

Beckett Bridge

Project Development & Environment (PD&E) Study

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



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Design Traffic Technical Memorandum

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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 (Tdaily).
- 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







2.1 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.



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



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









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











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 IntersectionPeak Hour Level of Service													
	Approach Fraffic Volume A.M. Peak Hour P.M Peak Hour												
Intersection	Approach	AM	PM	Delay (in sec/veh)	LOS	Delay (in sec/veh)	LOS						
	Northbound	635	931	28.4	С	27.7	С						
Alternata US 10 at Marga	Southbound	780	591	30.3	С	18.4	В						
Alternate US 19 at Meres	Eastbound	323	185	27.1	С	33.6	C						
Boulevalu	Westbound	99	130	39.0	D	46.6	D						
			Overall	29.6	С	26.6	С						
	Northbound	652	816	25.9	С	55.7	Е						
Alternate US 10 at Termon	Southbound	795	655	21.7	С	22.5	С						
Alternate US 19 at Tarpon	Eastbound	180	130	44.1	D	48.5	D						
Avenue	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												
	Evisting	Peak Hour	Peak Hour Directional Traffic Volumes and LOS									
Segment	No. Lanes	Capacity ¹	Volume	LOS^2								
Spring Boulevard (North of Tarpon Avenue)	2U	630	311	В								
Riverside Drive/Spring Boulevard (at the Beckett Bridge)	2U	630	429	С								
Tarpon Drive (North of Gulf Road)	2U	630	70	В								
Florida Avenue (South of Gulf Road)	2U	630	199	В								
Meres Boulevard (West of Woodmont Drive)	2U	630	234	В								
Whitcomb Boulevard (South of Poulos Lane)	2U	630	446	С								
Alternate US 19 (South of Tarpon Avenue)	2D	660	816	Е								
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)												
		Yea	ar/Num	ber of C	Intersection Crash Rate							
Intersections	2005	2006	2007	2008	2009	Total	Project Crash Rate (crashes/MEV)	Statewide Crash Rate (crashes/MEV)				
Spring Boulevard/Forest Avenue					1	1	0.071					
Spring Boulevard/Canal Street				1		1	0.071					
Spring Boulevard/Pampas Avenue	2		1			3	0.213	0.338				
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)																
Corr		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 Development (Discoveride	Urban	0.24	5-Year	9	0	0	3	1	0	1	4	0	1	8	2.60	2 2 4 2
Boulevard/Riverside Drive	Collector	0.24	Average	1.8	0.0	0.0	0.6	0.2	0.0	0.2	0.8	0.0	0.2	1.6	2.009	5.243

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 <u>Scenario 1</u>

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 <u>Scenario 2</u>

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 <u>Summary of Traffic Factors</u>

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







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






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







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



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 <u>Scenario 1</u>

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 IntersectionPeak Hour Level of ServiceScenario 1							
		Approach Traffic Volume		A.M. Peak Hour		P.M Peak H	Iour
Intersection	Approach	AM	PM	Delay (in sec/veh)	LOS	Delay (in sec/veh)	LOS
	Northbound	644	1039	18.4	В	31.8	С
Alternata US 10 at Marga	Southbound	843	638	22.2	C	18.4	В
Alternate US 19 at Meres	Eastbound	427	231	35.8	D	34.0	С
Boulevard	Westbound	144	150	51.4	D	46.9	D
			Overall	25.9	C	29.0	С
	Northbound	688	874	20.1	C	59.9	Е
	Southbound	843	686	18.3	В	23.2	С
Alternate US 19 at 1 arpon	Eastbound	221	193	47.4	D	53.1	D
Avenue	Westbound	446	445	39.2	D	36.6	D
			Overall	26.1	C	43.1	D



4.1.2 <u>Scenario 2</u>

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 4-2Opening Year (2018) Signalized IntersectionPeak Hour Level of ServiceScenario 2								
		Approach Traffic Volume		A.M. Peak l	Hour	P.M Peak H	Iour	
Intersection	Approach	AM	PM	Delay (in sec/veh)	LOS	Delay (in sec/veh)	LOS	
	Northbound	644	1039	19.4	В	27.6	С	
Alternate US 10 of Manag	Southbound	937	878	22.4	С	17.3	В	
Alternate US 19 at Meres	Eastbound	667	325	53.7	D	38.6	D	
Boulevald	Westbound	144	150	49.5	D	49.6	D	
			Overall	32.0	С	26.7	С	
	Northbound	688	874	20.1	С	59.9	E	
Alternate US 10 of Terrar	Southbound	843	686	18.3	В	23.2	С	
Alternate US 19 at Tarpon Avenue	Eastbound	221	193	47.4	D	53.1	D	
	Westbound	446	445	39.2	D	36.6	D	
			Overall	26.1	С	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 <u>Scenario 1</u>

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 (20Scenar	18) Arter io 1	ial Level o	f Service	
	Evicting	Peak Hour	Peak Hour Traffic Vo LC	Directional lumes and OS
Segment	No. Lanes	Capacity ¹	Volume	LOS ²
Spring Boulevard (North of Tarpon Avenue)	2U	630	333	В
Riverside Drive/Spring Boulevard (at the Beckett Bridge)	2U	630	456	С
Tarpon Drive (North of Gulf Road)	2U	630	75	В
Florida Avenue (South of Gulf Road)	2U	630	215	В
Meres Boulevard (West of Woodmont Drive)	2U	630	257	В
Whitcomb Boulevard (South of Poulos Lane)	2U	630	478	С
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 <u>Scenario 2</u>

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 nonstate roadway classifications.

TABLE 4-4 Opening Year (2018) Arterial Level of ServiceScenario 2						
	Existing Directional					
Segment	No. Lanes	Capacity ¹	Volume	LOS ²		
Spring Boulevard (North of Tarpon Avenue)	2U	630	247	В		
Riverside Drive/Spring Boulevard (at the Beckett Bridge)	2U	630	N/A	N/A		
Tarpon Drive (North of Gulf Road)	2U	630	145	В		
Florida Avenue (South of Gulf Road)	2U	630	284	В		
Meres Boulevard (West of Woodmont Drive)	2U	630	450	С		
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 <u>Scenario 1</u>

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 5-1Design Year (2038) Signalized IntersectionPeak Hour Level of ServiceScenario 1								
		Approach Traffic Volume A.M. Peak Hour				P.M Peak Hour		
Intersection	Approach	AM	PM	Delay (in sec/veh)	LOS	Delay (in sec/veh)	LOS	
	Northbound	841	1218	78.4	E	45.6	D	
Alternate US 10 at Maras	Southbound	995	764	23.9	С	18.0	В	
Alternate US 19 at Meres	Eastbound	508	338	49.1	D	39.7	D	
Boulevalu	Westbound	158	182	53.4	D	51.6	D	
			Overall	49.3	D	36.9	D	
	Northbound	829	1029	24.1	С	68.9	E	
Alternate US 10 at Termon	Southbound	1001	826	25.3	С	39.9	D	
Alternate US 19 at Tarpon Avenue	Eastbound	253	218	48.0	D	54.7	D	
	Westbound	493	503	45.9	D	38.2	D	
			Overall	31.1	C	52.3	D	





5.1.2 <u>Scenario 2</u>

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 5-2Design Year (2038) Signalized IntersectionPeak Hour Level of ServiceScenario 2							
		Approach Traffic Volume		A.M. Peak I	Hour	P.M Peak H	Iour
Intersection	Approach	AM	PM	Delay (in sec/veh)	LOS	Delay (in sec/veh)	LOS
	Northbound	841	1218	78.4	Е	43.9	D
Alternate US 10 at Marga	Southbound	1114	1062	22.6	С	18.8	В
Alternate US 19 at Meres	Eastbound	806	457	163.5	F	43.7	D
Boulevalu	Westbound	158	182	53.4	D	51.6	D
			Overall	79.5	Е	35.2	D
	Northbound	829	1029	24.1	С	68.9	E
Alternate US 10 at Termon	Southbound	1001	826	25.3	С	39.9	D
Alternate US 19 at Tarpon Avenue	Eastbound	253	218	48.0	D	54.7	D
	Westbound	493	503	45.9	D	38.2	D
			Overall	31.1	C	52.3	D



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 <u>Scenario 1</u>

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 ServiceScenario 1						
	Evicting	Peak Hour	Peak Hour Traffic Vo LC	Directional lumes and OS		
Segment	No. Lanes	Capacity ¹	Volume	LOS^2		
Spring Boulevard (North of Tarpon Avenue)	2U	630	392	С		
Riverside Drive/Spring Boulevard (at the Beckett Bridge)	2U	630	540	С		
Tarpon Drive (North of Gulf Road)	2U	630	91	В		
Florida Avenue (South of Gulf Road)	2U	630	252	В		
Meres Boulevard (West of Woodmont Drive)	2U	630	296	В		
Whitcomb Boulevard (South of Poulos Lane)	2U	630	564	С		
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 <u>Scenario 2</u>

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 (203Scenar	8) Arteria rio 2	al Level of	Service						
	Peak Hour Existing Directional				Peak Hour Frigting Directional		Peak Hour Traffic Vo LC	ur Directional Volumes and LOS	
Segment	No. Lanes	Capacity ¹	Volume	LOS ²					
Spring Boulevard (North of Tarpon Avenue)	2U	630	290	В					
Riverside Drive/Spring Boulevard (at the Beckett Bridge)	2U	630	N/A	N/A					
Tarpon Drive (North of Gulf Road)	2U	630	166	В					
Florida Avenue (South of Gulf Road)	2U	630	327	В					
Meres Boulevard (West of Woodmont Drive)	2U	630	524	С					
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)	$2\overline{U}$	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
- 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.





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 <u>Whitcomb Boulevard Detour Route Traffic Conditions</u>

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							
	Existing	Peak Hour Directional	Peak Hour Traffic Vol LC	Directional lumes and OS			
Segment	No. Lanes	Capacity ¹	Volume	LOS ²			
Spring Boulevard (North of Tarpon Avenue)	2U	630	247	В			
Riverside Drive/Spring Boulevard (at the Beckett Bridge)	2U	630	N/A	N/A			
Tarpon Drive (North of Gulf Road)	2U	630	427	С			
Florida Avenue (South of Gulf Road)	2U	630	215	В			
Meres Boulevard (West of Woodmont Drive)	2U	630	257	В			
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





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 6-2Whitcomb Boulevard Detour RouteSignalized Intersection Peak Hour Level of Service							
		Approach Traffic Volume			A.M. Peak Hour		Iour
				Delay		Delay	
Intersection	Approach	AM	PM	(in sec/veh)	LOS	(in sec/veh)	LOS
	Northbound	705	902	53.5	D	91.0	F
Alternate US 10 of Terrar	Southbound	984	800	97.1	F	60.3	Е
Alternate US 19 at Tarpon	Eastbound	505	387	85.5	F	146.9	F
Avenue	Westbound	472	577	24.9	С	27.2	С
			Overall	70.3	E	76.2	Е

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





				/
	Fristing	Peak Hour	Peak Hour Traffic Vo LC	Directional lumes and)S
Segment	No. Lanes	Capacity ¹	Volume	LOS ²
Spring Boulevard (North of Tarpon Avenue)	2U	630	247	В
Riverside Drive/Spring Boulevard (at the Beckett Bridge)	2U	630	N/A	N/A
Tarpon Drive (North of Gulf Road)	2U	630	427	С
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	С
Alternate US 19 (South of Tarpon Avenue)	2D	660	871	F
Alternate US 19 (North of Tarpon Avenue)	2U	880	837	D

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

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 6-4Meres Boulevard Detour RouteSignalized Intersection Peak Hour Level of Service								
	Approach Traffic Volume			A.M. Peak I	Hour	P.M Peak F	Iour	
				Delay		Delay		
Intersection	Approach	AM	PM	(in sec/veh)	LOS	(in sec/veh)	LOS	
	Northbound	644	1039	19.4	В	27.6	С	
Alternate US 10 at Marca	Southbound	937	878	22.4	С	17.3	В	
Boulevard	Eastbound	667	325	53.7	D	38.6	D	
	Westbound	144	150	49.5	D	49.6	D	
			Overall	32.0	С	26.7	С	



FIGURE 6-4 MERES BOULEVARD DETOUR ROUTE PM PEAK HOUR DIRECTIONAL 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:	MEF	RES BLVD		
Jurisdiction:	STA	TE/TARPON SP	RINGS	
Section #:	2	MTCS		
Comm. Addrs: Pre-empt:	6 Y	IP:	Gateway:	Subnet:

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

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		х				х	:	
Max Recall								
Ped Recall								
Non-Lock			Х	х			·· ·· ·	х
CNA 1		х				х		
CNA 2								
Phase Omit	X	-			X		Х	
Ped Omit	×		Х		Х		х	-
Flash		Y		R		Y		R
Delay Det.		·		10			· · ·	8

Timing & Phasing

Last Timing Change Date: 10/26/2009 Technician Initials:

Database Modified: 11/21/2011

Control Room Pers. Initials:

CYCLE / OFFSET

Cycle	Sec.	Offset	Sec	.1%
1	120	1	5	48
2	100	2	67	5
4	140	4	86	13

SPLIT PLANS

	Ph 1 Sec / %	Pl Sec	h 2 ⊧ / %	P Sec	h 3 c / %	P Sec	h 4 : / %	Ph 5 Sec / %	P Sec	h 6 : / %	Ph 7 Sec / %	Ph Sec	8 /%
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



Notes: OPTICOM

PHASE 8 DELAY DETECTION 8 SECONDS

PHASE 3 CALLS PHASE 8 (IN DETECTOR MENU)

Intersection 44

Main Street:	US AL	T 19		
Side Street:	TARPO	JN AVE		
Jurisdiction:	STATE	TARPON SPRINGS		
Section #:	2	MTCS		
Comm. Addrs: Pre-empt:	3 Y	IP:	Gateway:	Subnet:

Phase #	Street Name	Dire	ction	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		Х				X		
Ped Recall								
Non-Lock				Х	X		Х	Х
CNA 1		Х				X		
CNA 2			· · ·					
Phase Omit	X		Х		X		х	
Ped Omit	X		Х	: }	Х		Х	
Flash		Y		R		Y		R
Delay Det.		-						

Last Timing Change Date: 02/12/2008 Technician Initials:

Database Modified: 11/21/2011 Control Room Pers. Initials:

CYCLE / OFFSET

Cycle	Sec.	Offset	Sec	.1%
1	120	1	74	61
2	100	2	99	34
4	140	4	33	61

SPLIT PLANS

	Ph 1	P	h 2	Ph 3	P	h 4	P	h 5	Ρ	h 6	P	h 7	Ph	8
	Sec / %	Sec	:/%	Sec / %	Sec	:/%	Sec	:1%	Sec	:/%	Sec	1%	Sec	1%
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		æ			FRE	OFF
	0600		2	2	2		

WEEK PLAN

	S	Μ	Т	W	Т	F	S
1	2	1	1	1	1	1	2

		Page	of
Job	Project No.	Sheet	of
Description	Computed by	Date	••••
	Checked by	Date	

Signal - 120 s	timings ec.	(s.) fin	TA <i>lePo</i> rt	AUE Ĉ	AUT 19		Reference
E B L	41 (Y	Wer	14 sec	SBL	5 sec	NBC	SA Sec.
KBT	28 .	しいたて	Z. E. S.C.,	581	73 stc	NBT	73 500
R. B. Y	Za	WRY	2.	SGY	2.50	NRSY	2 300
E B Red	90	$\omega \otimes \mathbb{R}_{cd}$	76	SB Red	40500	NBRed	78 sec.

138 sa

•

Pm

医合く	Nº A-	WBL MA	SEL 20 Sec	NBL	N.JA
ERT	52 Sec.	WBT 52 Sec	587 80 Sec	NET	6000
EBY	Z Sec	WBY 2 Sec	581/ 2. 24	NBY	2 945-
E & Red	84 846	WBREd 84 see	SBred 54 see	NB Red	7652

120 Sec		MERCS BIJ AM	ID C ALT 19	
EBL	· 11 5 55	WRL NA	SBL NA	NEC NA
ERT	25 se	WBT M Ser	587 79 500	NBT 79 -
EBY.	2 500	WBY Zee	SBY Zeer	NBY ZGE
& B Red	93 geor	WBREN 104 Sea	SBREE 39 Sec	NBROD 39 Sec

135 Sec	PM		
EBC 15 STL	we wa	SBL NA	NEG NA
EBT 2150	WB7 2190	SET 99 500	NBT 99500
EBY 250	WBY ZSE	9B1 2Sc	NBY ZEG
EBRED 9754	WRS Rod 112 sec	Spred 34/15ce	NERED 34-SCC
	· · · ·	:	-
			-

URS



URS



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	14-Feb-12	eb-12 Eastbound Hour Totals		Totals	We	sbound	Hour	Totals	Combi	Combined Totals	
Time	Tue	Morning	Afternoo	on Morning	Afternoo	on Morning	Afternoo	n Morning	Afternoo	on Morning	Afternoon
12:00		2	71			2	66	20. 			
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	11			8	72			Sec.	
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		575 2	65	-		1000 VIII - 1	W12*017525
04:45		3	57	8	320	0	92	8	290	47,5 16	610
05:00		5	61			2	78				
05:15		14	59			3	77				
05:30		16	60	F 4	040	9	94	10	000		
05:45		16	63	51	243	5	81	19	330	57.6 70	573
06:00		18	70			10	72				
06.15		20	53			21	68				
06.30		49	05	466	004	47	51	110	004	005	105
00.45		55	40	155	234	02	40	140	231	295	465
07:00		55	40			17	44				
07:30		55	23			24	50				
07:45		55	21	N C 220	111	30	40	. 111	100	CCD 221	000
08.00		68	25	66,5 220		40	42	111	102	55.0 331	293
08.15		80	20			53	40				
08:30		88	18			47	35				
08:45		82	14	64.2 318	77	47	40	177	160	105	246
09:00		57	21	010		67	28	11.1	103	490	240
09:15		105	18			48	27				
09:30		84	15			40	13				
09:45		76	9	322	63	48	20	204	88	526	151
10:00		76	6	OLL	00	47	22	204	00	020	101
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	201		100	110
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 -	3832		1139	2545 -	3624		2731	4785 =
Percent		41.5%	58.5%			30.9%	69.1%			36.3%	63.7%

3-doyAVE AM peak %= 61.8 PM pook %= 55.4

Page 1

Riverside Dr East of Bridge #154000

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

Start	15-Feb-12	East	bound	Hour	Totals	Wes	bound	Hour	Totals	Combin	ed Totals
Time	Wed	Morning	Afternoor	n Morning	Afternoon	Morning	Afternoon	Morning	Afternoo	n 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		i	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		ľ		
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	R. 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		1	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		1	47	46				
08:15		78	13			42	55				
08:30		94	28			64	48				
08:45		85	21	(a) a) 325	89	63	46	216	195	541	2.84
09:00		76	15			/4	48				
09:15		93	21		1	37	41				
09.30		20	15	204	64	55	26	000	440	500	
10:00		/9	10	304	01	60	28	226	143	530	204
10.00		47	12			43	25		[
10:15		69	10			62	17				
10:30		10	11	045	40	52	15	004	~_	440	400
10:40		09	10	∠45	43	47	8	204	65	449	108
11.00		67	10			13	11				
11.10		70	12			59 64	13				
11.00		70	0	277	25	04 £0	D	940	25	FOF	70
Total		1613	2404 m L	612	30	1240	2720. 20	240 Suls	3 0	020	F101 - 20-27
Percent		40.2%	59.8%	- 1		31.3%	68.7%	50		35.8%	64.2%

East of Bridge #154000

Riverside Dr

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

Start	16-Feb-12	East	bound	Hou	Totals	Wes	sbound	Но	ur Totals	Combine	d Totals
Lime 40.00	Ihu	Morning	Afternoon	Morning	Afternoon	Morning	Afternoor	n 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				010
02:15		0	112			Ó	87				
02:30		1	87		l l	1	72				
02:45		0	85	3	375	Ó	72	2	313	5	699
03:00		1	82	0	0,0	1	70	2.	010	J	000
03:15		1	83			, ,	62				
03.10		3	54			4	40				
03.30		1	50	0	070	1	49	c	000		
03.40		1	59	0	210	3	87	5	268	11	546
04:00		1	79			1	90				
04:15		U	93			0	56		l l		
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	497
07:00		55	30	107	2	21	79	140	210	500	*+07
07.15		49	32			29	20				
07:10			20			20	30				
07:45		70	20	000	407	34	49	105	400	057	005
07.40		60	20	232	107	42	30	125	188	357	295
00.00		02	21			52	40				
08:15		89	19			54	43				
08:30		85	23			60	26				
08:45		88	15 (, (j. 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	80
11:00		72	1			59			~~	~~*	00
11:15		72	14			56	Ř				
11:30		55	16			60	al				
11.45		64	Å.	263	25	60	~	23E	22	400	50
Tofal		1600	2224 5 11	200	<u> </u>	100	1 2666 ~ 2	233 771	აა	480	58
Percent		41.9%	∠∠ა <u>4</u> : ഗ്ര 58.1%	2752		32.0%	∠000 <i>≈ ≥</i> 68.0%	111		2014	4800 63.0%
Grand Total		481	4 68	78		35	84 78	331		830	03.070 8 1470
Percent		41.2	% 58 F	1%		31 4	1% 68	6%		36.30	۲۳/0 ۵۹/۱۹/۱۹
		() (6				01.5		~ /0		50.57	0 00.75

Page 3

Riverside Dr East of Bridge #1540000

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

Fastbound													BECH	KETT72HF	R CLASS
Start		Cars &	2 Axle		2 Axle	3 Axle	4 Axle	<5 Axl	5 Axle	>6 Axl	<6 Axl	6 Axle	>6 Axl	Not	
Time	Bikes	Trailers	Long	Buses	6 Tire	Single	Single	Double	Double	Double	Multi	Multi	Multi	Classe	Total
2/14/12	0	2	Ō	0	0	0	0	0	0	0	0	0	0	0	2
00:15	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
00:30	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3
00:45	0	2	0	0	0	0	0	0	0	0	0	0	0	0	9
01.00	0	8	1	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	õ	Ő	2
01.13	0	2	1	0	0	0	0	0	0	0	õ	0	Ō	õ	2
01:45	0	2	1	Ő	0	0	0	0	0	0	0	0	0	0	3
	0	5	2	0	0	0	0	0	0	0	0	0	0	0	7
02:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
02:15	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
02:30	0	3	1	0	0	0	0	0	0	0	0	0	0	0	4
02:45	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
	0	6	2	0	1	0	0	0	0	0	0	0	0	0	9
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
03:15	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2
03:30	0	2	1	0	0	0	0	0	0	0	Ő	0	Ő	ő	3
03.45	0	4	2	0	0	0	0	0	0	0	0	0	0	0	6
04.00	Ő	1	1	Ő	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	0	0	2	0	1	0	0	0	0	0	0	0	0	0	3
04:45	0	2	0	0	11	0	0	0	0	0	0	0	0	0	3
	0	3	3	0	2	0	0	0	0	0	0	0	0	0	8
05:00	0	3	1	0	1	0	0	0	0	0	0	0	0	0	5
05:15	0	6	6	0	2	0	0	0	0	0	0	0	0	0	14
05:30	0	11	4	0	1	0	0	0	0	0	0	0	0	0	16
05:45	0	27	18	0	6	0	0	0	0	0	0	0	0	0	51
06.00	0	16	2	0	0	0	0	0	Ő	õ	õ	0	Ő	õ	18
06:15	õ	16	2	õ	1	1	0	0	0	0	0	0	0	0	20
06:30	Ő	32	12	0	4	1	0	0	0	0	0	0	0	0	49
06:45	0	38	21	0	8	1	0	0	0	0	0	0	0	0	68
	0	102	37	0	13	3	0	0	0	0	0	0	0	0	155
07:00	0	36	16	0	3	0	0	0	0	0	0	0	0	0	55
07:15	0	38	10	0	7	0	0	0	0	0	0	0	0	0	55
07:30	0	36	14	1	4	0	0	0	0	0	0	0	0	0	55
07:45	0	38	9	1	22	0	0	0	0	0	0	0	0	0	220
08.00	1	40	49	0	10	0	0	0	0	Ő	Ő	õ	õ	ŏ	68
08:15	ò	52	23	0	5	Ő	õ	ō	Ō	0	0	0	0	0	80
08:30	ŏ	55	20	Ö	13	Ō	0	0	0	0	0	0	0	0	88
08:45	0	61	20	0	1	0	0	0	0	0	0	0	0	0	82
	1	217	71	0	29	0	0	0	0	0	0	0	0	0	318
09:00	0	42	12	0	3	0	0	0	0	0	0	0	0	0	57
09:15	0	68	26	1	10	0	0	0	0	0	0	0	0	0	105
09:30	0	56	18	0	9	1	0	0	0	0	0	0	0	0	84
09:45	1	47	20	1	/	0	0	0	0	0	0	0	0	0	322
10.00	1	213	76	2	29	0	0	0	0	0	0	0	0	0	76
10:00	0	30	14	0	5	0	0	0	0	0	0	0	Ő	0	60
10:30	0	40	19	0	9	0	0	0	0	0	0	Ő	Ő	0	68
10:45	Ő	45	13	1	12	1	ő	Ő	0	0	0	0	0	0	72
	1	178	62	1	33	1	0	0	0	0	0	0	0	0	276
11:00	0	30	15	1	10	0	0	0	0	0	0	0	0	0	56
11:15	1	35	14	0	5	0	0	0	0	0	0	0	0	0	55
11:30	0	46	4	0	11	0	0	0	0	0	0	0	0	0	61
11:45	0	24	9	0	6	0	0	0	0	0	0	0	0	0	211
Total	1	135	42	1	167	0	0	0	0	0	0	0	0	0	1592
Percent	0.3%	65.7%	22 9%	0.3%	10.5%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Page 1

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													BEC	KET (72H	R CLASS
Start		Cars &	2 Axle		2 Axle	3 Axle	4 Axle	<5 Axl	5 Axle	>6 Axl	<6 Axl	6 Axle	>6 Axl	Not	
Time	Bikes	Trailers	Long	Buses	6 Tire	Single	Single	Double	Double	Double	Multi	Multi	Multi	Classe	Total
12 PM	0	57	8	1	5	0	0	0	0	0	0	0	0	U O	/1
12:15	0	52	20	0	5	0	0	0	0	0	0	0	0	0	44
12:30	0	30 47	13	0	5	0	0	6	0	0	õ	ŏ	õ	Ő	65
12.40		186	54	ĭ	16	Ö	Ő	Ő	Õ	Ő	0	Ō	Ō	Ō	257
13:00	Ő	40	6	0	8	Ō	0	0	0	0	0	0	0	0	54
13:15	1	50	12	0	8	0	0	0	0	0	0	0	0	0	71
13:30	0	47	21	0	11	1	0	0	0	0	0	0	0	0	80
13:45	1	40	16	0	12	0	0	0	0	0	0	0	0	0	69
	2	177	55	0	39	1	0	0	0	0	0	0	0	0	274
14:00	0	54	25	0	9	0	0	U	U	0	0	0	0	0	60
14:15	1	30	14	0	13	1	U	U	0	0	0	0	0	0	58 77
14:30	1	52 55	17	0	7	ו	ນ ກ	0	0	0	ດັ	ň	0	0	83
14:40		101	77	0	35	2	0 0			Ö	0	Ő	0	Ŭ.	307
15:00	ñ	58	18	ž	3	õ	ŏ	õ	õ	ŏ	0	Ō	ō	Ō	81
15:15	š	43	12	õ	6	1	0	Ō	Ō	Ó	0	0	0	0	65
15:30	0	45	25	0	12	0	0	0	0	0	0	0	0	0	82
15:45	0	47	10	0	10	0	0	0	0	0	0	0	0	0	67
	3	193	65	2	31	1	0	0	0	0	0	0	0	0	295
16:00	1	57	23	0	8	0	0	0	0	0	0	0	0	0	89
16:15	0	74	19	0	13	0	0	0	0	0	0	0	0	U	106
16:30	0	51	11	0	6	0	0	0	0	0	0	0	0	0	68 57
16:45	1 	43	b En	3	0 22	V	U 0		ນ ດ		ບ ມ	ν Λ			320
17:00	2	225	10	0		0	0	0	0	ŏ	õ	ŏ	õ	õ	61
17:15	0	43	13	0	5	Ô	õ	õ	Ő	õ	õ	õ	õ	ŏ	59
17:30	1	33	11	Õ	13	2	õ	õ	Ō	0	0	0	0	0	60
17:45	ó	40	14	õ	9	Ö	0	0	0	0	0	0	0	0	63
	1	157	48	0	35	2	0	0	0	0	0	0	0	0	243
18:00	0	45	13	0	12	0	0	0	0	0	0	0	0	0	70
18:15	3	35	10	0	5	0	0	0	0	0	0	0	0	0	53
18:30	0	49	12	0	4	0	0	0	0	0	0	0	0	0	65
18:45	1	33	10	0	2	0	0	0	<u> </u>	U 0	<u> </u>	0	U 0		40
40.00	4	162	45	0	23	0	0	0	0	0	0	0	0	ບ ຄ	204
19:00	ບ ກ	29	7	0	3 2	0	0	0	Ň	0	0	ŏ	Ő	0	23
19.10	ň	25	2	ŏ	ົ້	ŏ	ດ 0	0	ŏ	õ	õ	ŏ	ŏ	ŏ	27
19:45	ŏ	12	4	ŏ	š	Ő	õ	õ	õ	Ō	0	Ō	Ō	ō	21
	0	80	21	0	10	0	0	0	0	0	0	0	0	0	111
20:00	0	13	10	0	2	0	0	0	0	0	0	0	0	0	25
20:15	0	12	6	0	1	1	0	0	0	0	0	0	0	0	20
20:30	0	12	3	0	3	0	0	0	0	0	0	0	0	0	18
20:45	<u> </u>	11	2	0	1	0	0	0	0	Ų	0	U A	V		14
	Ű	48	21	U	/	1	0	0	U	0	0	0	0	0	21
21:00	0	13	5	0	3	0	0	0	0	0	0	ů N	n N	ŏ	18
21.10	0	10	4	0		0	ő	Ő	ů 0	ñ	õ	ŏ	ŏ	õ	15
21.45	ň	7	2	ŏ	0	õ	ŏ	ŏ	ŏ	õ	ŏ	Ō	ŏ	õ	9
21.40	Ŭ	46	11	Õ	- 6	Ō	Ū.	Ō	0	0	0	0	0	0	63
22:00	0	6	0	0	0	0	0	0	0	0	0	0	0	0	6
22:15	0	6	0	0	4	0	0	0	0	0	0	0	0	0	10
22:30	0	3	2	0	0	0	0	0	0	0	0	0	0	0	5
22:45	0	8	2	Q	0	0	Ő	0	Ó	0	0	0	, 0		10
	0	23	4	0	4	0	0	0	0	0	0	U	0	U	31
23:00	0	3	2	0	0	0	0	0	0	0	0	U 0	0	U	5
23:15	U	6	U 4	0	U 4	0	0	0	0	ບ ກ	0	0	0	ບ ກ	0 A
23:30 22:46	U A	0 7	1	0	1	U N	0	0	0	0 0	ő	0	ŏ	0	9
20.40		22	<u>،</u> 4		2		0	0	Ö	ې ۵	Ő	ŏ	Õ	Ő	28
Total	14	1510	464		241	7	ŏ	ŏ	Ő	Ő	Õ	Õ	Ō	Ō	2240
Percent	0.6%	67.4%	20.7%	0.2%	10.8%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

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													BEC	KETT72H	IR CLASS
Start		Cars &	2 Axle		2 Axle	3 Axle	4 Axle	<5 Axl	5 Axle	>6 Axí	<6 Axl	6 Axle	>6 Axí	Not	
Time	Bikes	Trailers	Long	Buses	6 Tire	Single	Single	Double	Double	Double	Multi	Multi	Multi	Classe	Total
2/15/12	0	1	2	0	1	0	0	0	0	0	0	0	0	0	4
00:15	0	4	1	0	U	0	0	0	0	0	0	0	0	0	5
00.30	0	2	0	0	0	U Л	0	0	0	0	0	0	0	0	1
00.40			3	<u>ر</u>		0	v ۸			ຸດ		Ň		0 0	<u>4</u>
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01:15	Ō	1	Ő	õ	õ	Ő	Õ	õ	Ő	ō	Ő	õ	Ō	Ō	1
01:30	0	3	0	0	0	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	5	0	0	0	0	0	0	0	0	0	0	0	0	5
02:00	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45	0	1	0	0	0	0	0	0 0	0	0	0	U	0 0	0	1
02-00	0	2	1	0	0	0	0	0	U	0	0	0	0	0	3
03.00	0	4	1	0	0	0	0	0	0	0	0	0	0	0	4
03.10	0	2	,	0	ň	Ő	0	0	0	ň	0	0 0	ŏ	0	2
03:45	ő	2	ő	ñ	õ	ň	0	0	ถ้	0	ñ	ő	ŏ	n n	2
	Ŏ	9	1	ŏ	ŏ	ŏ	ů 0	ů. O	ŏ	Ŭ.	0 0	Ő	0	Õ	10
04:00	0	0	1	0	Ó	Ó	0	0	0	0	0	0	0	Ō	1
04:15	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
04:30	1	0	1	0	0	0	0	0	0	0	0	0	0	0	2
04:45	0	3	1	0	0	0	0	0	0	0	0	0	0	0	
	1	3	4	0	0	0	0	0	0	0	0	0	0	0	8
05:00	0	3	2	0	1	0	0	0	0	0	0	0	0	0	6
05:15	0	7	2	0	0	0	0	0	0	0	0	0	0	0	9
05:30	1	10	4	0	0	0	0	U	U	0	0	0	0	0	15
05:45		11	0		្	U	U			U O		U	U	U	17
06:00	1	31	14	0	1	0	0	U	0	0	0	0	0	U O	47
06:15	0	10	3	0		0	U 0	0	0	0	0	ບ 0	0	0	20
06:30	0 0	20	4	0	0 5	1	0	0	0	0	ő	0	õ	0	20
06:45	1	39	21	ŏ	6	0	ŏ	0	ő	0	Ő	ő	0	0	67
	1	91	36	Ō	12	1	0	Ū.	Ū.	0	0	0	Ō	0	141
07:00	0	40	14	0	4	0	0	0	0	0	0	0	0	Ō	58
07:15	0	44	11	0	2	0	0	0	0	0	0	0	0	0	57
07:30	0	41	8	0	5	1	0	0	0	0	0	0	0	0	55
07:45	0	45	16	0	5	0	0	0	0	0	0	0	0	0	66
	0	170	49	0	16	1	0	0	0	0	0	0	0	0	236
08:00	0	53	14	0	1	0	0	0	0	0	0	0	0	0	68
08:15	0	57	20	0	1	0	0	0	0	0	0	U	0	0	78
08:30	U O	64 55	19	U A	11	U C	U	U	0	0	0	U 0	0	0	94
08:45	0 0		10 71	<u>ບ</u>	12	υ Λ	0		U 0	<u></u>		ບ ດ	0	U A	205
00.60	ő	45	17	ŏ	13	1	n n	0	0	ő	0	ດັ	ŏ	0	76
09:15	1	68	19	ő	5	0	0	0 0	0	õ	0	ő	Ô	ő	93
09:30	ò	32	19	õ	5	ŏ	õ	ŏ	ŏ	õ	0	ō	õ	0	56
09:45	1	46	21	1	9	1	Ō	Ō	Ő	õ	0	0	0	0	79
	2	191	76	1	32	2	0	0	0	0	0	0	0	0	304
10:00	1	24	14	0	8	0	0	0	0	0	0	0	0	0	47
10:15	0	49	14	0	6	0	0	0	0	0	0	0	0	0	69
10:30	0	43	17	0	9	1	0	0	0	0	0	0	0	0	70
10:45	0	40	13	0	6	0	Q	<u>0</u>	0	0 Í	0 Û	0	0	0	59
44.00	1	156	58	0	29	1	0	0	0	0	0	0	0	0	245
11:00	0	40	15	0	6	0	0	0	0	0	0	0	0	0	61
11:15	0	30 4 A	20	1	10	0	0	0	ປ ^	0 0	0	υ Λ	0	0	0/ 70
11:30	0 A	44 66	12	1	13	U O	0	0	0 0	0	0 A	0	U A	0	70 70
11,40		176	64	2	35	ບ ດ		v ∩	υ Λ	ע ה	v n	n N	ບ ດ	ບ ກ	277
Total	6	1071	377	3	151	5	0 0		Ő	0	ů. O	Ö	0	0	1613
Percent	0.4%	66.4%	23.4%	0.2%	9.4%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Page 3

Riverside Dr East of Bridge #1540000

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Eastbound								47° AI	E A.J	~ C A.d	<6 Av1	6 Avic	56 Av1	Not	
Start		Cars &	2 Axle		2 Axle	3 Axle	4 Axle	<5 AXI	5 Axle	>6 AXI		o Axie		Classe	Total
Time	Bikes	Trailers	Long	Buses	6 Tire	Single	Single	Double	Double	Double	Multi	Multi	INIUIU	Classe	IOIAI
12 PM	1	47	8	0	10	0	0	0	0	0	0	0	0	0	00
12:15	0	44	14	0	20	0	0	0	0	0	0	0	0	0	10
12:30	1	36	18	0	9	0	0	0	0	0	0	0	0	0	71
12:45	0	47	14	0	9	1	0	Q	0	Ű	<u></u>				270
	2	174	54	0	48	1	0	0	0	U	U	0	0	0	219
13:00	0	47	18	0	6	0	0	0	0	U	U	0	0	0	71
13:15	2	39	22	0	10	0	0	0	0	U	U	0	0	0	73
13:30	1	60	21	0	10	0	0	0	0	0	U	0	0	0	92 00
13:45	0	60		0	9	0	0	0	ប	U			<u></u> ບ	ນ ດ	03
	3	206	75	0	35	0	0	0	0	0	0	U O	U	0	319
14:00	0	57	18	0	5	0	0	0	U	0	0	0	U	0	20
14:15	1	52	13	0	6	0	0	0	U	U	0	0	0	0	02
14:30	0	55	18	0	9	0	0	0	U	0	0	0	0	0	70
14:45	2	47	19	0	8	0	0	0	Ů.	<u>U</u>	<u>ູ</u>				210
	3	211	68	0	28	0	0	0	Ů	0	0	0	0	0	111
15:00	0	75	22	0	14	0	0	U	0	0	U	0	0	0	70
15:15	0	54	11	1	7	0	0	Ű	0	U O	U	0	0	0	75
15:30	1	48	19	0	7	0	U	U	Ű	0	U	0	0	0	54
15:45	0	31	10	0	13	<u> </u>	Ŭ			<u>v</u>	0		0		313
	1	208	62	1	41	U	U	U	0	U	0	0	0	0	84
16:00	0	62	13	0	9	0	U	U	0	0	0	0	0	0	70
16:15	1	56	17	0	5	0	U	U	0	0	0	0	0	0	61
16:30	1	43	13	0	8	0	U	0	0	0	0	Ő	ŏ	0	50
16:45	0	42		0	5	U .	U.	U O		0					287
	2	203	55	0	27	0	U	0	0	0	0	0	ŏ	0	68
17:00	0	42	17	0	9	0	0	0	0	0	0	0	ŏ	Ő	82
17:15	1	51	19	0	11	0	0	0	0	0	0	0	0	ŏ	55
17:30	0	36	14	0	5	0	0	0	U	0	0	0	ŏ	õ	72
17:45	0	52		0	6	v.	<u>v</u>		U		0		ນ ກ	Ň	277
	1	181	64	U	31	0	0	0	0	0	ů N	0	ő	ő	71
18:00	0	44	20	U O		0	0	0	0	0	0	0	0	0	69
18:15	0	43	18	U	8	0	0	0	0	0	0	0	ň	ŏ	67
18:30	1	47	11	U	8	0	0	0	0	0	Ő	ů	0	õ	46
18:45		34	3	U	9	0	0	0	0	0 0	<u>ر</u>	Ň	ň	Ő	253
	1	168	52	0	32	0	0	0	ŏ	0	ŏ	õ	ŏ	ō	37
19:00	1	25	5	0	0	0	0	0	ŏ	0	õ	ő	Ō	õ	41
19:15	2	28	10	0	1	1	0	0	ň	0	ő	õ	õ	õ	30
19:30	0	21	4	0	4	0	ň	ő	ő	Õ	õ	õ	ō	0	30
19:45	v	20	0	0	46		v	Ň	ň	ů.	0	0	0	0	138
00.00	3	94	20	0	۰. ۲	,	ñ	0	ő	ő	õ	Ō	ō	0	27
20:00	0	10	3	0		0	ő	0 0	å	ŏ	0	Ō	Ó	0	13
20:15	0	0	5 6	0	7	1	ő	0	ŏ	õ	Ō	Ó	Ó	0	28
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20:40	U A				16		ň	ñ	Ő	Ō	0	0	0	0	89
24-00	0	10	2	0	с, Э	,	ຄັ	ň	ō	Ō	0	0	0	0	15
21.00	0	10	7	0	2	ດັ	õ	Ő	ō	0	0	0	0	0	21
21:10	ő	8	5	ň	2	õ	0	0	0	0	0	0	0	0	15
21.50	ő	8	ž	ñ	ō	õ	Ő	Ō	Ó	0	0	0	0	0	10
£1,70		38	16	ů.	7	Ő	Ô	0	0	0	0	0	0	0	61
22.00	1	8	,,,	õ	2	ō	0	0	0	0	0	0	0	0	12
22:00	ด่	Ř	2	Ő	0	Ō	0	0	0	0	0	0	0	0	10
22.30	ň	R R	2	ñ	1	ō	0	0	0	0	0	0	0	0	11
22:45	ດັ	Ř	2	ก้	Ó	0	0	0	0	0	0	0	0	0	10
#4,7¥	1	32	7	0	ŝ	0	Ū	0	0	0	0	0	0	0	43
23.00	0	a	2	ก้	2	0	Ō	0	0	0	0	0	0	0	13
23.15	ň	10	1	ň	1	0	Ō	Ó	0	0	0	0	0	0	12
23:30	ő	2	4	õ	Ó	0	0	0	0	0	0	0	0	0	6
23:45	1	õ	3	ō	Ō	Ō	0	0	0	0	0	0	0	0	4
	1	21	10	Ō	3	0	0	0	0	0	0	0	0	0	35
Total	18	1590	506	1	286	3	0	0	0	0	0	0	0	0	2404
Percent	0.7%	66.1%	21.0%	0.0%	11.9%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Riverside Dr East of Bridge #1540000

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

Eastbound													DEUI		T OLASS
Start		Cars &	2 Axle		2 Axle	3 Axle	4 Axle	<5 Axl	5 Axle	>6 Axl	<6 Axl	6 Axle	>6 Axi	Not	Tatal
Time	Bikes	Trailers	Long	Buses	6 Tire	Single	Single	Double	Double	Double	Multi	Multi	MURI	Classe	Iotai
2/16/12	0 0	0	0	0	0	0	0	U 0	0	0	0	0	0	0 0	4
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01.00	ő	1	Ó	Ő	ō	0	0	0	0	0	0	0	0	0	1
01:15	Ō	3	1	0	0	0	0	0	0	0	0	0	0	0	4
01:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
01:45	0		0	0		0	0	0	0	0	0	0			
	0	6	1	0	1	0	0	0	0	0	U	0	0	0	2
02:00	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
02:30	0	1	0	0	0	0	0	0	0	0	0	0	ő	0 0	ò
02:45	U 0		U	0 0	0		ນ ດ	0		0	0	0	Õ	Õ	3
02.00	0	<u>ہ</u>	י ח	0	0	ŏ	ດ	ŏ	ŏ	ŏ	õ	Ō	Ō	0	1
03:00	0	1	1	0	0	ŏ	Ő	ŏ	ŏ	ō	0	0	0	0	1
03:30	ŏ	ž	i	ŏ	ō	ŏ	0	0	0	0	0	0	0	0	3
03:45	ŏ	1	Ó	Ő	ō	Ō	0	0	0	0	0	0	0	0	1
	Ō	4	2	0	0	0	0	0	0	0	0	0	0	0	6
04:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	U
04:30	0	2	1	0	0	0	0	0	0	0	U	U	0	0	3
04:45	0		3	0	0	<u>0</u>	0	0	0	U.	<u>U</u>			<u></u> ບ	
	0	4	4	0	0	0	0	0	0	0	U O	0	0	0	0 6
05:00	1	3	2	0	0	0	U	U	0	U	0	0	0	ň	7
05:15	0	5	2	0	U O	0	0	0	0	0	Ő	0	ດັ	0	11
05:30	0	6	5	0	U 1	0	0	0	0	0	Ő	ő	ő	ŏ	17
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00.00	0	25	2 5	ů N	2	ດັ	ů	õ	ō	ō	0	0	0	0	32
00.13	ň	31	12	ő	6	ŏ	õ	ō	0	0	0	0	0	0	49
06:45	1	34	19	ŏ	5	ŏ	Ó	0	0	0	0	0	0	0	59
	1	105	38	0	13	0	0	0	0	0	0	0	0	0	157
07:00	Ó	31	20	0	4	0	0	0	0	0	0	0	0	0	55
07:15	0	32	10	1	5	1	0	0	0	0	0	0	0	0	49
07:30	0	35	13	0	8	0	0	0	0	0	0	0	0	0	56
07:45	0	47	11	0	13		0	0	0	0	U	U	<u>v</u>	U	12
	0	145	54	1	30	2	0	0	0	0	U	0	0	0	432
08:00	0	41	14	0	7	0	0	0	0	0	0	0	0	0	80
08:15	1	62	17	0	9	0	0	0	0	0	0	0	0	0	85
08:30	0	55	20	0	10	0	0	0	ő	0	0	õ	ň	ň	88
08:45		09	01	0	11 37	ນ ກ		້	Ő	Ő	Õ	0	0	0	324
00.00		217 80	22	1	10	ő	Ğ	õ	ŏ	õ	Ō	0	0	0	93
09.00	2	50	18	ò	5	õ	Õ	Ō	ō	0	0	0	0	0	75
09:30	1	30	12	õ	2	ō	Ō	0	0	0	0	0	0	0	45
09:45	ò	47	15	õ	7	0	0	0	0	0	0	0	0	0	69
00.10	3	187	67	1	24	0	0	0	0	0	0	0	0	0	282
10:00	0	47	10	0	7	0	0	0	0	0	0	0	0	0	64
10:15	0	47	7	0	9	1	0	0	0	0	0	0	0	Ô	64
10:30	0	49	15	0	13	0	0	0	0	0	0	0	0	0	71
10:45	0	48	17		8	0	0	0	<u>0</u>	0	0	Ų ,		U ^	/4 070
	0	191	49	1	37	1	0	0	Ű,	0	0	0	0	0	419 70
11:00	1	45	19	0	6	1	0	U	0	0	0	0	0	0 0	70
11:15	0	53	11	1	/	Ű	0	U 0	0	0	υ υ	0	ň	ň	55
11:30	Ŭ	33	15	0	10	U A	0	U 0	О Л	0	0 0	0 0	ő	ő	64
11:45		31	GJ 03	2	10 20			υ Γ		Ň	0	Õ	Õ	Ő	263
Total	<u>ل</u> ج	1050	00 360	<u>۲</u>	173	4	0	ň	0	Ő	Ū	Ū	0	0	1609
Percent	0.5%	65.8%	22 4%	0.3%	10.8%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
1010011	0.0.0	00.070													

Page 5
Riverside Dr East of Bridge #1540000

Eastbound								2C A.1	مايد ا	SE AVI	26 AVI	6 Avia	>6 41	Not	
Start		Cars &	2 Axle		2 Axle	3 Axle	4 Axie	<pre>S AXI</pre>	S AXIE	20 AXI		MUR:	Mult	Classe	Total
Time	Bikes	Trailers	Long	Buses	6 Tire	Single	Single	Double	Double	Donpie	Mun	iviuiu o	IVIUIU 0	014556	10101
12 PM	1	43	17	0	6	0	0	0	0	0	0	ບ ດ	U A	0	07 50
12:15	1	36	12	0	9	0	0	0	Ű	U	0	0	0	0	57
12:30	0	40	15	0	2	0	0	0	Ű	U	0	0	0	0	57
12:45	1	43	12	0		0	0	Ú.	<u> </u>		<u>u</u>			0	242
	3	162	56	0	21	0	0	0	U	0	0	0	0	0	63
13:00	0	36	13	1	13	0	0	0	0	0	ů,	0	0	0	64
13:15	0	35	13	0	6	0	0	0	0	0	U	0	0	0	04
13:30	1	60	17	0	14	2	0	0	0	0	0	0	U	U	94
13:45	2	63	18	0	8	0	0	0	0	0		Ú	Ų.		91
	3	194	61	1	41	2	0	0	0	0	0	U	U	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	Ō	63	12	0	12	0	0	0	0	0	0	0	0	0	87
14:45	Ô	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	ő	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
16:30	ñ	35	13	1	4	1	0	0	0	0	0	0	0	0	54
15:45	ň	36	11	ò	12	0	0	0	0	0	0	0	0	0	59
10.40	· · · · · · · · · · · · · · · · · · ·	182	55	3	34	2	0	0	0	0	0	0	0	0	278
10.00	6	54	14	ň	11	ñ	0	0	0	0	0	0	0	0	79
10:00	Å	59	21	ő	13	ő	ñ	0	Ō	0	0	0	0	0	93
10:10	1	20	17	0	8	Ň	ň	õ	Ō	Ó	0	0	0	0	65
30:30		39	11	0	11	ň	ů	ň	Ő	Ö	0	0	0	0	68
36:45		40	14					ň	ñ	Ō	0	0	0	0	305
1	1	195	00	0	40	0	ő	0	õ	õ	ō	0	0	0	57
37:00	1	39	10	0		0	0	0	ů.	ő	ñ	0	Ō	0	49
17:15	1	26	10	U	6	0	0	0	0	ň	ň	Ō	Ō	ō	55
17:30	0	35	14	0	6	0	0	0	ŏ	ň	ň	õ	Ő	Ō	53
17:45	0	33	12	Ű	8				<u>ر</u>		Ň	Ň	ů.	Ő	214
	2	133	52	0	27	U	0	0	0	ő	ů ů	ň	õ	ñ	56
18:00	0	36	15	U	5	U	0	0	ő	0	ŏ	ñ	Ő	Ő	54
18:15	0	39	11	0	4	0	U	0	0	0	0	0	ň	õ	56
18:30	1	45	4	0	5	1	U	0	0	0	0	0	0	ő	45
18:45	0	30	5	0	10	0	0	0	<u>U</u>	U	<u> </u>	0	0	<u>ر</u>	90
	1	150	35	0	24	1	0	0	U	0	0	0	0	0	211
19:00	0	18	6	0	6	0	0	0	0	0	U	0	0	0	30
19:15	0	21	8	0	3	0	0	0	0	0	U	0	U	U 0	32
19:30	1	12	3	0	4	0	0	0	0	0	U	U	0	U	20
19:45	1	16	7	0		0	0	0		Ű	U				20
	2	67	24	0	14	0	0	0	0	0	0	0	U	U	107
20:00	0	13	3	0	5	0	0	0	0	0	0	0	U	Ú	21
20:15	0	13	3	0	3	0	0	0	0	0	0	0	U O	U	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	<u>0</u>	15
	1	46	16	0	12	1	0	0	0	0	0	0	0	0	76
21:00	Ó	14	0	0	5	0	0	0	0	0	0	0	0	0	19
21:15	Ō	9	2	0	0	0	0	0	0	0	0	0	0	0	11
21:30	Ō	15	5	0	2	0	0	0	0	0	0	0	0	0	22
21:45	Ō	10	5	0	1	0	0	0	0	0	0	0	0	0	16
21.40		48	12	0	8	0	0	0	0	0	0	0	0	0	68
22.00	ň	3	3	Ő	1	0	0	0	0	0	0	0	0	0	7
22.00	ň	ģ	1	õ	0 0	Ó	0	0	0	0	0	0	0	0	10
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22.00	Ň	7	1	õ	ņ	ò	0	0	0	0	0	0	0	0	8
22.45		23	, 6	ů.	2	Ō	0	0	0	0	0	0	0	0	31
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Total	15	1476	460	4	2/1	5 0.494	0.0%	0 000	0 /00/	0.0%	0.0%	0.0%	0.0%	0.0%	
Percent	0.7%	66.1%	20.6%	0.2%	12.1%	0.4%	0.0%	0.0%	0.076	0.076	0.070	0.070	0.070	0.070	
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Grand	65	7752	2532	22	1289	32	0	0	0	0	0	0	0	0	11692
Total				8 .017	44.000	0.004	0.09/	0.09/	0.09/	n n%	0.0%	0.0%	0.0%	0.0%	
Percent	0.6%	66.3%	21.7%	0.2%	11.0%	0.3%	0.0%	0.0%	0.0%	U.U 70	0.070	0.070	0.070	0.070	

3-day 1000 036: 2293 EB

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

Vestbound				BEC										KETT72HR CLASS		
Start	n #	Cars &	2 Axle	D	2 Axle	3 Axle	4 Axle	<5 Axl	5 Axle	>6 Axl	<6 Axl	6 Axle	>6 Axl	Not	T-1-	
2/14/12	Bikes	I railers	Long	Buses	6 Hre	Single	Single	Double			iviuiti 0	រមួយផ្ល	IVIUIU 0	Classe	1018	
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00:30	ŏ	2	ŏ	Ő	ů	ő	ő	ŏ	õ	ŏ	ŏ	õ	õ	ŏ	2	
00:45	õ	2	Ő	Ō	ō	ō	õ	Ō	0	0	0	0	0	0	2	
	0	10	0	0	0	0	0	0	0	0	0	0	0	0	10	
01:00	. 0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	
01:15	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	C	
01:45	0		2	0	2	0	0	0	0		0	0	0	<u>0</u>		
	0	6	3	0	2	0	0	0	0	0	0	0	U	0	11	
02:00	0	2	1	0	0	0	0	U	0	U	U	U	U	0	3	
02:15	0	1	U	U	1	0	0	U	0	U	0	0	0	0	4	
02:30	0	4	2	U O	2	0	0	0	0	0	0	0	0	0	4	
02:45	U O	1	U 2	U 0	<u> </u>	U N	U 0	U 0	U	U	0		v	0	1/	
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03:30	0	n N	0	0	0	0 0	ő	ถ้	ŏ	ő	ŏ	õ	õ	ŏ	(
03:45	ŏ	1	1	õ	ŏ	ŏ	ŏ	ő	ů.	õ	Õ	ő	õ	ŏ		
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04:15	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2	
04:30	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2	
04:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1	4	2	0	0	1	0	0	0	0	0	0	0	0	8	
05:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2	
05:15	0	0	1	0	1	1	0	0	0	0	0	0	0	0	3	
05:30	0	8	0	0	1	0	0	0	0	0	0	0	0	0	ę	
05:45	0	3	2	0	0	0	0	0	0	0	0	0	0	0	Ę	
	0	13	3	0	2	1	0	0	0	0	0	0	0	0	19	
06:00	0	6	2	0	2	0	0	0	0	0	0	U	0	0	10	
06:15	0	17	2	0	2	0	0	U	0	U	0	0	U	0	21	
06:30	0	28	12	0	6	1	U O	U	0	U	0	0	0	0	47	
06:45	2	39	8	1	12	U 1	0	U	0	U 0	<u>ບ</u>	0	U n	0	140	
07.00	2	90	24	1	22	1	0	0	0	0	0	0	0	0	140	
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08:30	1	30	10	0	6	0	0	0	0	0	0	0	0	0	47	
08:45	1	31	5	0	6	0	0	0	0	0	0	0	0	0	43	
	2	116	30	0	28	1	0	0	0	0	0	0	0	0	177	
09:00	0	33	24	0	10	0	0	0	0	0	0	0	0	0	67	
09:15	0	31	10	0	7	0	0	0	0	0	0	0	0	0	48	
09:30	0	23	11	0	6	1	0	0	0	0	0	0	0	0	41	
09:45	0	26	11	0	11	0	0	0	<u>0</u>	<u> </u>	0	<u>0</u>	<u> </u>	0	48	
	0	113	56	0	34	1	0	0	0	0	0	0	0	0	204	
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10:15	0	29	9	U	13	0	U	0	U O	U A	บ ก	0	0	U A	51	
10:30	U 4	37	10	υ 2	4	0	U n	0	U 0	U A	ບ ກ	U n	U A	0	47	
10:45	1	30	01	U A	CI CN	U 2	U A	0 ^	U ^		<u></u> ກ		v n	0 0	202	
44-00	1	121	40	0	40 10	2	0	0 0	о Л	о Л	0 0	0	0	0 n	201	
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11:30	2	38	15	'n	ģ	õ	0	õ	ň	ň	õ	ถ้	ถ้	กั	64	
11:45	ñ	36	.5	ň	15	ñ	ő	ñ	ő	ŏ	õ	õ	õ	Ő	58	
, , , , , ,		144	43	1	43	Ő	Ő	Ő	Õ	ŏ	0	Ő	0	0	234	
Total	10	698	224	3	197	7	Ō	0	Ō	0	0	0	0	0	1139	
Percent	0.9%	61.3%	19.7%	0.3%	17.3%	0.6%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%		

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	ł												BECI	KETT72HI	R CLASS
Start	9	Cars &	2 Axle		2 Axle	3 Axle	4 Axle	<5 Axl	5 Axle	>6 Axl	<6 Axl	6 Axle	>6 Axi	Not	
Time	Bikes	Trailers	Long	Buses	6 Tire	Single	Single	Double	Double	Double	Multi	Multi	Multi	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		45	16	<u>0</u>		0	0	0	0	0	0	0	0	0	74
10.00	1	167	46	2	35	0	0	0	0	0	0	0	0	0	251
13:00	0	42	14	0	7	2	0	0	0	0	0	0	0	0	65
13:15	0	42	7	0	13	1	0	0	0	0	0	0	0	0	63
13:30	U	37	21	0	4	1	0	0	0	0	0	0	0	0	63
13:45		56	17	0	15	Ű	U	0	0	U	0	0	0	0	88
14:00	0	177	09	U O	39	4	0	0	U O	U	U	Ű	0	0	279
14:16	1	41	21	0	10	0	0	U O	0	U	U	0	0	U	58
14:30	0	49	21	1	19	0	0	0	0	0	0	0	0	U	90
14:00	ů N	59	7	,	19	1	0	0	0	0	0	0	U O	0	72
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15:00	2	47	13	'n	13	0	ő	ŏ	ő	0	Ň	Ő	0	0	289
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16:30	1	43	11	0	9	1	ō	ō	õ	õ	õ	ŏ	ŏ	ŏ	65
16:45	1	56	23	0	12	0	0	0	0	0	0	0	Ō	õ	92
	3	192	53	1	40	1	0	0	0	0	0	0	0	0	290
17:00	0	50	14	0	14	0	0	0	0	0	0	0	0	0	78
17:15	0	48	16	0	12	1	0	0	0	0	0	0	0	0	77
17:30	1	66	18	1	8	0	0	0	0	0	0	0	0	0	94
17:45	0	58	10	0	12	1	0	0	0	0	0	0	0	0	81
	1	222	58	1	46	2	0	0	0	0	0	0	0	0	330
18:00	0	49	19	0	4	0	0	0	0	0	0	0	0	0	72
18:15	1	38	11	0	18	0	0	0	0	0	0	0	0	0	68
18:30	0	40	7	0	4	0	0	0	0	0	0	0	0	0	51
18:45		21	10	0	9	0	0	0	0	0	0	0	0	0	40
10.00	1	148	47	0	35	U	0	0	0	0	U	U	U	0	231
19.00	0	31	0 40	U O	10	U	0	0	0	0	U	U	0	0	44
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21:00	0	23	2	0	2	1	0	0	0	0	0	0	Ó	0	28
21:15	1	19	2	0	5	0	0	0	0	0	0	0	0	Ö	27
21:30	0	9	2	0	2	0	0	0	0	0	0	0	0	0	13
21:45	0	14	3	0	2	1	0	0	0	0	0	0	0	0	20
	1	65	9	0	11	2	0	0	0	0	0	0	0	0	88
22:00	0	13	4	0	4	1	0	0	0	0	0	0	0	0	22
22;15	0	19	3	0	3	0	0	0	0	0	0	0	0	0	25
22:30	1	19	2	0	0	0	0	0	0	0	0	0	0	0	22
22:45	0	9	Q	0	1	0	0	0	0	0	0	0	0	0	10
	1	60	9	0	8	1	0	0	0	0	0	0	0	0	79
23:00	0	9	3	0	3	0	0	0	0	0	0	0	0	0	15
23:15	0	7	1	0	2	0	0	0	0	0	0	0	0	0	10
23:30	0	6	0	0	5	0	0	0	0	0	0	0	0	0	11
23:45	U	4		0	2		0	0	0	0	Ó	0	<u>0</u>	<u>0</u>	
Tetal	U 40	20	5	U r	12	0	<u>0</u>	0	0	0	<u>0</u>	0	0	0	43
Poroont	10	1095	433	5	382 46.09/	12	0	U 	0	0	0	0	0	0	2545
Percent	0.7%	00.0%	17.0%	0.2%	15.0%	0.5%	0.0%	0.0%	0.0%	U.0%	0.0%	0.0%	0.0%	0.0%	

Henry Vehicle (2-axle-6-axle) WB 17:00-18:00-48-330= 14:5%

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

Westbound	d												BEC	KETT72HF	R CLASS
Start	0.1	Cars &	2 Axle	~	2 Axle	3 Axle	4 Axle	<5 Axl	5 Axle	>6 Axl	<6 Axl	6 Axle	>6 Axl	Not	Tt -1
1 Ime	Bikes	Irallers	Long	Buses	6 I Ire 1	Single	Single	Double	Dotable	Double	NUULLA D	เทมเต	IVIUIU O	Classe	TOTAL
00:15	ő	8	3	0	1	ŏ	0	Ő	ŏ	õ	ŏ	ŏ	ŏ	ŏ	12
00:30	Õ	õ	õ	Õ	Ó	Õ	õ	Ō	Ō	Ō	0	0	0	Ō	0
00:45	0	5	0	0	0	0	0	0	0	0	0	0	0	0	5
	0	18	3	0	2	0	0	0	0	0	0	0	0	0	23
01:00	0	1	0	0	0	0	0	0	0	0	0	0	0	U	1
03:15	0	3	0	0	1	0	0	0	0	0	0 0	0	0	0	4
01:30	0	2	1	0	0	0	0	0	0	0	0	Ő	0	0	4
01.40				0		0	0	õ	0	Õ	Ő	Ő	Ŭ.	0	10
02:00	ŏ	2	3	õ	2	õ	Ő	Ő	õ	Ō	ō	Ő	Ō	Ō	7
02:15	0	1	3	0	0	0	0	0	0	0	0	0	0	0	4
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45	0	0	1	0	1	0	0	0	0	0	0	<u> </u>	0	<u> </u>	2
00.00	0	3	7	0	3	0	0	0	0	U	0	0	U	0	13
03:00	0	1	0	0	'n	ບ 0	0	U C	0	0	0	0	0	0	2
03:30	0 0	0	0	0	0	0	0	0	0	ň	õ	ŏ	ő	ŏ	ō
03:45	ŏ	ŏ	ŏ	ŏ	õ	õ	õ	Ő	õ	ō	õ	Ō	Ō	õ	Ō
	0	3	0	0	1	0	0	0	0	0	0	0	0	0	4
04:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
04:15	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
04:30	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
U4:45	<u>, v</u>	<u>z</u>	U 1		1	U	U 0	0	U.	U 2	U A	U O	0 ກ	<u> </u>	
05:00	0	2	n n	0	2	0	0	0	U 0	0	0	0	0	ň	2
05:15	ů	4	1	Ő	ő	õ	ő	ő	õ	0	ő	ŏ	ŏ	ŏ	5
05:30	Õ	4	O	õ	õ	õ	õ	õ	ō	ō	0	0	Ō	Õ	4
05:45	0	4	1	0	1	0	0	0	0	0	0	0	0	0	6
	0	14	2	0	1	0	0	Û	0	0	0	0	0	0	17
06:00	0	4	1	0	0	0	0	0	0	0	0	0	0	0	5
06:15	0	21	2	0	3	0	0	0	0	0	0	0	0	0	26
06:30	1	38	5	0	4	1	0	0	0	U A	0	0	0	0	40
00.45	/ 1	103	16		18	1	0	0 0	Ň		0		Ö	0	139
07:00	ċ	17	5	ŏ	4	ò	õ	ŏ	ŏ	ŏ	Ō	Ō	Ō	ŏ	26
07:15	0	15	4	0	8	0	0	0	0	0	0	0	0	0	27
07:30	0	16	6	0	6	2	0	0	0	0	0	0	0	0	30
07:45	<u>0</u>	32		0	6	0	0	0	0	0	0	0	<u>0</u>	0	49
00.00	0	80	26	0	24	2	0	0	0	0	0	0	0	U O	132
08:00	י ה	20	12	0	97	0	0	0	0	0	0	0	0	0	47
08:30	ŏ	38	17	ŏ	ģ	ő	0 0	0 0	ő	ŏ	ů	ŏ	ŏ	ŏ	64
08:45	ŏ	36	17	1	9	õ	õ	õ	õ	Ő	Õ	Ō	ō	Õ	63
	1	122	58	1	34	0	0	0	0	0	0	0	0	0	216
09:00	3	46	12	0	13	0	0	0	0	0	0	0	0	0	74
09:15	1	19	7	0	8	2	0	0	0	0	0	0	0	0	37
09:30	1	29	18	0	5	2	0	0	0	0	0	0	0	0	55
09:45	1 C	4/	19 EC	0	13	U A	0 0	V A	0	U O	ບ ກ			ນ ກ	206
10:00	3	23	11	0	59	4 0	0	ů N	0 A	0	ő	0	0	ŏ	43
10:15	ŏ	31	13	Ő	17	ľ	ů.	õ	ŏ	ŏ	õ	Õ	õ	õ	62
10:30	2	35	7	Ō	8	Ó	0	Ō	Ō	0	0	0	0	0	52
10:45	0	28	11	1	6	1	0	0	0	0	0	0	0	0	47
	5	117	42	1	37	2	0	0	0	0	0	0	0	0	204
11:00	0	47	12	1	13	0	0	0	0	0	0	0	0	0	73
11:15	0	41	11	0	7	0	0	0	0	0	0	0	U n	U O	59
11-44	1	39	12	0	е Э	3	0	0	0	0	U A	0	0	0	03 52
11,45		166	40		35	4	0	0	0	0	0	Ő	0	0	247
Total	14	760	252	3	197	13	ŏ	Ő	Ő	ŏ	ŏ	Õ	õ	ŏ	1239
Percent	1.1%	61.3%	20.3%	0.2%	15.9%	1.0%	0.0%	0.0%	0.0%	0.0%	0,0%	0.0%	0.0%	0.0%	

Riverside Dr East of Bridge #1540000

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

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Westbound	d												BEC	KETT72HI	R CLASS
Start		Cars &	2 Axle		2 Axle	3 Axle	4 Axle	<5 Axl	5 Axle	>6 Axl	<6 AxI	6 Axle	>6 Axl	Not	
Time	Bikes	Trailers	Long	Buses	6 Tire	Single	Sinale	Double	Double	Double	Multi	Multi	Multi	Classe	Total
12 PM	1	52	15	0	12	1	0	0	0	0	0	0	0	0	81
12:15	0	52	13	1	18	0	0	0	0	0	0	0	0	Ó	84
12:30	0	48	10	0	13	1	0	0	0	0	0	0	0	0	72
12:45	0	60		0		2	0	0	0	0	0	0	0	0	95
10.00	1	212	57	1	57	4	0	0	0	0	0	0	0	0	332
13:00	2	45	11	0	14	1	0	0	0	0	0	0	0	0	73
13:15	0	57	15	0	10	0	0	0	0	0	0	0	0	0	82
13:30	1	52	10	0	14	0	0	0	0	0	0	0	0	0	77
13:45		54	9	0	12	1	0	0	0	0	0	0	0	0	76
44.00	3	208	45	U	50	2	0	0	0	0	0	0	Û	0	308
14:00	2	58	10	0	9	0	0	0	0	0	0	0	0	0	79
14:10	0	35	12	3	15	1	0	0	0	0	0	0	0	0	84
14.50	1	47	11	1	16	1	0	0	0	0	0	0	0	0	76
14.45	່ ຈ	20	10	<u> </u>	10	0	U	U		ů.	U V	0	0	0	76
15-00	3 2	210	43	2	50	2	0	0	0	0	0	0	0	0	315
15:15	5	36	14	0	10	1	0	0	0	0	U	0	U	0	86
15:30	1	37	10	0	10	1	0	0	0	0	U	U	Ű	0	60
15:45		24	10	0	10	1	0	0	U	U	0	U	0	0	64
10.40	8	150	55		42	····· 1	0 0	ບ ກ		<u></u> ບ			<u> </u>	0	49
16:00	õ	40	11	ő	18	0	0	0	0	0	0	0	0	U	259
16:15	1	47	10	ñ	12	ů N	ő	0	0	ő	0	0	0	0	09
16:30	Ó	46	10	ň	14	ő	0	0	ŏ	0	0	0	0	0	70
16:45	ō	68	13	ŏ	13	ň	ň	ň	ů N	0	Ő	0	0	0	70
	1	201	44	0	57	Ő	ັ້	ົ້		ň		ບ ົ			202
17:00	2	58	6	Ō	13	õ	ŏ	ő	ň	õ	ő	ő	0	ň	70
17:15	0	40	13	0	6	3	õ	Ő	ŏ	õ	õ	ŏ	ň	0	60
17:30	2	62	16	0	9	õ	õ	ŏ	ŏ	ŏ	õ	ŏ	ň	ő	89
17:45	1	43	11	0	10	1	0	Ō	ō	ō	õ	õ	õ	ő	66
	5	203	46	0	38	4	0	0	0	0	0	Ó	Ő	0	296
18:00	3	41	10	0	11	0	0	0	0	0	0	0	ŏ	õ	65
18:15	0	49	11	0	11	1	0	0	0	0	0	0	Ó	0	72
18:30	0	49	17	0	12	0	0	0	0	0	0	0	0	Ó	78
18:45	3	40	12	0	7	0	0	0	0	0	0	0	0	0	62
	6	179	50	0	41	1	0	0	0	0	0	0	0	0	277
19:00	1	28	10	0	9	1	0	0	0	0	0	0	0	0	49
19:15	0	37	6	0	6	0	0	0	0	0	0	0	0	0	49
19:30	0	25	5	0	7	0	0	0	0	0	0	0	0	0	37
19:45	2	34	10	0		0	0	0	0	0	0	0	0	0	57
00.00	3	124	31	0	33	1	0	0	0	0	0	0	0	0	192
20:00	1	21	32	0	(U	0	0	0	0	0	0	0	0	46
20.10	1	41	5	U O	8	0	U	0	0	0	0	0	0	0	55
20.30	0	40	2	U	5	1	0	U	0	0	0	0	0	0	48
40, 4 3	1	140	28 28		26	U 1			U A	Ų.	Ú.			0	46
21.00	1	32	20	Ő	20		0	0	0	0	0	U O	0	0	195
21:15	'n	30	7	ň	4	0	0	ő	0	0	0	0	0	U	48
21:30	ň	17	5	ñ	4	ő	0	0	ŏ	0	0	0	0	0	41
21:45	ŏ	20	6	ŏ	2	ň	Ő	0	ň	0	0	0	0	0	20
	1	99	25	Ń	18		0			0				0	20
22:00	0	17	4	ŏ	4	ŏ	ñ	Ő	0	0	0	ů ů	0	0	143
22:15	0	12	2	ŏ	3	õ	ň	ň	ň	å	0	ň	ŏ	0	20
22:30	0	10	2	ŏ	3	õ	õ	õ	ŏ	ő	0 0	ő	õ	0	15
22:45	0	5	1	Ō	2	õ	õ	õ	ñ	ő	ň	ň	ñ	ñ	10
	0	44	9	0	12	Ō	Ū.	0	Ő	Ő	0	0	0	Ň.	65
23:00	0	4	3	0	4	0	Ō	Ō	õ	Õ	õ	õ	ŏ	ň	11
23:15	1	7	3	0	2	0	0	Ó	Ō	Ō	Ō	ō	ŏ	õ	13
23:30	0	2	0	0	3	0	0	0	Ó	Ó	Ō	Ō	ō	õ	.5
23:45	0	4	0	0	2	0	0	0	Û	0	0	0	0	õ	ő
	1	17	6	0	11	0	0	0	0	0	0	0	Ó	Ō	35
Total	33	1792	439	3	435	18	0	0	0	0	0	0	0	0	2720
Percent	1.2%	65.9%	16.1%	0.1%	16.0%	0.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

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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	b												BEC	KETT72HF	R CLASS
Start		Cars &	2 Axle		2 Axle	3 Axle	4 Axle	<5 Axl	5 Axle	>6 Axl	<6 Axl	6 Axle	>6 Axl	Not	
Time	Bikes	Trailers	Long	Buses	6 Tire	Single	Single	Double	Double	Double	Multi	Multi	Multi	Classe	Total
2/16/12	1	5	0	0	0	U	0	0	0	0	0	0	0	0	6 E
00:15	0	5	0	0	0	U 0	U 0	0	0	0	0	0	0	0	2
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00.40	1	14	ů 0	Ŭ.	0	Ő	ŏ	ŏ	Õ	Ū	Ŏ	Ő	ŏ	ŏ	15
01:00	O	2	2	Ő	2	ŏ	õ	õ	ō	ō	0	Ő	ō	Ō	6
01:15	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
01:30	0	0	1	0	1	0	0	0	0	0	0	0	0	0	2
01:45	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
	0	5	4	0	3	0	0	0	0	0	0	0	0	0	12
02:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
02:15	0	0	0	0	0	0	0	0	0	0	0	Ű	0	0	0
02:30	U	U	0	0	1	0	U	0	0	0	0	0	U	0	1
02:45	0 0		V n	0 2	U 1	0 /	U 0	0	ν Λ	ບ ກ	<u></u> ທ		U 0	U 0	0 2
03:00	0	1	0	0	1	0	0	0	ů N	Ő	ő	0	ň	ŏ	1
03:15	ő	ŏ	õ	ŏ	ò	ŏ	ŏ	õ	ŏ	ŏ	ŏ	õ	ŏ	õ	0
03:30	Õ	1	õ	ō	ŏ	ŏ	õ	Ō	Ō	Ó	Ó	0	Ō	Ō	1
03:45	Ō	3	Ō	Ō	Ō	Ō	Ō	0	0	0	0	0	0	0	3
	0	4	0	0	1	0	0	0	0	0	0	0	0	0	5
04:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
04:45	0		0	0		0	0	0	0	0	0	0	0	0	2
05.00	U	6	0	0	0	0	0	0	0	U	0	0	0	0	6
05:00	0	0	0	0	0	0	U	0	0	0	U O	0	0	0	U 5
05.10	0	4	ו ת	0	0	0	0	0	0	0	0	Ő	0	0	6
05:45	0	5	0	0	n n	Ő	0	0	0 0	ő	ň	ŏ	ů N	Ő	5
05.40	Ŏ	15	1	Ď	Ö	Ő	Ő	Ű	0	ŏ	ŏ	Ö	Ŭ.	õ	16
06:00	õ	5	i	õ	1	ŏ	õ	ŏ	õ	õ	Ō	Ō	õ	ō	7
06:15	Ó	24	3	Ó	3	0	Ó	0	0	0	0	0	0	0	30
06:30	1	38	10	0	3	2	0	0	0	0	0	0	0	0	54
06:45	0	27	10	1	13	1	0	0	0	0	0	0	0	0	52
	1	94	24	1	20	3	0	0	0	0	0	0	0	0	143
07:00	0	15	1	0	5	0	0	0	0	0	0	0	0	0	21
07:15	0	14	7	0	7	0	0	0	U	0	0	0	0	0	28
07:30	1 1	18	8	0	8	0	U	0	0	0	0	0	0	U O	34
07:45		Z (74	10			1	ບ ກ	0	ν Λ	0	0				42
08.00	, Ó	30	11	ő	11	, 0	ő	ů 0	õ	õ	õ	õ	ő	ŏ	52
08:15	ő	39	6	ŏ	6	3 3	õ	ŏ	ŏ	ŏ	õ	ŏ	ŏ	õ	54
08:30	1	39	9	ō	10	1	õ	ō	Ō	0	0	Ő	Ő	Ō	60
08:45	0	18	9	0	13	0	0	0	0	0	0	0	0	0	40
	1	126	35	0	40	4	0	0	0	0	0	0	0	0	206
09:00	0	36	14	0	13	0	0	0	0	0	0	0	0	0	63
09:15	0	33	11	0	9	0	0	0	0	0	0	0	0	0	53
09:30	0	26	7	0	9	3	0	0	Ű	0	0	U	0	0	45
09:45		25	15								U 0	U 0			010
10-00	ບ ກ	120	47	0	42	3	0	0 2	ບ ມ	0	0	0	0	0	212
10:00	1	30	q	່	á	1	0	ň	ດ ດ	n	ő	ก	ů.	ň	52
10:30	0	38	18	ő	11	2	ő	õ	õ	õ	ŏ	ŏ	ŏ	ŏ	69
10:45	ŏ	37	14	õ		õ	ŏ	ŏ	ŏ	ő	Õ	õ	ŏ	õ	60
	1	137	50	Ō	36	4	Û	0	0	0	0	0	0	0	228
11:00	0	42	9	Û	8	0	0	0	0	0	0	0	0	0	59
11:15	0	32	13	0	11	0	0	0	0	0	0	0	0	0	56
11:30	0	38	11	0	11	0	0	0	0	0	0	Ō	0	0	60
11:45	0	46	5	<u>, </u>	9	0	0	<u>0</u>	Ŏ	0	0	<u>0</u>	0	Õ	60
2 - 1 - 1	0	158	38	0	39	0	0	0	0	0	U	0	<u>0</u>	0	235
Forcast	C 404	/04 62.69/	19 70/	0 10/	200	10	U ሰብ%	0	0.00%	0 0.0%	0 ሰ ሰ%	U በ ሰዓራ	U 0.0%	0.0%	1205
rencent	0.4%	02.0%	10.776	0.1%	17.070	1.270	0.076	0.0%	0.076	0.076	0.0 %	0.070	0.0%	0.0%	

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Riverside Dr East of Bridge #1540000

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

Westbound	t												BEC	KETT72H	R CLASS
Start		Cars &	2 Axle		2 Axle	3 Axle	4 Axle	<5 Axl	5 Axle	>6 Axl	<6 Axl	6 Axle	>6 Axl	Not	
Time	Bikes	Trailers	Long	Buses	6 Tire	Single	Single	Double	Double	Double	Multi	Multi	Multi	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	1	14	0	0	0	0	0	U	0	0	0	68
12.45		183			46	·····	0 0	ע ה	0	U 2	ບ	U 0	<u>ຍ</u>	Ų.	69
13:00	1	40	8	'n	13	0	0	0	0	0	0	0	0	U 0	207
13:15	ò	75	7	õ	13	2	õ	õ	0	ő	ő	ő	0	0	02
13:30	0	52	12	0	13	2	õ	ŏ	ŏ	ŏ	ŏ	ŏ	õ	ŏ	79
13:45	0	57	9	0	7	0	0	0	0	0	0	0	ō	ŏ	73
	1	224	36	0	46	4	0	0	0	0	0	0	0	0	311
14:00	3	48	10	0	21	0	0	0	0	0	0	0	0	0	82
14:15	1	53	14	0	18	1	0	0	0	0	0	0	0	0	87
14:30	1	52	8	0	9	2	0	0	0	0	0	0	0	0	72
14:45	1	44	14	0	12	1	0	0	0	0	0	0	<u> </u>	0	72
15.00	0	197	46	0	60	4	0	0	0	0	0	0	0	0	313
16:15	1	40	14	0	7	1	0	0	0	0	0	0	0	0	/0
15:30	'n	29	9	ň	11	'n	0	0	Ő	0	0	0	0	0	02
15:45	õ	63	11	õ	13	ő	ő	ດັ	0 0	0	ů N	0	0	0	49
	2	177	48	Ő	40	1	Ő	õ	n N	ő	ñ	ň			268
16:00	0	66	13	Ō	11	Ó	õ	õ	õ	ŏ	õ	ŏ	õ	ő	200
16:15	0	38	8	0	9	1	0	0	0	0	0	Ō	ō	õ	56
16:30	0	54	15	1	12	0	0	0	0	0	0	0	0	0	82
16:45		56		0	7	0	0	0	0	0	0	0	0	0	72
	2	214	43	1	39	1	0	0	0	0	0	0	0	0	300
17:00	0	45	9	0	13	0	0	0	0	0	0	0	0	0	67
17:15	0	53	12	0	11	0	0	0	0	0	0	0	0	0	76
17:30	1	50	12	0	13	1	0	0	0	0	0	0	0	0	76
17.45		100	22 EE		ں در		<u>v</u>	Ų.	<u> </u>	<u> </u>	Ű.	0	0	Q	67
18.00	0	51	12	0	43	0	0	0	0	U	0	0	U	0	286
18:15	ŏ	44	9	ň	5	2	0	0	0	0	0	0	0	0	73
18:30	õ	41	16	ő	13	ñ	Ô	õ	ő	ő	0	ů ů	0	0	70
18:45	1	37	26	õ	ġ	õ	õ	0	õ	ŏ	0	0 N	Ő	0	73
	1	173	63	0	37	2	0	Ő	0	Ū.	Ū	Õ	Ö	0 0	276
19:00	0	53	15	0	10	1	0	Ó	0	0	0	ò	ō	õ	79
19:15	1	17	3	0	9	0	0	0	0	0	0	0	0	0	30
19:30	0	35	9	0	5	0	0	0	0	0	0	0	0	0	49
19:45	0	22	2	0	6	0	0	0	0	0	0	0	0	0	30
20.00	1	127	29	0	30	1	0	0	0	0	0	0	0	0	188
20:00	0	30	2	0	8	0	0	0	0	0	0	0	0	0	40
20.10	0	29	6	0	0	0	0	0	0	0	0	0	U	0	43
20:45	ŏ	33	3	0	4 5	0	0	0	U 0	U 0	0	0	0	0	26
57.1Y	0	108	19	ñ	23	ñ	ň	ň			, N	Ň	v	0 0	41
21:00	1	30	7	ŏ	2	ĩ	õ	ů 0	ŏ	ŏ	ő	ŏ	ő	0 0	41
21:15	0	13	5	0	1	0	0	Ó	0	0	0	Ō	õ	õ	19
21:30	1	17	8	0	7	0	0	0	0	0	0	0	0	Ō	33
21:45	1	13	4	0	5	0	0	0	0	0	0	0	0	0	23
	3	73	24	0	15	1	0	0	0	0	0	0	0	0	116
22:00	0	15	0	0	2	0	0	0	0	0	0	0	0	0	17
22:15	0	10	2	0	2	0	0	0	0	0	0	0	0	0	11
22:30	U 0	13	2	0	3	0	U	0	0	0	U	U	0	0	18
22,40	0 0	45	U	0	4	U 0	0 0	U 0	0	<u>U</u>	0	U 2		0	12
23:00	ŏ	-5	1	ň	1	n n	0	0	0 0	0	0	U A	υ Λ	U n	80
23:15	ŏ	, 6	, 1	ŏ	1	ň	Ň	ñ	0	0	ő	ů N	υ Δ	υ Δ	9
23:30	Ō	7	1	ŏ	1	ŏ	Õ	ŏ	ő	ŏ	ů	õ	ŏ	0	a
23:45	Ō	3	1	Ō	3	ŏ	õ	ŏ	õ	Ö	ŏ	ŏ	ŏ	ő	3
	0	23	4	Û	6	0	Ö	Ō	Ō	0	Ō	Ō	Ō	Õ	33
Total	20	1730	404	2	394	16	0	0	0	0	0	0	0	Ō	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%	
Carl															
Grand	100	7429	1977	17	1810	81	0	0	0	0	0	0	0	0	11414
Percent	0.9%	65.1%	17.3%	0.1%	15.0%	0.7%	<u>ስ ሰማ</u>	<u>0 00/</u>	0.0%	0.00/	0.00/	0.00/	0.000	0.00/	
	//			~, , , , , , , , , , , , , , , , , , ,	10.070	0.770	0.070	0.070	V.V /0	V.V /0	0.070	0.070	0.070	0.076	

3-day avorage 2610

Eastbou	ind											Lo	Latitude ongitude: BECKE	Site Co Stat e: 28' 9.0 : 82' 45.9 TT 72HR	ode: N20 tion ID: 1 04 North 064 West CSPEED
Start	1	16	21	26	31	36	41	46	51	56	61	66	71	76	
Time	15	20	25	30	35	40	45	50	55	60	65	70	75	999	Total
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	1	1	3	1	2	0	0	0	0	0	0	0	2
01:00	0	0	ò	0	0	0	0	0	0	0	0	0	0	0	9
01:15	0	0	0	0	1	1	õ	õ	õ	õ	Ő	õ	õ	0	2
01:30	0	0	0	1	1	0	0	0	0	0	0	õ	õ	Ő	2
01:45	0	0	1	0	1	1	0	0	0	0	0	0	0	0	3
	0	0	1	1	3	2	0	0	0	0	0	0	0	0	7
02:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
02:15	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
02:30	0	2	1	1	0	0	0	0	0	0	0	0	0	0	4
02.40	1	2	1	2	1	1	0	0	0	0	0	0	0	0	3
03:00	ò	0	ò	0	0	ò	0	0	0	0	0	0	0	0	9
03:15	0	0	0	Ő	1	ŏ	0	0	0	0	0	0	0	0	1
03:30	0	0	1	1	0	0	0	0	0	Ō	0	õ	Ő	õ	2
03:45	0	1	0	0	0	2	0	0	0	0	0	0	0	0	3
04.00	0	1	1	1	1	2	0	0	0	0	0	0	0	0	6
04:00	0	0	0	0	0	0	1	0	1	0	0	0	0	0	2
04:15	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45	0	0	1	0	0	2	0	0	0	0	0	0	0	0	3
04.40	1	0	1	1	0	3	1	0	1	0	0	0	0	0	3
05:00	1	õ	0	2	Ö	1	1	0	0	0	0	0	0	0	0
05:15	2	0	1	3	4	2	1	õ	Ő	1	õ	ŏ	õ	ő	14
05:30	1	0	1	3	4	2	3	1	1	0	0	0	0	Ő	16
05:45	0	0	2	3	4	5	1	1	0	0	0	0	0	0	16
00.00	4	0	4	11	12	10	6	2	1	1	0	0	0	0	51
06:00	0	0	0	4	7	3	2	2	0	0	0	0	0	0	18
06:15	4	0	1	4	10	7	1	1	0	0	0	0	0	0	20
06:45	6	0	3	10	26	12	6	0	0	0	0	0	0	0	49
	11	0	4	41	58	29	9	3	0	0	0	0	0	0	155
07:00	3	4	5	12	22	6	2	1	0	0	Õ	õ	õ	õ	55
07:15	5	0	1	19	20	7	3	0	0	0	0	0	0	0	55
07:30	3	4	10	4	25	7	2	0	0	0	0	0	0	0	55
07:45	6	0	1	20	13	12	3	0	0	0	0	0	0	0	55
08.00	17	8	1/	55	80	32	10	1	0	0	0	0	0	0	220
08.00	0	2	0	13	28	11	2	0	0	0	0	0	0	0	68
08:30	7	1	16	22	31	10	1	0	0	0	0	0	0	0	80
08:45	1	Ó	7	26	35	12	ò	1	õ	Ő	Ő	õ	ő	0	82
	20	3	33	95	118	44	4	1	0	0	0	0	0	0	318
09:00	3	1	6	21	16	9	1	0	0	0	0	0	0	0	57
09:15	6	6	20	58	15	0	0	0	0	0	0	0	0	0	105
09:30	8	0	17	31	21	5	2	0	0	0	0	0	0	0	84
09.45	20	12	10	120	20	2	1	0	0	0	0	0	0	0	76
10.00	20	12	11	24	72	10	4	0	0	0	0	0	0	0	322
10:15	2	3	16	19	9	6	5	0	0	0	0	0	0	0	70
10:30	7	3	15	22	19	2	ŏ	0	õ	Ő	Ő	0	0	0	68
10:45	10	9	21	18	12	1	1	0	õ	õ	õ	Ö	õ	ő	72
	23	16	63	83	68	17	6	0	0	0	0	0	0	Ő	276
11:00	7	10	11	14	11	3	0	0	0	0	0	0	0	0	56
11:15	4	2	21	17	11	0	0	0	0	0	0	0	0	0	55
11:30	8	0	17	24	7	5	0	0	0	0	0	0	0	0	61
11:45	22	19	10	9	1	4	0	0	0	0	0	0	0	0	39
Total	119	60	244	495	452	169	43	7	2	1	0	0	0	0	1502
		50	~ / 7	100	102	100	40	1	4		0	0	0	0	1092

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

Eastbou	nd												BECKE	TT 72HF	R SPEED
Start	1	16	21	26	31	36	41	46	51	56	61	66	71	76	
Time	15	20	25	30	35	40	45	50	55	60	65	70	75	000	Total
12 PM	4	6	30	14	14	3	0	0	0	0	00	,0	, <u>, , ,</u>	000	71
12:15	5	10	21	17	19	3	2	õ	ŏ	õ	ŏ	ŏ	ŏ	ŏ	77
12:30	1	3	21	13	4	1	1	0	0	0	Ó	0	Ō	Ō	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		4	0	0	0	0	0	0	0	0	69
14:00		44	101	53	38	5	2	1	0	0	0	0	0	0	274
14:00	11	7	20	16	20	4	1	U	0	U	0	U	0	0	88
14:30	4	, 8	17	33	10	2	0	0	0	U	0	0	U	0	59
14:45	5	3	24	35	10	0	1	0	0	0	0	0	0	0	//
	25	30	83	105	51	11	2	Ň			V	0	<u></u> ນ	0 0	207
15:00	3	21	17	28	9	2	1	ñ	ñ	0 0	0	Ň	0	0	307
15:15	4	2	17	29	9	3	1	ŏ	ŏ	ň	õ	ů	õ	ő	65
15:30	17	4	22	28	9	2	0	õ	õ	ŏ	õ	õ	ő	ő	82
15:45	5	2	20	21	14	5	0	ō	õ	õ	õ	õ	Ő	ő	67
	29	29	76	106	41	12	2	0	0	0	0	Ō	Ō	0	295
16:00	6	16	26	27	13	1	0	0	0	0	0	0	Ő	Ō	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	1/	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	30	U 10	14	19	19	1	1	0	0	0	0	0	0	0	63
18:00	30	13	20	08	49	6	2	0	U	U	0	0	0	0	243
18:15	4	6	14	10	15	4	0	0	0	0	0	0	U	0	70
18:30	6	13	20	10	13	2	0	0	0	0	U 0	0	0	0	53
18:45	4	4	16	14	7	1	0	0	0	0	0 0	0	0	0	60
	23	35	66	52	48	10	ů. N	Ň		0	0	0	0	ບ ກ	90
19:00	3	2	5	8	17	5	ŏ	ő	õ	õ	õ	ň	ő	0	204
19:15	2	2	3	5	8	2	1	ŏ	õ	õ	õ	õ	ň	ŏ	23
19:30	0	0	3	4	11	8	1	Ó	Ō	ō	Ō	ō	õ	õ	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	U	0	3	5	5	0	0	0	0	0	<u> </u>	0	<u>0</u>	14
21:00	3	5	11	18	24	12	1	0	0	0	0	0	0	0	77
21.00	2	0	2	3	10	3	0	U	U Q	0	0	0	0	0	21
21:10	4	1	1	4	い フ	3	1	0	0	0	0	0	U	0	18
21:45	Ċ	1	1	4	1	3	'n	0	0	0	0 0	0	0	U A	15
	6	2	9	14	21	9	2				v 	<u> </u>	ບ 	0	9
22:00	Ō	2	1	0	2	1	ñ	ñ	ň	0	ñ	ň	0	0	00
22:15	4	1	ò	ĩ	2	2	õ	ŏ	õ	ŏ	õ	õ	õ	ő	40
22:30	0	0	2	1	0	2	õ	õ	õ	õ	ŏ	ŏ	ŏ	ŏ	.0
22:45	0	1	2	2	3	1	1	ō	õ	õ	õ	ŏ	õ	ŏ	10
	4	4	5	4	7	6	1	0	Ū	Ō	0	Ō	Õ	Ŏ	31
23:00	0	0	2	1	1	1	0	0	0	0	0	0	Ō	Ō	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
10181	204	228	614	625	437	108	22	2	0	0	0	0	0	0	2240

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

Fasthour	hd												BECKE	TT 72HF	R SPEED
Start	1	16	21	26	31	36	41	46	51	56	61	66	71	76	
Time	15	20	25	30	35	40	45	50	55	60	65	70	75	999	Total
2/15/12		0	0	1	1	0	1	0	0	0	0	0	0	0	4
00:15	Ó	Ō	Õ	1	0 0	2	1	1	Õ	õ	ŏ	Ō	õ	õ	5
00:30	0	0	0	Ó	0	1	0	Ó	Ó	Ó	Ó	0	Ó	Ō	1
00:45	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2
	1	0	2	2	1	3	2	1	0	0	0	0	0	0	12
01:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
01:15	0	0	0	0	1	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	3
01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	2	2	1	0	0	0	0	0	0	0	0	5
02:00	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45	0	Q	0	0	0	0	1	0	0	0	0	0	0	0	1
	0	1	1	0	0	0	1	0	0	0	0	0	0	0	3
03:00	0	0	1	1	1	0	1	0	0	0	0	0	0	0	4
03:15	0	0	0	1	1	0	0	0	0	0	0	0	0	0	2
03:30	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
03:45	0	0		0	0	0	1	0	0	0	0	0	0	0	
	0	1	3	2	2	0	2	0	0	0	0	0	0	0	10
04:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:15	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
04:30	U	0	0	0	U	1	0	0	0	1	0	0	U	U	2
04:45	U		1	1	1	1	U Q	U Q	0	0	U	U Q	U	0	4
05.00	0	1	1	2	1	2	U	0	0	1	U	0	U	0	8
05:00	0	0	1	5	0	0	U	0	0	0	0	0	0	0	6
05:15	ů ů	0	1	1	2	4	1	U	0	0	0	0	0	0	9
05.30	U O	0	0	3	6	4	2	0	0	Ň	U	0	0	0	15
05.45				3	4		·····							U O	17
06:00	0	1	2	12	12	11 E	4	U	U	0	0	0	0	U O	47
06:00	0	י ח	3	3	10	0	1	0	0	0	0	0	ő	U 0	20
00.15	5	0	1	4	14	10	0	1	0	0	0	0	0	0	20
00.00	3	0	0	25	26	21	0	0	0	ο Λ	0	0	ů	0	34 67
00.40	8	1	13	20	56	26	2	¥					<u>й</u>	<u>ہ</u>	141
07:00	3	'n	5	8	24	14	4	ó	ŏ	õ	õ	õ	ñ	õ	58
07:15	1	4	1	15	22	10	4	ů 0	ő	ň	ů	õ	ň	ň	57
07:30	8	4	2	13	22	3	2	1	ŏ	ŏ	ň	ŏ	ñ	ů N	55
07:45	5	o.	3	16	24	15	3	ò	Ō	õ	õ	ŏ	õ	õ	66
	17	8	11	52	92	42	13	1	Ō	Ö	Ō	0	0	0	236
08:00	1	Ó	3	19	29	12	4	Ó	0	Ō	0	Ō	Ō	ō	68
08:15	0	0	3	21	40	12	2	0	0	0	0	0	Ó	Ó	78
08:30	11	0	7	42	28	5	1	0	0	0	0	0	0	0	94
08:45	11	1	12	35	20	5	1	0	0	0	0	0	0	0	85
	23	1	25	117	117	34	8	0	0	0	0	0	0	0	325
09:00	9	1	13	25	21	6	1	0	0	0	0	0	0	0	76
09:15	3	7	25	31	17	10	0	0	0	0	0	0	0	0	93
09:30	4	0	6	17	15	8	6	0	0	0	0	0	0	0	56
09:45	8	3	9	30	26	3	0	0	0	0	0	0	0	0	79
	24	11	53	103	79	27	7	0	0	0	0	0	0	0	304
10:00	6	2	15	13	7	3	0	1	0	0	0	0	0	0	47
10:15	5	5	17	24	15	3	0	0	0	0	0	0	0	0	69
10:30	7	9	21	18	14	1	0	0	0	0	0	0	0	0	70
10:45	5	3	16	16	15	4	0	0	0	Q	Q	Q	0	0	59
	23	19	69	71	51	11	0	1	0	0	0	0	0	0	245
11:00	4	7	18	17	13	2	0	0	0	Ō	0	Ō	0	0	61
11:15	5	10	14	25	9	4	0	0	0	0	0	0	0	0	67
11:30	11	8	33	10	7	1	0	0	0	0	0	0 Î	0	0	70
11:45	4	3	25	29	13	4	1	0	0	0	0	0	0	0	79
	24	28	90	81	42	11	1	0	Ú.	0	U	0	Ű	0	277
l otal	120		270	4/8	455	1/4	40	4	0	1	0	0	0	0	1613

014 0 4 4400
Site Code: N20
Station ID: 1
Latitude: 28' 9.004 North
Longitude: 82' 45.964 West
BECKETT 72HR SPEED

Eastbour	nd												BECKE	TT 72HI	R SPEED
Start	1	16	21	26	31	36	41	46	51	56	61	66	71	76	
Time	15	20	25	30	35	40	45	50	55	60	65	70	75	qqq	Total
12 PM	8	4	24	10	18	2	0	0	0	0	0	0	10	000	10101
12:15	18	1	20	19	17	2	1	Ō	Ö	ō	Ō	Õ	ŏ	ŏ	78
12:30	8	7	13	24	9	3	0	0	0	0	0	0	0	Ó	64
12:45	8	1	20	24	14	4	0	0	0	0	0	0	0	0	71
	42	13	77	77	58	11	1	0	0	0	0	0	0	0	279
13:00	5	4	13	27	18	3	1	0	0	0	0	0	0	0	71
13:15	9	0	30	19	14	1	0	0	0	0	0	0	0	0	73
13:30	7	1	29	26	26	3	0	0	0	0	0	0	0	0	92
13:45		14	22	23	15		0	0	0	0	0	0	0	0	83
14.00	28	19	94	95	73	9	1	0	0	0	0	0	0	0	319
14:00	4	15	32	18	10	1	0	0	0	0	0	0	0	0	80
14,10	4 0	4	20	27	8	1	0	0	0	0	0	U	0	0	72
14.30	0 6	4	10	37	10	2	1	0	0	U	0	U	0	0	82
14.44	22	24	Q/	106	12				V	<u>ບ</u>	0	<u>ບ</u>		<u></u> ບ	/6
15:00	13	21	47	21	45 Q	, 0	2	0	0	0	0	0	0	0	310
15:15	5	8	31	19	8	2	Ő	ň	ň	ŏ	0	ő	0	0	70
15:30	7	7	17	30	12	2	ő	ő	0	Ň	ň	0	ő	0	75
15:45	9	5	17	14	7	Ő	0	0	ő	ñ	õ	õ	0	0	70 64
	34	41	112	84	36	- 6	Õ	õ	ŏ		ŏ	õ	ັ ດ	0	313
16:00	6	10	30	25	13	ŏ	ŏ	ŏ	õ	õ	ŏ	ő	ő	0	84
16:15	4	5	28	26	15	1	õ	õ	õ	ō	ŏ	õ	ŏ	ŏ	79
16:30	6	5	13	18	20	3	0	Ó	0	Ó	Ō	0	ō	õ	65
16:45	4	2	18	23	11	1	0	0	0	Ó	0	Ō	ō	Õ	59
	20	22	89	92	59	5	0	0	0	0	0	0	0	0	287
17:00	5	4	21	17	16	5	0	0	0	0	0	0	0	0	68
17:15	9	7	23	29	9	4	1	0	0	0	0	0	0	0	82
17:30	3	5	14	15	15	3	0	0	0	0	0	0	0	0	55
17:45	4	8		21	18	3	0	1	0	0	0	0	0	0	72
	21	24	75	82	58	15	1	1	0	0	0	0	0	0	277
18:00	5	7	19	27	11	2	0	0	0	0	0	0	0	0	71
18:15	(3	27	17	12	1	2	0	0	0	0	0	0	0	69
18:30	6	5	22	19	13	2	0	0	0	0	0	0	0	0	67
10,40	22	5	11	11	10	3	1		U Â	Ú Ú	0	0	0	0	46
10.00	23	20	79	14	46	8	3	0	0	0	0	U	0	0	253
19.00	3	0	11	14	5 44	3	0	0	0	0	0	0	0	0	37
19:10	2	0	2	0	11	2	0	0	0	0	0	0	U	U	41
19:45	4	ő	4	11	10	1	ő	ñ	0	Ô	ñ	0	0	0	30
	11	5	24	50	40		1	ň		o o	υ Λ		0		130
20:00	4	Õ	5	11	4	2	Ó	ĭ	õ	ŏ	ŏ	ŏ	ő	ñ	27
20:15	3	2	3	2	1	2	ō	Ó	õ	õ	õ	ŏ	ŏ	ñ	13
20:30	6	3	3	9	4	3	0	0	Ó	Ó	0	0	Ō	õ	28
20:45	3	1	2	2	7	6	G	0	0	0	0	0	Ó	õ	21
	16	6	13	24	16	13	0	1	0	0	0	0	0	0	89
21:00	1	0	1	2	6	4	1	0	0	0	0	0	0	0	15
21:15	2	0	1	7	5	4	2	0	0	0	0	0	0	0	21
21:30	1	1	1	3	5	4	0	0	0	0	0	0	0	0	15
21:45	0	0	1	3	1	5	0	0	0	0	0	0	<u> </u>	0	10
~~~~	4	1	4	15	17	17	3	0	0	0	0	0	0	0	61
22:00	1	1	1	5	1	1	2	0	0	0	0	0	0	0	12
22:15	0	U	0	3	4	2	1	0	0	0	0	0	0	0	10
22:30	1	0	1	2	6	0	1	0	0	0	0	0	0	0	11
22:45	ບ ຳ	2	າ ຈ		3	2	<u> </u>	Ú ^	0	0	0	0	<u>0</u>	<u>0</u>	10
23.00	4	ა ი	3	12	14	5	4	0	0	Ŭ	U	Ű	Ű	0	43
23.00	2	ບ ວ	2	4	5	0	ן א	1	0	0	0	0	0	0	13
23.30	2	2 N	о О	2	<u>د</u>	2	~	U n	0	0	0	0	υ ^	0	12
23:45	1	0	1	3 0	0	3	0	0	0	U O	0	0	0	U	6
LU.TU	4	2	5	8	7	∠ 7	1	U 1	0 0	0	0		0		4 26
Total	227	190	669	719	469	110	17	3	ບ ຄ	ν 0	0 0		0	V	2404
			~~~			<u>.</u>	• •	×	<u>v</u>		<u>v</u>	·····	V	V	2404

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

Eastbour	nd												BECKE	TT 72HF	R SPEED
Start	1	16	21	26	31	36	41	46	51	56	61	66	71	76	
Time	15	20	25	30	35	40	45	50	55	60	65	70	75	999	Total
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	U O	<u>U</u>	0	<u> </u>	1	1	0	0	0	0	0	0	0	0	2
01:00	0	1	1	0	3	2	U	0	0	0	0	0	0	0	6
01.00	0	1	0	U	U A	0	0	0	0	0	0	0	0	0	1
01.15	0	0	0	0	1	3	0	U	U	U	U	0	0	0	4
01:45	1	0	0	0	1	0	0	Ű	U	0	0	U	U	0	1
01,40	····· 1	1					ں م	U	U			U O		<u> </u>	
02.00	ò	0	ň	0	4	4	0	1	0	0	0	0	0	U	8
02:15	ň	ň	ŏ	ň	1	0	0	1	0	0	0	0	U	U	2
02:30	ŏ	0	Ň	Ő	1	0	0	0	0	0	0	0	U O	0	0
02:45	ő	õ	ň	ŏ	0	0	0	0	0	0	0	0	U O	0	1
	õ	0 0	ñ	Ň	2	ັ ກ	v					0 0	<u>ູ</u>	U A	
03:00	ň	ň	õ	õ	ñ	ň	1	0	ñ	ŏ	ŏ	0	0	0	3
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03:30	ŏ	1	ŏ	1	n	1	õ	ň	ŏ	ň	0	Ő	0	0	1
03:45	0	C	ō	Ó	õ	o.	ŏ	õ	1	õ	ñ	ŏ	0	Å.	1
	0	1	Ó	1	1	1	1	0	1	ñ	ň	ů.	ň		
04:00	0	0	0	1	Ó	ò	ò	ŏ	0	õ	õ	Ô	ő	n n	1
04:15	0	0	Ó	0	ō	õ	ō	ŏ	ŏ	ŏ	õ	õ	õ	0	0
04:30	0	0	0	0	0	3	Ō	Ō	õ	õ	ŏ	õ	õ	ň	3 3
04:45	0	0	0	0	2	2	0	0	Ō	Ō	ŏ	Ő	õ	ŏ	4
	0	0	0	1	2	5	0	0	0	0	0	0	Ō	0	8
05:00	0	0	0	3	2	0	0	0	0	1	0	0	Ō	Ō	6
05:15	0	0	0	3	0	1	3	0	0	0	0	0	0	0	7
05:30	0	0	0	3	4	3	1	0	0	0	0	0	0	0	11
05:45	0	0		1	5	8	1	0	0	0	0	0	0	0	17
	0	0	2	10	11	12	5	0	0	1	0	0	0	0	41
06:00	0	0	0	2	5	5	4	1	0	0	0	0	0	0	17
06:15	2	0	2	6	12	9	1	0	0	0	0	0	0	0	32
06:30	5	0	1	6	25	12	0	0	0	0	0	0	0	0	49
06:45	5	0	6	6	29	10	3	0	0	0	0	0	0	0	59
07.00	12	U	9	20	/1	36	8	1	0	0	0	0	0	0	157
07:00	1	4	5		21	12	5	0	0	0	0	0	0	0	55
07:15	3	1	6	4	17	12	6	0	0	0	0	0	0	0	49
07.30	11	1	4	14	24	8	1	1	0	0	0	0	0	0	56
07.45	20	ວ ດ	10	10	21	8	3	U 1		<u> </u>	0	0	0	0	72
08-00	20	9	23	41	20	40	15	1	0	U	0	0	0	0	232
08:15	8	1	5	13	20	0		U Q	0	0	U	0	0	U	62
08:30	6	1	8	31	20	0	4	0	0	0	U	0	0	U	89
08:45	7	3	10	30	28	8	2	ñ	0	0	0	ů	0	0	85
	24	10	31	97	125	31	<u>~</u>		0 0	0 0				V	55
09:00		4	23	32	19	6	1	ů ů	0	υ Λ	0	0	0	0	324
09:15	3	2	18	34	16	2	ក់	ň	ő	0	õ	0	0	0	93
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	19	13	69	108	61	10	1	1	ñ	ñ	Ő	ñ			282
10:00	3	3	26	18	11	3	Ó	ů.	õ	ñ	õ	õ	õ	ň	6/
10:15	5	4	15	24	12	4	õ	ŏ	ŏ	õ	õ	õ	ñ	ň	64
10:30	9	7	18	31	12	Ó	ō	õ	õ	õ	õ	ŏ	õ	õ	77
10:45	9	16	20	22	7	0	Ō	Ō	Ō	Õ	õ	õ	õ	ŏ	74
	26	30	79	95	42	7	0	0	0	Ō	Ō	Ō	Õ	Õ	279
11:00	4	2	20	37	6	2	Ó	1	Ō	Ō	ō	0	õ	õ	72
11:15	5	17	21	21	7	1	0	0	0	Ó	Ó	Ō	Ō	ŏ	72
11:30	6	2	11	21	13	2	0	0	0	Ó	Ō	Ō	Ō	õ	55
11:45	6	5	20	22	9	2	0	0	0	0	0	0	0	ō	64
	21	26	72	101	35	7	0	1	0	0	0	0	0	Ö	263
Total	123	90	286	474	438	155	36	5	1	1	0	0	0	0	1609

astbour	nd											L	BECKE	: 82 45. TT 72HF	964 W R SPE
Start Fime	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Tot
12 PM 12:15	3 7	8 11	27 21	19 13	8 4	1 2	1 0	0	0	0	0	0	0	0 0	
12:30 12:45	1 1	4	19 23	16 15	10 18	4	3	0	0	0	0	0	Ö	0	
19.00	12	24	90	63	40	8	5	0	Ö	0	Ö	Ő	Ŏ	Ő	2
13:00	9	11 6	24	15	2	2	1 0	0	0	0	0	0	0	0	
13:30 13:45	11 4	5 3	45 38	27 28	6 16	0	0 0	0	0	0	0	0	0 0	0	
14:00	28	25	122	87	34	5	1	Ő	Ő	0	0 0	Ő	Õ	Ő	3
14:00	6	12	30 57	28 22	15	2 4	0	0	0	0	0	0	0	0	1
14:30 14:45	8	6 11	33 18	25	14	1	0	0	0	0	0	0	0	0	
	27	36	138	111	,0 53	9	1	Ő	0 0	0	Ö	0	0	0	3
15:00 15:15	8 5	6 10	16 32	31 24	17 7	3	1	0	0 0	0	0	0	0	0	
15:30	4	6	12	15 17	13	4	0	0	0	0	0	0	0	0	
10.40	23	27	72	87	49	17	3	0	0	0	0	0	0	0	2
16:00 16:15	8 11	5 12	16 22	28 24	19 19	3 5	0	0	0	0 0	0 0	0	0	0	
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10.45	32	5 25	71	96	66	14	1	0	0	0	0	0	0	0	3
17:00 17:15	4 4	6	8 16	18 9	14 15	7	0	0	0	0	0	0	0	0	
17:30	5	2	7	18	17	4	2	0	ŏ	Ö	0	ŏ	ŏ	0	
17:45	8 21	0 10	13 44	15 60	11 57	5 18	1 4	0	0	0 0	0	0	0 0	0	2
18:00 18:15	4	1	9	19 30	20	1	2	0	0	0	0	0	0	0	
18:30	4	5	20	14	7	6	Ó	0	0	o	0	0	õ	õ	
18:45	8 17	1 7	9 47	15 78	8 47	2 10	2 5	0	0	0	0	0	0	0	2
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19:30	4	3	3	2	7	0	1	0	0	0	0	0	0 0	0	
19:45	1 12	1 7	4 17	8 25	10 36	0 7	1 3	0	0	0	0	0 0	0	0	
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20:45	<u>3</u> 10	1	0	2 24	5 20	3	1	0	0	0	0	0	0	0	
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21:15 21:30	2	1	4	5 7	4 5	1	1 2	0	0	0	0	0	0	0	
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22:45	0	0	1	3	1	2	0	1	0	0	0	0	0	0	
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Total	1 192	3 168	3 618	7 670	4 434	4 118	3 31	0 3	0	0	0	0	0	U 0	22
Brand Total	985	807	2701	3461	2685	834	18 9	24	3	3	0	0	0	0	116
			15th P 50th P 85th P	ercentile : ercentile : ercentile ;		20 MPH 27 MPH 34 MPH									

Number of Vehicles > 25MPH :7Percent of Vehicles > 25MPH :61

7199 61.6%

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

Westbou	ind												BECKE	TT 72HF	R SPEEI
Start	1	16	21	26	31	36	41	46	51	56	61	66	71	76	
Time	15	20	25	30	35	40	45	50	55	60	65	70	75	999	Total
2/14/12	0	0	0	1	0	1	0	0	0	0	0	0	0	0	2
00:15	0	0	0	1	0	3	0	0	0	0	0	0	0	0	4
00:30	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
00:45	0	U	1	3	0	0		0	0	0	0	0	0	0	2
01/00	0	0	1	5	0	4	0	0	0	0	0	U	0	0	10
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01:30	ŏ	ŏ	0	õ	ő	0	n n	n N	0	0	ß	0	0	0	1
01:45	1	Õ	Ő	4	2	2	ŏ	õ	õ	ő	ŏ	ŏ	õ	ő	9
	1	0	1	4	2	2	1	Ō	Ď	Ō	Ō	Ō	Õ	Õ	11
02:00	0	0	1	0	1	1	0	0	0	0	0	0	0	0	3
02:15	0	1	0	0	1	0	0	0	0	0	0	0	0	0	2
02:30	3	Ű	0	4	1	1	0	0	1	0	0	0	0	0	8
02:45			1		<u></u> ນ	<u> </u>	U	<u></u>	0	0	0	U	0	0	
03:00	0	0	2 0	4	0	2	0	0	1	U O	0	0	0	0	14
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	0	0	0	1	2	1	0	0	0	0	0	0	0	0	4
04:00	1	2	0	0	1	0	0	0	0	0	0	0	0	0	4
04:15	0	0	0	0	1	0	1	0	0	0	0	0	0	0	2
04:30	U	0	0	2	0	0	0	0	0	0	0	0	0	0	2
04:45		<u>v</u>	<u> </u>	0	<u>ບ</u>	0	0	0	0	0	0	0		0	0
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	2	0	2	6	4	4	1	Ō	Ó	0	Õ	0	Ō	Õ	19
06:00	1	0	1	1	3	3	0	1	0	0	0	0	0	0	10
06:15	2	0	0	3	12	3	1	0	0	0	Û	0	0	0	21
06:30	5	0	5	19	15	3	0	0	0	0	0	0	0	0	47
06:45	10	2	۲ ۲		24	12	3	1	U Q	0	0	0	<u> </u>	0	62
07:00	13	2	14	30	54	21	4	2	U	0	0	0	0	0	140
07:15	š	'n	2	8	8	3	0	0	0	0	0	0	0	0	1/
07:30	1	ŏ	2	9	10	8	õ	õ	õ	õ	0	0	ñ	0	30
07:45	4	0	9	15	6	5	1	ō	Õ	õ	Ő	õ	õ	0	40
	8	1	15	35	30	21	1	0	0	Ō	0	0	0	Ū	111
08:00	4	0	7	12	9	2	0	0	0	0	0	0	0	0	34
08:15	4	3	7	13	20	4	2	0	0	0	0	0	0	0	53
08:30	4	4	16	11	11	1	0	0	0	0	0	0	0	0	47
08:45	3	2		12	13	2	2	0	0	0	0	0	<u> </u>	0	43
00.00	13	3	39	48	53	9	4	0	U	0	U	0	0	0	177
09:15	5	2	8	14	16	2	1	0	0	n n	0	0	0	0	b7 49
09:30	5	ō	11	16	8	1	ò	ň	ő	ő	ő	0	0	0	40
09:45	8	4	14	10	8	3	1	ŏ	õ	ŏ	ŏ	Õ	ŏ	ŏ	48
	31	9	48	59	49	6	2	0	0	0	0	0	Ū	Õ	204
10:00	5	5	15	11	6	5	0	0	0	0	0	0	0	0	47
10:15	5	3	16	16	8	3	0	0	0	0	0	0	0	0	51
10:30	5	2	14	15	8	2	1	0	0	0	0	0	0	0	47
10:45	9	3	22	24	4	0	0	0	0	0	<u>0</u>	<u> </u>	0	0	62
11.00	24 0	ו ג מ	107 15	00	26	10	1	0	0	0	0	0	0	0	207
11.00	4	2 8	10	22 11	10	3	0	0	U O	0	0	U O	U	0	60
11:30	16	8	16	17	0 5	1	1	0 A	U D	0	U A	υ Λ	ບ ກ	U A	52
11:45	5	8	14	15	14	2	Ġ	0 0	0	0	0	0	0	0	04 59
	33	26	67	65	35	7	1	ŏ	ů 0	ŏ	ŏ	Ŏ	ŏ	õ	234
Total	129	63	256	325	260	87	16	2	1	Ō	Ō	Ō	Ō	Õ	1139

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

Westbou	ind												BECKE	TT 72HF	R SPEED
Start	1	16	21	26	31	36	41	46	51	56	61	66	71	76	
Time	15	20	25	30	35	40	45	50	55	60	65	70	75	999	Total
12 PM	6	0	21	21	11	7	0	0	0	0	0	0	0	0	66
12:15	6	8	12	19	9	1	1	0	0	0	0	0	0	0	56
12:30	6	19	15	9	6	0	0	0	0	0	0	0	0	0	55
12:45	10	3	21	31	9	0	0	0	0	0	0	0	0	0	74
10.00	28	30	69	80	35	8	1	0	0	0	0	0	0	0	251
13:00	9	2	20	25	9	0	0	0	0	U	0	0	0	0	65
13:15	0	2	13	22	11	2	2	0	0	บ ก	0	0	0	0	63
13:45	14		24	29	12	<u>۲</u>	2	0	0	0	0	õ	ň	0	20
10.40	36	22	71	101	40	5	4	Ö	ñ		Ő	Ő	Õ	0	279
14:00	6	3	13	24	10	2	ò	õ	Õ	ō	Ō	ō	ō	Õ	58
14:15	10	13	34	19	11	2	1	0	0	0	0	0	0	0	90
14:30	6	5	21	21	17	2	0	0	0	0	0	0	0	0	72
14:45	7	5	23	28	11	5	0	0	0	0	0	0	0	0	79
	29	26	91	92	49	11	1	0	0	0	0	C	0	0	299
15:00	5	2	14	28	21	5	0	0	0	0	0	0	0	0	75
15:15	5	1	10	18	15	9	0	0	0	0	0	0	0	0	58
15:30	10	5	21	36	18	5	0	0	0	0	0	0	0	0	95
15:45	6	2	21	30	12	5	<u> </u>	Ű	U	Ų	0	U	0 0	0	76
46.00	26	10	00	112	00	24	0	U	0	0	0	0	0	0	304
16:00	5 5	2	10	29	49	5	U 3	0	1	0	0	U n	0	0	19
10.15	a	3	ッ 11	10	17	4	, 0	n N	0	Ň	0	0	õ	0	65
16:45	10	5	21	38	14	4	ň	ő	ő	ň	ň	ñ	ŏ	0	92
10,10	29	13	57	99	71	19	1	ő	1	0	Ő	0 0	Ö		290
17:00	8	8	12	27	22	1	0 0	õ	ò	õ	õ	õ	õ	õ	78
17:15	7	3	14	23	24	6	Ō	Ó	Ō	Ö	0	0	Ō	Ō	77
17:30	14	8	32	28	10	2	0	0	0	0	0	0	0	0	94
17:45	6	7	20	20	25	2	1	0	0	0	0	0	0	0	81
	35	26	78	98	81	11	1	0	0	0	0	0	0	0	330
18:00	13	3	21	20	12	2	1	0	0	0	0	0	0	0	72
18:15	6	9	11	28	10	4	0	0	0	0	0	0	0	0	68
18:30	3	8	9	20	9	2	0	0	0	0	0	0	0	0	51
18:45			15	12		1	U	0	<u> </u>	0	<u> </u>	U 0	0	U Q	40
10.00	20	44	20	80 15	38	9	1	0	0	0	0	0	0	0	231
10.15	5	3	17	18	10	2	1	0	0	õ	0	0	ő	0 0	56
19:30	4	2	9	16	8	1	0	ñ	ñ	õ	Ő	õ	õ	õ	40
19:45	5	2	7	13	13	2	õ	ŏ	Õ	õ	Õ	õ	ō	õ	42
	17	8	45	62	40	8	2	0	Ō	0	0	0	0	0	182
20:00	4	4	12	16	9	1	0	0	0	0	0	0	0	0	46
20:15	0	1	9	22	11	5	0	0	0	0	0	0	0	0	48
20:30	3	2	9	13	8	0	0	0	0	0	0	0	0	0	35
20:45	2	3	10	8	11	5	0	1	0	0	<u>0</u>	0	0	0	40
	9	10	40	59	39	11	0	1	0	0	0	0	0	0	169
21:00	2	2	4	10	y 10	1	0	U	0	0	0	U	0	0	28
21:15	1	1	8	0	10	0	0	0	1	0	0	0	0	0	27
21:30	ó	1	c c	4	4 8	4	0	0	0	0	0	0 0	ບ ກ	0	13
21.40	4		23	22	21	····· 2	0 0	ν Λ		0 0	0 ()	<u>ر</u> ۱	ບ ດ		20
22.00	1	2	3	10	5	1	n N	ň	Ó	ő	ñ	õ	ň	ñ	22
22:15	ò	2	2	13	7	1	ŏ	ŏ	ŏ	ŏ	õ	õ	õ	ŏ	25
22:30	õ	4	2	7	5	2	2	ō	ō	õ	Ō	Ō	ō	Õ	22
22:45	0	0	1	5	з	1	0	0	0	0	0	0	0	0	10
	1	8	8	35	20	5	2	0	0	0	0	0	0	0	79
23:00	1	1	1	1	9	0	2	0	0	0	0	0	0	0	15
23:15	0	0	2	1	4	2	1	0	0	0	0	0	0	0	10
23:30	0	0	3	1	4	3	0	0	0	0	0	0	0	0	11
23:45	1	2	0	2	2	0	0	0	0	<u> </u>	0	0	<u>0</u>	0	7
Tatal	2	3	6	5	19	5	3	U 1	U Q	U O	U	U 0	0	0	43
I Otal	<u> </u> 24	103	010	040	929	110	10	1	۷	U	Ų	v	v	Ų	∡545

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

Westbou	nd														
Start	1	16	21	26	31	36	41	46	51	56	61	66	71	76	
Time	15	20	25	30	35	40	45	50	55	60	65	70	75	999	Total
2/15/12	10	~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	3				00		00		, <u>v</u>	, <u>,</u>	0000 N	6
2/30/12	1	ů.	2	5	4	0 A	ŏ	ŏ	ů	õ	ň	ő	ň	ň	12
00:30	'n	ů ů	5	ő	- 0	ő	õ	ő	ň	õ	õ	ñ	õ	õ	 ດ
00:45	õ	ů 0	ő	1	1	ž	1	ŏ	õ	õ	õ	õ	ō	Ő	5
00.40	1	้ก	2	9	8	2	1	0	0 0	0	Ū	0	0	0	23
01.00	ò	õ	ō	õ	1	ō	0 0	õ	ō	Ő	Ō	0	Ó	Ó	1
01:15	õ	1	ō	ō	2	ō	1	Ō	õ	Ō	0	0	Ó	0	4
01:30	Ō	Ó	Ó	Ó	1	1	0	0	0	0	0	0	0	C	2
01:45	0	Ō	Ó	2	1	0	0	0	0	0	0	0	0	0	3
	0	1	0	2	5	1	1	0	0	0	0	0	0	0	10
02:00	1	0	0	3	2	0	0	1	0	0	0	0	0	0	7
02:15	1	0	0	0	1	2	0	0	0	0	0	0	0	0	4
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45	0	0	0	0	0	1	1	0	0	0	0	0	0	Q	2
	2	0	0	3	3	3	1	1	0	0	0	0	0	0	13
03:00	0	0	0	1	0	1	0	0	0	0	0	0	0	0	2
03:15	0	0	0	1	1	0	0	0	0	0	0	0	0	0	2
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	2	1	1	0	0	0	0	0	0	0	0	4
04:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
04:15	0	0	1	0	1	0	0	0	0	0	0	0	0	0	2
04:30	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2
04:45	0	0	0		1	<u>0</u>	0	0	0	<u> </u>	0	0	0	0	3
	0	0	1	3	4	0	0	0	0	0	0	0	U	0	8
05:00	U	0	0	0	0	2	0	U	0	U	0	0	U	0	2
05:15	0	U	2	1	2	0	0	U	0	0	0	0	0	0	5
05:30	0	U	1	U	1	1	1	Ů	0	0	0	0	0	0	4
05:45		ູ		<u>z</u>	3							0	<u></u>		47
00.00	U O	0	4	3	0	3	1	0	0	0	0	0	0	0	۱۱ ۵
06:00	0	0	U Q	4	42	U E	1	0	0	0	0	0	0	0	0 26
06:15	1	0	0	14	13	7	1	0	0	0	0	0	ň	0	48
06.30	4	0	ő	14	20	19	5	2	ő	0	ŏ	0	ñ	0	04 60
00.45		n	ນ ົ້າ	37	44 60	25	2 2	た ク		<u>ν</u>		n N			139
07:00	3	ž	1	7	8	20	1	1	ñ	ň	ő	ň	ő	ŏ	26
07:00	1	1	2	ģ	10	2	2	ò	õ	ñ	õ	õ	ŏ	õ	27
07:30	2	1	2	7	10	7	1	õ	õ	õ	ŏ	ō	ō	Ő	30
07:45	5	2	10	14	10	5	3	Ő	ŏ	õ	Ō	ō	ō	Ō	49
	11	6	15	37	38	17	7	1	Ö	Ō	0	0	Ö	0	132
08:00	8	2	8	11	14	4	0	Ó	Ō	Ó	0	0	0	0	47
08:15	7	1	4	12	10	7	1	0	0	0	0	0	0	0	42
08:30	10	4	13	20	13	4	0	0	0	0	0	0	0	0	64
08:45	12	3	14	26	6	2	0	0	0	0	0	0	0	0	63
	37	10	39	69	43	17	1	0	0	0	0	0	0	0	216
09:00	9	9	16	25	10	3	2	0	0	0	0	0	0	0	74
09:15	3	1	12	9	8	4	0	0	0	0	0	0	0	0	37
09:30	10	0	12	19	10	3	1	0	0	0	0	0	0	0	55
09:45	8	3	15	20	13	1	0	0	0	0	0	0	0	0	60
	30	13	55	73	41	11	3	0	0	0	0	0	0	0	226
10:00	9	4	7	16	7	0	0	0	0	0	0	0	0	0	43
10:15	8	8	22	16	7	1	0	0	0	0	0	0	0	0	62
10:30	6	1	18	20	7	0	0	0	0	0	0	0	0	0	52
10:45	6	5	15	14	6	0	1	0	0	Ó	<u>0</u>	0	<u>0</u>	0	47
	29	18	62	66	27	1	1	0	0	0	0	0	0	0	204
11:00	6	13	27	18	8	1	0	0	0	0	0	0	0	0	73
11:15	7	4	16	22	7	3	0	0	0	0	0	0	0	0	59
11:30	10	6	20	17	8	3	0	0	0	0	0	0	0 ^	0	64
11:45	3	7	14	20		1	<u> 0 </u>	<u>0</u>	0	0	0	<u>v</u>	Û	0	52
	26	30	77	77	30	8	0	<u> </u>	0	<u>v</u>	Ű	v v	U N	ů.	248
i otal	141	/8	257	381	266	89	24		ប	U	Ų	0	U	U	1240

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

Westbou	nd												BECKE	II /ZHF	SPEEL
Start	1	16	21	26	31	36	41	46	51	56	61	66	71	76	
Time	15	20	25	30	35	40	45	50	55	60	65	70	75	999	Total
12 PM	16	7	13	20	18	7	0	0	0	0	0	0	0	0	81
12:15	9	8	32	21	12	1	1	0	0	0	0	0	0	0	84
12:30	11	7	34	15	5	0	0	0	0	0	0	0	0	0	72
12:45	11	4	36	34	10	0	0	0	U 0	0	0	0	0	0	333
12:00	4/	20	115	90	40	2	, 0	0	0	0	0	0	ő	ŏ	73
13:15	9	15	13	20	18	3	ŏ	ŏ	õ	ŏ	ŏ	õ	ŏ	ŏ	82
13:30	8	5	25	24	13	2	Ō	Ő	0	0	0	0	0	0	77
13:45	4	5	19	27	18	3	0	0	0	0	0	0	0	0	76
	30	30	80	98	59	11	0	0	0	0	0	0	0	0	308
14:00	4	8	30	24	9	4	0	0	0	0	0	0	0	0	79
14:15	6	3	26	32	13	3	1	0	0	0	0	0	0	0	04 76
14:30	6	9 10	25	20	9	2	1	ő	0	õ	ŏ	ŏ	ŏ	ŏ	76
14.45	28	30	100	105	39	11	2	Õ	Õ	0	Ō	Ō	0	0	315
15:00	9	0	26	26	20	4	1	Ó	0	0	0	0	0	0	86
15:15	8	5	6	26	15	0	0	0	0	0	0	0	0	0	60
15:30	7	1	12	18	19	5	2	0	0	0	0	0	0	0	64
15:45	20	5	9	8	5	2	0	0	0	0	0	0	0 0	0 0	49 250
10.00	44	11	53	/8	59	11	3	0	0	0	0	0	0	0	209
16:00	3	1	15	24	20	6	0	0	0	ő	ő	ŏ	ŏ	ő	70
16:30	10	5	18	11	20	6	0	ů 0	õ	õ	ŏ	Ő	Ō	ō	70
16:45	7	6	18	41	18	4	Ō	0	0	0	0	0	0	0	94
.,	24	19	60	94	89	17	0	0	0	0	0	0	0	0	303
17:00	3	7	16	16	33	3	0	1	0	0	0	0	0	0	79
17:15	7	5	8	22	18	2	0	0	0	0	0	0	0	0	62
17:30	7	3	19	21	32	6	1	U	0	0	0	0	0 D	0	69 66
17:45	24	17	56	20	07	4 15			ນ ຄ	0	0	0		Ő	296
18:00	5	4	23	16	15	2	Ó	Ö	õ	Ō	0	0	0	0	65
18:15	7	4	16	23	20	1	1	0	0	0	0	0	0	0	72
18:30	10	15	11	32	10	0	0	0	0	0	0	0	0	0	78
18:45			15	19	18	1	1	0	0	<u> </u>	0	<u> </u>	0	0	62
40.00	28	25	65	90	63	4	2	0	0	0	0	0	0	0	211
19:00	4	1	87	22	12	3	0	י ח	0	0	0	0	0	0	49
19:15	2	9 0	4	17	10	4	ŏ	ŏ	ŏ	ő	õ	õ	õ	ŏ	37
19:45	6	1	15	16	13	5	1	Ó	0	0	0	0	0	0	57
	14	11	34	69	49	13	1	1	0	0	0	0	0	0	192
20:00	6	1	12	12	10	4	0	0	1	0	0	0	0	0	46
20:15	2	2	9	33	5	4	0	0	0	0	0	0	0	0	25
20:30	3	0	6	19	19	3	0	0	0	0	0	0	0	0	40
20:40	4	4 7	0 35	78	43	17	1	0	1	0	0	õ	Ő	ŏ	195
21:00	3	2	12	15	10	4	1	1	0	0	0	0	0	0	48
21:15	2	1	10	18	8	2	0	0	0	0	0	0	0	0	41
21:30	2	0	3	11	8	1	1	0	0	0	0	0	0	0	26
21:45	2	1	1	12		3	0	2	0	0	0	0	0	0	28
	9	4	26	56	33	10	2	3	0	0	U	0	0	0	143
22:00	1	0	3	13	5	2	1	ň	0	0	n n	0	0	Ő	17
22:30	0	0	3	2	6	4	0	Ő	Ő	ŏ	õ	õ	õ	õ	15
22:45	ŏ	ı 1	ž	1	2	2	Ō	Ō	0	Ó	0	0	0	0	8
	1	1	9	22	19	12	1	Û	0	0	0	0	0	0	65
23:00	2	0	2	2	3	1	1	0	0	0	0	0	0	0	11
23:15	2	1	1	2	4	2	1	0	0	0	0	0	0	0	13
23:30	0	1	0	1	2	1	0	U O	0	0 0	0	0	0	0	с 6
2 3:45	U <u>A</u>	3	۱ ۸	5	12	5	2	0	0	0	0	ŏ	ŏ	Ŏ	35
Total	266	184	637	870	607	134	16	5	1	Ŭ .	Õ	Õ	Ō	Ō	2720
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Site Code: N20
Station ID: 1
Latitude: 28' 9.004 North
Longitude: 82' 45.964 West
BECKETT 72HR SPEED

Westhou	nd												BECKE	TT 72HF	R SPEED
Start	1	16	21	26	31	36	41	46	51	56	61	66	71	76	
Time	15	20	25	30	35	40	45	50	55	60	65	70	75	999	Total
2/16/12	10	0	20 0	1	4	0		0	0	0	1		0	000	6
00:15	ŏ	Ö	ő	1	3	1	Ö	ŏ	Õ	Õ	Ó	ō	Ō	Ō	5
00:30	Ō	1	0	0	1	0	0	0	0	0	0	0	0	0	2
00:45	0	Û	0	0	1	1	0	0	0	0	0	0	0	0	2
	0	1	0	2	9	2	0	0	0	0	1	0	0	0	15
01:00	1	0	2	0	1	2	0	0	0	0	0	0	0	0	6
01:15	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
01:30	0	0	0	1	1	0	U	U	U	U U	U	0	0	0	2
01:45	<u>0</u>	0				<u>v</u>		ບ ດ	U 0	U		V	ນ ກ	0	12
02.00	2	0	2	4	2 1	2	0	0	0	0	0	ñ	0	0	1
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Site Code: N20
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Latitude: 28' 9.004 North
Longitude: 82' 45.964 West
BECKETT 72HR SPEED

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Stats		м	ean Speed((Average) :		26 MPH									

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 : Percent of Vehicles > 25 MPH : 6783 59.4%

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

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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, FI 33607
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File Name : Meres Blvd @ Alt 19 Site Code : 00000899 Start Date : 2/16/2012 Page No : 4 543 0.965 2095 Int. Total 230 App. Total 4 Right 111 48.3 24 Meres Bivd Eastbound Thru 52 22.6 6 Left 67 29.1 11 985 265 App. Total Right 7.2 Northbound ALt 19 Thru 750 76.1 202 Left 164 16.6 43 App. Total 153 43 Meres Blvd East Right 8.5 4 Westbound Thru 70 45.8 21 Left 70 45.8 18 App. Total 727 194
 Peak Hour From 02:00 PM to 05:45 PM - Peak 1 of 1

 Intersection
 04:30 PM

 Volume
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 116

 Volume
 23
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 Thru Right Alt 19 Southbound Percent 3.2 05:15 Volume 4 Peak Factor High Int. 05:15 PM Volume 4 Peak Factor 4 Left

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64 0.898

28

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04:30 PM 18

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20

202

05:15 PM 43

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25

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194 0.937

30

160

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Meres Blvd East Out In Total [146] [153] [299] l 13 70 70 Right Thru Left 1754 Total Total 1557 Left Thru Right t ∎te# 33 2/16/2012 4:30:00 PM 2/16/2012 5:15:00 PM 769 985 Out In AL(19. ln 727 588 Thru Alt 19 North ŧ Right Tr Unshifted Out 830 Кідрі Цріп 111 25 ↓ 1Je7 [2] 001 Out IstoT [086] Meres Bivd

File Name : Meres Blvd @ Alt 19 Site Code : 00000899 Start Date : 2/16/2012 Page No : 5

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URS Corporation	roou west courtney campbell Cswy	Tampa, FI 33607
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Counter: Counted By: Weather: Other:

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

Ait 19 Ait 19 Meres Bivd East Northbound Meres Bivd East Northbound Start Time Left Thru Right Peds Left Thru	Ouldi.							Groups	Printed- Ur	shifted				Pag	e No	4		
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URS Corporation 7650 West Courtney Campbell Cswy

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

	Int. Total			1381		368	0.938			
	App. Total			162		41			48	0.844
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Alt Southt	Thru	9:45 AM		448	84.5	115			115	
	Left	00 AM to 0	00:00 AM	75	14.2	22		08:45 AM	22	
	Start Time	Peak Hour From 07:1	Intersection (Volume	Percent	08:45 Volume	Peak Factor	High Int.	Volume	Peak Factor



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

e @ Alt 19			Int. Total		0007	1888	491	0.961		
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			Left		102	27.9	25	04:45 PM	23	ł
			App. Total		636	•	174		174	0.914
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		Southb	Thru	5.45 PM	466	73.3	134		134	
			Left	00 PM to 0	160	25.2	36	05:00 PM	36	
			Start Time	Peak Hour From 02: Intersoction	Volume	Percent	05:00 Volume	Peak Factor High Int.	Volume	Peak Factor



File Name : Tarpon Ave @ Alt 19 Site Code : 00000379 Start Date : 2/16/2012 Page No : 5

URS Corporation 7650 West Courtney Campbell Cswy Tampa, FI 33607
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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.

Close this window.
COUNTY: 15 - PINELLAS

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

YEAR	AADT	D)	RECTION 1	D	IRECTION 2	K FACTOR	D FACTOR	T FACTOR
2010	15800 C	N	81.00	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	81.00	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	5.00
2002	18200 C	N	9800	S	8400	9.80	55 70	5.00
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	10.40
1998	19900 C	N	9900	S	10000	10.00	57 40	4 40
1997	19500 C	N	9900	S	9600	8 10	60.20	3.00
1996	18500 C	N	9500	S	9000	9 20	56 10	3.30
1995	19400 C	Ν	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

COUN STAT DESC STAR STAR	TY: ION: RIPJ T DA T TI	: FION : ATE : IME :	15 5160 SR 595, 03/16/: 0000	/USA 19 2010	/N PIN	ELLAS AV	, N OF SF	t 582/17	NRPON AN	J					
			DIR	SCTION :	N			DIF	ECTION :	S		COMBINED			
TIME		1ST	2ND	3RD	4TH	TOTAL	1.5T	2ND	3RD	4 TH	TOTAL	TOTAL			
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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	1.0	3	5	4	5	17	27			
0400		2	4	4	1	11	8	6	10	15	39	50			
0500		7	11	13	1.4	45	21	19	37	46	123	168			
0000		23	25	40	33	121	45	75	83	150	353	474			
0000		03	11	100	93	310	102	123	150	149	524	834			
0900		102	90	100	37	394	144	128	131	140	543	937			
1000		131	134	140	120	426	1.22	110	100	113	442	868			
1100		142	148	150	144	529	121	100	115	133	487	1016			
1200		159	179	166	182	696	144	109	123	149	483	1090			
1300		170	164	181	172	687	145	160	146	148	561	1247			
1400		169	166	178	151	664	164	159	165	152	630	1282			
1500		170	160	178	178	686	154	173	157	130	674	1303			
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 -HO	UR 1	TOTALS	:			8664			~		8188	16852			
		DIR	ECTION:	N	P	EAK VOLU DIR	ME INFORM	MATION	C	OMBINED	DIRECT	IONS			
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P.M.		1715		751		1345	6	540		1630	1	348			
DAILY		1715		751		1345	6	540		1630	1	348			
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GENERATED BY RCS 3.1

COUN STAT DESC STAR STAR	TY: ION RIP T DZ T TI	: PION: ATE: IME:	15 5160 SR 595 03/17/ 0000	/USA 19 2010	9/N PINI	SLLAS AV	, N OF SR	582/TA	RPON AV	y					
TIME		1ST	DIR 2ND	ECTION: 3RD	N 4 TH	TOTAL	157	DIR 2ND	ECTION: 3RD	S 4TH	TOTAL	COMBINED			
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0200		8	7	5	9	29	3	8	3	3	17	46			
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0700		64 59	18	30 69	44	3.13	49	73	74	123	319	432			
0800		72	84	110	02	281	104	118	143	136	501	782			
0900		89	99	93	107	388	132	112	103	105	485	844			
1000		121	113	128	101	463	115	101	117	125	470	858			
1100		1.55	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	1.59	165	164	613	1268			
1600		158	178	146	175	657	1.60	140	137	119	556	1213			
1700		192	195	169	194	685	154	129	138	124	545	1230			
1800		188	174	175	205	763	169	171	167	140	647	1410			
1900		159	156	118	106	510	110	143	112	117	463	1145			
2000		93	112	97	92	394	7.10	24	119	22	394	933			
2100		79	60	69	55	263	87	62	70	56	337	530			
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 - HC	UR	TOTALS	;			8635					8198	16833			
				~	PI	EAK VOLU	ME INFORM	ATION			·······				
		DIR	ECTION:	N		DIR	ECTION: 5	1	CC	MBINED	DIRECT	IONS			
7 14		NOOK	VO.	LUME		HOUR	VOLU	ME		HOUR	VOL	JME			
Р.М.		1715		391		0715	5	38		0830	. {	362			
DAILY		1715		769		1415	6	48		1700	14 14	410 410			
TRUCK	PEF	CENTA	GE 3.1	76			4.24				4.00)			
							~ ~ ~ ~								
					CLASS	SIFICATI	ON SUMMAR	Y DATAB	ASE						
DIR	1.	2	3	4	5	6	7 8	9	1.0	11	12 1	3 14	15	TOTTRK	TOTVOL
N	30	6528	1752	6	174	5	3 123	11	0	1	0	2 0		325	8635
5	28	6023	1799	5	179	19	3 126	14	0	0	0	2 0	0	348	8198
								~~~~							

GENERATED BY RCS 3.1

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

COUNTY SITE:	: 15 PI 5160 DESCR	NELLAS IPTION:	SR 595/USA 1	9/N PINE	LLAS AV, N (	DF SR 582	/TARPON AV				
		PAS VEF	SSENGER HICLES	TOTAL	TRUCKS	SINC	LE UNIT RUCKS	COME TRAILE	BINATION ER TRUCKS	MULT) TF	TRAILER
YEAR	AADT	ક	VOLUME	ola	VOLUME	\$	VOLUME	응	VOLUME	ş	VOLUME
2010	15800	95.99	15,166	4.01	634	2.27	359	1.71	270	n na	
2009	16800	98.50	16,548	1.50	252	1.11	186	0.34	57	0.05	a a
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 00	
1997	19500	0.00	0	0.00	0	0.00	ő	0.00	ů.	0.00	ů.
1996	18500	0.00	0	0.00	0	0.00	ō	0.00	0	ñ ññ	õ
1995	19400	0.00	0	0.00	0	0.00	Ő	0.00	0	0.00	õ

 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 RE	PORTS (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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()	FLORIDA DEPARTMENT OF TRANSPORTATION
9 - 7 (3 ) - 5 - 5 - 5 - 5 - 5 - 5 - 5 - 5 - 5 -	TRANSPORTATION STATISTICS OFFICE
10 156209000	2010 HISTORICAL AADT REPORT

COUNTY: 15 - PINELLAS

SITE: 5	5159	-	USA	19/SR	595/	s	PINELLAS	AV,	S	OF	SR	582	/TARPON	AV	
---------	------	---	-----	-------	------	---	----------	-----	---	----	----	-----	---------	----	--

YEAR	AADT	DIRECTION 1	DIRECTION 2	K FACTOR	D FACTOR	T FACTOR
2010	16000 C	N 8200	S 7800	30 52	55 9C	~~~~~~~~ 0.0 ¢
2009	16800 C	N 8200	S 8600	10 53	55 79	3.80
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
7992	TA000 L	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

, Voto

COUN STAT DESC STAP STAP	NTY: CION: CRIPT RT DA RT TI	TION : ATE : ME :	15 5159 USA 197 05/24/2 1200	/SR 595 2010	/s pine	LLAS AV	, S OF SR	582/TA	RPON AV						
TIME	;	1ST	DIRE 2ND	CTION: 3RD	N 4TH	TOTAL	1.ST	DIR 2ND	ECTION: 3RD	S 4 TH	TOTAL	COMBINED TOTAL			
0000		21	12	11	1.0	54	10	4	5	 9	28	1 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			
00000		50	28	60	62	186	58	90	106	126	380	566			
0700		100	125	84	101	338	123	116	150	154	543	881			
0000		110	106	316	110	454	138	131	140	145	554	1008			
1000		111	123	116	720	4.54	105	176	120	1.5%	523	975			
1100		130	133	134	130	529	1 123	107	100	102	532	1032			
1200		137	143	145	158	583	153	143	146	125	547	1056			
1300		137	162	148	166	613	129	122	1737	140	524	1127			
1400		154	1.63	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			
1.800		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			37	23	21	108	19	22	18	12	71	179			
24-H	DUR 1	FOTALS	:			8279					7933	16212			
					PI	EAK VOLU	ME INFORM	ATION							
		DIRE	ECTION:	N		DIF	ECTION: S		CC	MBINED	DIRECT	IONS			
7 14		HOUR	vo.	LUME		HOUR	VOLU	ME		HOUR	VOL	UME			
А.р. юм		1600		473		0730	5	73		0815	1	027			
DAIL	ť	1600		706		1330	5	81		1600	1	256			
						2000	~	01		1000	1	200			
1.RUCi	C PER	RCENTAC	3E 3.6	52			4.07				3.8	4			
					CLASS	BIFICATI	ON SUMMAR	Y DATAE	ASE						
DIR					5	6	78	9	10	11	12	13 14	16 0	0.0000000000000000000000000000000000000	<i></i>
N	1	2	3	4	.,	0		-						4 J. L. L.K.K.	TO WORK
11	1 116	2 6431	3 1432	45	154	49	5 77	'7	1	0	0	2 0	10 1	OTTRK 300	TOTVOL 8279
s	1 116 137	2 6431 5719	3 1432 1754	4 5 2	154 168	49 51	5 77 0 96	? 6	1 0	0	0	2 0 0	0	300 323	8279 7933

GENERATED BY RCS 3.1

COU STA DES STA STA	NTY: TION CRIP RT DI RT TI	: FION : ATE : IME ;	15 5159 USA 19 05/25/3 1200	/SR 595 2010	/S PINH	BLLAS AV	/, S OF S	R 582/T/	ARPON AV	7					
TTM	R	1.97	DIR	ECTION:	N A/PU		100	DIF	ECTION:	S		COMBINED			
				~ ~ ~ ~ ~ ~ ~ ~ ~ ~				Z INIJ	3RD	4111	TOTAL	TOTAL			
000	0	16	15	9	6	46	] 13	3	8	5	29	1 75			
010	0	13	5	12	10	40	8	9	8	6	31	71			
020	U n	5	5	3	3	16	5	6	6	3	20	36			
030	n n	3	.3 E	4 c	2	12	5	2	1	3	11	23			
050	ň	9	10	11	4 うに	18	3	9	11	11	34	52			
060	ő –	39	34	45	61	179	12	19	39	53	123	180			
070	5	81	84	95	105	365	108	129	150	167	387	566			
080	5	119	125	94	103	441	133	129	131	118	511	983			
090	)	110	114	106	127	457	145	109	133	142	529	986			
1000	)	115	142	126	124	507	1.45	108	92	112	457	964			
1100	)	139	137	132	1.50	558	128	143	139	134	544	1102			
1200	)	133	133	143	138	547	126	136	117	129	508	1055			
1400	<i>}</i>	149	150	162	176	637	1.47	136	134	129	546	1183			
1500	, ,	132	144	150	151	577	130	134	133	136	533	1110			
1600	, ,	163	150	169	159	620	147	118	1.50	135	550	1170			
1700	, j	203	176	172	156	707	110	110	115	120	486	1124			
1800	1	152	127	138	113	530	128	106	111	110	497	1204			
1.900	)	130	113	92	104	439	82	85	70	80	317	756			
2000	•	85	93	65	69	312	84	71	62	51	268	580			
2100	l i	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 - H	OUR	TOTALS	;			8265					7803	16068			
					Р	EAK VOLU	JME INFOR	MATION				~ . ~			
		DIR.	SCTION:	N		DI	RECTION:	S	C	OMBINED	DIRECT	IONS			
λм		000R	vo	46.2		HOUR	VOL	UME		HOUR	VOL	UME			
P M		1645		709		1445		571 861		0730	1	015			
DAIL	Y	1645		708		0715		551 571		1700	1	204 204			
TRUC	k pei	RCENTA	GE 3.	70			3.8	6			37	- • - 8			
					CLASS	SIFICATI	ON SUMMA	RY DATAI	BASE						
DIR	1	2	3	4	5	6	78	9	10	11	12	13 14	15	TOTTRK	TOTVOL
Ň	104	6394	1461	3	152	62	2 79	7	1	0	0	0 0	Õ	306	8265
5	TTA	5735	1650	4	149	57	0 80	9	0	0	0	2 0	0	301	7803
		• • •													

GENERATED BY RCS 3.1

## 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	PAS VER %	SENGER IICLES VOLUME	TOTAL	TRUCKS	SINC TF	LE UNIT RUCKS	COME TRAILE	SINATION ER TRUCKS	MULTI TR	TRAILER
~						•	VOLUME.	-10-	VOLUTIA	ъ	VOLIOME
2010	16000	96.19	15,390	3.81	610	2.67	427	1.13	181	0 01	
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	10
2006	17700	96.67	17,111	3.33	589	2.51	444	0.81	143	0 01	Š
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	13
2003	18100	92.32	16,709	7.68	1,391	5.29	957	2 20	397	0.24	42
2002	17900	94.50	16,916	5.50	985	3.80	680	1 60	286	0 10	19
2001	17900	94.00	16,826	6.00	1,074	4.10	734	1 70	304	0.10	26
2000	18800	86.64	16,288	13.36	2.512	7.28	1.368	5 22	1 106	0.20	טנ. דינ
1999	21500	90.51	19,460	9.49	2.040	7 29	1 568	1 10	226	1 10	76
1998	22000	0.00	0	0.00	.,	0 00	1,500	0 00	0 6 6	0.00	230
1997	20900	0.00	õ	0.00	0	0.00	0	0.00	0	0.00	0
1996	20700	0.00	ñ	0 00	ň	0.00	0	0.00	0	0.00	U
1995	19000	0.00	ů.	0.00	Ň	0.00	0	0.00	0	0.00	Ů
			Ū	0.00	Ŭ	0.00	v	0.00	0	0.00	0

NOTE :	1	-	PASSENGER	VEHICLES	 VEHICLE	CLASS	1~3.	14.	15
	-								

 TOTAL	TRUCKS	~	VEHICLE	CLASS

- 1
   FASSENGER VEHICLES
   = VEHICLE CLASS 1-3,

   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 G ULF ROAD/ PARK AVE (HPMS)					
Section	1500005					
Milepoint	1.395					
AADT	3700					
Site Type	Portable					
Class Data	No					
K Factor	10.52					
D Factor	55.26					
T Factor	2.07					
TRAFFIC	C 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	AADT DIRECTION 1		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

MOCF	:	ο.	95
	-		

Week	Dates	SF	PSCF
1		1.10	1.10
2	$0170372010 \sim 0170972010$	1.09	1
3	01/10/2010 - 01/16/2010	80.1	
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	$02/14/2010 \sim 02/20/2010$	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	104
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

Page 1 of 2





### **APPENDIX B**

## Existing (2012) Conditions Analysis

Site Information **General Information** Intersection Alt US 19/Meres Blvd Analyst All other areas Agency or Co. URS Area Type Date Performed 3/19/2012 Jurisdiction Pinellas County Time Period Analysis Year 2012 (Existing) AM **Volume and Timing Input** EΒ WB NB SB RT LT TΗ LT TΗ RT I T TΗ RT I T TΗ RT 1 0 1 1 0 1 Number of Lanes 1 1 1 1 1 1 Т TR Т Lane Group L L R L TR L R 103 54 50 33 16 97 10 Volume (vph) 166 472 66 715 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) Α Α Α Α Α Α Α Α Α Α Α Α 2.0 2.0 2.0 2.0 2.0 2.0 2.0 Startup Lost Time 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 3 3 3 3 3 3 3 3 3 3 Arrival Type 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 Ν 0 Ν Ν 0 Ν Ν 0 Ν Ν 0 Ν Parking/Hour **Bus Stops/Hour** 0 0 0 0 0 0 0 0 0 0 3.2 3.2 3.2 3.2 Minimum Pedestrian Time EW Perm Phasing EB Only 03 04 NS Perm 06 07 08 G = 11.5 G = 25.2 G = G = 60.0G = G = G = G = Timing Y = 7.1Y = 8.1Y = 8.1 Y = Y = Y = Y =Y = Duration of Analysis (hrs) = 0.25Cycle Length C = 120.0 Lane Group Capacity, Control Delay, and LOS Determination EB SB WB NB Adjusted Flow Rate 112 239 54 36 17 105 585 769 59 11 Lane Group Capacity 527 617 239 391 332 130 914 264 932 792 v/c Ratio 0.210.390.23 0.09 0.05 0.81 0.64 0.04 0.830.07 0.37 0.21 0.21 0.50 Green Ratio 0.37 0.21 0.50 0.50 0.50 0.50 Uniform Delay d₁ 25.2 27.5 39.3 38.2 37.9 25.2 22.1 15.3 25.5 15.6 0.11 0.11 0.11 0.11 0.35 0.22 0.36 0.11 Delay Factor k 0.11 0.11 Incremental Delay d₂ 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 С С D D D Е С С В Lane Group LOS В Approach Delay 27.1 39.0 28.4 30.3 С D С С Approach LOS 29.6 С Intersection Delay Intersection LOS

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General Information					Site Ir	offormation	on					
Analyst Agency or Co. URS Date Performed 8/20/2012 (R Time Period PM	evised)				IntersectionAlt US 19/Meres BlvdArea TypeAll other areasJurisdictionPinellas CountyAnalysis Year2012 (Existing)							
Volume and Timing Input	2											
			БТ							SB		
Number of Lanes	1	1			1	1		1	0		1	1 1
Lane Group	L	TR		L	Т	R	L	TR		L	Т	R
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)	Α	A	Α	A	A	A	A	Α	Α	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	Ν	N	0	N	N	0	N	N	0	N
Parking/Hour	ļ	ļ		ļ			ļ	ļ	ļ	ļ	ļ	
Bus Stops/Hour	0	0		0	0	0	0	0		0	0	0
Minimum Pedestrian Time		3.2			3.2		<u> </u>	3.2	<u> </u>		3.2	
Phasing EB Only $G = 10.0$	EVV Pern G = 28.7	n / G=	- 03	04 NS P		G = 78	m = 06		= G =			
Timing $Y = 8.1$	Y = 8.1	Y =		Y =		Y = 7.1	1	/ =	Y =		Y =	
Duration of Analysis (hrs) = $0$	25			Cycle Length C				igth C =	= 140.0			
Lane Group Capacity,	Control	Delay,	and L	OS De	termin	ation						
		EB		ļ	WB	·		NB			SB	
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	С	С		D	D	D	В	С		В	В	В
Approach Delay 33.6					46.6		27.7				18.4	
Approach LOS C				D C B			В					
Intersection Delay		26.6				Intersec	tion LOS	S			С	

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Site Information **General Information** Intersection Alt US 19/Tarpon Ave Analyst All other areas Agency or Co. URS Area Type Date Performed 3/26/2012 Jurisdiction Pinellas County Time Period Analysis Year 2012 (Existing) AM **Volume and Timing Input** EΒ WB NB SB RT LT TΗ LT TΗ RT LT TΗ RT LT ΤН RT 1 0 0 1 Number of Lanes 0 1 1 1 1 1 1 0 TR Т TR Lane Group LTR L L R L 159 136 100 11 513 128 110 666 Volume (vph) 10 11 132 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) Α Α Α Α Α Α Α Α Α Α Α Α 2.0 2.0 2.0 2.0 2.0 2.0 Startup Lost Time 2.0 2.0 Extension of Effective Green 2.0 2.0 2.0 2.0 2.0 2.0 2.0 2.0 3 3 3 3 3 3 3 3 Arrival Type 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 12.0 12.0 Lane Width 12.0 12.0 12.0 12.0 12.0 12.0 Parking/Grade/Parking Ν 0 Ν Ν 0 Ν Ν 0 Ν Ν 0 Ν Parking/Hour **Bus Stops/Hour** 0 0 0 0 0 0 0 0 3.2 3.2 3.2 Minimum Pedestrian Time 3.2 EW Perm Phasing WB Only 03 04 SB Only NS Perm 07 08 G = 11.0 G = 25.5 G = G = 8.1 G = 52.5G = G = G = Timing Y = 5.8Y = Y = 5.8 Y = 5.8 Y = Y = Y = 5.5Y = Duration of Analysis (hrs) = 0.25Cycle Length C = 120.0 Lane Group Capacity, Control Delay, and LOS Determination WB SB EB NB Adjusted Flow Rate 214 273 12 558 139 736 160 118 1026 382 337 601 209 815 910 314 Lane Group Capacity 0.47 0.45 0.06 0.68 0.15 0.38 0.72 v/c Ratio 0.56 Green Ratio 0.21 0.35 0.35 0.44 0.44 0.57 0.55 0.55 Uniform Delay d₁ 42.2 19.5 17.4 19.8 29.0 30.0 27.1 11.9 0.16 0.11 0.11 0.11 0.25 0.11 0.11 0.28 Delay Factor k Incremental Delay d₂ 0.1 2.4 2.4 1.9 1.1 0.5 0.1 0.8 1.000 1.000 1.000 1.000 1.000 1.000 1.000 1.000 **PF Factor** 44.1 30.1 19.6 29.5 18.2 22.3 Control Delay 30.5 12.0 С С Lane Group LOS D В С В В С Approach Delay 44.1 30.3 25.921.7D С С Approach LOS С

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Intersection Delay

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Intersection LOS

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General Info	rmation					Site Ir	nformati	on					
Analyst Agency or Co Date Perform Time Period	o. URS led 8/20/2012 (F PM	Revised)				Intersection Alt US 19/Tarpon Ave Area Type All other areas Jurisdiction Pinellas County Analysis Year 2012 (Existing)							
Volume and	Timing Input	_											
					<u> </u>	WB			NB			SB	
Number of Le													
		0			/								
Volume (vph)		10	100	11	L 120	150	110		666	126	L 122	512	10
		19	100	2	120	2	2	2	2	130	132	2	10
		0.84	2	2	2 0.85	2 0.85	2	2 0.05	2	2 0.05	2	2	2
Protimod/Act	upted (P/A)	0.84	0.04	0.04	0.00	0.05 A	0.05 A	0.95 A	0.95	0.95 A	0.95 A	0.95 A	0.95
Startup Lost	Time	A	20		20	20		20	20	20	20	20	
Extension of	Effective Green		20		2.0	2.0		20	2.0	2.0	20	2.0	
Arrival Type			3		3	3		3	3	3	3	3	
Unit Extensio	n		30		30	30		30	30	30	30	30	
Ped/Bike/RT(	OR 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/Grad	e/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/Hour											1		
Bus Stops/Ho	our		0		0	0		0	0	0	0	0	
Minimum Peo	destrian Time		3.2			3.2			3.2			3.2	
Phasing	WB Only	EW Perr	n	03	(	)4	SB Only NS Perm			1	07	0	8
Timing	G = 15.0 V = 5.8	G = 30.0	) G	=	G =		G = 17	7.0 ( 2 \	G = 55.1	G :	-	G =	
Duration of A	nalysis (hrs) = (	).25					1 - 0.0	, (	Cycle Ler	rath C =	- 140.0		
Lane Grou	p Capacity,	Control	Delay	, and L	OS De	termin	ation			<u> </u>			
			EB		1	WB			NB		1	SB	
Adjusted Flov	v Rate		155	Ĩ	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 Dela	y 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 D	Delay d ₂		0.8		0.5	0.6		0.1	23.1	0.1	1.8	0.5	
PF Factor			1.000	1	1.000	1.000	ĺ	1.000	1.000	1.000	1.000	1.000	
Control Delay	Control Delay				32.5	35.3		26.3	64.3	16.4	32.1	20.1	
Lane Group L	LOS		D		С	D		С	E	В	С	С	
Approach De	lay		48.5			34.4			55.7	-		22.5	-
Approach LO	Approach LOS D					C E			С				
Intersection D	Delay		40.1				Intersec	tion LO	S			D	
<u> </u>											<u> </u>		

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# Generalized **Peak Hour Directional** Volumes for Florida's **Urbanized Areas**¹

10/4/10

	STATE S	SIGNALI	ZED AR	RTERIAL	.S	<b>.</b>	FREEWAYS					
	Class I (>0.0	0 to 1.99 sig	nalized inters	sections per m	ule)	Lancs	3 200	C	000	D	E	
Lanes	Median	B	C	D	E		2,200	5,1	JZU	3,720	4,02	
1	Undivided	510	820	880	***	3	3,300	4,5	080	5,580	6,20	
2	Divided	1,560	1,890	1,960	***	4	4,400	0,0	180	7,420	8,40	
3	Divided	2,400	2,860	2,940	***	5	5,500	/,0	080	9,320	10,58	
4	Divided	3,240	3,830	3,940	***	6	7,560	10,2	.20	12,080	12,78(	
	Class II (2 0)	to 4.50 sign	alized intera	notiona u au un	(1a)		Freeway Adjustments					
Lanes	Median	R R	C	D	лс) Г		Au	anec	Ra	mp arina		
1	Undivided	**	560	810	860		+	.,000	+ :	5%		
2	Divided	**	1 3 3 0	1 770	1 870							
3	Divided	**	2.080	2,680	2,830					**************************************	i Alberto Arrelo I al Anna (r Alman) ray gang	
4	Divided	**	2.830	3.590	3.780		JNINTERI	RUPTED	FLOW I	HGHWA	AYS	
			-,	5,570	2,100	Lanes	Median	В	С	D	Е	
Cla	ss III/IV (mo	re than 4.50	signalized in	tersections pe	er mile)	1	Undivided	400	800	1,140	1,440	
Lanes	Median	В	C	D	E	2	Divided	1,770	2,560	3,320	3.760	
1	Undivided	**	270	630	790	3	Divided	2.660	3.840	4 980	5 650	
2	Divided	**	670	1,500	1,700		¥ In the formula	-,	12-10-10-1			
	Divided ** 070 1,500 1,700						Oninterrup	Eveluei	ugnway A	Adjustmen	ts ant factors	
3	Divided			2 1 70	3 450	2	Divided	Evenus	Yes	Adjusim +	sol	
- 3 4	Divided Divided	**	1,440	3,170	5,750	11 2				• •	570	
- 3 4	Divided Divided	**	1,440	3,170	5,450	2 Multi	Undivided	ł	Yes		5%	
3 4 	Divided Divided Non-State Sig	** malized R	1,440 Loadway A mes by the in	3,170 Adjustmen		Multi Multi (Multiply	Undivided Undivided motorized vehi	BICYCI	Yes No <b>E MOD</b> hown below	-: -2 E ² by number of	5% 5% directional	
3 4 N (A	Divided Divided Non-State Sig Iter correspondin Major City/	** malized R ig state volum County Ri	1,440 <b>coadway</b> A mes by the in oadways	Adjustmen dicated perce		Multi Multi (Multiply road Paved S	Undivided Undivided motorized vehi- way lanes to de shoulder/ Bicycl	BICYCI cle volumes sl ernine two-w e Lane	Yes No LE MOD hown below way maximur	-2 -2 E ² by number of n service volu	5% 5% directional imes.)	
3 4 N (A	Divided Divided Non-State Sig Iter correspondin Major City/ Other Sig	** malized R g state volum County R nalized R	1,440 Coadway A mes by the in oadways oadways	Adjustmen adicated perce - 10% - 35%	i <b>ts</b> nt.)	Multi Multi (Multiply road Paved S Cove	Undivided Undivided motorized vehi- way lanes to de shoulder/ Bicycl erage	BICYCI cle volumes sl ernine two-w e Lane B **	Yes No LE MOD hown below way maximur C 170	-2 -2 E ² by number of n service volu D	5% 5% directional mes.) E	
3 4 N (A	Divided Divided Non-State Sig Iter correspondin Major City/ Other Sig	** malized R ag state volum County R nalized R	1,440 Coadway A mes by the in oadways oadways	Adjustmen adicated perce - 10% - 35%	.ts nt.)	Multi Multi (Multiply road Paved S Cove 0-4	Undivided Undivided motorized vehi- way lanes to de shoulder/ Bicycl erage 9%	BICYCI cle volumes sl ermine two-w e Lane B **	Yes No <b>JE MOD</b> hown below way maximur C 170 200		5% 5% directional imes.) E >650	
3 4 N (A State	Divided Divided Non-State Sig Iter correspondin Major City/ Other Sig	** malized R ag state volum County Ro nalized Ro e Signaliz	1,440 Coadway A mes by the in oadways oadways ed Roadw mes by the in	Adjustmen adicated perce - 10% - 35% vay Adjust	its int.)	Multi Multi (Multiply road Paved S Cove 0-4 50-8	Undivided Undivided motorized vehi- way lanes to det shoulder/ Bicycl erage 9% 34%	BICYCI cle volumes sl ermine two-w e Lane B ** 130 340	Yes No DE MOD hown below way maximur C 170 200 >340		5% 5% directional mes.) E >650 ***	
3 4 N (A State (A D)	Divided Divided Non-State Sig Iter correspondin Major City/ Other Sig & Non-Stat Iter correspondin ivided/Undiv	** malized R g state volum County R nalized R e Signaliz g state volum ided & T	1,440 <b>Coadway</b> A mes by the in oadways oadways ed Roadw mes by the in urn Lane	Adjustmen adicated perce - 10% - 35% way Adjust adicated perce Adjustme	ments mt.)	Multi Multi (Multiply road Paved S Cove 0-4 50-8 85-1	Undivided Undivided motorized vehi way lanes to de shoulder/ Bicycl erage 9% 84%	BICYCI cle volumes sl ernine two-w e Lane B ** 130 340	Yes No LE MOD hown below way maximur C 170 200 >340	-2 E ² by number of n service volu D 650 >200 ***	5% 5% directional times.) E >650 *** ***	
3 4 N (A State (A D)	Divided Divided Non-State Sig Iter correspondin Major City/ Other Sig & Non-Stat Iter correspondin ivided/Undiv	** malized R g state volum County R nalized R e Signaliz ng state volum ided & T Exclus	1,440 coadway A mes by the in oadways oadways ed Roadw mes by the in urn Lane ive Exc	Adjustmen adicated perce - 10% - 35% way Adjust adicated perce Adjustme clusive	ments mt.) nts Adjustment	Multi Multi (Multiply road Paved S Cove 0-4 50-8 85-1	Undivided Undivided motorized vehi- way lanes to de shoulder/ Bicycl erage 9% 34% 00% PEI	BICYCI cle volumes sl ermine two-w e Lane B ** 130 340 DESTRIA	Yes No DE MOD hown below vay maximur C 170 200 >340 N MOD	2 E ² by number of n service volu D 650 >200 *** E ²	5% 5% directional umes.) E >650 *** ***	
3 4 N (A State (A Di Lancs	Divided Divided Non-State Sig Iter correspondin Major City/ Other Sig & Non-Stat Iter correspondin ivided/Undiv Median	** malized R g state volue County R nalized R e Signaliz ng state volue ided & T Exchus Left La	1,440 toadway A mes by the in oadways oadways ed Roadw mes by the in urn Lane ive Exe nes Righ	Adjustmen adicated perce - 10% - 35% way Adjust adicated perce Adjustme clusive at Lanes	ments mt.) mts Adjustment Factors	Multi Multi (Multiply road Paved S Cove 0-4 50-8 85-1 (Multiply)	Undivided Undivided Undivided motorized vehi- way lanes to de shoulder/ Bicycl erage 9% 34% 00% <b>PEI</b> motorized vehic	BICYCI cle volumes sl ernine two-w e Lane B ** 130 340 DESTRIA le volumes sh	Yes No LE MOD hown below way maximur C 170 200 >340 N MOD Nown below b	2 E ² by number of n service volu D 650 >200 *** E ² by number of o	directional imes.) E >650 *** ***	
3 4 N (A State (A D) Lanes 2	Divided Divided Non-State Sig Iter correspondin Major City/ Other Sig & Non-Stat Iter correspondin ivided/Undiv Median Divided	** malized R ag state volum County R nalized R e Signaliz ng state volum ided & T Exclus Left La Yes	1,440 coadways A mes by the in coadways ed Roadw mes by the in urn Lane Live Exc nes Righ ; )	Adjustmen adicated perce - 10% - 35% vay Adjust adicated perce Adjustme clusive at Lanes No	ments mt.) mts Adjustment Factors +5%	Multi Multi (Multiply road Paved S Cove 0-4 50-8 85-1 (Multiply roady	Undivided Undivided Undivided motorized vehi- way lanes to det shoulder/ Bicycl erage 9% 34% 00% <b>PEI</b> motorized vehic way lanes to det	BICYCI cle volumes sl ennine two-w e Lane B ** 130 340 DESTRIA le volumes sh ermine two-w	Yes No LE MOD hown below vay maximur C 170 200 >340 N MOD hown below to ay maximum		idirectional imes.) E >650 *** *** directional nes.)	
3 4 N (A State (A Di Lancs 2 2	Divided Divided Non-State Sig Iter correspondin Major City/ Other Sig & Non-Stat Iter correspondin ivided/Undiv Median Divided Undivided	** malized R ag state volum County Re nalized Re e Signaliz ag state volum ided & T Exclus Left La Yes No	1,440 coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways	Adjustmen adicated perce - 10% - 35% vay Adjust adicated perce Adjustme clusive at Lanes No	ments mt.) Tacors +5% -20%	Multi Multi Multi (Multiply road Paved S Cove 0-4 50-8 85-1 (Multiply roady Sidewalk	Undivided Undivided Undivided motorized vehi way lanes to dei shoulder/ Bicycl erage 9% 84% 00% <b>PEI</b> motorized vehic way lanes to dete Coverage	BICYCI cle volumes sl ennine two-w e Lane B ** 130 340 DESTRIA le volumes sh ermine two-w B **	Yes No LE MOD hown below vay maximur C 170 200 >340 N MOD Nown below to ay maximum C	$-\frac{2}{-2}$ by number of a service volu D 650 >200 *** E ² service volu D service volu	5% 5% E >650 *** thirectional nes.) E	
3 4 N (A State (A D) Lancs 2 2 Multi	Divided Divided Divided Non-State Sig Iter correspondin Major City/ Other Sig & Non-Stat Iter correspondin ivided/Undivided Undivided Undivided	** malized R g state volum County R nalized R e Signaliz ig state volum ided & T Exclus Left La Yes No Yes	1,440 coadways coadways coadways ed Roadw mes by the in urn Lane ive Exc nes Righ i 1 i 1	Adjustmen adicated perce - 10% - 35% vay Adjust adicated perce Adjustme clusive at Lanes No No No	ments mt.) tractors +5% -20% -5%	Multi Multi Multi Multi Paved S Cove 0-4 50-8 85-1 (Multiply p roady Sidewalk 0-49	Undivided Undivided Undivided way lanes to dei shoulder/ Bicycl erage 9% 84% 00% <b>PEI</b> motorized vehic way lanes to det Coverage 9%	BICYCI cle volumes sl ernine two-w e Lane B ** 130 340 DESTRIA le volumes sh ermine two-w B **	Yes No DE MOD hown below vay maximur C 170 200 >340 N MOD own below b ay maximum C **	$-\frac{2}{-2}$ E ² by number of n service volu D 650 >200 *** E ² by number of of service volu D 270 200	5% 5% E >650 *** *** directional nes.) E 770	
3 4 N (A State (A D) Lanes 2 2 Multi Multi	Divided Divided Non-State Sig Iter correspondin Major City/ Other Sig & Non-Stat Iter correspondin ivided/Undivided Undivided Undivided	** malized R g state volum County R nalized R e Signaliz g state volum ided & T Exclus Left La Yes No Yes No	1,440 coadway A mcs by the in oadways oadways ed Roadw mes by the in urn Lane ive Exc nes Righ i 1	Adjustmen adicated perce - 10% - 35% way Adjust adicated perce Adjustme clusive at Lanes No No	ments mt.) Adjustment Factors +5% -20% -5% -5%	Multi Multi Multi Multi Paved S Cove 0-4 50-8 85-1 (Multiply i roady Sidewalk 0-49 50-8	Undivided Undivided Undivided Way lanes to de Shoulder/ Bicycl erage 9% 34% 00% PEI motorized vehic way lanes to det Coverage 9%	BICYCI cle volumes sl ermine two-w e Lane B ** 130 340 DESTRIA le volumes sh ermine two-w B **	Yes No DE MOD hown below vay maximur C 170 200 >340 N MOD own below to ay maximum C ** 100 (10)	$-\frac{1}{2}$ E ² by number of a service volu D 650 >200 *** E ² by number of a service volu D 270 600 1000	5% 5% E >650 *** *** directional nes.) E 770 1000	
3 4 N (A State (A D) Lancs 2 2 Multi Multi	Divided Divided Non-State Sig Iter correspondin Major City/ Other Sig & Non-Stat Iter correspondin ivided/Undivided Undivided Undivided	** malized R og state volum County R nalized R e Signaliz og state volum ided & T Exchus Left La Yes No Yes No	1,440 toadway A mes by the in oadways oadways ed Roadw mes by the in urn Lane ive Exc nes Righ ; ] ]	Adjustmen adjustmen adjuated perce - 10% - 35% way Adjust adjuated perce Adjustme clusive at Lanes No No No No Yes	5,430 ats ments ent.) nts Adjustment Factors +5% -20% -5% -25% + 5%	Multi Multi Multi Multi Paved S Cove 0-4 50-8 85-1 (Multiply) roady Sidewalk 0-49 50-8 85-10	Undivided Undivided Undivided way lanes to de shoulder/ Bicycl erage 9% 34% 00% <b>PEI</b> motorized vehic way lanes to det Coverage 9% 4%	BICYCI cle volumes sl ernine two-w e Lane B ** 130 340 DESTRIA le volumes sh ernine two-w B ** **	Yes No LE MOD hown below vay maximur C 170 200 >340 N MOD own below b ay maximum C ** 100 610	$-\frac{1}{2}$ E ² by number of n service volu D 650 >200 *** E ² by number of of service volu D 270 600 1000	5% 5% directional mes.) E >650 *** *** directional nes.) E 770 1000 >1000	
3 4 N (A State (A Di Lancs 2 2 Multi Multi	Divided Divided Non-State Sig Iter correspondin Major City/ Other Sig & Non-Stat Iter correspondin ivided/Undivided Undivided Undivided Undivided Undivided	** malized R ag state volum County R nalized R e Signaliz ided & T Exclus Left La Yes No Yes No	1,440 coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways	Adjustmen adicated perce - 10% - 35% vay Adjust adicated perce Adjustme clusive at Lanes No No No No No No	5,450 ats ments ent.) mts Adjustment Factors +5% -20% -5% -25% + 5%	Multi Multi Multi Multi (Multiply road 85-1 (Multiply road Sidewalk 0-49 50-8 85-10	Undivided Undivided Undivided way lanes to det shoulder/ Bicycl erage 9% 34% 00% PEI motorized vehic vay lanes to det Coverage 9% 4% 00% BUS MOD	BICYCI cle volumes sl ernine two-w e Lane B ** 130 340 DESTRIA le volumes sh ermine two-w B ** ** E (Schedu	Yes No LE MOD hown below vay maximur C 170 200 >340 N MOD Nown below be ay maximum C ** 100 610	$-\frac{1}{2}$ E ² by number of n service volu D 650 >200 *** E ² by number of a service volu D 270 600 1000 d Route) ³	5% 5% idirectional imes.) E >650 *** *** thirectional nes.) E 770 1000 >1000	
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3 4 N (A State (A D) Lanes 2 2 Multi Multi — M	Divided Divided Divided Non-State Sig Iter correspondin Major City/ Other Sig & Non-Stat Iter correspondin ivided/Undivided Undivided Undivided Undivided Undivided Undivided	** (nalized R g state volum County R nalized R e Signaliz ided & T Exclus Left La Yes No Yes No Yes No	1,440 coadways boadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways coadways	Adjustmen adicated perce - 10% - 35% vay Adjust adicated perce Adjustme clusive at Lanes No No No No Yos <b>Ement</b> his table by 1	ments mt.) Adjustment Factors +5% -20% -5% +5% +5%	Multi Multi Multi Multi Paved S Cove 0-4 50-8 85-1 (Multiply i roady Sidewalk 0-49 50-8 85-10	Undivided Undivided Undivided way lanes to dei shoulder/ Bicycl erage 9% 84% 00% PEI motorized vehic way lanes to det Coverage 9% 4% 00% BUS MODI (Buses Coverage	BICYCI cle volumes sl ennine two-w e Lane B ** 130 340 DESTRIA le volumes sh ermine two-w B ** ** E (Schedu n peak hour i B	Yes No DE MOD hown below vay maximur C 170 200 >340 N MOD Nown below t ay maximum C ** 100 610 eled Fixed n peak direct C		5% 5% directional mes.) E >650 *** *** directional nes.) E 770 1000 >1000 E	
3 4 N (A State (A D) Lanes 2 2 Multi Multi — M	Divided Divided Divided Non-State Sig Iter correspondin Major City/ Other Sig & Non-Stat Iter correspondin ivided/Undivided Undivided Undivided Undivided Undivided Undivided	** (nalized R g state volum County R nalized R e Signaliz g state volum ided & T Exclus Left La Yes No Yes No Yes No	1,440 coadways coadways coadways ed Roadw mes by the in oadways ed Roadw mes by the in urn Lane ive Exc nes Right i l i i i i i i i i i i i i i	Adjustmen adjuated perce - 10% - 35% vay Adjust odicated perce Adjustme clusive at Lanes No No No No Yo So So So So So So So So So S	5,450 ats ments mt.) nts Adjustment Factors +5% -20% -5% -25% + 5% .20.	Multi Multi Multi (Multiply road Paved S Cove 0-4 50-8 85-1 (Multiply roadv Sidewalk 50-8 85-10 J Sidewalk C 0-84	undividea Undividea Undividea Way lanes to dei shoulder/ Bicycl erage 9% 84% 00% PEI motorized vehic way lanes to det Coverage 9% 4% 00% BUS MODI (Buses Coverage %	BICYCI cle volumes sl ernine two-w e Lane B ** 130 340 DESTRIA le volumes sh ernine two-w B ** ** ** E (Schedu n peak hour i B >5	Yes No DE MOD hown below vay maximur C 170 200 >340 N MOD own below b ay maximum C ** 100 610 eled Fixed n peak direct C 24	$E^{2}$ by number of a service volum $D$ $650$ $>200$ $***$ $E^{2}$ by number of a service volum $D$ $270$ $600$ $1000$ $d Route)^{3}$ $D$ $\geq 3$	$E = \frac{1000}{1000}$ $E = \frac{1000}{1000}$	

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	EventCltyCode	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	<u>1</u> 540	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

TotalFatalities	TotalInjuries	Fatal	Incapacitating	NonIncapacitating	PossibleInjury	Pedestrian	Bike	Intoxication	Speeding	DisregardControl	WorkZone	NoLighting	SHSP VulnerableUser	SHSP AgrDriving
0	C	) (	0	0	0	0	0	0	0	0	0	0	C	0
0	1	0	0	1	0	0	0	0	0	0	0	0	1	. 0
0	1	0	0 0	0	0	0	0	0	0	0	0	0	C	0
0	C	) ()	0 0	0	0	0	0	0	0	0	0	0	C	0
0	1	0	1	0	0	1	0	0	0	0	0	0	1	. 0
0	1	0	0 0	1	0	0	0	0	0	0	0	0	C	0
0	C		0	0	0	0	0	0	0	C	0	0	C	0
0	C	) 0	) O	0	0	0	0	0	0	0	0	0	C	0
0	C	) (	0 0	0	0	0	0	0	0	0	0	0	C	0
0	C	) 0	0	0	0	0	0	0	0	0	0	0	C	0
0	3	8 0	0	0	1	0	0	0	0	0	0	0	C	0
0	0	) 0	0	0	0	0	0	0	0	0	0	0	C	0

SHSP LaneDeparture	SHSP Intersetion	Veh1AgeCatagory1	Veh1AgeCatagory2	Angle	LeftTurn	RightTurn	HeadOn	Sideswipe	SignalizeStop	CloseMedian	ProtectetLeftTurn	AccessMgmtReview	RoadFriction
1	1	l 65 to 69	60 to 69	0	0 0	0	0	0	C	0	0	0	0
0	1	l 50 to 54	50 to 59	0	0 0	0	0	0	C	0	0	0	0
0	C	) 50 to 54	50 to 59	0	0 0	0	0	0	C	0	0	0	0
0	C	)		0	0 0	0	0	0	C	) 0	0	0	0
1	C	) 55 to 59	50 to 59	0	0	0	0	1	C	0	0	0	0
1	C	) 55 to 59	50 to 59	0	0 0	0	0	0	C	0	0	0	0
0	1	l 15 to 20	< 20	0	0 0	0	0	0	C	0	0	0	1
0	1	l 45 to 49	40 to 49	0	0 0	0	0	0	C	0	0	0	0
1	C	) 45 to 49	40 to 49	0	0 0	0	0	1	C	0	0	0	0
1	C	)		0	0 0	0	0	0	C	0	0	0	0
0	1	l 15 to 20	< 20	0	0 0	0	0	0	C	0	0	0	0
0	C	) NONE	NONE	0	0 0	0	0	0	C	0	0	0	0

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
C	) 0	0	1	1	0		0			0	136	136_15_31804		2_16_PDO
C	) 0	0	0	0	0		0			0	111	111_15_31806		2_2_PDO
C	) 0	0	0	1	0		0			0	238	A_RE_15_31751		A_RE_PDO
C	0 0	0	0 0	C	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
C	0 0	0	0	0	0		0			0	91	91_15_31804		2_2_PDO
C	0	0	0	0	0		0			0	164	164_15_31804		2_4_PDO
C	) 0	0	0	C	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
C	) 0	0	0	0	0		0			0	164	164_15_31816		2_4_PDO
C	) 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	Incanacitating	Female	No	No Data	Other Contributing Actions
No Data	No Data	No Data		Non-incanacitating	Male	No	No Data	No Contributing Action
					Iviale		NO Data	Operated MV in Careless or N
No Data	No Data	No Data	1	No Data	Female	No	No Data	Manner
								Operated MV in Careless or N
No Data	No Data	No Data	1	No Data	Female	No	No Data	Manner
No Data	No Data	No Data	1	No Data	Male	No	No Data	No Data
								Operated MV in Careless or N
No Data	No Data	No Data	1	No Data	Male	No Data	No Data	Manner
								Operated MV in Careless or N
No Data	No Data	No Data	1	No Data	Male	No	No Data	Manner
								Operated MV in Careless or N
No Data	No Data	No Data	1	No Data	No Data	No Data	No Data	Manner

Negligent

Negligent

Negligent

Negligent

Vegligent

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	(	999
No Data	No Data	Helmet	1	W	Turning Left	0	) 30
No Data	No Data	No Data	1	W	Slowing	C	20
No Data	No Data	No Data	1	No Data	Straight Ahead	(	999
No Data	No Data	No Data					
No Data	No Data	No Data	1	Ε	Straight Ahead	0	) 0
No Data	No Data	No Data	1	w	Straight Ahead	C	0
No Data	No Data	No Data	1	E	Straight Ahead	C	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
No Data	No Data	No Data	1	E	Straight Ahead	(	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	(	999	Passenger Car			
Passenger Car	2	E	Slowing	(	) 5	Passenger Car	3	E	Slowing
	2	W	Straight Ahead		25	Passenger Car			
No Data									
Passenger Car	2	W	Straight Ahead	(	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	Passenger Car			

Vehicle3Damage	Vehicle3Speed	Vehicle3Type	PropertyDamageAmount
			200
0	999	Passenger Car	
			750





### **APPENDIX D**

Forecasting Data



cube



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

Year 2006

					Employ	yees			
				Regional	Local	Regional	Local	Total	School
TAZ No.	DU	Population	Industrial	Commercial	Commercial	Service	Service	Employees	Students
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

				Employees						
				Regional	Local	Regional	Local	Total	School	
TAZ No.	DU	Population	Industrial	Commercial	Commercial	Service	Service	Employees	Students	
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

					Emplo	yees			
				Regional	Local	Regional	Local	Total	School
TAZ No.	DU	Population	Industrial	Commercial	Commercial	Service	Service	Employees	Students
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

				Employees					
				Regional	Local	Regional	Local	Total	School
TAZ No.	DU	Population	Industrial	Commercial	Commercial	Service	Service	Employees	Students
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

			Employees						
				Regional	Local	Regional	Local	Totai	School
TAZ No.	DU	Population	Industrial	Commercial	Commercial	Service	Service	Employees	Students
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

				Employees									
				Regional	Local	Regional	Local	Total	School				
TAZ No.	UG	Population	Industrial	Commercial	Commercial	Service	Service	Employees	Students				
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%				
			Mears Blvd	Mears Blvd					Riverside Dr				
-------------------------------	-----------	--------------	-------------	-------------	-------------	-----------	-------------	-------------	---------------	----------	----------	--------	---------------
	Alt 19	Riverside Dr	at Woodmont	w of Alt 19	Whitcomb Dr	Tarpon Dr	Spring Blvd	Florida Ave	Becket Bridge				
Growth Rate	1.03%	1.03%	1.03%	1.03%	1.03%	1.03%	1.03%	1.03%	1.03%				
К	0.09	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	0.586				
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				
			2010 Off			2012	2012 Off		2018	2018 Off		2038	2038 Off
			Peak		2012	Peak	Peak		Peak	Peak	2038	Peak	Peak
	2010 AADT	2010 Peak	Hour	2012 Raw	Adjusted	Hour	Hour	2018	Hour	Hour	Adjusted	Hour	Hour
ROADWAY	Counts	Hour Volume	Volume	Counts	AADT	Volume	Volume	AADT	Volume	Volume	AADT	Volume	Volume
Δlt 19			· · · · · ·										
NB South of Tarpon Ave	8200	1			8400			8900			10600	1	
SB South of Tarpon Ave	7800				8000			8400			10000		
Total	16000				16400	916	652	17300	971	688	20600	1027	921
	10000				10400	010	052	17300	0/1	000	20000	1027	031
NB North of Tarpon Ave	8100		I		8300		1	8800	1		10400	[	
SP North of Terpon Ave	7700		-		7000			8300	+		10400		┝────┤
SB North of Talpon Ave	15900	-			16200	709	650	47400	027	700	30300	1002	926
Total	13000				10200	790	059	17100	037	700	20300	1002	020
ND Oputh of Outf Dd	4000				4000		1	4000	1	1	0000	1	1
NB South of Gulf Rd.	1800				1800			1900			2300		<u> </u>
SB South of Guil Rd.	1900	-			1900	400	450	2100		105	2400	050	404
Iotai	3700	-			3700	199	153	4000	215	165	4700	252	194
Mears Blvd			· · · · · ·		4500		1	4000	1		5700	[	
WB West of Alt 19					4500			4800			5700		<b>├</b> ────
EB West of Alt 19					2900			3100			3700		
lotal					7400			7900	479	284	9400	508	338
Mears Blvd				1000			1		T	1			-
WB at Woodmont Dr				1880	2000			2200			2500		L
EB at Woodmont Dr				2040	2100			2300			2700		
l otal				3920	4100	234	156	4500	257	171	5200	296	198
Whitcomb Blvd									-				
NB at Poulos Ln				4077	4200			4500			5300		L
SB at Poulos Ln				3947	4100			4400			5200		
l otal				8024	8300	446	343	8900	478	368	10500	564	434
East Tarpon Dr									1				
NB at Gulf Rd				640	700			800			900		L
SB at Gulf Rd				548	600			600			800		
Total				1188	1300	70	54	1400	75	58	1700	91	70
Spring Blvd							•				1	-	
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											1	-	
EB at east side of bridge				2799	2800			3000			3500		
WB at east sode of bridge				4903	4900			5200	1		6200		ļ
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

			Mears Blvd	Mears Blvd					Riverside Dr
	Alt 19	Riverside Dr	at Woodmont	w of Alt 19	Whitcomb Dr	Tarpon Dr	Spring Blvd	Florida Ave	Becket Bridge
Growth Rate	1.03%	<b>1.03%</b>	1.03%	<b>1.03%</b>	<b>1.03%</b>	1.03%	1.03%	1.03%	<b>1.03%</b>
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
		2018	2018 Off		2038	2038 Off			
		Peak	Peak	2038	Peak	Peak			
		Hour	Hour	Adjusted	Hour	Hour			
ROADWAY	2018 AADT	Volume	Volume	AADT	Volume	Volume			
Alt 19							1		
NB South of Tarpon Ave	8900			10600					
SB South of Tarpon Ave	8400			10000			1		
Total	17300	871	688	20600	1027	831	1		
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		1	•	7					
WB at Woodmont Dr	3900			4500					
EB at Woodmont Dr	4000			4700					
Total	7900	450	300	9200	524	350			
Whitcomb Blvd		1		1					
NB at Poulos Ln	7000			8500					
SB at Poulos Ln	6900			8400			-		
Total	13900	746	574	16900	907	698			
East Tarpon Dr			1						
NB at Gulf Rd	1450			1600			1		
SB at Gulf Rd	1250			1500	400	400	-		
l otal	2700	145	112	3100	166	128			
	0.400	1	1	0000		(	-		
ND ALE TAIPON AVE	2400			2000			4		
SE ALE LARPON AVE	2200	247	100	2000	200	222	4		
i otal Riverside Dr. at Resket Bri	4000	24/	190	5400	290	223	1		
EB at east side of bridge			1	0			-		
WB at east side of bridge	0			0			1		
	0	0	0	0	0	0	1		
i otai	• •	· · ·	· · ·			•			

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
То:	<u>McKinney, Megan</u>
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, El 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: <u>megan.mckinney@urs.com</u> – **PLEASE NOTE MY NEW EMAIL ADDRESS**

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# **APPENDIX E**

## **Opening Year (2018) Analysis – Scenario 1**

				SH	IORT F	REPOR	Т						
General Infor	rmation					Site Ir	nformati	on					
Analyst Agency or Co Date Perform Time Period	. URS ed 8/20/2012 (Re AM	evised)				Interse Area T Jurisd Analys	ection Type iction sis Year	Alt US All oth Pinella 2018 1)	S 19/Mere her areas as Count with Brid	es Blvd fy ge (Scei	nario		
Volume and	Timing Input	2			2			0			2		
												SB	
Number of La	nes		1 IH			1 1H	1 1					1 1	1 1
Lane Group		L	TR		L	T	R	L	TR		L	T	R
Volume (vph)		136	71	220	70	49	25	99	477	68	11	749	83
% Heavy Veh	icles	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/Actu	uated (P/A)	Α	A	A	A	A	A	A	Α	Α	A	A	A
Startup Lost 7	Time	2.0	2.0		2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0
Extension of E	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	n	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Ped/Bike/RTC	OR 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		ļ	ļ		ļ	ļ	ļ	ļ	<b> </b>		ļ	ļ	
Bus Stops/Ho	our	0	0		0	0	0	0	0		0	0	0
Minimum Ped	estrian Lime		3.2	00		3.2		<u> </u>	3.2		07	3.2	
Phasing	G = 14.0	F = 150	n G	<u>03</u>	 	4	G = 67	$\frac{rm}{7}$	$\frac{06}{1}$	G	 =	( 	8
Timing	Y = 8.1	l = 8.1	Y =	-	Y =		Y = 7.2	1 Y	/ =	Y =	=	Y =	
Duration of Ar	nalysis (hrs) = 0.2	25							Sycle Ler	ngth C =	120.0		
Lane Grou	p Capacity, C	ontrol	Delay,	and L	OS De	termin	ation	-					
			EB	r		WB			NB		ļ	SB	
Adjusted Flow	v Rate	148	316		76	53	27	108	592		12	805	89
Lane Group C	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	y 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 D	elay 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 C D			E	D	D	С	В		В	С	В		
Approach Delay 35.8					51.4			18.4			22.2		
Approach LO	S		D			D			В			С	
Intersection D	elay		25.9				Intersec	tion LOS	3			С	

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				SF		REPOR	Т						
General Info	rmation					Site Ir	offormation	on					
Analyst Agency or Co Date Perform Time Period	. URS ed 8/24/2012 (Re PM	evised)				Interse Area T Jurisd Analys	ection Type iction sis Year	Alt US All oth Pinella 2018 1)	S 19/Mero ner areas as Count with Brid	es Blvd y ge (Sce	nario		
Volume and	Timing Input							3					
				Бт						БТ		SB	
Number of La	nes						1	1				1	1 1
Lane Group		L	TR		L	Т	R	L	TR		L	Т	R
Volume (vph)		83	49	99	68	71	11	220	749	70	25	477	136
% Heavy Veh	icles	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/Actu	uated (P/A)	A	A	Α	A	A	A	A	A	Α	A	Α	Α
Startup Lost 7	ſime	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	n	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Ped/Bike/RTC	OR 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/Ho	our	0	0		0	0	0	0	0		0	0	0
Dhooing			3.2	02		3.2			3.2		07	3.2	
	G = 10.0	3 = 28.7	G =	=	 G =	4	G = 78	B.0	<u> </u>	G	=	G =	0
Timing	Y = 8.1 Y	′ = 8.1	Y =		Y =		Y = 7.1	1 Y	′ =	Y :	=	Y =	
Duration of A	nalysis (hrs) = 0.2	25						(	Cycle Ler	igth C =	140.0		
Lane Grou	p Capacity, C	ontrol	Delay,	and L	OS De	termin	ation	<u> </u>			<u> </u>		
			EB		ļ	WB	1	ļ	NB	<u> </u>	<u> </u>	SB	1
Adjusted Flow	v Rate	90	161		74	77	12	237	880		27	518	148
Lane Group C	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	<u> </u>	0.23	0.50	0.17
Green Ratio		0.33	0.33		0.20	0.20	0.20	0.56	0.56	ļ	0.56	0.56	0.56
Uniform Delay	y d ₁	32.8	34.3		47.1	46.1	44.6	21.1	26.3	ļ	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 D	elay 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		С	С		D	D	D	С	С		В	В	В
Approach Delay 34.0					46.9			31.8			18.4		
Approach LO	S		С			D			С			В	
Intersection D	elay		29.0				Intersec	tion LOS	3			С	

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				SF	IORT F	REPOR	Т						
General Infor	mation					Site Ir	formati	on					
Analyst Agency or Co. Date Performe Time Period	URS ed 8/20/2012 (Re AM	evised)				Interse Area T Jurisdi Analys	ection ype iction sis Year	Alt U All ot Pinel 2018 1)	S 19/Tarp her areas las Count with Brid	oon Ave y ge (Sce	enario		
Volume and T	Fiming Input				2			2			÷		
						WB			NB			SB	
Number of Lar	nes								1	1 1			
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 Vehi	cles	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/Actu	ated (P/A)	A	A	A	A	A	Α	A	Α	Α	A	A	A
Startup Lost Time2.02.0					2.0	2.0		2.0	2.0	2.0	2.0	2.0	
Extension of Effective Green2.02.0						2.0		2.0	2.0	2.0	2.0	2.0	
Arrival Type 3 3						3		3	3	3	3	3	
Unit Extension	ı		3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Ped/Bike/RTO	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	e/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/Hour		<u> </u>											<b></b>
Bus Stops/Hou	ur 		0		0	0		0	0	0	0	0	┨───┤
Dhooing			3.2	02		3.2			J.Z		07	3.2	
	G = 6.5	S = 25.1	G	=	G =	4	G = 5.3	5 (	$\frac{113 \text{ Fem}}{G = 60.0}$	G	=	 G =	<u> </u>
Timing	Y = 5.8	( = 5.8	Y =	=	Y =		Y = 5.8	3 `	Y = 5.5	Y	=	Y =	
Duration of An	alysis (hrs) = 0.2	25							Cycle Ler	ngth C =	= 120.0		
Lane Group	p Capacity, C	<u>Control</u>	Delay	and L	OS De	termin	ation	<b></b>			1		
	<u> </u>		EB	1		WB						SB	<b></b>
Adjusted Flow	Rate		240		167	318		18	571	159	121	767	<b></b>
Lane Group C	apacity		370		251	537		237	932	950	344	1100	
v/c Ratio			0.65	ļ	0.67	0.59		0.08	0.61	0.17	0.35	0.70	
Green Ratio			0.21	ļ	0.31	0.31		0.50	0.50	0.60	0.59	0.59	
Uniform Delay	' d ₁		43.4	ļ	37.7	34.9		15.6	21.6	10.7	14.5	16.9	
Delay Factor k	K		0.23		0.24	0.18		0.11	0.20	0.11	0.11	0.26	
Incremental De	elay d ₂		4.0		6.5	1.8		0.1	1.2	0.1	0.6	2.0	
PF Factor		ļ	1.000		1.000	1.000	ļ	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	D		В	С	В	В	В			
Approach Delay 47.4				39.2			20.1			18.3			
Approach LOS	6		D			D			С			В	
Intersection De	elay		26.1				Intersec	tion LO	S			С	

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	SHORT REPORT												
General Information	ation					Site In	formati	on					
Analyst Agency or Co. Date Performed Time Period	URS 8/20/2012 (Re PM	evised)				Interse Area T Jurisdi Analys	ection ype iction sis Year	Alt U All ot Pinel 2018 1)	S 19/Tarp her areas las Count with Brid	oon Ave y ge (Scer	nario		
Volume and Tin	ming Input	<u>^</u>				<b>R</b>							
			EB			WB			NB			SB	
Number of Lane													
	:5												0
Volume (vpb)		30	146	17	L 146	184	115	22	608	154	L 146	525	15
% Heavy Vehicle	<u>es</u>	2	2	2	2	2	2	22	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/Actuate	ed (P/A)	A	0.0-7 A	A	0.00 A	0.00 A	A	0.00 A	A	0.00 A	A	A	A
Startup Lost Tim	ne		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		1	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Ped/Bike/RTOR	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/P	Parking	N	0	Ν	N	0	Ν	N	0	N	N	0	N
Parking/Hour													
Bus Stops/Hour			0	Ļ	0	0		0	0	0	0	0	
Minimum Pedes	trian Time		3.2		<u> </u>	3.2		<u> </u>	3.2	<u> </u>		3.2	
Phasing V	WB Only $= 13.0$ (	EW Pern	n D	03	0	4	SB Or	nly	NS Perm		07	0	8
Timing Y	r = 5.8	f = 5.8	Y =		Y =		Y = 5.8	.0 3	Y = 5.5	Y =	-	Y =	
Duration of Anal	lysis (hrs) = 0	25			•				Cycle Ler	ngth C =	140.0		
Lane Group	Capacity, C	ontrol	Delay,	, and L	OS De	termina	ation	-					
			EB	<b>1</b>		WB	v		NB	1		SB	
Adjusted Flow R	Rate	ļ	230	ļ	172	351	ļ	23	735	162	154	569	
Lane Group Cap	oacity		361	ļ	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	l 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 Dela	ay 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				С	D		С	E	В	D	В		
Approach Delay 53.1					36.6			59.9			23.2		
Approach LOS	Approach LOS					D			Е			С	
Intersection Dela	ay		43.1				Intersec	tion LO	S			D	

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# **APPENDIX F**

# **Opening Year (2018) Analysis – Scenario 2**

				SH	IORT F	REPOR	Т						
General Infor	rmation					Site Ir	nformati	on					
Analyst Agency or Co Date Perform Time Period	. URS ed 8/24/2012 (Re AM	evised)				Interse Area T Jurisd Analys	ection Type iction sis Year	Alt US All oth Pinella 2018 2)	S 19/Mero ner areas as Count w/out Bri	es Blvd fy idge (Sco	enario		
Volume and	Timing Input				2			9			2		
						WB						SB	
Number of La	nes		1 1			1 1	1 1					1 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 Veh	icles	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/Actu	uated (P/A)	A	A	A	A	Α	A	A	A	A	A	A	Α
Startup Lost T	Time	2.0	2.0		2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0
Extension of E	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	n	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Ped/Bike/RTC	OR 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	e/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/Hour				ļ									
Bus Stops/Ho	our	0	0		0	0	0	0	0		0	0	0
Phasing			3.2	02		3.2		rm	3.2		07	3.2	
	G = 14.0 (	G = 16.0	) G =	=	G =	/4	G = 66	6.7	<u> </u>	G	=	G =	0
Timing	Y = 8.1	( = 8.1	Y =	-	Y =		Y = 7.1	1 Y	′ =	Y =	=	Y =	
Duration of Ar	nalysis (hrs) = 0.1	25						0	Cycle Ler	ngth C =	120.0		
Lane Grou	p Capacity, C	<u>Control</u>	Delay,	and L	OS De	termin	ation	<del></del>			r		
			EB	<u> </u>		WB			NB	<u> </u>		SB	
Adjusted Flow	/ Rate	409	316		76	53	27	108	592	ļ	12	805	190
Lane Group C	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	y 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 D	elay 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	D	С	В		В	С	В
Approach Delay 53.7					49.5			19.4			22.4		
Approach LO	S		D			D			В			С	
Intersection D	elay		32.0				Intersec	tion LOS	6			С	

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				SF	IORT F	REPOR	Т						
General Information						Site Ir	nformati	on					
Analyst Agency or Co. URS Date Performed 8/24/2012 Time Period PM	(Revi	ised)				Interse Area T Jurisd Analys	ection Type iction sis Year	Alt US All oth Pinella 2018 2)	§ 19/Mero ner areas as Count w/out Bri	es Blvd fy idge (Sc	enario		
Volume and Timing Input								a					
	⊢					WB					. <del></del>	SB	
Number of Lanes	+	 1				1	1 1					1	1 1
Lane Group	$\neg$	L	TR	-	L	T	R	L	TR		L	T	R
Volume (vph)	$\neg$	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	1	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)		Α	A	A	A	A	A	A	A	Α	A	А	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 Gree	en	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	$\square$	Ν	0	N	N	0	N	N	0	N	N	0	N
Parking/Hour				ļ	ļ		ļ	ļ	ļ		ļ		
Bus Stops/Hour	-+	0	0	ļ	0	0	0	0	0		0	0	0
Minimum Pedestrian Time			3.2			3.2		<u> </u>	3.2		07	3.2	
G = 10.0	G =	= 25.7	I G	 =	 	14	G = 81	rm 1.0 0	<u> </u>	G	=	 	18
Timing $Y = 8.1$	Y =	= 8.1	Y :	=	Y =		Y = 7.1	1 Y	/ =	Y :	=	Y =	
Duration of Analysis (hrs) =	- 0.25	5						0	Sycle Ler	ngth C =	140.0		
Lane Group Capacity	<u>, Co</u>	ontrol	Delay	, and L	OS De	termin	ation	<b>.</b>					
			EB			WB			NB		<b>_</b>	SB	1
Adjusted Flow Rate	1	92	161	ļ	74	77	12	237	880		27	518	409
Lane Group Capacity	3	896	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	ļ	0.18	0.18	0.18	0.58	0.58	ļ	0.58	0.58	0.58
Uniform Delay d ₁	3	9.1	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	4	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	D	С	С		В	В	В
Approach Delay 38.6				49.6			27.6			17.3			
Approach LOS			D			D			С			В	
Intersection Delay			26.7				Intersec	tion LOS	3			С	

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				SF	IORT F	REPOR	T								
General Info	rmation					Site Ir	nformati	on							
Analyst Agency or Co Date Perform Time Period	o. URS ed 8/24/2012 (I AM	Revised)				Interse Area Jurisd Analys	ection Гуре iction sis Year	Alt U All oi Pine 2018 2)	S 19/Tarp ther areas llas Count w/out Bri	oon Ave ty idge (Se	e cenario				
Volume and	Timing Input				2			2							
			EB	1 5-		WB	1 57		NB	<u> </u>		SB	T 57		
Number of La															
				0	/ /			/	т Т	r R	/				
Volume (vph)		15	184	22	154	146	146	17	525	146	115	698	30		
% Heavy Veh	icles	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/Actu	uated (P/A)	A	A	A	A	A	A	A	Α	A	A	A	A		
Startup Lost 7	Fime	1	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0			
Extension of Effective Green 2.0 2.						2.0		2.0	2.0	2.0	2.0	2.0			
Arrival Type 3						3		3	3	3	3	3			
Unit Extension 3.0						3.0	1	3.0	3.0	3.0	3.0	3.0			
Ped/Bike/RTC	Ped/Bike/RTOR Volume 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	e/Parking	N	0	N	N	0	N	N	0	N	N	0	N		
Parking/Hour						ļ									
Bus Stops/Ho	our		0		0	0		0	0	0	0	0			
Minimum Ped	lestrian Time		3.2			3.2			3.2			3.2			
Phasing	WB Only	EW Perr	n C	03		)4	SB Or	nly F	NS Perm		07		18		
Timing	G = 0.5 Y = 5.8	G = 25.1 Y = 5.8	Y	=	Y =		Y = 5.8	3	G = 00.0 Y = 5.5	Y	=	Y =			
Duration of A	nalysis (hrs) = (	).25							Cycle Ler	ngth C :	= 120.0				
Lane Grou	p Capacity,	Control	Delay	, and L	OS De	termin	ation								
			EB			WB			NB			SB			
Adjusted Flow	v Rate		240		167	318	ļ	18	571	159	121	767			
Lane Group C	Capacity		370		251	537		237	932	950	344	1100			
v/c Ratio			0.65		0.67	0.59	ļ	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	y 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 D	Delay d ₂		4.0		6.5	1.8	ļ	0.1	1.2	0.1	0.6	2.0			
PF Factor	PF Factor 1.000			<u> </u>	1.000	1.000	ļ	1.000	1.000	1.000	1.000	1.000	$\downarrow$		
Control Delay	Control Delay 47.4			44.3	36.6	<u> </u>	15.7	22.8	10.8	15.1	18.8	$\downarrow$			
Lane Group LOS D			D	D		В	С	В	В	В					
Approach Delay 47.4					39.2			20.1		<b>_</b>	18.3				
Approach LO	Approach LOS D				ļ	D			С			В			
Intersection D	Delay		26.1				Intersec	tion LC	S			С			
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	SHORT REPORT												
General Infor	rmation					Site Ir	nformati	on					
Analyst Agency or Co Date Performe Time Period	. URS ed 8/24/2012 (Re PM	evised)				Interse Area T Jurisdi Analys	ection ype iction sis Year	Alt U All ot Pinel 2018 2)	S 19/Tarp her areas las Count w/out Bri	bon Av g dge (S	ve Scenario		
Volume and	Timing Input				a .								
		L	EB			WB			NB			SB	
Number of La	nes					1 IH			1 IH			1 IH	
Lane Group		Ŭ	LTR			TR	Ŭ	L	T	R			
Volume (vph)		30	146	17	146	184	115	22	698	154	<u>–</u> 146	525	15
% Heavy Veh	icles	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	5 0.95	0.95	0.95
Pretimed/Actu	uated (P/A)	A	A	A	A	A	Α	Α	A	A	A	A	A
Startup Lost Time2.02.0						2.0		2.0	2.0	2.0	2.0	2.0	
Extension of Effective Green2.02.0						2.0		2.0	2.0	2.0	2.0	2.0	
Arrival Type 3 3						3		3	3	3	3	3	
Unit Extension3.03.0						3.0		3.0	3.0	3.0	3.0	3.0	
Ped/Bike/RTC	OR 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	0 12.0	12.0	
Parking/Grade/Parking N 0 N				N	0	N	N	0	N	N	0	N	
Parking/Hour		ļ		ļ									
Bus Stops/Ho	our				0	0		0	0	0	0	0	
Phasing		W Pern	<u> </u>	03		3.Z 4	SB Or		J.Z NS Perm			<u> </u>	8
Timing	G = 13.0 G	3 = 31.0	G	=	G =		G = 17	2.0	G = 56.1	<u> </u>	G =	G =	
	Y = 5.8 Y	′ = 5.8	Y =		Y =		Y = 5.8	3 ,	Y = 5.5	<u> </u>	Y =	Y =	
Duration of Ar	$\frac{1}{2} \frac{1}{2} \frac{1}$	25			<u> </u>		- 1		Cycle Ler	ngth C	S = 140.0		
Lane Grou	p Capacity, C	ontrol	Delay	and L	OS De		ation	<u> </u>				00	
A diverse d Eleve	· Doto		EB		470			00		400	454	58	
Adjusted Flow	/ Rale		230		172	351		23	735	162	154	009 1045	
Lane Group C	Capacity		361		352	624		336	747	844	268	1070	
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	y d ₁		49.4		33.8	36.3		25.8	41.5	17.0	32.4	19.2	
Delay Factor I	k		0.22		0.11	0.16		0.11	0.49	0.11	0.17	0.14	
Incremental D	oelay 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	ļ	1.000	1.000	1.000	0 1.000	1.000	<b> </b>
Control Delay 53.1 34.9			34.9	37.5	ļ	25.9	70.3	17.1	35.4	19.8			
Lane Group LOS D C			С	D		С	E	В	D	В			
Approach Delay 53.1					36.6			59.9			23.2		
Approach LOS	Approach LOS D				ļ	D			Е			С	
Intersection D	elay		43.1				Intersec	tion LO	S			D	

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# **APPENDIX G**

## Design Year (2038) Analysis – Scenario 1

				SH	IORT F	REPOR	T							
General Infor	mation					Site Ir	nformati	on						
Analyst Agency or Co Date Perform Time Period	. URS ed 8/22/2012 (Re AM	evised)				Interse Area Jurisd Analys	ection Type iction sis Year	Alt US All oth Pinella 2038 1)	S 19/Mere her areas as Count with Brid	es Blvd fy ge (Sce	enario			
Volume and	Timing Input													
			EB	r		WB	1		NB			SB	I	
Number of Lo	200		I TH I ₁	RT		TH 1	RT			RT		TH	RT	
	nes													
Volume (vph)		L 161	85	262	 73	58	27	L 181	576	84		883	00	
% Heavy Veh	icles	2	2	202	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/Actu	lated (P/A)	A	A	A	A	A	A	A	A	A	A	A	A	
Startup Lost T	Startup Lost Time 2.0 2.0 2.					2.0	2.0	2.0	2.0		2.0	2.0	2.0	
Extension of Effective Green 2.0 2.0 2					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	Î	3	3	3	
Unit Extension	า	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	
Ped/Bike/RTC	OR 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	e/Parking	N	0	Ν	N	0	N	N	0	Ν	N	12.0 12.0 1 N 0		
Parking/Hour														
Bus Stops/Ho	ur	0	0	ļ	0	0	0	0	0		0	0	0	
Minimum Ped	estrian Time		3.2			3.2		<u> </u>	3.2			3.2		
Phasing	EB Only	EW Pern		03		)4	NS Pe	rm	06		07	<u> </u>	)8	
Timing	Y = 8.1	f = 10.0 f = 8.1	Y =	:	Y =		Y = 7.2	1 Y	/ =	- T	=	Y =		
Duration of Ar	nalysis (hrs) = 0.2	25					1		Cycle Ler	ngth C =	= 120.0	I.		
Lane Grou	p Capacity, C	ontrol	Delay,	and L	OS De	termin	ation							
			EB			WB			NB			SB		
Adjusted Flow	/ Rate	175	377		79	63	29	197	717		14	949	106	
Lane Group C	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 D	elay 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	Control Delay				59.8	48.2	47.1	301.6	17.1		9.9	25.6	10.3	
Lane Group LOS D D					E	D	D	F	В		A	С	В	
Approach Delay 49.1					53.4			78.4			23.9			
Approach LO	S		D			D			Е			С		
Intersection D	elay		49.3				Intersec	tion LOS	3			D		

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	SHORT REPORT												
General Infor	mation					Site Ir	nformati	on					
Analyst Agency or Co Date Perform Time Period	. URS ed 8/22/2012 (R PM	evised)				Interse Area T Jurisd Analys	ection ype iction sis Year	Alt US All oti Pineli 2038 1)	S 19/Mer ner areas as Count with Brid	es Blvo ty ge (Sc	d enario		
Volume and	Timing Input												
			EB			WB			NB				
Number of La	nes		1 1				1 1						1 1
Lane Group		L	TR		L	T	R			Ť		T	R
Volume (vph)		99	58	181	84	85	13	262	883	73	27	576	161
% Heavy Veh	icles	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/Actu	uated (P/A)	A	A	Α	A	Α	A	A	A	Α	Α	Α	Α
Startup Lost T	ime	2.0	2.0		2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0
Extension of E	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	า	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	N	0	Ν	N	0	N	N	0	N	N	0	N	
Parking/Hour		<b>_</b>	ļ		ļ	ļ	ļ	ļ	ļ				<b>_</b>
Bus Stops/Ho	ur	0	0		0	0	0	0	0	ļ	0	0	0
Minimum Ped	estrian Time		3.2			3.2		<u> </u>	3.2			3.2	
Phasing	EB Only	EW Pern	n 7 G-	03		)4	NS Pe	rm	06		07	<u> </u>	)8
Timing	Y = 8.1	G = 24.7 Y = 8.1	Y =	-	Y =		Y = 7.2	1	/ =		/ =	Y =	
Duration of Ar	nalysis (hrs) = 0	25						(	Cycle Ler	ngth C	= 140.0		
Lane Grou	p Capacity, (	Control	Delay,	and L	OS De	termin	ation						
			EB			WB			NB			SB	
Adjusted Flow	/ Rate	108	260		91	92	14	285	1039		29	619	173
Lane Group C	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 D	elay 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 L	OS	D	D		D	D	D	D	D		С	В	В
Approach Del	Approach Delay		39.7			51.6			45.6			18.0	
Approach LO	Approach LOS		D			D			D			В	
Intersection D	elay		36.9				Intersec	tion LO	S			D	

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Site Information **General Information** Intersection Alt US 19/Tarpon Ave Analyst All other areas Area Type Agency or Co. URS Pinellas County Jurisdiction Date Performed 3/21/2012 2038 with Bridge (Scenario Time Period Analysis Year AM 1) **Volume and Timing Input** EΒ WB SB NB RT LT TΗ LT TΗ RT LT TΗ RT LT ΤН RT 1 0 0 1 Number of Lanes 0 1 1 1 1 1 1 0 TR Т TR Lane Group LTR L L R L 208 172 22 645 162 133 830 Volume (vph) 18 27 158 163 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) Α Α Α Α Α Α Α Α Α Α Α Α 2.0 2.0 2.0 2.0 2.0 2.0 Startup Lost Time 2.0 2.0 Extension of Effective Green 2.0 2.0 2.0 2.0 2.0 2.0 2.0 2.0 3 3 3 3 3 3 3 3 Arrival Type 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 Ν 0 Ν Ν 0 Ν Ν 0 Ν Ν 0 Ν Parking/Hour **Bus Stops/Hour** 0 0 0 0 0 0 0 0 3.2 3.2 3.2 Minimum Pedestrian Time 3.2 EW Perm Phasing WB Only 03 04 SB Only NS Perm 07 08 G = 5.0G = 27.1 G = G = 5.0G = 60.0G = G = G = Timing Y = 5.8 Y = 5.8Y = 5.8 Y = Y = Y = 5.5Y =Y = Duration of Analysis (hrs) = 0.25Cycle Length C =120.0 Lane Group Capacity, Control Delay, and LOS Determination EB WB NB SB Adjusted Flow Rate 275 349 24 701 176 140 914 187 1092 395 232 544 130 932 930 243 Lane Group Capacity 0.81 0.64 0.18 0.75 0.19 0.58 v/c Ratio 0.70 0.84 Green Ratio 0.23 0.32 0.32 0.50 0.50 0.59 0.59 0.59 Uniform Delay d₁ 42.7 35.2 24.0 19.9 42.3 16.5 11.5 18.6 0.26 0.35 0.22 0.11 0.31 0.11 0.17 0.37 Delay Factor k Incremental Delay d₂ 0.7 5.3 18.5 2.6 3.5 0.1 3.4 5.8 1.000 1.000 1.000 1.000 1.000 1.000 1.000 **PF Factor** 1.000 37.8 17.2 27.5 22.0 25.8 Control Delay 48.0 60.9 11.6 Lane Group LOS D Е D В С В С С Approach Delay 48.0 45.9 24.1 25.3D С Approach LOS D С Intersection Delay 31.1 Intersection LOS С

SHORT REPORT

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Short Report

	SHORT REPORT												
General Infor	mation					Site Ir	nformati	on					
Analyst Agency or Co Date Perform Time Period	. URS ed 8/22/2012 (R PM	evised)				Interse Area T Jurisd Analys	ection Type iction sis Year	Alt U All ot Pinel 2038 1)	S 19/Tarp ther areas llas Count with Brid	oon Ave y ge (Scei	nario		
Volume and	Timing Input					R							
			EB			WB	1		NB			SB	
			TH	RT		TH	RT		TH	RT			RT
Number of La	nes	0		0	1		0	1	1 T				
Volume (vph)		20	150	22	L 162	200	122		020	R 170	L 162	1R 645	10
% Heavy Veh	icles	2	2	22	2	200	2	21	2	2	2	2	10
PHF		0.92	2 0.92	2 0.92	0.92	2 0.92	0.92	2 0.93	0.93	0.93	0.92	0.92	0.92
Pretimed/Actu	uated (P/A)	A	A	A	A	A	A	A	A	A	A	A	A
Startup Lost 7	-ime		2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	
Extension of E	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	า		3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Ped/Bike/RTC	OR 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	N	0	Ν	N	0	Ν	N	0	N	N	0	N	
Parking/Hour											ļ		
Bus Stops/Ho	ur	ļ	0		0	0		0	0	0	0	0	
Minimum Ped	estrian Time		3.2			3.2			3.2	<u> </u>		3.2	
Phasing	WB Only $G = 12.0$	EW Pern	n Gr	03		)4	SBOr	nly	$\frac{\text{NS Perm}}{G = 64.0}$		07	0	8
Timing	Y = 5.8	Y = 5.8	Y =	-	Y =		Y = 5.8	3	$\frac{G = 04.0}{Y = 5.5}$	Y =	-	Y =	
Duration of Ar	nalysis (hrs) = 0.	25							Cycle Ler	ngth C =	140.0		
Lane Grou	p Capacity, C	Control	Delay,	and L	OS De	termin	ation				-		
			EB			WB			NB			SB	
Adjusted Flow	/ Rate	ļ	237		176	371		29	892	185	177	721	
Lane Group C	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 D	elay 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 L	OS		D		D	D		С	F	В	F	С	
Approach Del	Approach Delay		54.7			38.2			68.9			39.9	
Approach LO	Approach LOS		D			D			E			D	
Intersection D	elay		52.3				Intersec	tion LO	S			D	

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# **APPENDIX H**

### Design Year (2038) Analysis – Scenario 2

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					SI	IORT F	REPOR	T							
General Infor	mation						Site I	nformati	on						
Analyst							Inters	ection	Alt U	S 19/Mer	es B	lvd			
Agency or Co	. URS						Jurisd	i ype iction	All O	iner areas llas Coun	s tv				
Date Perform	ed 8/22/2012 (F	Revised)					Anoly		2038	8 w/out Bri	idge	(Sce	enario		
	AM						Analys	sis real	2)			·			
Volume and	Timing Input					'n									
			<u> </u>	<u>B</u>			WB			NB	T -	<del>. –</del>			
				H								<u> </u>			
Number of La	nes	1			0	1	1	1	1	1		)	1	1 	
		L 450		۲ -	262	L 72	<i>1</i> 50		L 101	1R 576		1	L 12	1	R 210
% Heavy Veh	icles	409	2	)	202	2	2	21	2	2	0	<del>4</del>	2	2	210
		2		<u> </u>	2	2	2	2	2	2			2	2	2
PTT Drotimod/Actu	unted (D/A)	0.92	0.9	2	0.92	0.92	0.92	0.92	0.92	0.92	0.3	92 \	0.93	0.93	0.93
Startun Lost T		20		0		20	20	20	20	20	-	۱ 	20	20	20
Extension of F		2.0	2.0	<u>,</u>		2.0	2.0	2.0	2.0	2.0			2.0	2.0	2.0
Arrival Type		3	2.0	<u> </u>		3	3	3	3		┼─		3	3	.3
Unit Extension	ำ	3.0	3.0	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
Lane Width		12.0	12	.0		12.0	12.0	12.0	12.0	12.0			12.0	12.0	12.0
Parking/Grade	e/Parking	N	0		N	N	0	N	N	0	1	J	N	0	N
Parking/Hour			1					1		1				1	1
Bus Stops/Ho	ur	0	6	)		0	0	0	0	0			0	0	0
Minimum Ped	estrian Time		3.2	2			3.2			3.2			1	3.2	1
Phasing	EB Only	EW Perr	n		03		)4	NS Pe	rm	06			07		
Timing	G = 9.5	G = 15.0	)	G =	-	G =		G = 72	2.2	G =		G =	=	G =	
	Y = 8.1	Y = 8.1		<u> </u>		Y =		Y = 7.7	1	Y =	11	<u>Y =</u>	-	Y =	
Duration of Ar	$\frac{1}{2} \frac{1}{2} \frac{1}$	Control			ond I		tormin	otion		Cycle Ler	ngth	C =	120.0		
Lane Grou	p Capacity,			ay,			WR	alion		NR					
Adjusted Flow	/ Doto	400	277	, 		70			107		1		11		224
Adjusted Flow	/ Rate	499	3//			79	03	29	197	1000	┢		14	949	234
Lane Group C	Capacity	354	449			125	233	198	128	1099			291	1121	952
v/c Ratio		1.41	0.84	l I		0.63	0.27	0.15	1.54	0.65			0.05	0.85	0.25
Green Ratio		0.27	0.27	7		0.13	0.13	0.13	0.60	0.60			0.60	0.60	0.60
Uniform Delay	/ d ₁	45.4	41.2	2		49.9	47.5	46.8	23.9	15.7			9.8	19.4	11.2
Delay Factor	k	0.50	0.37	7		0.21	0.11	0.11	0.50	0.23			0.11	0.38	0.11
Incremental D	elay 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	1.00	0		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 L	OS	F	D			E	D	D	F	В			A	С	В
Approach Del	Approach Delay		163	.5			53.4			78.4				22.6	
Approach LO	Approach LOS		F				D			Е				С	
Intersection D	ntersection Delay		79.	5				Intersec	tion LC	S				Е	

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General Infor	mation					Site Ir	nformati	on						
Analyst Agency or Co Date Perform Time Period	. URS ed 8/22/2012 (R PM	evised)				Interse Area Jurisd Analys	ection Гуре iction sis Year	Alt US All oti Pineli 2038 2)	S 19/Mero her areas las Count w/out Bri	es Blu ty idge (	/d Scena	rio		
Volume and	Timing Input							1						
					<u>  .</u>	WB						. <del>.</del>		Грт
Number of La	nes					1	1		1			LI 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	2	27	576	459
% Heavy Veh	icles	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	3 0.	92	0.92	0.92
Pretimed/Actu	uated (P/A)	A	A	A	A	Α	A	A	A	Α		A	A	A
Startup Lost T	īme	2.0	2.0		2.0	2.0	2.0	2.0	2.0		2	2.0	2.0	2.0
Extension of E	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 Extensior	า	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3	8.0	3.0	3.0
Ped/Bike/RTC	Ped/Bike/RTOR Volume			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	2.0	12.0	12.0
Parking/Grade	N	0	Ν	N	0	N	N	0	N	/	N	0	N	
Parking/Hour		ļ	ļ		ļ	ļ	ļ		ļ				ļ	
Bus Stops/Ho	ur	0	0	ļ	0	0	0	0	0	<u> </u>		0	0	0
Minimum Ped	estrian Time		3.2			3.2		<u> </u>	3.2	<u> </u>			3.2	
Phasing	EB Only	EW Pern	n Z	03		)4	NS Pe	rm	06		07			8
Timing	Y = 8.1	S = 24.7 Y = 8.1	Y =	-	Y =		Y = 7.2	1 \	<u> </u>		<u> </u>		Y =	
Duration of Ar	nalysis (hrs) = 0.	25					<u> </u>	(	Cycle Ler	ngth C	c = 14	40.0		
Lane Grou	p Capacity, (	Control	Delay,	and L	OS De	termin	ation							
			EB			WB			NB				SB	
Adjusted Flow	/ Rate	237	260		91	92	14	282	1027		29	9	626	499
Lane Group C	apacity	373	505		197	329	279	331	1079		5	3	1091	927
v/c Ratio		0.64	0.51		0.46	0.28	0.05	0.85	0.95		0.5	55	0.57	0.54
Green Ratio		0.31	0.31		0.18	0.18	0.18	0.59	0.59		0.5	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 I	ĸ	0.22	0.12		0.11	0.11	0.11	0.38	0.46		0.1	15	0.17	0.14
Incremental D	elay d ₂	3.5	0.9		1.7	0.5	0.1	18.8	17.1		11	1.4	0.7	0.6
PF Factor		1.000	1.000	<u> </u>	1.000	1.000	1.000	1.000	1.000		1.0	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 L	OS	D	D		D	D	D	D	D		C	;	В	В
Approach Del	Approach Delay		43.7			51.6			43.9				18.8	
Approach LOS	Approach LOS		D			D			D				В	
Intersection D	elay		35.2				Intersec	tion LO	S				D	

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Site Information **General Information** Intersection Alt US 19/Tarpon Ave Analyst All other areas Area Type Agency or Co. URS Pinellas County Jurisdiction Date Performed 3/21/2012 2038 w/out Bridge (Scenario Time Period Analysis Year AM 2) **Volume and Timing Input** EΒ WB SB NB RT LT TΗ LT TΗ RT LT TΗ RT LT ΤН RT 1 0 0 1 Number of Lanes 0 1 1 1 1 1 1 0 TR Т TR Lane Group LTR L L R L 208 172 22 645 162 133 830 Volume (vph) 18 27 158 163 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) Α Α Α Α Α Α Α Α Α Α Α Α 2.0 2.0 2.0 2.0 2.0 2.0 Startup Lost Time 2.0 2.0 Extension of Effective Green 2.0 2.0 2.0 2.0 2.0 2.0 2.0 2.0 3 3 3 3 3 3 3 3 Arrival Type 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 Ν 0 Ν Ν 0 Ν Ν 0 Ν Ν 0 Ν Parking/Hour **Bus Stops/Hour** 0 0 0 0 0 0 0 0 3.2 3.2 3.2 Minimum Pedestrian Time 3.2 EW Perm Phasing WB Only 03 04 SB Only NS Perm 07 08 G = 5.0G = 27.1 G = G = 5.0G = 60.0G = G = G = Timing Y = 5.8 Y = 5.8Y = 5.8 Y = Y = Y = 5.5Y =Y = Duration of Analysis (hrs) = 0.25Cycle Length C =120.0 Lane Group Capacity, Control Delay, and LOS Determination EB WB NB SB Adjusted Flow Rate 275 349 24 701 176 140 914 187 1092 395 232 544 130 932 930 243 Lane Group Capacity 0.70 0.81 0.64 0.18 0.75 0.19 0.58 v/c Ratio 0.84 Green Ratio 0.23 0.32 0.32 0.50 0.50 0.59 0.59 0.59 Uniform Delay d₁ 42.7 35.2 24.0 19.9 42.3 16.5 11.5 18.6 0.26 0.35 0.22 0.11 0.31 0.11 0.17 0.37 Delay Factor k Incremental Delay d₂ 2.6 0.7 5.3 18.5 3.5 0.1 3.4 5.8 1.000 1.000 1.000 1.000 1.000 1.000 1.000 **PF Factor** 1.000 37.8 17.2 27.5 22.0 25.8 Control Delay 48.0 60.9 11.6 Lane Group LOS D Е D В С В С С Approach Delay 48.0 45.9 24.1 25.3D С Approach LOS D С Intersection Delay 31.1 Intersection LOS С

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General Infor	rmation					Site Ir	formati	on					
Analyst Agency or Co Date Performe Time Period	. URS ed 8/22/2012 (R PM	evised)				Interse Area T Jurisd Analys	ection ype iction sis Year	Alt U All of Pine 2038 2)	IS 19/Tarp ther areas llas Count 8 w/out Bri	oon Ave y dge (Sce	enario		
Volume and	Timing Input					R							
			EB			WB	1		NB	ı	ļ	SB	<b>I</b>
			I TH	RT		TH	RT			RT			RT
Number of La	nes	0	1	0	1	1	0	1	1 	1	1		0
Lane Group		00	LIR		L	IR	400		1	R			10
Volume (vpn)	:	38	158	22	162	208	133	27	830	172	163	645	18
% Heavy ven	ICIES	2	2	2	2	2	2	2	2	2	2	2	2
PHF Dratimed/Act	interd (D/A)	0.92	0.92	0.92	0.92	0.92	0.92	0.93	0.93	0.93	0.92	0.92	0.92
Startup Lost T			A 20		A 20	A 20		A 2.0	A 20	A 20	A 2.0	A 20	A
Extension of F	Effective Green		2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	
		-	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	
	0	-	30		30	30		30	30	30	30	30	
Pad/Bika/RTC		0	0.0	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	N	0	N	N	0	N	N	0	N	N	0	N	
Parking/Hour	1									1			
Bus Stops/Ho	Í	0		0	0	1	0	0	0	0	0		
Minimum Ped	lestrian Time		3.2			3.2			3.2			3.2	
Phasing	WB Only	EW Pern	n	03	0	4	SB Or	nly	NS Perm		07	0	8
Timing	G = 12.0	G = 31.1	G =	-	G =		G = 10	).0 2	G = 64.0	G =	-	G =	
Duration of Ar	nalysis (hrs) = 0.	25		•			1 - 0.0	<u> </u>	Cycle Ler	rath C =	- 140.0	11-	
Lane Grou	p Capacity, (	Control	Delay,	and L	OS De	termin	ation			<u> </u>			
	• • •		EB			WB			NB			SB	
Adjusted Flow	/ Rate	1	237		176	371		29	892	185	177	721	
Lane Group C	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	y d ₁		49.8		34.6	37.6		21.9	38.0	13.8	44.7	21.2	
Delay Factor I	k		0.24		0.12	0.19		0.11	0.50	0.11	0.49	0.25	
Incremental D	elay d ₂	1	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 L	.OS		D		D	D		С	F	В	F	С	
Approach Del	Approach Delay 54.7		54.7			38.2		ĺ	68.9			39.9	
Approach LOS	Approach LOS		D			D			Е			D	
Intersection D	elay		52.3				Intersec	tion LC	S			D	

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# **APPENDIX I**

Whitcomb Boulevard Detour Route Analysis

Site Information **General Information** Intersection Alt US 19/Tarpon Ave Analyst All other areas Area Type Agency or Co. URS Pinellas County Jurisdiction Date Performed 3/28/2012 2018 Whitcomb Detour Time Period Analysis Year AM Route **Volume and Timing Input** EΒ WB NB SB RT LT TΗ LT TΗ RT LT TΗ RT LT ΤН RT 1 0 0 1 Number of Lanes 0 1 1 1 1 1 1 0 TR Т TR Lane Group LTR L L R L 316 154 182 34 525 146 115 698 Volume (vph) 139 50 136 171 % 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) Α Α Α Α Α Α Α Α Α Α Α Α 2.0 2.0 2.0 2.0 2.0 2.0 Startup Lost Time 2.0 2.0 Extension of Effective Green 2.0 2.0 2.0 2.0 2.0 2.0 2.0 2.0 3 3 3 3 3 3 3 3 Arrival Type 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 Ν 0 Ν Ν 0 Ν Ν 0 Ν Ν 0 Ν Parking/Hour **Bus Stops/Hour** 0 0 0 0 0 0 0 0 3.2 3.2 3.2 Minimum Pedestrian Time 3.2 EW Perm Phasing WB Only 03 04 SB Only NS Perm 07 08 G = 5.0G = 44.0 G = G = 9.0G = 39.1 G = G = G = Timing Y = 5.8 Y = 5.8Y = 5.8 Y = Y = Y = 5.5Y =Y = Duration of Analysis (hrs) = 0.25Cycle Length C =120.0 Lane Group Capacity, Control Delay, and LOS Determination EB WB NB SB Adjusted Flow Rate 548 167 346 37 571 159 121 915 796 607 Lane Group Capacity 531 351 62 654 195 812 v/c Ratio 1.03 0.48 0.430.60 0.940.24 0.62 1.13 0.33 0.45 Green Ratio 0.37 0.46 0.46 0.33 0.41 0.45 Uniform Delay d₁ 38.0 29.022.1 33.9 39.3 23.0 26.4 33.0 0.11 0.11 0.19 0.11 0.50 Delay Factor k 0.50 0.45 0.20 Incremental Delay d₂ 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** 30.0 22.5 48.6 62.3 23.2 32.3 105.6 85.5 F С С D Е С С F Lane Group LOS Approach Delay 85.5 24.9 53.5 97.1 F С F D Approach LOS 70.3 Intersection LOS Ε Intersection Delay

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**General Information** Site Information Intersection Alt US 19/Tarpon Ave Analyst All other areas Area Type Agency or Co. URS Jurisdiction Pinellas County Date Performed 3/28/2012 2018 Whitcomb Detour Time Period Analysis Year PM Route **Volume and Timing Input** EΒ WB NB SB RT LT TΗ I T TΗ RT LT TΗ RT I T ΤН RT 1 0 0 1 Number of Lanes 0 1 1 1 1 1 1 0 TR Т TR Lane Group LTR L L R L 182 146 316 50 698 154 136 525 Volume (vph) 171 34 115 139 % 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) Α Α Α Α Α Α Α Α Α Α Α Α 2.0 2.0 2.0 2.0 2.0 2.0 Startup Lost Time 2.0 2.0 Extension of Effective Green 2.0 2.0 2.0 2.0 2.0 2.0 2.0 2.0 3 3 3 3 3 3 3 3 Arrival Type 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 Ν 0 Ν Ν 0 Ν Ν 0 Ν Ν 0 Ν Parking/Hour **Bus Stops/Hour** 0 0 0 0 0 0 0 0 3.2 3.2 3.2 Minimum Pedestrian Time 3.2 EW Perm Phasing WB Only 03 04 SB Only NS Perm 07 08 G = 16.9 G = 42.6G = G = 6.0G = 51.6G = G = G = Timing Y = 5.8 Y = 5.8Y = 5.8Y = Y = Y = 5.5Y = Y = Duration of Analysis (hrs) = 0.25Cycle Length C =140.0 Lane Group Capacity, Control Delay, and LOS Determination EB WB NB SB Adjusted Flow Rate 421 159 468 54 759 167 143 699 Lane Group Capacity 363 519 834 108 687 837 129 817 1.11 v/c Ratio 1.16 0.31 0.560.50 1.10 0.20 0.86 0.37 0.45 Green Ratio 0.30 0.47 0.47 0.37 0.53 0.45 Uniform Delay d₁ 48.7 25.0 27.0 34.2 44.2 17.4 33.0 34.2 0.11 0.16 0.11 0.11 0.39 Delay Factor k 0.50 0.50 0.50 Incremental Delay d₂ 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 1.000 144.3 25.3 27.9 37.8 Control Delay 146.9 110.9 17.5 43.1 F Lane Group LOS F С С D В F D Approach Delay 146.9 27.2 91.0 60.3 F С F Approach LOS Ε Intersection Delay 76.2 Intersection LOS F

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# **APPENDIX J**

### Meres Boulevard Detour Route Analysis

	SHORT REPORT													
General Information						Site Ir	nformation	on						
Analyst Agency or Co. URS Date Performed 10/18/201 Time Period AM	2 (R	Revised)				Interse Area Jurisd Analys	ection Type iction sis Year	Alt US All oti Pineli 2018	S 19/Mere her areas as Count Meres De	es Bl ⁱ y etour	vd [.] Ro	ute		
Volume and Timing Input	t				-									
			EB			WB	1		NB			<u> </u>	SB	·
			TH	RT		TH	RT		TH	R	Т			RT
Number of Lanes		1	1	0	1	1	1	1	1	0		1	1	1
Lane Group		L	IR		L	/	R	L	IR				/	R
Volume (vph)		376	71	220	70	49	25	99	477	68	3	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	0.9	2	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 Gree	en	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					ļ	ļ	ļ		ļ			ļ	<u> </u>	
Bus Stops/Hour		0	0		0	0	0	0	0			0	0	0
Minimum Pedestrian Time			3.2		<u> </u>	3.2		<u> </u>	3.2				3.2	
Phasing EB Only		EW Perm		03		)4	NS Pe	rm	06		<u> </u>	07		)8
Timing $Y = 8.1$		r = 10.0 r = 8.1		=	Y =		Y = 7.1	1	<u> </u>		Y =	-	<u> </u>	
Duration of Analysis (hrs) =	= 0.2	25			·		<u> </u>		Cycle Ler	igth (	C =	120.0	·	
Lane Group Capacity	/, C	ontrol	Delay	, and L	OS De	termina	ation							
			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		Е	D		D	D	D	С	В			В	С	В
Approach Delay			53.7			49.5			19.4				22.4	
Approach LOS			D			D			В				С	
Intersection Delay			32.0				Intersec	tion LO	S				С	

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General Infor	mation					Site Ir	nformatio	on					
Analyst Agency or Co. Date Performe Time Period	. URS ed 10/18/2012 (F PM	Revised)				Interse Area Jurisd Analys	ection Гуре iction sis Year	Alt US All oth Pinell 2018	S 19/Mere ner areas as Count Meres De	es Blv y etour l	d Route		
Volume and	Timing Input				-								
			EB	1		WB	<u> </u>		NB	1		SB	i
			TH	RT		TH	RT		TH	RT		TH	RT
Number of La	nes	1	1	0	1	1	1	1	1	0	1	1	1
Lane Group		L	IR				R	L	IR			/	R
Volume (vph)		177	49	99	68	71	11	220	749	70	25	477	376
% Heavy Vehi	icles	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/Actu	ated (P/A)	A	A	A	A	A	A	A	A	A	A	A	A
Startup Lost T	ime	2.0	2.0		2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0
Extension of E	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 Extensior	า	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			ļ					ļ					
Bus Stops/Ho	ur	0	0		0	0	0	0	0		0	0	0
Minimum Ped	estrian Time		3.2		<u> </u>	3.2		<u> </u>	3.2	<u> </u>		3.2	
Phasing	EB Only	EW Perm		03		)4	NS Pe	rm	06		07		)8
Timing	G = 10.0 (Y = 8.1	3 = 25.7 Y = 8.1		=	<u> </u>		G = 61 Y = 71	.0 ( 1 \	) = ( =		5 = ( =	<u> </u>	
Duration of Ar	nalysis (hrs) = 0.2	25	<u> </u>				<u> </u>		Cycle Ler	igth C	= 140.0		
Lane Grou	p Capacity, C	Control	Delay	, and L	OS Det	termina	ation		•				
			EB			WB			NB			SB	
Adjusted Flow	Rate	192	161		74	77	12	237	880		27	518	409
Lane Group C	apacity	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 D	elay 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 L	OS	D	D		D	D	D	С	С		В	В	В
Approach Dela	Approach Delay		38.6			49.6			27.6			17.3	
Approach LOS	Approach LOS		D			D			С			В	
Intersection D	elay		26.7				Intersec	tion LOS	6			С	

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# **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:

	EB				WB			NB			SB	
Build/ No-Build	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:

		EB			WB			NB			SB	
Build/ No-Build	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

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

C:\Documents and Settings\ann_venables\Local Settings\Temporary Internet Files\Content.Outlook\QIIS0PXO\DRAFT Beckett Bridge Traffic Data for Air Quality Rev 07-11-2012.doc

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.)

Build² (Design Year) No-Build¹ (Design Year) **Existing Facility** 2 0 2 Lanes: Lanes: Lanes: Year: 2012 Year: 2038 Year: 2038 ADT: ADT: ADT: LOS (C) LOS (C) LOS (C) 11,100 0 11,100 Demand 7,700 Demand 0 Demand 9,700 Posted Spd: Posted Spd: Posted Spd: 30 0 30 mph mph mph 48 kmh 48 kmh 0 kmh % 9.5 % 0.0 9.5 % K= K= K= D= 58.6 % D= 0.0 % D= 58.6 % T= T= % for 24 hrs. 4.0 % for 24 hrs. 0.0 % for 24 hrs. T= 4.0 % Design hr T= % Design hr % Design hr T= 2.0 0.0 T= 2.0 1.0 % Medium Trucks DHV 0.0 % Medium Trucks DHV 1.0 % Medium Trucks DHV 0.0 % Heavy Trucks DHV 0.0 % Heavy Trucks DHV 0.0 % Heavy Trucks DHV

% Buses DHV

% Motorcycles DHV

0.0

0.0

% Buses DHV

% Motorcycles DHV

0.0

0.0

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

				STAMINA/TNM INPU	Т				
	Th	e following are sp	readsheet calculat	tions based on the inpu	ut above - do r	not enter data	below th	is line	
Existing Fa	acility Model:	Demand	No-Build ¹ (	(Design Year) Model:	Demand	Bu	ild ² (Des	ign Year) Model:	Demand
	LOS (C)			LOS (C)				LOS (C)	
Peak:	Autos	612	Peak:	Autos	0	Pea	ak:	Autos	612
EB (AM)	Med Trucks	6	EB (AM)	Med Trucks	0	EB	(AM)	Med Trucks	6
WB (PM)	Hvy Trucks	0	WB (PM)	Hvy Trucks	0	WB	8 (PM)	Hvy Trucks	0
	Buses	0		Buses	0			Buses	0
	Motorcycles	0		Motorcycles	0			Motorcycles	0
Off Peak:	Autos	432	Off Peak:	Autos	0	Off	f Peak:	Autos	432
WB (AM)	Med Trucks	4	WB (AM)	Med Trucks	0	WB	3 (AM)	Med Trucks	4
EB (PM)	Hvy Trucks	0	EB (PM)	Hvy Trucks	0	EB	(PM)	Hvy Trucks	0
	Buses	0		Buses	0			Buses	0
	Motorcycles	0		Motorcycles	0			Motorcycles	0
	Demand			Demand				Demand	
Peak:	Autos	428	Peak:	Autos	0	Pea	ak:	Autos	535
EB (AM)	Med Trucks	1	EB (AM)	Med Trucks	0	EB	(AM)	Med Trucks	5
WB (PM)	Hvy Trucks	0	WB (PM)	Hvy Trucks	0	WB	B (PM)	Hvy Trucks	0
	Buses	0		Buses	0			Buses	0
	Motorcycles	0		Motorcycles	0			Motorcycles	0
Off Peak:	Autos	300	Off Peak:	Autos	0	Off	f Peak:	Autos	378
WB (AM)	Med Trucks	3	WB (AM)	Med Trucks	0	WB	3 (AM)	Med Trucks	4
EB (PM)	Hvy Trucks	0	EB (PM)	Hvy Trucks	0	EB	(PM)	Hvy Trucks	0
	Buses	0		Buses	0			Buses	0
	Motorcycles	0		Motorcycles	0			Motorcycles	0
								•	

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

0.0

0.0

% Buses DHV

% Motorcycles DHV

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  $K_{30}$ -factors and  $D_{-30}$  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 <u>highest total approach traffic volume</u>". 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.