehicles	2	2	2	2	2	2	2	2	2	2	2	2
PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.93	0.93	0.93
Pretimed/Actuated (P/A)	A	A	A	A	A	A	A	A	A	A	A	A
Startup Lost Time	2.0	2.0		2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0
Extension of Effective Green	2.0	2.0		2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0
Arrival Type	3	3		3	3	3	3	3		3	3	3
Unit Extension	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Ped/Bike/RTOR Volume	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width	12.0	12.0		12.0	12.0	12.0	12.0	12.0		12.0	12.0	12.0
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/Hour												
Bus Stops/Hour	0	0		0	0	0	0	0		0	0	0
Minimum Pedestrian Time		3.2			3.2			3.2			3.2	
Phasing	EB Only	EW Perm	03	04	NS Perm	06	07	08				
Timing	G = 10.0	G = 24.7	G =	G =	G = 82.0	G =	G =	G =				
	Y = 8.1	Y = 8.1	Y =	Y =	Y = 7.1	Y =	Y =	Y =				
Duration of Analysis (hrs) = 0.25						Cycle Length C = 140.0						

Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
	Adjusted Flow Rate	108	260		91	92	14	285	1039		29	619
Lane Group Capacity	373	505		197	329	279	336	1079		53	1091	927
v/c Ratio	0.29	0.51		0.46	0.28	0.05	0.85	0.96		0.55	0.57	0.19
Green Ratio	0.31	0.31		0.18	0.18	0.18	0.59	0.59		0.59	0.59	0.59
Uniform Delay d ₁	36.1	40.0		51.7	49.9	47.9	23.9	27.6		17.7	18.0	13.5
Delay Factor k	0.11	0.12		0.11	0.11	0.11	0.38	0.47		0.15	0.16	0.11
Incremental Delay d ₂	0.4	0.9		1.7	0.5	0.1	18.1	19.1		11.4	0.7	0.1
PF Factor	1.000	1.000		1.000	1.000	1.000	1.000	1.000		1.000	1.000	1.000
Control Delay	36.5	41.0		53.4	50.4	48.0	41.9	46.6		29.1	18.7	13.6
Lane Group LOS	D	D		D	D	D	D	D		C	B	B
Approach Delay	39.7			51.6			45.6			18.0		
Approach LOS	D			D			D			B		
Intersection Delay	36.9			Intersection LOS						D		

SHORT REPORT

General Information				Site Information			
Analyst				Intersection	Alt US 19/Tarpon Ave		
Agency or Co.	URS			Area Type	All other areas		
Date Performed	3/21/2012			Jurisdiction	Pinellas County		
Time Period	AM			Analysis Year	2038 with Bridge (Scenario 1)		

Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes	0	1	0	1	1	0	1	1	1	1	1	0
Lane Group		LTR		L	TR		L	T	R	L	TR	
Volume (vph)	18	208	27	172	158	163	22	645	162	133	830	38
% Heavy Vehicles	2	2	2	2	2	2	2	2	2	2	2	2
PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.95	0.95	0.95
Pretimed/Actuated (P/A)	A	A	A	A	A	A	A	A	A	A	A	A
Startup Lost Time		2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	
Extension of Effective Green		2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	
Arrival Type		3		3	3		3	3	3	3	3	
Unit Extension		3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Ped/Bike/RTOR Volume	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width		12.0		12.0	12.0		12.0	12.0	12.0	12.0	12.0	
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/Hour												
Bus Stops/Hour		0		0	0		0	0	0	0	0	
Minimum Pedestrian Time		3.2			3.2			3.2			3.2	
Phasing	WB Only	EW Perm	03	04	SB Only	NS Perm	07	08				
Timing	G = 5.0	G = 27.1	G =	G =	G = 5.0	G = 60.0	G =	G =				
	Y = 5.8	Y = 5.8	Y =	Y =	Y = 5.8	Y = 5.5	Y =	Y =				
Duration of Analysis (hrs) = 0.25						Cycle Length C = 120.0						

Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
	Adjusted Flow Rate		275		187	349		24	701	176	140	914
Lane Group Capacity		395		232	544		130	932	930	243	1092	
v/c Ratio		0.70		0.81	0.64		0.18	0.75	0.19	0.58	0.84	
Green Ratio		0.23		0.32	0.32		0.50	0.50	0.59	0.59	0.59	
Uniform Delay d ₁		42.7		42.3	35.2		16.5	24.0	11.5	18.6	19.9	
Delay Factor k		0.26		0.35	0.22		0.11	0.31	0.11	0.17	0.37	
Incremental Delay d ₂		5.3		18.5	2.6		0.7	3.5	0.1	3.4	5.8	
PF Factor		1.000		1.000	1.000		1.000	1.000	1.000	1.000	1.000	
Control Delay		48.0		60.9	37.8		17.2	27.5	11.6	22.0	25.8	
Lane Group LOS		D		E	D		B	C	B	C	C	
Approach Delay		48.0		45.9			24.1			25.3		
Approach LOS		D		D			C			C		
Intersection Delay		31.1		Intersection LOS							C	

SHORT REPORT

General Information	Site Information
Analyst Agency or Co. <i>URS</i> Date Performed <i>8/22/2012 (Revised)</i> Time Period <i>PM</i>	Intersection <i>Alt US 19/Tarpon Ave</i> Area Type <i>All other areas</i> Jurisdiction <i>Pinellas County</i> Analysis Year <i>2038 with Bridge (Scenario 1)</i>

Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes	0	1	0	1	1	0	1	1	1	1	1	0
Lane Group		<i>LTR</i>		<i>L</i>	<i>TR</i>		<i>L</i>	<i>T</i>	<i>R</i>	<i>L</i>	<i>TR</i>	
Volume (vph)	38	158	22	162	208	133	27	830	172	163	645	18
% Heavy Vehicles	2	2	2	2	2	2	2	2	2	2	2	2
PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.93	0.93	0.93	0.92	0.92	0.92
Pretimed/Actuated (P/A)	A	A	A	A	A	A	A	A	A	A	A	A
Startup Lost Time		2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	
Extension of Effective Green		2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	
Arrival Type		3		3	3		3	3	3	3	3	
Unit Extension		3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Ped/Bike/RTOR Volume	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width		12.0		12.0	12.0		12.0	12.0	12.0	12.0	12.0	
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/Hour												
Bus Stops/Hour		0		0	0		0	0	0	0	0	
Minimum Pedestrian Time		3.2			3.2			3.2			3.2	
Phasing	WB Only	EW Perm	03	04	SB Only	NS Perm	07	08				
Timing	G = 12.0	G = 31.1	G =	G =	G = 10.0	G = 64.0	G =	G =				
	Y = 5.8	Y = 5.8	Y =	Y =	Y = 5.8	Y = 5.5	Y =	Y =				
Duration of Analysis (hrs) = 0.25						Cycle Length C = 140.0						

Lane Group Capacity, Control Delay, and LOS Determination													
	EB			WB			NB			SB			
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	
Adjusted Flow Rate		237		176	371		29	892	185	177	721		
Lane Group Capacity		353		340	613		235	852	922	179	1057		
v/c Ratio		0.67		0.52	0.61		0.12	1.05	0.20	0.99	0.68		
Green Ratio		0.22		0.35	0.35		0.46	0.46	0.58	0.57	0.57		
Uniform Delay d ₁		49.8		34.6	37.6		21.9	38.0	13.8	44.7	21.2		
Delay Factor k		0.24		0.12	0.19		0.11	0.50	0.11	0.49	0.25		
Incremental Delay d ₂		4.9		1.4	1.7		0.2	43.8	0.1	63.8	1.8		
PF Factor		1.000		1.000	1.000		1.000	1.000	1.000	1.000	1.000		
Control Delay		54.7		36.0	39.3		22.1	81.8	13.9	108.5	23.0		
Lane Group LOS		D		D	D		C	F	B	F	C		
Approach Delay		54.7			38.2			68.9			39.9		
Approach LOS		D			D			E			D		
Intersection Delay		52.3			Intersection LOS						D		



APPENDIX H

Design Year (2038) Analysis – Scenario 2

SHORT REPORT

General Information	Site Information
Analyst Agency or Co. <i>URS</i> Date Performed <i>8/22/2012 (Revised)</i> Time Period <i>AM</i>	Intersection <i>Alt US 19/Meres Blvd</i> Area Type <i>All other areas</i> Jurisdiction <i>Pinellas County</i> Analysis Year <i>2038 w/out Bridge (Scenario 2)</i>

Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes	1	1	0	1	1	1	1	1	0	1	1	1
Lane Group	<i>L</i>	<i>TR</i>		<i>L</i>	<i>T</i>	<i>R</i>	<i>L</i>	<i>TR</i>		<i>L</i>	<i>T</i>	<i>R</i>
Volume (vph)	459	85	262	73	58	27	181	576	84	13	883	218
% Heavy Vehicles	2	2	2	2	2	2	2	2	2	2	2	2
PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.93	0.93	0.93
Pretimed/Actuated (P/A)	<i>A</i>	<i>A</i>	<i>A</i>	<i>A</i>	<i>A</i>	<i>A</i>	<i>A</i>	<i>A</i>	<i>A</i>	<i>A</i>	<i>A</i>	<i>A</i>
Startup Lost Time	2.0	2.0		2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0
Extension of Effective Green	2.0	2.0		2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0
Arrival Type	3	3		3	3	3	3	3		3	3	3
Unit Extension	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Ped/Bike/RTOR Volume	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width	12.0	12.0		12.0	12.0	12.0	12.0	12.0		12.0	12.0	12.0
Parking/Grade/Parking	<i>N</i>	<i>0</i>	<i>N</i>	<i>N</i>	<i>0</i>	<i>N</i>	<i>N</i>	<i>0</i>	<i>N</i>	<i>N</i>	<i>0</i>	<i>N</i>
Parking/Hour												
Bus Stops/Hour	0	0		0	0	0	0	0		0	0	0
Minimum Pedestrian Time		3.2			3.2			3.2			3.2	
Phasing	EB Only	EW Perm	03	04	NS Perm	06	07	08				
Timing	G = 9.5	G = 15.0	G =	G =	G = 72.2	G =	G =	G =				
	Y = 8.1	Y = 8.1	Y =	Y =	Y = 7.1	Y =	Y =	Y =				
Duration of Analysis (hrs) = 0.25						Cycle Length C = 120.0						

Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted Flow Rate	499	377		79	63	29	197	717		14	949	234
Lane Group Capacity	354	449		125	233	198	128	1099		291	1121	952
v/c Ratio	1.41	0.84		0.63	0.27	0.15	1.54	0.65		0.05	0.85	0.25
Green Ratio	0.27	0.27		0.13	0.13	0.13	0.60	0.60		0.60	0.60	0.60
Uniform Delay d ₁	45.4	41.2		49.9	47.5	46.8	23.9	15.7		9.8	19.4	11.2
Delay Factor k	0.50	0.37		0.21	0.11	0.11	0.50	0.23		0.11	0.38	0.11
Incremental Delay d ₂	200.4	13.3		9.9	0.6	0.3	277.7	1.4		0.1	6.2	0.1
PF Factor	1.000	1.000		1.000	1.000	1.000	1.000	1.000		1.000	1.000	1.000
Control Delay	245.8	54.5		59.8	48.2	47.1	301.6	17.1		9.9	25.6	11.3
Lane Group LOS	<i>F</i>	<i>D</i>		<i>E</i>	<i>D</i>	<i>D</i>	<i>F</i>	<i>B</i>		<i>A</i>	<i>C</i>	<i>B</i>
Approach Delay	163.5			53.4			78.4			22.6		
Approach LOS	<i>F</i>			<i>D</i>			<i>E</i>			<i>C</i>		
Intersection Delay	79.5			Intersection LOS						<i>E</i>		

SHORT REPORT

General Information				Site Information			
Analyst				Intersection	Alt US 19/Meres Blvd		
Agency or Co.	URS			Area Type	All other areas		
Date Performed	8/22/2012 (Revised)			Jurisdiction	Pinellas County		
Time Period	PM			Analysis Year	2038 w/out Bridge (Scenario 2)		

Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes	1	1	0	1	1	1	1	1	0	1	1	1
Lane Group	L	TR		L	T	R	L	TR		L	T	R
Volume (vph)	218	58	181	84	85	13	262	883	73	27	576	459
% Heavy Vehicles	2	2	2	2	2	2	2	2	2	2	2	2
PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.93	0.93	0.93	0.92	0.92	0.92
Pretimed/Actuated (P/A)	A	A	A	A	A	A	A	A	A	A	A	A
Startup Lost Time	2.0	2.0		2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0
Extension of Effective Green	2.0	2.0		2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0
Arrival Type	3	3		3	3	3	3	3		3	3	3
Unit Extension	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Ped/Bike/RTOR Volume	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width	12.0	12.0		12.0	12.0	12.0	12.0	12.0		12.0	12.0	12.0
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/Hour												
Bus Stops/Hour	0	0		0	0	0	0	0		0	0	0
Minimum Pedestrian Time		3.2			3.2			3.2			3.2	
Phasing	EB Only	EW Perm	03	04	NS Perm	06	07	08				
Timing	G = 10.0	G = 24.7	G =	G =	G = 82.0	G =	G =	G =				
	Y = 8.1	Y = 8.1	Y =	Y =	Y = 7.1	Y =	Y =	Y =				
Duration of Analysis (hrs) = 0.25						Cycle Length C = 140.0						

Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
	Adjusted Flow Rate	237	260		91	92	14	282	1027		29	626
Lane Group Capacity	373	505		197	329	279	331	1079		53	1091	927
v/c Ratio	0.64	0.51		0.46	0.28	0.05	0.85	0.95		0.55	0.57	0.54
Green Ratio	0.31	0.31		0.18	0.18	0.18	0.59	0.59		0.59	0.59	0.59
Uniform Delay d ₁	43.1	40.0		51.7	49.9	47.9	24.0	27.2		17.7	18.1	17.5
Delay Factor k	0.22	0.12		0.11	0.11	0.11	0.38	0.46		0.15	0.17	0.14
Incremental Delay d ₂	3.5	0.9		1.7	0.5	0.1	18.8	17.1		11.4	0.7	0.6
PF Factor	1.000	1.000		1.000	1.000	1.000	1.000	1.000		1.000	1.000	1.000
Control Delay	46.7	41.0		53.4	50.4	48.0	42.8	44.2		29.1	18.8	18.2
Lane Group LOS	D	D		D	D	D	D	D		C	B	B
Approach Delay	43.7			51.6			43.9			18.8		
Approach LOS	D			D			D			B		
Intersection Delay	35.2			Intersection LOS						D		

SHORT REPORT

General Information				Site Information			
Analyst				Intersection	Alt US 19/Tarpon Ave		
Agency or Co.	URS			Area Type	All other areas		
Date Performed	3/21/2012			Jurisdiction	Pinellas County		
Time Period	AM			Analysis Year	2038 w/out Bridge (Scenario 2)		

Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes	0	1	0	1	1	0	1	1	1	1	1	0
Lane Group		LTR		L	TR		L	T	R	L	TR	
Volume (vph)	18	208	27	172	158	163	22	645	162	133	830	38
% Heavy Vehicles	2	2	2	2	2	2	2	2	2	2	2	2
PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.95	0.95	0.95
Pretimed/Actuated (P/A)	A	A	A	A	A	A	A	A	A	A	A	A
Startup Lost Time		2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	
Extension of Effective Green		2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	
Arrival Type		3		3	3		3	3	3	3	3	
Unit Extension		3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Ped/Bike/RTOR Volume	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width		12.0		12.0	12.0		12.0	12.0	12.0	12.0	12.0	
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/Hour												
Bus Stops/Hour		0		0	0		0	0	0	0	0	
Minimum Pedestrian Time		3.2			3.2			3.2			3.2	
Phasing	WB Only	EW Perm	03			04		SB Only	NS Perm	07		08
Timing	G = 5.0	G = 27.1	G =			G =		G = 5.0	G = 60.0	G =		G =
	Y = 5.8	Y = 5.8	Y =			Y =		Y = 5.8	Y = 5.5	Y =		Y =
Duration of Analysis (hrs) = 0.25							Cycle Length C = 120.0					

Lane Group Capacity, Control Delay, and LOS Determination													
	EB			WB			NB			SB			
	Adjusted Flow Rate		275		187	349		24	701	176	140	914	
Lane Group Capacity		395		232	544		130	932	930	243	1092		
v/c Ratio		0.70		0.81	0.64		0.18	0.75	0.19	0.58	0.84		
Green Ratio		0.23		0.32	0.32		0.50	0.50	0.59	0.59	0.59		
Uniform Delay d ₁		42.7		42.3	35.2		16.5	24.0	11.5	18.6	19.9		
Delay Factor k		0.26		0.35	0.22		0.11	0.31	0.11	0.17	0.37		
Incremental Delay d ₂		5.3		18.5	2.6		0.7	3.5	0.1	3.4	5.8		
PF Factor		1.000		1.000	1.000		1.000	1.000	1.000	1.000	1.000		
Control Delay		48.0		60.9	37.8		17.2	27.5	11.6	22.0	25.8		
Lane Group LOS		D		E	D		B	C	B	C	C		
Approach Delay		48.0			45.9		24.1			25.3			
Approach LOS		D			D		C			C			
Intersection Delay		31.1			Intersection LOS						C		

SHORT REPORT

General Information	Site Information
Analyst Agency or Co. <i>URS</i> Date Performed <i>8/22/2012 (Revised)</i> Time Period <i>PM</i>	Intersection <i>Alt US 19/Tarpon Ave</i> Area Type <i>All other areas</i> Jurisdiction <i>Pinellas County</i> Analysis Year <i>2038 w/out Bridge (Scenario 2)</i>

Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes	0	1	0	1	1	0	1	1	1	1	1	0
Lane Group		<i>LTR</i>		<i>L</i>	<i>TR</i>		<i>L</i>	<i>T</i>	<i>R</i>	<i>L</i>	<i>TR</i>	
Volume (vph)	38	158	22	162	208	133	27	830	172	163	645	18
% Heavy Vehicles	2	2	2	2	2	2	2	2	2	2	2	2
PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.93	0.93	0.93	0.92	0.92	0.92
Pretimed/Actuated (P/A)	A	A	A	A	A	A	A	A	A	A	A	A
Startup Lost Time		2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	
Extension of Effective Green		2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	
Arrival Type		3		3	3		3	3	3	3	3	
Unit Extension		3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Ped/Bike/RTOR Volume	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width		12.0		12.0	12.0		12.0	12.0	12.0	12.0	12.0	
Parking/Grade/Parking	<i>N</i>	0	<i>N</i>	<i>N</i>	0	<i>N</i>	<i>N</i>	0	<i>N</i>	<i>N</i>	0	<i>N</i>
Parking/Hour												
Bus Stops/Hour		0		0	0		0	0	0	0	0	
Minimum Pedestrian Time		3.2			3.2			3.2			3.2	
Phasing	WB Only	EW Perm	03	04	SB Only	NS Perm	07	08				
Timing	G = 12.0	G = 31.1	G =	G =	G = 10.0	G = 64.0	G =	G =				
	Y = 5.8	Y = 5.8	Y =	Y =	Y = 5.8	Y = 5.5	Y =	Y =				
Duration of Analysis (hrs) = 0.25						Cycle Length C = 140.0						

Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted Flow Rate		237		176	371		29	892	185	177	721	
Lane Group Capacity		353		340	613		235	852	922	179	1057	
v/c Ratio		0.67		0.52	0.61		0.12	1.05	0.20	0.99	0.68	
Green Ratio		0.22		0.35	0.35		0.46	0.46	0.58	0.57	0.57	
Uniform Delay d ₁		49.8		34.6	37.6		21.9	38.0	13.8	44.7	21.2	
Delay Factor k		0.24		0.12	0.19		0.11	0.50	0.11	0.49	0.25	
Incremental Delay d ₂		4.9		1.4	1.7		0.2	43.8	0.1	63.8	1.8	
PF Factor		1.000		1.000	1.000		1.000	1.000	1.000	1.000	1.000	
Control Delay		54.7		36.0	39.3		22.1	81.8	13.9	108.5	23.0	
Lane Group LOS		<i>D</i>		<i>D</i>	<i>D</i>		<i>C</i>	<i>F</i>	<i>B</i>	<i>F</i>	<i>C</i>	
Approach Delay		54.7		38.2			68.9			39.9		
Approach LOS		<i>D</i>		<i>D</i>			<i>E</i>			<i>D</i>		
Intersection Delay		52.3		Intersection LOS							<i>D</i>	



APPENDIX I

Whitcomb Boulevard Detour Route Analysis

SHORT REPORT

General Information	Site Information
Analyst Agency or Co. <i>URS</i> Date Performed <i>3/28/2012</i> Time Period <i>AM</i>	Intersection <i>Alt US 19/Tarpon Ave</i> Area Type <i>All other areas</i> Jurisdiction <i>Pinellas County</i> Analysis Year <i>2018 Whitcomb Detour Route</i>

Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes	0	1	0	1	1	0	1	1	1	1	1	0
Lane Group		<i>LTR</i>		<i>L</i>	<i>TR</i>		<i>L</i>	<i>T</i>	<i>R</i>	<i>L</i>	<i>TR</i>	
Volume (vph)	139	316	50	154	182	136	34	525	146	115	698	171
% Heavy Vehicles	2	2	2	2	2	2	2	2	2	2	2	2
PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.95	0.95	0.95
Pretimed/Actuated (P/A)	A	A	A	A	A	A	A	A	A	A	A	A
Startup Lost Time		2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	
Extension of Effective Green		2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	
Arrival Type		3		3	3		3	3	3	3	3	
Unit Extension		3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Ped/Bike/RTOR Volume	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width		12.0		12.0	12.0		12.0	12.0	12.0	12.0	12.0	
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/Hour												
Bus Stops/Hour		0		0	0		0	0	0	0	0	
Minimum Pedestrian Time		3.2			3.2			3.2			3.2	
Phasing	WB Only	EW Perm	03	04	SB Only	NS Perm	07	08				
Timing	G = 5.0	G = 44.0	G =	G =	G = 9.0	G = 39.1	G =	G =				
	Y = 5.8	Y = 5.8	Y =	Y =	Y = 5.8	Y = 5.5	Y =	Y =				
Duration of Analysis (hrs) = 0.25						Cycle Length C = 120.0						

Lane Group Capacity, Control Delay, and LOS Determination													
	EB			WB			NB			SB			
	Adjusted Flow Rate		548		167	346		37	571	159	121	915	
Lane Group Capacity		531		351	796		62	607	654	195	812		
v/c Ratio		1.03		0.48	0.43		0.60	0.94	0.24	0.62	1.13		
Green Ratio		0.37		0.46	0.46		0.33	0.33	0.41	0.45	0.45		
Uniform Delay d ₁		38.0		29.0	22.1		33.9	39.3	23.0	26.4	33.0		
Delay Factor k		0.50		0.11	0.11		0.19	0.45	0.11	0.20	0.50		
Incremental Delay d ₂		47.5		1.0	0.4		14.7	22.9	0.2	6.0	72.6		
PF Factor		1.000		1.000	1.000		1.000	1.000	1.000	1.000	1.000		
Control Delay		85.5		30.0	22.5		48.6	62.3	23.2	32.3	105.6		
Lane Group LOS		F		C	C		D	E	C	C	F		
Approach Delay		85.5			24.9			53.5			97.1		
Approach LOS		F			C			D			F		
Intersection Delay		70.3			Intersection LOS						E		

SHORT REPORT

General Information	Site Information
Analyst Agency or Co. <i>URS</i> Date Performed <i>3/28/2012</i> Time Period <i>PM</i>	Intersection <i>Alt US 19/Tarpon Ave</i> Area Type <i>All other areas</i> Jurisdiction <i>Pinellas County</i> Analysis Year <i>2018 Whitcomb Detour Route</i>

Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes	0	1	0	1	1	0	1	1	1	1	1	0
Lane Group		<i>LTR</i>		<i>L</i>	<i>TR</i>		<i>L</i>	<i>T</i>	<i>R</i>	<i>L</i>	<i>TR</i>	
Volume (vph)	171	182	34	146	316	115	50	698	154	136	525	139
% Heavy Vehicles	2	2	2	2	2	2	2	2	2	2	2	2
PHF	0.92	0.92	0.91	0.92	0.92	0.92	0.92	0.92	0.92	0.95	0.95	0.95
Pretimed/Actuated (P/A)	A	A	A	A	A	A	A	A	A	A	A	A
Startup Lost Time		2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	
Extension of Effective Green		2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	
Arrival Type		3		3	3		3	3	3	3	3	
Unit Extension		3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Ped/Bike/RTOR Volume	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width		12.0		12.0	12.0		12.0	12.0	12.0	12.0	12.0	
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/Hour												
Bus Stops/Hour		0		0	0		0	0	0	0	0	
Minimum Pedestrian Time		3.2			3.2			3.2			3.2	
Phasing	WB Only	EW Perm	03	04	SB Only	NS Perm	07	08				
Timing	G = 16.9	G = 42.6	G =	G =	G = 6.0	G = 51.6	G =	G =				
	Y = 5.8	Y = 5.8	Y =	Y =	Y = 5.8	Y = 5.5	Y =	Y =				
Duration of Analysis (hrs) = 0.25						Cycle Length C = 140.0						

Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted Flow Rate		421		159	468		54	759	167	143	699	
Lane Group Capacity		363		519	834		108	687	837	129	817	
v/c Ratio		1.16		0.31	0.56		0.50	1.10	0.20	1.11	0.86	
Green Ratio		0.30		0.47	0.47		0.37	0.37	0.53	0.45	0.45	
Uniform Delay d ₁		48.7		25.0	27.0		34.2	44.2	17.4	33.0	34.2	
Delay Factor k		0.50		0.11	0.16		0.11	0.50	0.11	0.50	0.39	
Incremental Delay d ₂		98.2		0.3	0.9		3.6	66.7	0.1	111.3	8.9	
PF Factor		1.000		1.000	1.000		1.000	1.000	1.000	1.000	1.000	
Control Delay		146.9		25.3	27.9		37.8	110.9	17.5	144.3	43.1	
Lane Group LOS		F		C	C		D	F	B	F	D	
Approach Delay		146.9		27.2			91.0			60.3		
Approach LOS		F		C			F			E		
Intersection Delay		76.2		Intersection LOS							E	



APPENDIX J

Meres Boulevard Detour Route Analysis

SHORT REPORT

General Information	Site Information
Analyst Agency or Co. <i>URS</i> Date Performed <i>10/18/2012 (Revised)</i> Time Period <i>AM</i>	Intersection <i>Alt US 19/Meres Blvd</i> Area Type <i>All other areas</i> Jurisdiction <i>Pinellas County</i> Analysis Year <i>2018 Meres Detour Route</i>

Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes	1	1	0	1	1	1	1	1	0	1	1	1
Lane Group	L	TR		L	T	R	L	TR		L	T	R
Volume (vph)	376	71	220	70	49	25	99	477	68	11	749	177
% Heavy Vehicles	2	2	2	2	2	2	2	2	2	2	2	2
PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.93	0.93	0.93
Pretimed/Actuated (P/A)	A	A	A	A	A	A	A	A	A	A	A	A
Startup Lost Time	2.0	2.0		2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0
Extension of Effective Green	2.0	2.0		2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0
Arrival Type	3	3		3	3	3	3	3		3	3	3
Unit Extension	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Ped/Bike/RTOR Volume	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width	12.0	12.0		12.0	12.0	12.0	12.0	12.0		12.0	12.0	12.0
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/Hour												
Bus Stops/Hour	0	0		0	0	0	0	0		0	0	0
Minimum Pedestrian Time		3.2			3.2			3.2			3.2	

Phasing	EB Only	EW Perm	03	04	NS Perm	06	07	08
Timing	G = 14.0	G = 16.0	G =	G =	G = 66.7	G =	G =	G =
	Y = 8.1	Y = 8.1	Y =	Y =	Y = 7.1	Y =	Y =	Y =
Duration of Analysis (hrs) = 0.25						Cycle Length C = 120.0		

Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
	Adjusted Flow Rate	409	316		76	53	27	108	592		12	805
Lane Group Capacity	441	524		141	248	211	172	1016		326	1036	880
v/c Ratio	0.93	0.60		0.54	0.21	0.13	0.63	0.58		0.04	0.78	0.22
Green Ratio	0.32	0.32		0.13	0.13	0.13	0.56	0.56		0.56	0.56	0.56
Uniform Delay d ₁	41.0	34.6		48.6	46.4	45.8	18.2	17.5		12.1	20.8	13.5
Delay Factor k	0.44	0.19		0.14	0.11	0.11	0.21	0.17		0.11	0.33	0.11
Incremental Delay d ₂	25.8	2.0		4.1	0.4	0.3	7.1	0.9		0.0	3.8	0.1
PF Factor	1.000	1.000		1.000	1.000	1.000	1.000	1.000		1.000	1.000	1.000
Control Delay	66.9	36.5		52.7	46.8	46.1	25.3	18.4		12.1	24.6	13.6
Lane Group LOS	E	D		D	D	D	C	B		B	C	B
Approach Delay	53.7			49.5			19.4			22.4		
Approach LOS	D			D			B			C		
Intersection Delay	32.0			Intersection LOS						C		

SHORT REPORT

General Information	Site Information
Analyst Agency or Co. <i>URS</i> Date Performed <i>10/18/2012 (Revised)</i> Time Period <i>PM</i>	Intersection <i>Alt US 19/Meres Blvd</i> Area Type <i>All other areas</i> Jurisdiction <i>Pinellas County</i> Analysis Year <i>2018 Meres Detour Route</i>

Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes	1	1	0	1	1	1	1	1	0	1	1	1
Lane Group	L	TR		L	T	R	L	TR		L	T	R
Volume (vph)	177	49	99	68	71	11	220	749	70	25	477	376
% Heavy Vehicles	2	2	2	2	2	2	2	2	2	2	2	2
PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.93	0.93	0.93	0.92	0.92	0.92
Pretimed/Actuated (P/A)	A	A	A	A	A	A	A	A	A	A	A	A
Startup Lost Time	2.0	2.0		2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0
Extension of Effective Green	2.0	2.0		2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0
Arrival Type	3	3		3	3	3	3	3		3	3	3
Unit Extension	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Ped/Bike/RTOR Volume	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width	12.0	12.0		12.0	12.0	12.0	12.0	12.0		12.0	12.0	12.0
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/Hour												
Bus Stops/Hour	0	0		0	0	0	0	0		0	0	0
Minimum Pedestrian Time		3.2			3.2			3.2			3.2	

Phasing	EB Only	EW Perm	03	04	NS Perm	06	07	08
Timing	G = 10.0	G = 25.7	G =	G =	G = 81.0	G =	G =	G =
	Y = 8.1	Y = 8.1	Y =	Y =	Y = 7.1	Y =	Y =	Y =
Duration of Analysis (hrs) = 0.25						Cycle Length C = 140.0		

Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
	Adjusted Flow Rate	192	161		74	77	12	237	880		27	518
Lane Group Capacity	396	524		224	342	291	404	1064		142	1078	916
v/c Ratio	0.48	0.31		0.33	0.23	0.04	0.59	0.83		0.19	0.48	0.45
Green Ratio	0.31	0.31		0.18	0.18	0.18	0.58	0.58		0.58	0.58	0.58
Uniform Delay d ₁	39.1	36.6		49.7	48.7	47.0	18.8	23.8		14.0	17.2	16.8
Delay Factor k	0.11	0.11		0.11	0.11	0.11	0.18	0.37		0.11	0.11	0.11
Incremental Delay d ₂	0.9	0.3		0.9	0.3	0.1	2.2	5.5		0.7	0.3	0.3
PF Factor	1.000	1.000		1.000	1.000	1.000	1.000	1.000		1.000	1.000	1.000
Control Delay	40.1	36.9		50.5	49.0	47.1	21.0	29.4		14.6	17.6	17.1
Lane Group LOS	D	D		D	D	D	C	C		B	B	B
Approach Delay	38.6			49.6			27.6			17.3		
Approach LOS	D			D			C			B		
Intersection Delay	26.7			Intersection LOS						C		



APPENDIX K

Traffic Data for Air Quality Analysis & Noise Studies

TRAFFIC DATA FOR AIR QUALITY ANALYSIS

Date: 7/11/2012 (rev) Prepared by: URS Corporation

Financial Project ID Number(s): 424385-1-28-01

Federal Aid Number(s): _____

Project Description: Beckett Bridge PD&E Study

NOTE: Traffic data should be provided for the intersection that is forecast to have the highest total approach traffic volume. Notably, the intersection may not be the same for the Build and No-Build alternatives. The number of lanes should be the number of intersection approach through lanes. The traffic volumes should be representative of vehicles per hour (vph) and vehicle speeds should be representative of posted speeds if intersection cruise approach speeds are unknown. This traffic data sheet was prepared to assist in obtaining appropriate traffic data for the FDOT CO Florida 2004 Intersection Screening Model. Notably, additional traffic data is required for diamond interchanges (see User's Guide).

Opening Year: 2018

Intersections: Build: Alt US 19/Meres Boulevard No-Build: Alt US 19/Meres Boulevard

Land Use: Urban: X Suburban: _____ Rural: _____

Build/ No-Build	EB			WB			NB			SB		
	No. of Lanes	VPH	Speed	No. of Lanes	VPH	Speed	No. of Lanes	VPH	Speed	No. of Lanes	VPH	Speed
Build ¹	2	427	30	3	144	30	2	644	30	3	843	30
No-Build ²	2	667	30	3	144	30	2	644	30	3	937	30

¹ Build condition reflects Scenario 1 (two-lane bridge connects Riverside Drive with Spring Boulevard across Whitcomb Bayou) in the Design Traffic Technical Memorandum

² No-Build condition reflects Scenario 2 (no bridge connection across Whitcomb Bayou) in the Design Traffic Technical Memorandum

Design Year: 2038

Intersections: Build: Alt US 19/Meres Boulevard No-Build: Alt US 19/Meres Boulevard

Land Use: Urban: X Suburban: _____ Rural: _____

Build/ No-Build	EB			WB			NB			SB		
	No. of Lanes	VPH	Speed	No. of Lanes	VPH	Speed	No. of Lanes	VPH	Speed	No. of Lanes	VPH	Speed
Build ¹	2	508	30	3	158	30	2	841	30	3	995	30
No-Build ²	2	806	30	3	158	30	2	841	30	3	1114	30

¹ Build condition reflects Scenario 1 (two-lane bridge connects Riverside Drive with Spring Boulevard across Whitcomb Bayou) in the Design Traffic Technical Memorandum

² No-Build condition reflects Scenario 2 (no bridge connection across Whitcomb Bayou) in the Design Traffic Technical Memorandum

This spreadsheet is designed to calculate the appropriate traffic data for use in the noise model - do not input values for items in "red".

DISTRICT 7 PD&E TRAFFIC DATA FOR NOISE STUDIES

Project: Beckett Bridge PD&E Study Date: 7/11/2012 (rev)
 County Project Number(s): PID 2161 Prepared By: URS Corporation
 FDOT Financial Project ID: 424385-1-28-01
 Federal Aid Number(s): _____
 Segment Description: Riverside Drive from Chesapeake Drive to Forest Avenue (0.3 miles)

(Data sheets are to be filled out for every segment having a change in traffic parameters such as volumes, posted speeds, typical section, etc.)

NOTE: Modeled ADT is the LOS(C) volume referenced in the FDOT LOS tables or demand, whichever is less.

Existing Facility	No-Build ¹ (Design Year)	Build ² (Design Year)
Lanes: <u>2</u>	Lanes: <u>0</u>	Lanes: <u>2</u>
Year: <u>2012</u>	Year: <u>2038</u>	Year: <u>2038</u>
ADT: <u>11,100</u>	ADT: <u>0</u>	ADT: <u>11,100</u>
LOS (C) <u>11,100</u>	LOS (C) <u>0</u>	LOS (C) <u>11,100</u>
Demand <u>7,700</u>	Demand <u>0</u>	Demand <u>9,700</u>
Posted Spd: <u>30</u> mph <u>48</u> kmh	Posted Spd: <u>0</u> mph <u>0</u> kmh	Posted Spd: <u>30</u> mph <u>48</u> kmh
K= <u>9.5</u> %	K= <u>0.0</u> %	K= <u>9.5</u> %
D= <u>58.6</u> %	D= <u>0.0</u> %	D= <u>58.6</u> %
T= <u>4.0</u> % for 24 hrs.	T= <u>0.0</u> % for 24 hrs.	T= <u>4.0</u> % for 24 hrs.
T= <u>2.0</u> % Design hr	T= <u>0.0</u> % Design hr	T= <u>2.0</u> % Design hr
<u>1.0</u> % Medium Trucks DHV	<u>0.0</u> % Medium Trucks DHV	<u>1.0</u> % Medium Trucks DHV
<u>0.0</u> % Heavy Trucks DHV	<u>0.0</u> % Heavy Trucks DHV	<u>0.0</u> % Heavy Trucks DHV
<u>0.0</u> % Buses DHV	<u>0.0</u> % Buses DHV	<u>0.0</u> % Buses DHV
<u>0.0</u> % Motorcycles DHV	<u>0.0</u> % Motorcycles DHV	<u>0.0</u> % Motorcycles DHV

STAMINA/TNM INPUT											
The following are spreadsheet calculations based on the input above - do not enter data below this line											
Existing Facility Model: Demand				No-Build ¹ (Design Year) Model: Demand				Build ² (Design Year) Model: Demand			
LOS (C)				LOS (C)				LOS (C)			
Peak:	Autos	<u>612</u>		Peak:	Autos	<u>0</u>		Peak:	Autos	<u>612</u>	
EB (AM)	Med Trucks	<u>6</u>		EB (AM)	Med Trucks	<u>0</u>		EB (AM)	Med Trucks	<u>6</u>	
WB (PM)	Hvy Trucks	<u>0</u>		WB (PM)	Hvy Trucks	<u>0</u>		WB (PM)	Hvy Trucks	<u>0</u>	
	Buses	<u>0</u>			Buses	<u>0</u>			Buses	<u>0</u>	
	Motorcycles	<u>0</u>			Motorcycles	<u>0</u>			Motorcycles	<u>0</u>	
Off Peak:	Autos	<u>432</u>		Off Peak:	Autos	<u>0</u>		Off Peak:	Autos	<u>432</u>	
WB (AM)	Med Trucks	<u>4</u>		WB (AM)	Med Trucks	<u>0</u>		WB (AM)	Med Trucks	<u>4</u>	
EB (PM)	Hvy Trucks	<u>0</u>		EB (PM)	Hvy Trucks	<u>0</u>		EB (PM)	Hvy Trucks	<u>0</u>	
	Buses	<u>0</u>			Buses	<u>0</u>			Buses	<u>0</u>	
	Motorcycles	<u>0</u>			Motorcycles	<u>0</u>			Motorcycles	<u>0</u>	
Demand				Demand				Demand			
Peak:	Autos	<u>428</u>		Peak:	Autos	<u>0</u>		Peak:	Autos	<u>535</u>	
EB (AM)	Med Trucks	<u>1</u>		EB (AM)	Med Trucks	<u>0</u>		EB (AM)	Med Trucks	<u>5</u>	
WB (PM)	Hvy Trucks	<u>0</u>		WB (PM)	Hvy Trucks	<u>0</u>		WB (PM)	Hvy Trucks	<u>0</u>	
	Buses	<u>0</u>			Buses	<u>0</u>			Buses	<u>0</u>	
	Motorcycles	<u>0</u>			Motorcycles	<u>0</u>			Motorcycles	<u>0</u>	
Off Peak:	Autos	<u>300</u>		Off Peak:	Autos	<u>0</u>		Off Peak:	Autos	<u>378</u>	
WB (AM)	Med Trucks	<u>3</u>		WB (AM)	Med Trucks	<u>0</u>		WB (AM)	Med Trucks	<u>4</u>	
EB (PM)	Hvy Trucks	<u>0</u>		EB (PM)	Hvy Trucks	<u>0</u>		EB (PM)	Hvy Trucks	<u>0</u>	
	Buses	<u>0</u>			Buses	<u>0</u>			Buses	<u>0</u>	
	Motorcycles	<u>0</u>			Motorcycles	<u>0</u>			Motorcycles	<u>0</u>	

¹ No-Build condition reflects Scenario 2 (no bridge connection across Whitcomb Bayou) in the Design Traffic Technical Memorandum

² Build condition reflects Scenario 1 (two-lane bridge connects Riverside Drive with Spring Boulevard across Whitcomb Bayou) in the Design Traffic Technical Memorandum



APPENDIX L

Correspondence



MEMORANDUM

DATE: July 13, 2012

TO: Theresa Farmer, Florida Department of Transportation District Seven

CC: Bob Johnson and Megan McKinney, URS

FROM: Domingo Noriega, URS

SUBJECT: Responses/Proposed Actions for FDOT Comments Re: Beckett Bridge Project Development & Environment Study – Draft Design Traffic Technical Memorandum (April 2012)

We have received and evaluated the FDOT comments received June 2012 regarding the Beckett Bridge Project Development and Environment (PD&E) Study – *Draft Design Traffic Technical Memorandum* dated April 2012 and have prepared the following responses pertaining to proposed revisions and upcoming actions. For ease of review, the original agency comments are reproduced below in **bold font**, followed by the applicant's proposed response and/or action.

General

Please note these observations/comments are not intended to be inclusive of all omissions and errors, it remains the responsibility of the Consultant to ensure the quality of the report.

Response: Comment acknowledged.

Section 2.5.1: Existing Conditions Intersection Analysis

- 1. Table 2-1, Existing (2012) Signalized Intersection, Peak Hour Level of Service, Page 2-7: The reported Delay (in sec/veh) for the Alternate U.S. 19 at Meres Boulevard intersection is not consistent with the HCS summary reports in Appendix B – 2012 HCS for both the A.M. and P.M. peak hours. Please review and verify the Delay (in sec/veh) for the approaches and the overall condition for the intersection of Alternate U.S. 19 at Meres Boulevard and update this table.**

Response: Table 2-1 will be reviewed and revised to ensure that the HCS analysis results for the Alternate US 19 at Mears Boulevard intersection are accurately reported.

In addition, please review and verify the reported delays for the approaches in Table 4-1, Table 4-2, Table 5-2 and Table 6-4.

Response: The intersection delays and LOS in the referenced tables will be reviewed for consistency with the HCS analyses. Revisions will be made, where applicable.

Section 2.5.1: Existing Conditions Arterial Analysis

- 2. Table 2-2, Existing (2012) Arterial Level of Service, Page 2-8: Please document why the peak hour directional maximum service volume from the 2009 FDOT Quality/LOS Handbook for Alternate U.S. 19 (North of Tarpon Avenue) is 700 vehicles and not 880 vehicles. It appears that a 20% adjustment was made for a 2 lane undivided facility with no exclusive left and right turn lanes for a Class I facility.**

The Pinellas County MPO's 2011 LOS Report has a peak hour directional maximum service volume of 880 vehicles for Alternate U.S. 19 from Tarpon Avenue to Anclote Boulevard and there are exclusive left turn lanes and right turn lanes at most of the signalized intersections. Please revise Table 2-2 with the appropriate roadway LOS.

Response: Table 2-2 will be revised to reflect a peak hour directional service volume of 880 vehicles for Alternate US 19 North of Tarpon Avenue. The corresponding existing LOS will also be revised, accordingly.

In addition, please review and revise the peak hour directional maximum service volume for Alternate U.S. 19 (North of Tarpon Avenue) in Table 4-3, Table 4-4, Table 5-3, Table 5-4, Table 6-1 and Table 6-3.

Table 4-3, Table 4-4, Table 5-3, Table 5-4, Table 6-1 and Table 6-3 will be revised to reflect a peak hour directional service volume of 880 vehicles for Alternate US 19 North of Tarpon Avenue. The corresponding LOS will also be revised, if necessary.

- 3. Table 2-2, Existing (2012) Arterial Level of Service, Page 2-8: Please identify the LOS standard for each roadway segment.**

Response: An additional footnote will be provided on Table 2-2 identifying the LOS standard(s) for the study area roadways.

Section 3.1: Traffic Forecasting Methodology

- 4. Appendix D references correspondence from Waddah Farah regarding the K-Factor. A copy of this correspondence was not provided in Appendix D.**

Response: The referenced correspondence occurred via email and will be included in the appendix of the revised report. Note that the K-factor utilized in the traffic forecasts was based upon the Standard K-Factors recently implemented by FDOT.

Section 3.1.3: Summary of Traffic Factors

- 5. Instead of using referencing the K₃₀- factor and D₃₀-factor, please reference K-Factor and D-Factor due to potential confusion with the Standard K-Factor of 9.0 on Alternate U.S. 19 that the Department of Transportation has implemented for all urbanized arterial roadways.**

Response: All references to K₃₀-factors and D₃₀ factors in Section 3.1.3 will be replaced with "K-Factor" and D-Factor", as requested.

Section 4.1: Opening Year (2018) Intersection Analysis

Section 4.1.1: Scenario 1

6. **The peak hour traffic volumes from Figure 3-10, Opening Year (2018 Intersection Peak Hour Traffic Volumes, Scenario 1, and traffic volumes from the HCS summary report in Appendix E are not consistent with each other in the following selected locations. Please check and verify all traffic volumes from Figure 3-10 and Appendix E and ensure that they are consistent.**

Alternate U.S. 19 / Tarpon Avenue intersection

- **The reported southbound left turn lane for the a.m. peak hour in Figure 3-10 is 115 vehicles, while the HCS summary report volume is 110 vehicles.**
- **The reported westbound left turn lane for the p.m. peak hour in Figure 3-10 is 146 vehicles, while the HSC summary report volume is 136 vehicles.**

Response (for above bullets): Figure 3-10 and the corresponding HCS analyses will be reviewed and revised to ensure that the peak hour volumes for the Alternate US 19 at Tarpon Avenue intersection are consistent.

Alternate U.S. 19 / Meres Boulevard intersection

- **The reported westbound right turn lane for the a.m. peak hour in Figure 3-10 is 25 vehicles, while the HCS summary report volume is 20 vehicles.**
- **The reported northbound right turn lane for the a.m. peak hour in Figure 3-10 is 81 vehicles, while the HCS summary report volumes is 152 vehicles.**
- **The reported northbound left turn lane for the p.m. peak hour in Figure 3-10 is 162 vehicles, while the HCS summary report volumes is 220 vehicles.**
- **The reported northbound thru lane for the p.m. peak hour in Figure 3-10 is 749 vehicles, while the HCS summary report volumes is 739 vehicles.**
- **The reported southbound thru lane for the p.m. peak hour in Figure 3-10 is 582 vehicles, while the HCS summary report volumes is 482 vehicles.**

Response (for above bullets): Figure 3-10 and the corresponding HCS analyses will be reviewed and revised to ensure that the peak hour volumes for the Alternate US 19 at Mears Boulevard intersection are consistent.

In addition, please review and verify the appropriate peak hour traffic volumes from the HCS summary reports in the Appendix with Figure 3-11 (Appendix E – 2018 with Bridge) and Figure 6-5 (Appendix J – Meres Detour Route).

Response: Figure 3-11 (and the corresponding HCS analyses in Appendix E) and Figure 6-5 (and the corresponding HCS analyses in Appendix J) will be reviewed and revised to ensure that the peak hour volumes are consistent.

7. **The approach traffic volumes from Table 4-1 and from the HCS summary worksheets are not always consistent for the Alternate U.S. 19 / Tarpon Avenue intersection. For the a.m. peak hour, please review and confirm the westbound approaches. For the p.m. peak hour, please review and confirm the southbound and westbound approaches.**

Response: Table 4-1 and the corresponding HCS analyses will be reviewed and revised to ensure that the approach traffic volumes are consistent.

Appendix A – Alternate U.S. 19 Signal Timings

- 8. According to the signal timing plan for the intersection of Alternate U.S. 19 / Meres Boulevard, the overall cycle length is 120 seconds for the A.M. peak and 140 seconds for the P.M. peak.**

The cycle length used in the HCS summary reports varies from 120 to 140 seconds for the A.M. peak hours for the intersection of Alternate U.S. 19 / Meres Boulevard as found in Appendices B, E, F, G, H, and J. In addition, the cycle length used in the HCS summary report was 135 seconds for this intersection during the P.M. peak hour.

Please review the signal timing and cycle length from Appendix A for the intersection of Alternate U.S. 19 / Meres Boulevard for both the A.M. and P.M. peak hours and revise the HCS analysis, as appropriate.

Response: The signal timing plan sheets provided were last updated on November 11, 2011 and do not necessarily reflect the exact signal timings observed in the field. The observed cycle length during the AM peak hour was 120 seconds, which is consistent with the signal timing plans and HCS analysis for the existing condition. In future years for this intersection, however, note that a 120 second cycle length may not be adequate to clear the future traffic during the AM peak hour.

The observed cycle length during the PM peak hour was 135 seconds, which is very close to that of the signal timing plans (140 seconds). For consistency, the HCS analyses for all years will initially assume an AM peak hour cycle length of 120 seconds and a PM peak hour cycle length of 140 seconds. However, note that the timing plans may be optimized in the future year HCS analyses, if necessary, as increased traffic demand and travel patterns are expected to change and signal plans will be reevaluated. The results for optimized future scenarios will clearly be identified in the revised memorandum.

- 9. According to the signal timing plan for the intersection of Alternate U.S. 19 / Tarpon Avenue, the overall cycle length is 120 seconds for the A.M. peak and 140 seconds for the P.M. peak.**

The cycle length used in the HCS summary reports varies from 133 to 140 seconds for the P.M. peak hour for the intersection of Alternate U.S. 19 / Meres Boulevard as found in Appendices B, E, F, G, H, and I.

Please review the signal timing and cycle length from Appendix A for the intersection of Alternate U.S. 19 / Tarpon Avenue for the P.M. peak hour and revise the HCS analysis, as appropriate.

Response: The signal timing plan sheets provided were last updated on November 11, 2011 and do not necessarily reflect the exact signal timings observed in the field. The observed cycle length during the AM peak hour was 120 seconds, which is consistent with the signal timing plans and the HCS analyses for all years. Therefore, no revisions to the AM peak hour HCS analyses are required.

The observed cycle length during the PM peak hour was 138 seconds, which is very close to that of the signal timing plans (140 seconds). For consistency, the HCS analyses for all years will initially be revised using a PM peak hour cycle length of 140 seconds. However, note that the timing plans may be optimized in the future year HCS analyses, if necessary, as increased traffic demand and travel patterns are expected to change and signal plans will be reevaluated. The results for optimized future scenarios will clearly be identified in the revised memorandum.

ADDITIONAL COMMENTS

Traffic Design

Why was the intersection of E. Lake St./W. Martin Luther King Dr. excluded as an option for detour?

Response: The detour routes analyzed were developed based on review of stakeholder input, previous detour routes used during maintenance of the existing structure, and survey results of preferred alternate routes from the *Beckett Bridge Feasibility Study*. Note that the routes analyzed in the *Draft Design Traffic Technical Memorandum* are consistent with the approved Scope of Services.

Traffic Data for Air Quality Analysis & Noise Studies

*The following comments have been translated from FDOT mark-ups on the *Traffic Data for Air Quality Analysis* form:

Is this the closest intersection? If so, state in Air Quality Memo. There is also a comment to add a footnote that states “specify as the closest intersection”. (Note: comment refers to the intersection of Alternate US 19 at Meres Boulevard)

Response: As cited in the NOTE on the *Traffic Data for Air Quality* form, “the traffic data should be provided for the intersection that is forecast to have the highest total approach traffic volume”. Therefore, the traffic data has been provided for the intersection of Alternate US 19 at Meres Boulevard, as it has the highest total approach traffic volume. Note that this intersection is not the closest location to the project that was analyzed (the closest location would be at the intersection of Alternate US 19 at Tarpon Avenue).

*The following comments have been translated from FDOT mark-ups on the *Traffic Data for Noise Studies* form:

Adjust size. (Note: comment refers to the columns on the form)

Response: The size of the columns will be adjusted on the form to ensure that text is not truncated.

Direction N, S, E or W? (Note: comment refers to the peak/off-peak traffic information provided on the bottom of the form)

Response: The peak/off-peak direction will be added to the form.

Add a footnote for clarifying No-Build is “No Bridge” or same as existing bridge.

Response: Footnotes have been added to the form to clarify that the No-Build condition reflects Scenario 2 (no bridge connection across Whitcomb Bayou) in the *Design Traffic Technical Memorandum*, while the Build condition reflects Scenario 1 (two-lane bridge connects Riverside Drive with Spring Boulevard across Whitcomb Bayou) in the *Design Traffic Technical Memorandum*.

Traffic Tech Memorandum that I reviewed on CD needs to include the traffic noise and air quality data.

Response: The *Traffic Data for Air Quality Analysis* and *Traffic Data for Noise Studies* forms will be added to the *Design Traffic Technical Memorandum* in an appendix.