

TAMPA SOUTH CROSSTOWN EXTENSION PD & E STUDY

**DRAFT
TRAFFIC REPORT**

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Prepared for

Brown and Root-Genesis Engineering Company

Prepared by

Glatting Lopez Kercher Anglin, Inc.

December 4, 1989

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Section I

TRAVEL FORECASTING BASIS

INTRODUCTION

This Traffic Report summarizes the travel demand forecast and the development of design hour traffic for the Project Development and Environmental Study for State Project 1002-1544, Tampa South Crosstown Expressway (hereinafter the "Crosstown Extension").

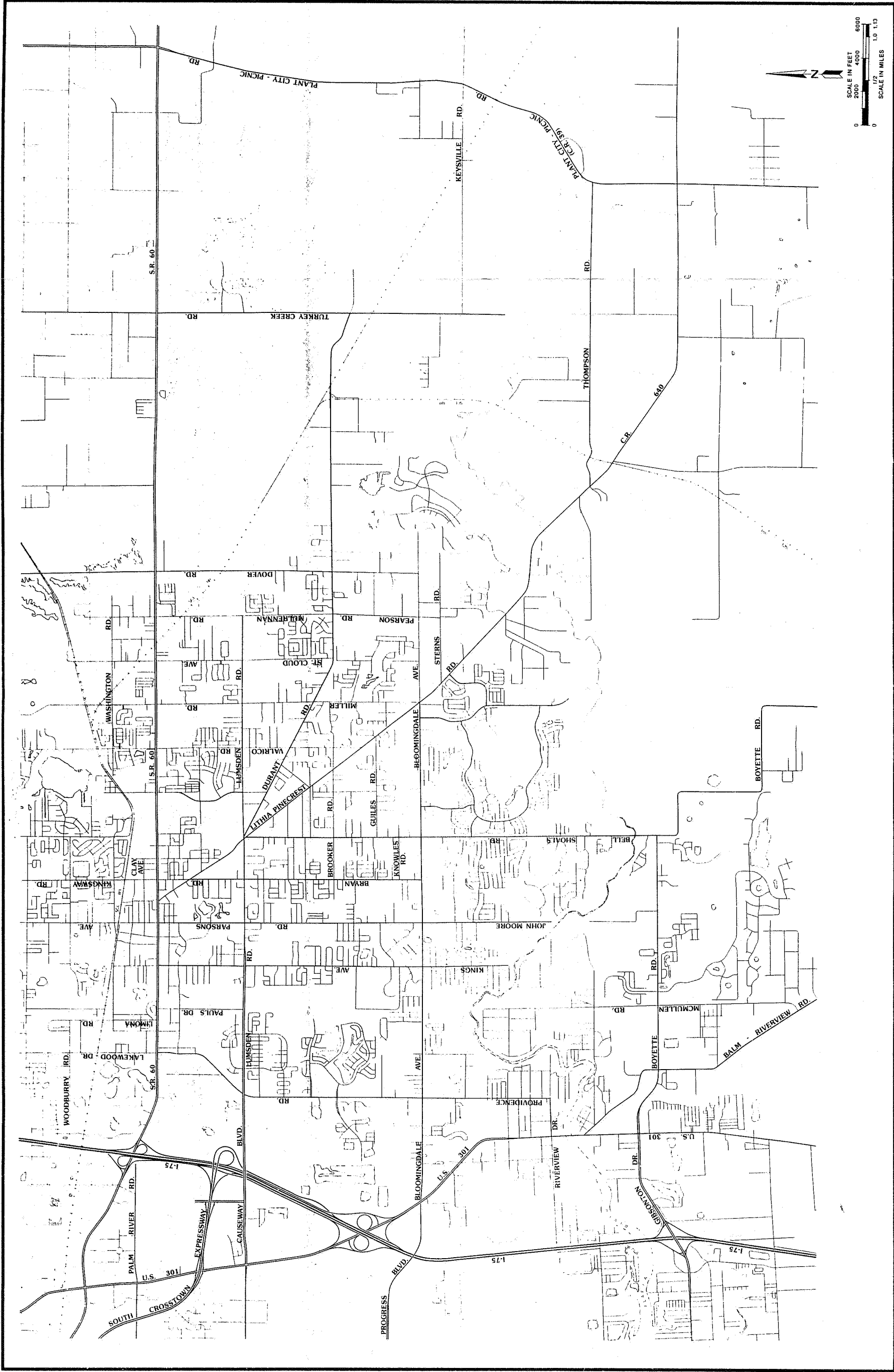
The Tampa South Crosstown Extension study area is located to the east of the current eastern terminus of the Tampa South Crosstown Expressway (Figure 1-1). The study area, containing 59,000 residents, is bounded by Interstate 75 on the west, SR 60 to the north, County Road 39 to the east and Boyette Road to the south. The study area, measuring 14 miles from west to east and 7 miles from south to north, encompasses the southern part of Brandon, an unincorporated suburb that is one of the most rapidly growing areas in Hillsborough County.

Alignment Alternatives Considered in the Current PD&E Study

An exhaustive series of alignment alternatives has been developed for consideration in the Tampa South Crosstown PD&E Study (Figure 1-2). This array of alternatives, intended to include all reasonable candidates for a Crosstown Extension, will be screened down to a more compact set of alternatives as the PD&E Study proceeds. These remaining alternatives will then be evaluated in detail.

For the purposes of travel forecasting, the array of alignments can be consolidated into five basic corridor alternatives (Figure 1-3).

1. North of SR 60 Corridor: This corridor is located to the north of SR 60, generally following the alignment of the existing CSX Railroad. In this location, the Extension would serve as an alternative route to SR 60, but would offer only a minor improvement in access to the Brandon area south of SR 60.
2. Northern Corridor: This corridor is located between SR 60 and Lumsden Avenue. The North Corridor serves as a direct alternative to travel on SR 60, and offers a high degree of access to the residential concentration in the northern part of Brandon.
3. Central (Short) Corridor: This corridor is located between Lumsden Avenue and Bloomingdale Avenue. At its eastern end, the corridor turns northward and meets SR 60 near Dover Road. In this location, the Crosstown Extension serves as an attractive, although slightly circuitous alternative to SR 60, and directly serves the center of population in the Brandon area.
4. Central (Long) Corridor: This corridor is similar to the Central (Short) Corridor, as described above. However, the eastern end of the

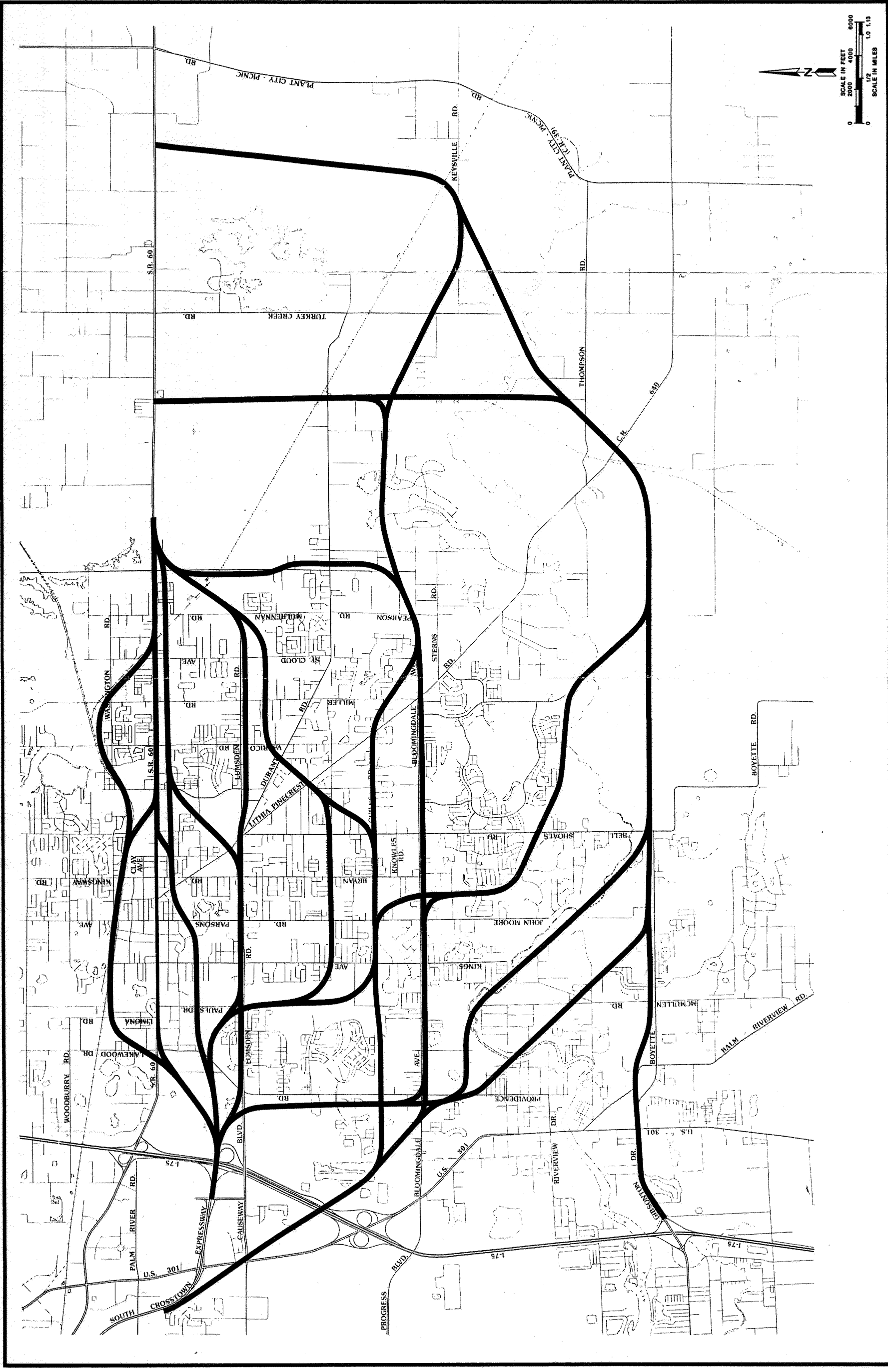


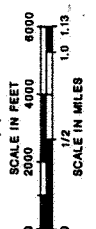
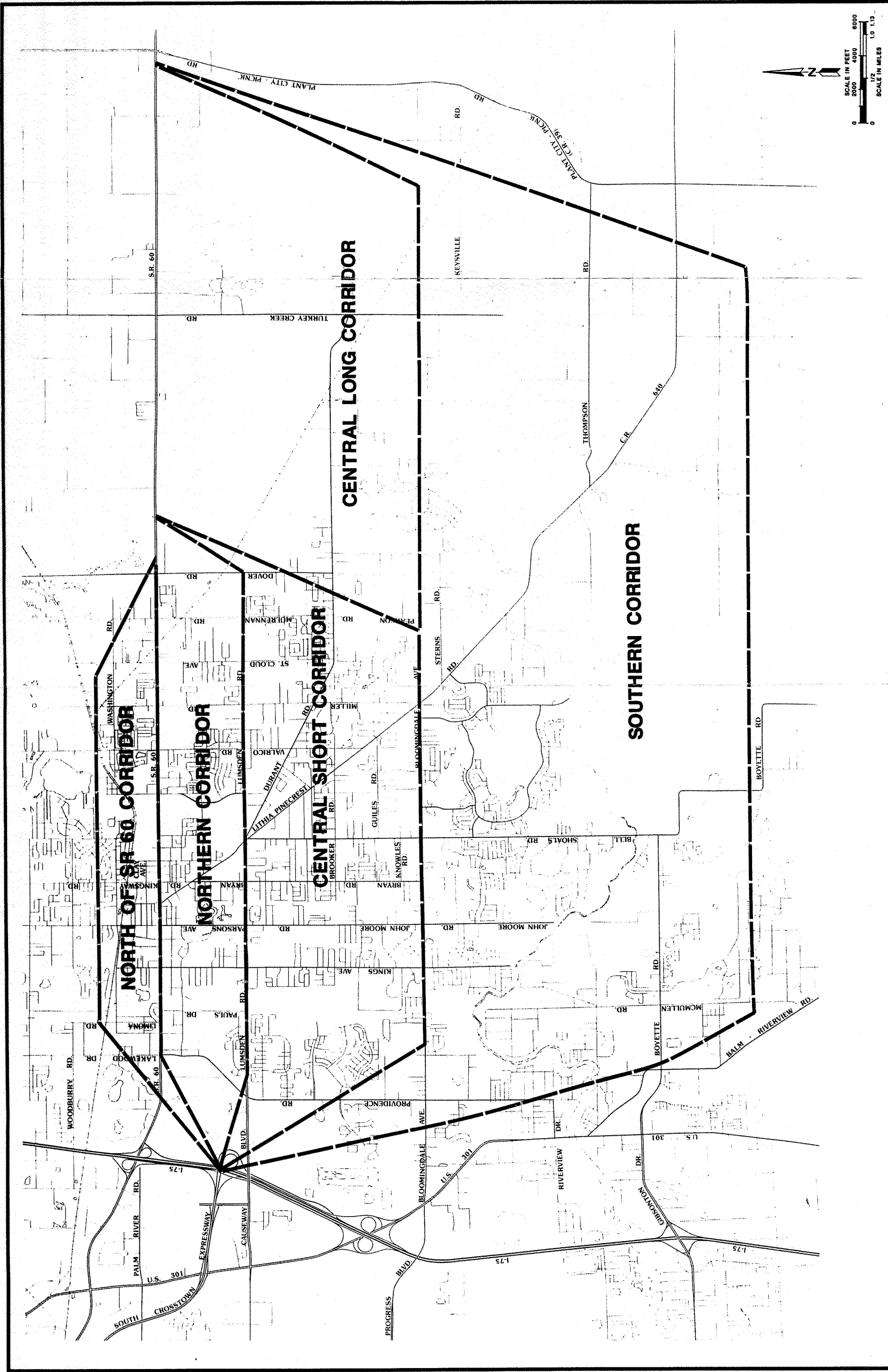
Tampa-Hillsborough County Expressway Authority
RAY SPAIN, EXECUTIVE DIRECTOR
WILLIAM C. McLEAN, JR., ATTORNEY

TAMPA SOUTH CROSSTOWN EXPRESSWAY EXTENSION
 Project Development and Environmental Study

CROSSTOWN EXTENSION STUDY AREA

FIGURE 1-1





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Tampa-Hillsborough County Expressway Authority
JAY SMITH, EXECUTIVE DIRECTOR
WILLIAM E. HILLMAN, JR., ATTORNEY

**TAMPA SOUTH CROSSTOWN
EXPRESSWAY EXTENSION**
Project Development and Environmental Study

**CORRIDORS SELECTED FOR
TRAVEL FORECASTING** **FIGURE 1-3**

Central (Long) Corridor, intersects SR 60 at Plant City - Picnic Road, a distance of 5 miles to the east of the intersection of SR 60 with the Central (Short) Corridor. In terms of area served, the Central (Long) Corridor differs from the Central (Short) Corridor in providing more access to the residential areas east of Lithia-Pinecrest Road and south of SR 60.

5. Southern Corridor: This Corridor is located to the south of the Alafia River, along the Boyette Road alignment. The eastern end of this corridor turns northward and intersects SR 60 at Plant City - Picnic Road.

The Southern Corridor is intended to serve the developing residential areas to the south of the Alafia River. The Southern Corridor is of doubtful value as an alternative to the use of SR 60, and would probably serve only a minor function as a bypass route.

TRAVEL FORECASTING MODEL USED

The travel forecasts for the Crosstown Extension PD&E study as reported in this Traffic Report were obtained from runs of the Florida Standardized Urban Transportation Model System (FSUTMS) currently in use by the Hillsborough County City/County Planning Commission (HCCCPC).

The FSUTMS travel forecasting model currently in use by the HCCCPC was delivered to the Crosstown Extension Consultant team on October 10, 1989. This delivery included Year 1980 SE data, Year 2010 SE data and the adopted Year 2010 highway plan network.

HCCCPC staff confirmed that the delivered model inputs were the latest and best versions of input data and were the appropriate materials to be using for the Extension study, given its schedule.

TRAVEL FORECASTING MODEL SETUP

Traffic Analysis Zones

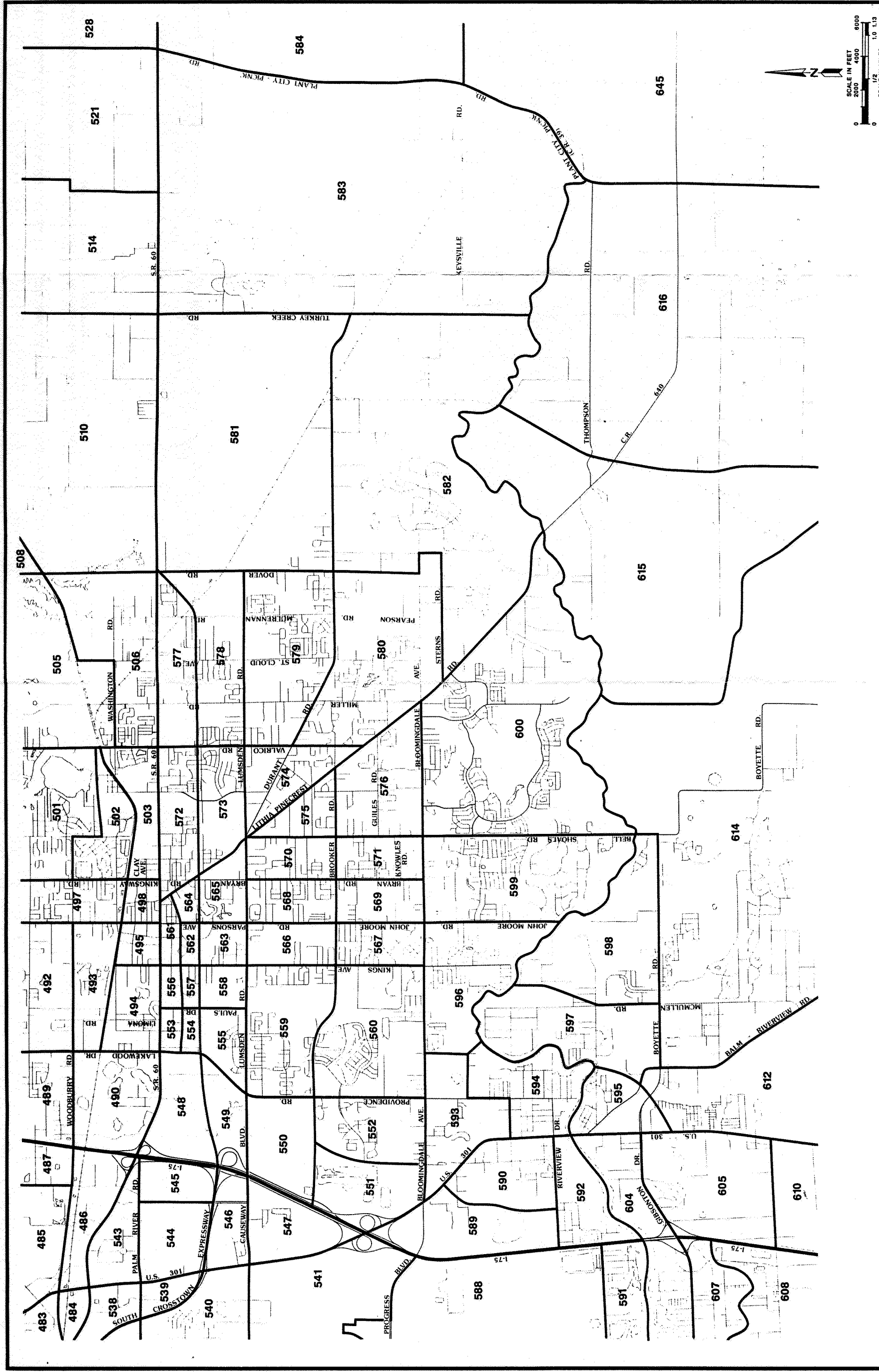
The traffic analysis zones (TAZ's) for the Extension study area are shown in Figure 1-4.

The study area includes 85 TAZ's. The TAZ structure is sufficiently detailed for analysis of major road corridors, and no further subdivision of TAZ's was needed.

SOCIO-ECONOMIC (SE) DATA

The Zonal Socio-Economic (SE) data for the years 1980 and 2010, as obtained from HCCCPC, is listed in Appendix A and B respectively.

The SE data for the Year 1995 was obtained by the interpolation of the Year 1980 and Year 2010 SE data. This data will be interpolated in one of two routines:



EXPRESSWAY EXTENSION

Project Development and Environmental Study

FIGURE 1-4

- A. The "infill" routine, which projects that the TAZ's growth will be largely accomplished before the year 1995, and
- B. The "long range" routine, which projects that the TAZ's growth will be largely accomplished after the year 1995.

The study area TAZ's and their designation of growth routine for the year 1995 is given in Appendix C.

For TAZ's outside the Extension study area, the year 1995 SE data was obtained by a linear interpolation of the year 1980 and year 2010 SE data, as listed in Appendix "A" and "B", respectively.

Networks

The networks used in the Crosstown Extension travel forecast are summarized in Appendix D.

Year 1995 No-Build Network - The Year 1995 No-Build network is based on the existing network plus committed improvements. (Figure D-1)

Year 2010 No-Build Network - The Year 2010 No-Build Network is based on the HCCCPC's Year 2010 Long Range Plan. The improvements included in this plan were screened for cost feasibility, and those elements not meeting the cost feasibility criteria were deleted from the network. Criteria for assessing feasibility are:

- A. Service to Tampa Urban Area
- B. Need: Improvements to existing roadways already operating at unsatisfactory levels of service were determined to be cost feasible for the Year 2010. New roadway segments that directly alleviate a current capacity deficiency were assumed to be cost feasible by the year 2010.
- C. High Growth areas: Surface (i.e., non-freeway) improvements that provide access to TAZ's projected to experience growth rates of greater than 100 percent over the 1980-2010 span were determined to be cost feasible.
- D. Continuity of arterial grid: Extensions to arterial streets that serve to connect to complete the street network and provide alternative travel paths were determined to be cost feasible by the Year 2010.
- E. Public Acceptance

The above criteria were applied to all network links within the study area, and the links of regional significance (freeways, principal arterials) outside the Crosstown Extension Study Area.

The proposed Year 2010 No-build network is summarized in Figure D-6.

Year 1995 Project Networks - The networks proposed for forecasting travel on the four candidate Extension Corridors for the year 1995 are summarized as follows:

- Year 1995, Northern Corridor: (Figure D-2)
- Year 1995, Central (Short) Corridor: (Figure D-3)
- Year 1995, Central (Long) Corridor: (Figure D-4)
- Year 1995, Southern Corridor: (Figure D-5)

Year 2010 Project Networks - The network proposed for forecasting the Year 2010 travel on the five candidate Crosstown Extension Corridors are summarized in Appendix D:

- Year 2010, North of SR 60 (Figure D-7)
- Year 2010, Northern Corridor: (Figure D-8)
- Year 2010, Central (Short) Corridor: (Figure D-9)
- Year 2010, Central (Long) Corridor: (Figure D-10)
- Year 2010, Southern Corridor: (Figure D-11)

Schedule of Model Runs - The schedule of proposed model runs is summarized in Table 1-1. The runs were made with a no-toll assumption (i.e., for freeway operation) on the Crosstown Extension.

TABLE 1-1
SCHEDULE OF MODEL RUNS

Run	Year	Network		Toll Treatment	Summary
		Extension	Background		
1	1995	(None)	MPO existing plus committed	N/A	Figure D-1
2	1995	Northern	MPO existing plus committed	No toll	Figure D-2
3	1995	Central (Short)	MPO existing plus committed	No toll	Figure D-3
4	1995	Central (Long)	MPO existing plus committed	No toll	Figure D-4
5	1995	Southern	MPO existing plus committed	No toll	Figure D-5
6	2010	(None)	MPO 2010 Cost feasible	N/A	Figure D-6
7	2010	North of SR 60	MPO 2010 Cost feasible	No toll	Figure D-7
8	2010	Northern	MPO 2010 Cost feasible	No toll	Figure D-8
9	2010	Central (Short)	MPO 2010 Cost feasible	No toll	Figure D-9
10	2010	Central (Long)	MPO 2010 Cost feasible	No toll	Figure D-10
11	2010	Southern	MPO 2010 Cost feasible	No toll	Figure D-11

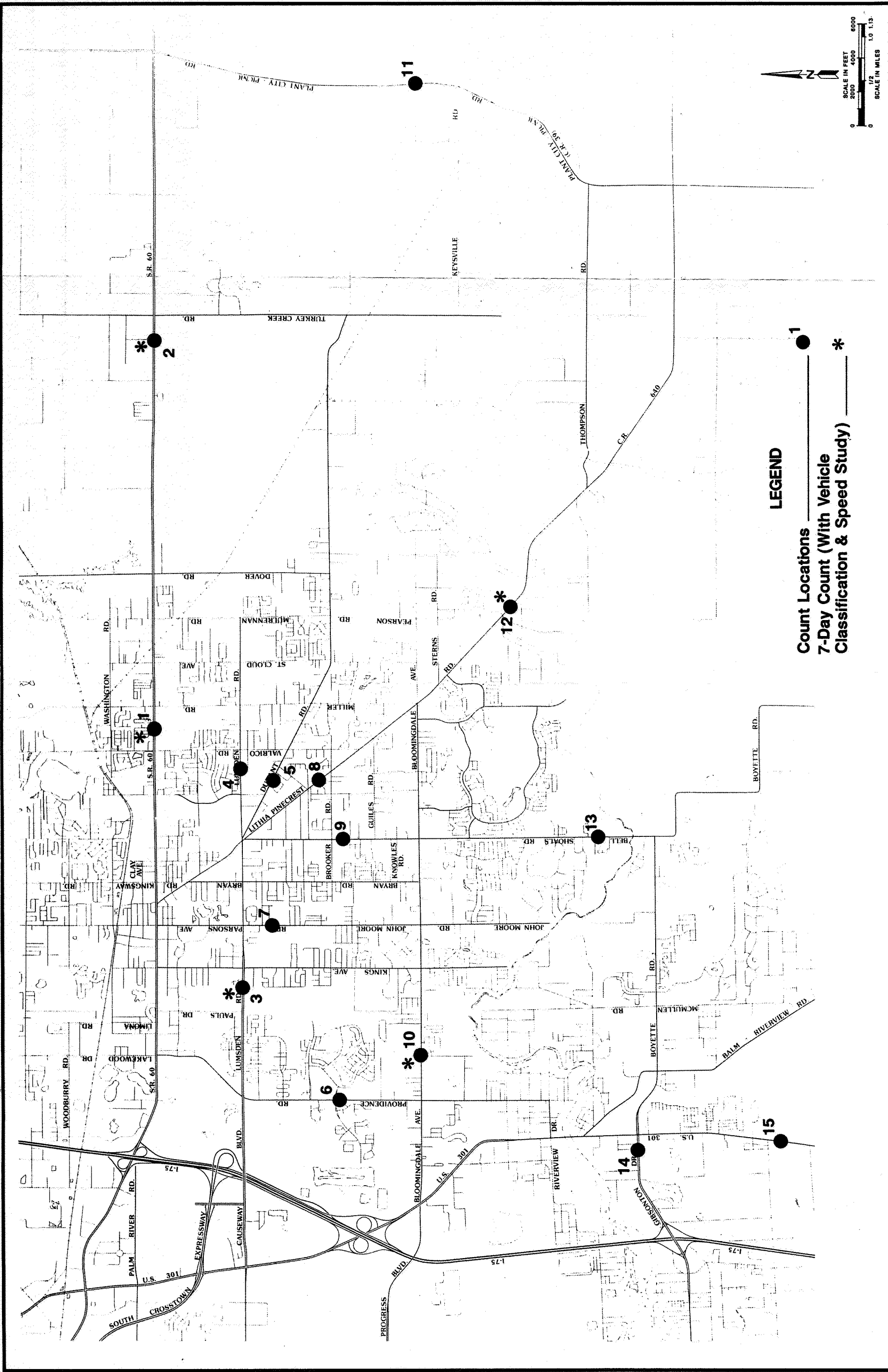
Section II

DEVELOPMENT OF DESIGN YEAR FACTORS

As presented in the travel forecasting methodology, five 7-day traffic counts and ten 24-hour traffic counts were conducted at stations throughout the study area in October, 1989, as shown in Figure 2-1. A peak hour factor, "K", and a peak hour directional factor, "D", were then calculated at each of the 15 stations. The "K" factors ranged from a low of 0.075 on SR 60 to a high of 0.103 on Lumsden Avenue. A plot of the "K" factors versus total daily volume is presented in Figure 2-2. The "D" factors ranged from a low of 0.50 on Lithia-Pinecrest Road to a high of 0.73 on Lumsden Avenue. Figure 2-3 shows a plot of the "D" factors versus total daily volume.

The "K" and "D" factors used in calculating the design hour volumes for the alternative expressway corridors are arithmetic averages of the 15 "K" and "D" factors. The "K" factor used equals 0.086 and the "D" factor equals 0.58.

Traffic classification studies were also conducted at the five, 7-day count stations to determine the percentage of traffic volume made up of trucks. The percent trucks at these stations ranges from a low of 3% on Bloomingdale Avenue to a high of 15% on SR 60 near Turkey Creek Road. Figure 2-4 shows a plot of the "T" factors versus total daily volume. It was determined that a "T" factor equal to 0.08 will be used for the 1995 and 2010 design years.



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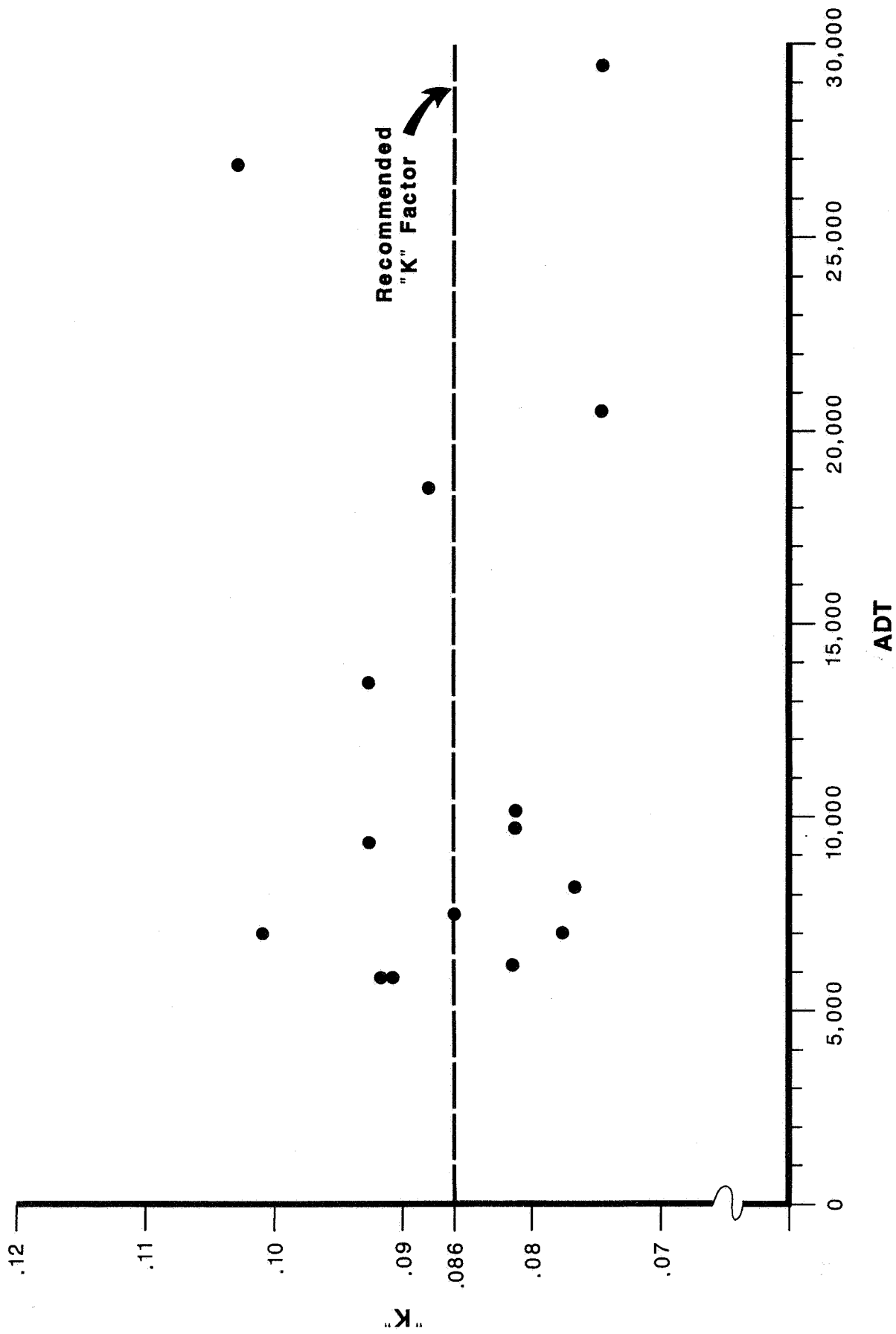
HDR

Tampa-Hillsborough County Expressway Authority
WAYNE E. HILLMAN, JR., ATTORNEY
WAYNE E. HILLMAN, JR., ATTORNEY

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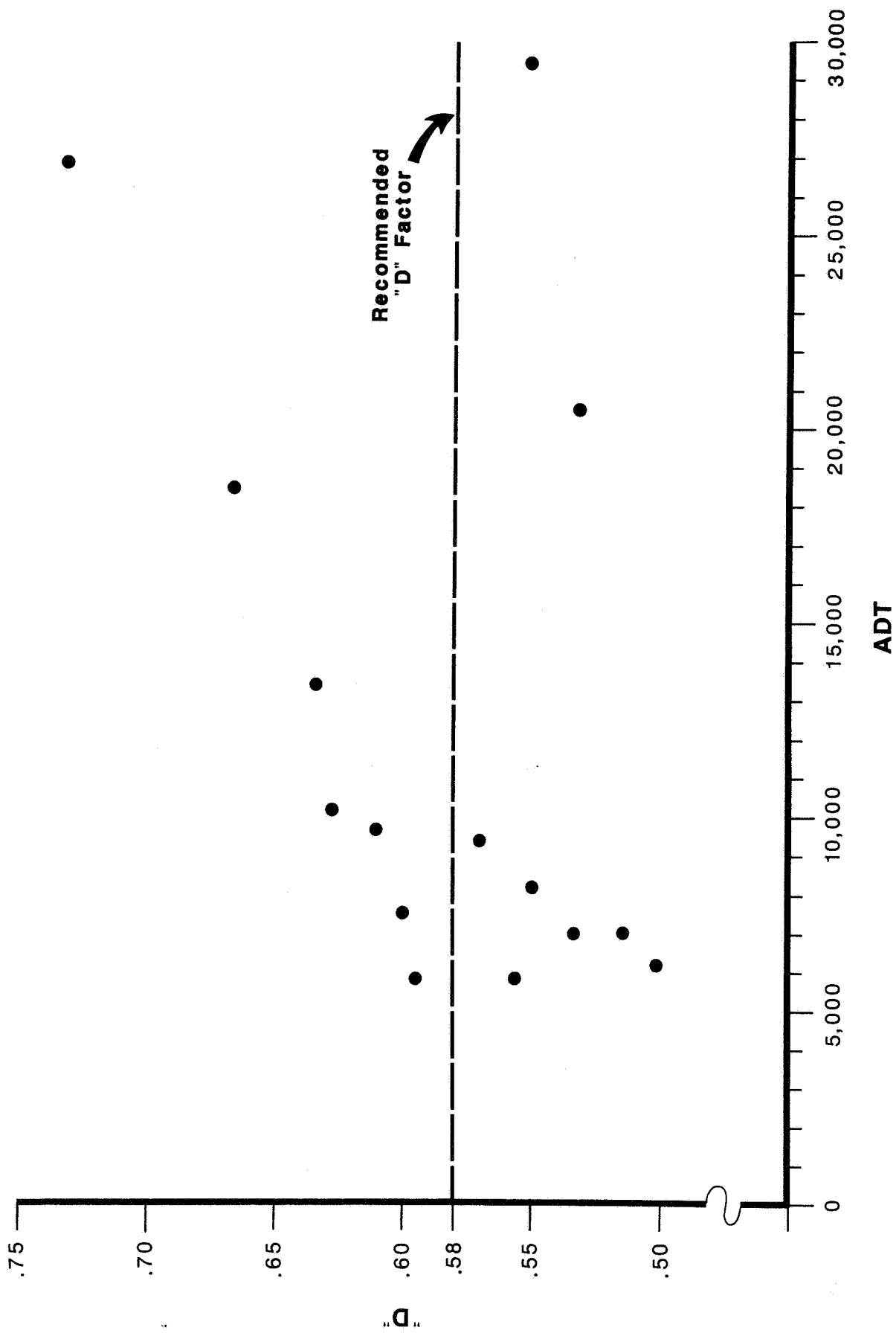
1989 TRAFFIC COUNT LOCATIONS

FIGURE 2-1



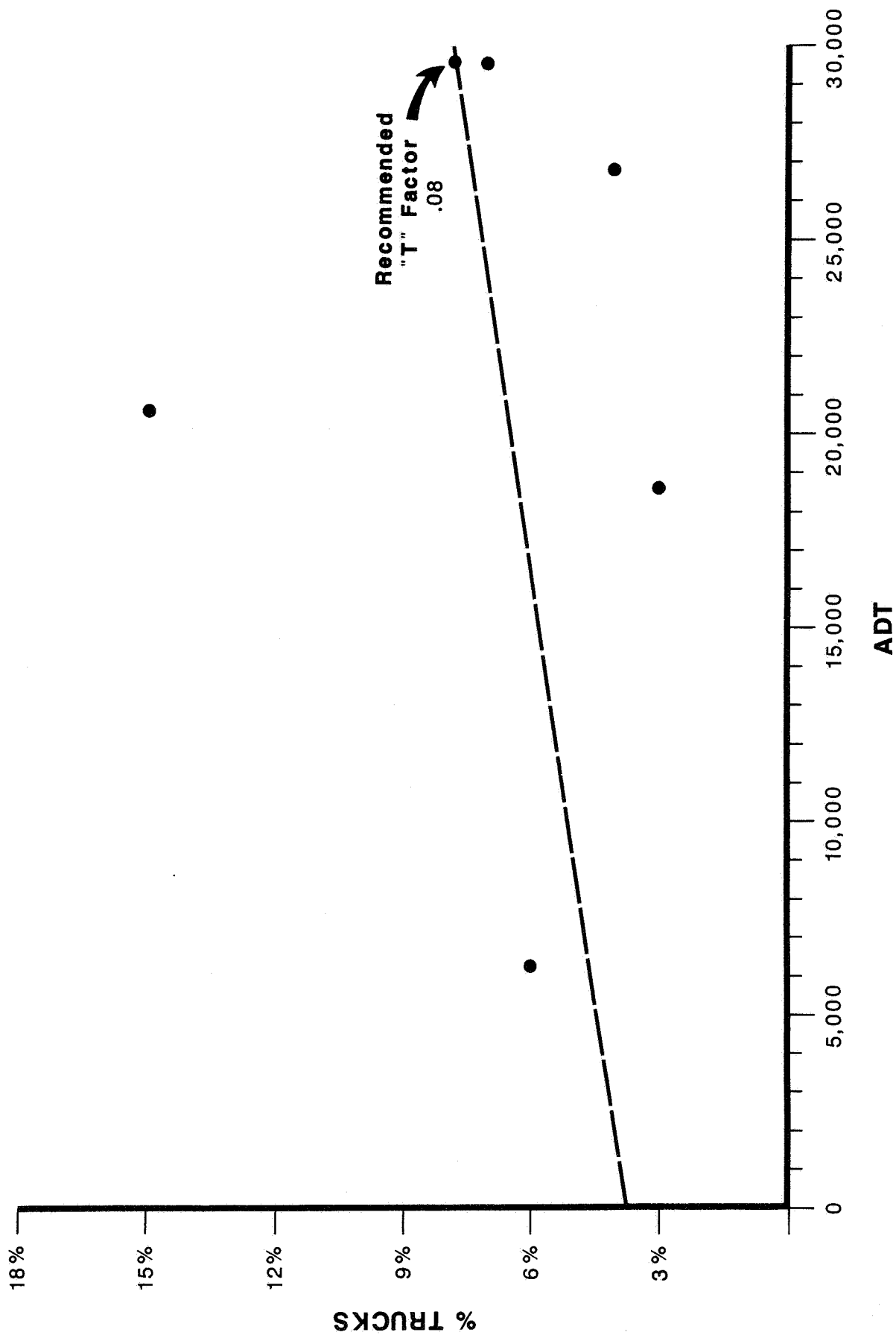
DESIGN YEAR "K" FACTOR

Figure 2-2



DESIGN YEAR "D" FACTOR

Figure 2-3



DESIGN YEAR "T" FACTOR
% TRUCKS vs ADT

Figure 2-4

Section III

DESIGN YEAR TRAFFIC VOLUMES

The ADT traffic assignments generated by the FSUTMS model runs for the 1995 and 2010 networks are presented in schematic form in Appendix E.

The ADT traffic assignments are converted to design hour volumes using the design year factors developed in Section II and are presented in Appendix F.

APPENDIX A
YEAR 1980 SOCIO-ECONOMIC DATA

[illegible]

1	21	463	116	8	8	280	16	56	28	155	15	15	291	16	56	28	0	0	0
1	21	464	131	8	8	196	22	43	35	91	15	15	105	22	43	35	0	0	0
	16	465	226	6	6	566	11	44	45	248	11	11	504	11	44	45	0	0	0
	16	466	115	6	6	269	13	47	40	43	11	11	81	13	47	40	0	0	0
1	16	467	89	6	6	286	12	38	50	0	0	0	0	0	0	0	0	0	0
1	16	468	210	6	6	599	15	26	59	35	11	11	81	15	26	59	0	0	0
	16	469	56	6	6	109	16	65	19	169	11	11	267	16	65	19	0	0	0
1	16	470	80	6	6	169	14	32	54	25	11	11	43	14	32	54	0	0	0
1	16	471	168	6	6	413	11	34	55	0	0	0	0	0	0	0	0	0	0
	16	472	210	6	6	459	6	45	49	130	11	11	231	6	45	49	0	0	0
	16	473	339	6	6	801	8	50	42	62	11	11	119	8	50	42	300	93	465
1	16	474	162	6	6	439	17	56	27	134	11	11	295	17	56	27	0	0	0
1	16	475	33	6	6	46	25	50	25	27	11	11	31	25	50	25	0	0	0
	16	476	295	4	4	730	5	37	58	9	0	0	22	0	42	58	184	93	285
	16	477	150	4	4	315	17	42	41	34	0	0	70	17	42	41	0	0	0
1	16	478	53	4	4	152	0	15	85	0	0	0	0	0	0	0	0	0	0
1	16	479	413	4	4	1125	7	29	64	15	0	0	40	7	29	64	0	0	0
	16	480	111	4	4	252	9	34	57	0	0	0	0	0	0	0	0	0	0
1	16	481	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1	21	482	308	6	6	861	0	26	74	72	8	8	192	0	26	74	0	0	0
	22	483	19	3	3	80	0	51	49	0	0	0	0	0	0	0	0	0	0
	22	484	13	3	3	54	0	51	49	0	0	0	0	0	0	0	0	0	0
1	22	485	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1	22	486	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	22	487	78	3	3	239	0	51	49	48	8	8	72	0	51	49	0	0	0
	22	488	9	3	3	27	0	51	49	5	8	8	8	0	51	49	0	0	0
1	22	489	850	3	3	3000	1	21	78	39	8	8	96	0	22	78	0	0	0
1	22	490	93	3	3	247	0	28	72	50	8	8	95	0	28	72	0	0	0
	22	491	506	3	3	1669	4	31	65	68	8	8	160	4	31	65	0	0	0
1	22	492	507	2	2	1576	6	23	71	42	7	7	81	6	23	71	0	0	0
1	22	493	90	2	2	278	6	23	71	7	7	7	14	0	29	71	0	0	0
	22	494	278	2	2	937	3	29	68	236	7	7	496	3	29	68	0	0	0
	22	495	74	2	2	151	9	54	37	98	7	7	124	9	54	37	0	0	0
1	22	496	664	10	10	2262	1	23	76	21	24	24	40	0	24	76	0	0	0
1	22	497	769	4	4	2423	2	31	67	189	2	2	391	2	31	67	0	0	0
	22	498	177	4	4	432	9	25	66	67	2	2	108	9	25	66	0	0	0
	22	499	251	10	10	731	3	14	83	0	0	0	0	0	0	0	0	0	0
1	22	500	649	10	10	1874	2	21	77	58	24	24	94	0	23	77	0	0	0
1	22	501	400	4	4	1372	2	17	81	6	2	2	14	0	19	81	0	0	0
	22	502	599	4	4	2058	2	17	81	10	2	2	22	0	19	81	0	0	0
	22	503	47	4	4	128	10	32	58	17	2	2	31	10	32	58	24	93	37
1	22	504	153	10	10	371	6	56	38	38	24	24	98	6	56	38	0	0	0
	22	505	51	10	10	124	6	56	38	24	24	24	33	6	56	38	0	0	0
	22	506	353	10	10	930	5	63	32	572	24	24	847	5	63	32	0	0	0
1	21	507	128	8	8	400	6	34	60	62	15	15	149	6	34	60	0	0	0
1	21	508	238	8	8	744	6	34	60	114	15	15	278	6	34	60	0	0	0
	21	509	213	8	8	573	6	29	65	124	15	15	259	6	28	66	0	0	0
	21	510	376	8	8	1194	3	20	77	305	11	11	875	3	20	77	0	0	0
1	16	511	89	8	8	267	0	41	59	19	15	15	44	0	41	59	0	0	0
1	16	512	120	6	6	355	11	34	55	0	0	0	0	0	0	0	0	0	0
	16	513	90	8	8	240	0	32	68	23	11	11	55	0	32	68	0	0	0
	21	514	415	8	8	1225	8	24	68	183	11	11	488	8	24	68	0	0	0
1	16	515	120	6	6	293	29	40	31	64	9	9	154	29	40	31	0	0	0
1	16	516	66	6	6	133	51	11	38	39	9	9	77	51	11	38	0	0	0
	16	517	171	6	6	504	36	25	39	91	9	9	263	36	25	39	0	0	0
1	16	518	147	6	6	434	20	41	39	86	9	9	249	20	41	39	0	0	0
1	16	519	388	6	6	1111	0	30	70	8	9	9	22	0	30	70	0	0	0
	21	520	215	6	6	616	3	33	64	62	8	8	169	3	33	64	0	0	0
	21	521	160	6	6	441	4	29	67	80	8	8	210	4	29	67	0	0	0
1	16	522	448	5	5	1184	26	42	32	120	6	6	287	26	42	32	0	0	0
1	16	523	383	5	5	1260	30	38	32	165	6	6	490	30	38	32	0	0	0
	16	524	5	5	5	16	25	50	25	73	6	6	209	25	50	25	0	0	0
	16	525	127	5	5	422	10	27	63	17	6	6	51	10	27	63	0	0	0
1	21	526	435	6	6	1377	1	43	56	148	8	8	446	1	43	56	0	0	0
	21	527	353	6	6	960	2	34	64	62	8	8	161	2	33	65	0	0	0
	21	528	499	6	6	1498	9	41	50	243	8	8	695	9	41	50	0	0	0

1	23	529	330	5	5	916	11	37	52	291	11	11	503	11	37	52	0	0	0
1	23	530	34	0	0	89	0	47	53	39	9	9	85	0	47	53	0	0	0
1	23	531	33	0	0	68	0	81	19	18	9	9	31	0	81	19	0	0	0
1	23	532	474	6	6	1716	5	31	64	36	11	11	81	5	31	64	0	0	0
1	23	533	523	5	5	1683	8	44	48	377	8	8	888	8	44	48	0	0	0
1	23	534	1181	5	5	4128	2	38	60	67	8	8	171	2	37	61	0	0	0
1	23	535	280	0	0	758	2	53	45	55	9	9	123	2	53	45	0	0	0
1	23	536	44	0	0	157	0	55	45	93	9	9	275	0	55	45	0	0	0
1	23	537	2	0	0	5	0	55	45	5	9	9	14	0	55	45	0	0	0
1	23	538	25	5	5	86	8	44	48	1	8	8	3	0	52	48	0	0	0
1	23	539	38	5	5	128	8	44	48	1	8	8	4	0	52	48	0	0	0
1	23	540	865	5	5	2851	4	36	60	53	8	8	126	4	36	60	0	0	0
1	23	541	431	5	5	1356	7	41	52	105	21	21	274	7	41	52	0	0	0
1	23	542	23	5	5	71	7	41	52	6	21	21	14	0	48	52	0	0	0
1	22	543	0	0	0	0	0	0	0	0	0	0	0	0	0	0	120	92	184
1	22	544	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1	22	545	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1	22	546	116	6	6	359	0	42	58	0	0	0	0	0	0	0	0	0	0
1	22	547	21	6	6	63	0	42	58	0	0	0	0	0	0	0	0	0	0
1	22	548	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1	22	549	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1	22	550	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1	22	551	30	6	6	87	10	18	72	17	7	7	31	10	18	72	0	0	0
1	22	552	30	6	6	87	10	18	72	16	7	7	31	10	18	72	0	0	0
1	22	553	30	6	6	106	0	46	54	0	0	0	0	0	0	0	0	0	0
1	22	554	40	6	6	141	0	46	54	46	7	7	106	0	46	54	0	0	0
1	22	555	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1	22	556	19	6	6	46	0	27	73	6	7	7	10	0	27	73	0	0	0
1	22	557	76	6	6	235	2	54	44	173	7	7	352	2	53	45	0	0	0
1	22	558	8	6	6	26	0	56	44	19	7	7	39	0	55	45	0	0	0
1	22	559	434	6	6	1437	2	30	68	218	7	7	472	2	30	68	0	0	0
1	22	560	48	6	6	160	0	32	68	24	7	7	52	0	32	68	0	0	0
1	22	561	15	3	3	39	27	52	21	73	23	23	98	27	52	21	0	0	0
1	22	562	11	3	3	38	0	32	68	1	23	23	1	0	32	68	0	0	0
1	22	563	100	3	3	345	0	32	68	6	23	23	11	0	32	68	0	0	0
1	22	564	32	3	3	96	0	26	74	3	23	23	5	0	100	0	0	0	0
1	22	565	289	3	3	867	2	24	74	31	23	23	47	0	26	74	0	0	0
1	22	566	89	3	3	299	0	16	84	3	0	0	8	0	100	0	0	0	0
1	22	567	507	3	3	1697	1	15	84	14	0	0	45	0	16	84	0	0	0
1	22	568	744	3	3	2657	0	17	83	5	0	0	17	0	17	83	0	0	0
1	22	569	39	3	3	140	0	17	83	0	0	0	0	0	100	0	0	0	0
1	22	570	363	3	3	1188	0	31	69	26	0	0	80	0	100	0	0	0	0
1	22	571	40	3	3	132	0	31	69	3	0	0	9	0	31	69	0	0	0
1	22	572	495	3	3	1493	4	40	56	255	23	23	392	4	40	56	0	0	0
1	22	573	96	3	3	305	0	27	73	5	23	23	8	0	27	73	0	0	0
1	22	574	362	3	3	1042	2	27	71	8	0	0	22	0	29	71	0	0	0
1	22	575	241	3	3	749	0	13	87	5	0	0	14	0	100	0	0	0	0
1	22	576	60	3	3	187	0	13	87	1	0	0	3	0	100	0	0	0	0
1	22	577	105	9	9	305	3	28	69	21	8	8	53	0	31	69	0	0	0
1	22	578	422	9	9	1218	3	28	69	84	8	8	213	3	28	69	0	0	0
1	22	579	527	9	9	1523	3	28	69	105	8	8	266	3	28	69	0	0	0
1	22	580	543	9	9	1467	2	20	78	63	8	8	150	2	20	78	0	0	0
1	22	581	115	9	9	239	0	41	59	45	8	8	83	0	41	59	0	0	0
1	22	582	284	9	9	902	0	21	79	38	8	8	107	0	20	79	0	0	0
1	21	583	128	3	3	405	12	31	57	222	8	8	671	12	31	57	0	0	0
1	21	584	248	3	3	732	0	10	90	60	8	8	172	0	10	90	0	0	0
1	23	585	7	0	0	25	0	43	57	42	9	9	122	0	43	57	0	0	0
1	23	586	7	0	0	22	0	29	71	6	9	9	15	5	24	71	0	0	0
1	23	587	134	0	0	413	5	24	71	113	9	9	287	0	29	71	0	0	0
1	23	588	757	5	5	2630	9	34	57	36	2	2	107	9	34	57	0	0	0
1	23	589	76	20	20	64	2	35	63	16	2	2	18	0	37	63	0	0	0
1	23	590	75	20	20	64	2	35	63	16	2	2	18	0	37	63	0	0	0
1	23	591	218	5	5	288	4	47	49	41	2	2	81	4	47	49	13	93	20
1	23	592	110	5	5	288	4	47	49	40	2	2	81	4	47	49	12	93	19
1	23	593	62	10	10	134	11	21	68	27	12	12	38	11	21	68	0	0	0
1	23	594	389	10	10	1012	4	34	62	115	12	12	193	4	34	62	0	0	0

[illegible]

[illegible]

2	21	463	5	25	181	211	0
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2	16	465	269	182	86	537	0
2	16	466	0	131	86	217	0
2	16	467	5	22	170	197	1156
2	16	468	0	36	87	123	0
2	16	469	0	29	174	203	0
2	16	470	0	65	600	665	1882
2	16	471	0	44	35	79	0
2	16	472	81	0	116	197	0
2	16	473	0	109	175	284	1136
2	16	474	10	73	144	227	0
2	16	475	17	73	235	325	0
2	16	476	361	145	92	598	0
2	16	477	101	203	378	682	458
2	16	478	10	0	29	39	52
2	16	479	10	7	29	46	0
2	16	480	22	232	58	312	0
2	16	481	0	73	200	273	1151
2	21	482	245	87	26	358	0
2	22	483	314	382	255	951	0
2	22	484	384	254	170	808	0
2	22	485	541	236	486	1263	0
2	22	486	361	289	593	1243	0
2	22	487	105	170	94	369	0
2	22	488	421	56	24	501	0
2	22	489	19	0	172	191	0
2	22	490	110	96	104	310	0
2	22	491	20	4	14	38	0
2	22	492	18	2	159	179	938
2	22	493	6	2	68	76	86
2	22	494	5	397	550	952	3556
2	22	495	5	158	906	1069	0
2	22	496	5	65	13	83	0
2	22	497	61	4	232	297	1578
2	22	498	0	93	167	260	0
2	22	499	15	0	2	17	0
2	22	500	10	15	172	197	1172
2	22	501	40	7	40	87	279
2	22	502	7	2	10	19	0
2	22	503	15	112	389	516	745
2	22	504	12	0	3	15	0
2	22	505	3	0	92	95	610
2	22	506	10	100	25	135	0
2	21	507	20	18	35	73	0
2	21	508	30	28	147	205	840
2	21	509	98	126	26	250	0
2	21	510	67	36	325	428	2187
2	16	511	2315	108	334	2757	0
2	16	512	55	49	86	190	0
2	16	513	205	102	58	365	0
2	21	514	45	63	469	577	0
2	16	515	511	160	144	815	0
2	16	516	0	326	321	647	0
2	16	517	100	22	91	213	0
2	16	518	15	292	44	351	303
2	16	519	10	44	350	404	2266
2	21	520	45	28	245	318	0
2	21	521	45	13	60	118	407
2	16	522	70	115	219	404	463
2	16	523	0	29	120	149	662
2	16	524	10	15	0	25	0
2	16	525	5	58	0	63	0
2	21	526	192	135	213	540	566
2	21	527	1231	16	19	1266	0
2	21	528	56	82	30	168	188

2	23	529	105	141	228	474	0
2	23	530	1264	223	675	2162	0
	23	531	174	646	1731	2551	0
	23	532	87	19	140	246	899
2	23	533	16	81	531	628	961
2	23	534	5	99	275	379	1709
	23	535	5	126	48	179	0
2	23	536	318	20	10	348	0
2	23	537	591	13	7	611	0
	23	538	25	121	22	168	0
	23	539	0	30	6	36	0
2	23	540	15	28	248	291	0
2	23	541	83	83	114	280	73
	23	542	9	21	28	58	0
	22	543	0	225	348	573	0
2	22	544	15	91	14	120	0
2	22	545	0	0	0	0	0
	22	546	13	39	0	52	0
2	22	547	52	29	0	81	0
2	22	548	0	5	0	5	0
	22	549	15	23	0	38	0
	22	550	4	1	3	8	0
2	22	551	0	1	8	9	0
2	22	552	16	2	8	26	0
	22	553	5	215	106	326	0
	22	554	10	0	0	10	0
2	22	555	0	0	0	0	0
2	22	556	0	387	196	583	0
	22	557	0	0	0	0	0
	22	558	0	0	0	0	0
2	22	559	12	8	23	43	0
	22	560	8	8	216	232	1400
	22	561	33	520	1405	1958	0
2	22	562	1	7	382	390	0
2	22	563	4	14	66	84	0
	22	564	0	4	95	99	0
	22	565	5	0	24	29	0
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	22	569	30	0	9	39	0
2	22	570	5	0	151	156	1046
	22	571	0	0	50	50	0
	22	572	5	80	136	221	610
2	22	573	39	19	0	58	0
2	22	574	10	4	2	16	0
	22	575	2	20	8	30	0
	22	576	8	8	5	21	0
2	22	577	1	38	45	84	0
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	22	579	4	13	143	160	868
	22	580	10	20	42	72	0
2	22	581	38	13	0	51	0
	22	582	10	6	15	31	0
	21	583	15	73	45	133	0
2	21	584	15	13	0	28	0
2	23	585	1377	60	142	1579	0
	23	586	42	23	41	106	0
	23	587	5	10	27	42	0
2	23	588	45	125	110	280	727
2	23	589	72	34	31	137	0
	23	590	24	137	21	182	0
	23	591	1	1	0	2	0
2	23	592	19	18	0	37	0
2	23	593	45	9	0	54	0
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2	23	595	6	38	0	44	0
2	22	596	6	33	84	123	0
2	23	597	10	0	0	10	0
2	23	598	10	4	0	14	0
2	22	599	6	0	0	6	0
2	22	600	34	9	55	98	0
2	23	601	359	339	265	963	0
2	23	602	613	6	664	1283	0
2	23	603	106	38	130	274	782
2	23	604	3	12	2	17	0
2	23	605	57	69	20	146	0
2	23	606	20	100	26	146	0
2	23	607	1	11	7	19	0
2	23	608	43	14	26	83	0
2	23	609	5	14	499	518	3348
2	23	610	101	32	6	139	0
2	23	611	18	22	4	44	0
2	25	612	48	108	53	209	0
2	25	613	32	46	23	101	0
2	25	614	157	46	165	368	0
2	25	615	35	0	30	65	0
2	25	616	60	40	110	210	727
2	24	617	10	15	173	198	0
2	24	618	327	33	250	610	0
2	24	619	691	13	64	768	0
2	24	620	214	254	144	612	0
2	24	621	53	64	36	153	0
2	24	622	10	0	17	27	0
2	24	623	86	0	0	86	0
2	24	624	60	70	90	220	0
2	24	625	16	0	0	16	0
2	24	626	64	0	0	64	0
2	24	627	138	131	297	566	0
2	25	628	85	6	200	291	0
2	25	629	55	85	10	150	0
2	25	630	218	10	1	229	0
2	25	631	82	40	165	287	1140
2	25	632	131	0	0	131	0
2	24	633	0	33	40	73	233
2	24	634	148	10	6	164	0
2	24	635	31	130	104	265	0
2	24	636	8	10	8	26	0
2	24	637	47	93	200	340	1246
2	24	638	10	100	129	239	0
2	24	639	87	5	7	99	0
2	24	640	147	57	156	360	0
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2	25	642	115	18	14	147	0
2	25	643	77	18	14	109	0
2	25	644	131	6	6	143	0
2	25	645	1271	87	53	1411	0
2	26	646	0	0	0	0	0
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APPENDIX B
YEAR 2010 SOCIO-ECONOMIC DATA

1	21	463	304	13	13	734	16	56	28	82	22	22	169	16	56	28	0	0	0
1	21	464	228	7	7	515	22	43	35	170	12	12	330	22	43	35	10	81	13
1	16	465	306	7	7	690	11	44	45	338	12	12	655	11	44	45	0	0	0
1	16	466	148	7	7	335	13	47	40	56	12	12	108	13	47	40	12	81	16
1	16	467	145	7	7	327	12	38	50	0	0	0	0	0	0	0	0	0	0
1	16	468	312	7	7	706	15	26	59	52	12	12	101	15	26	59	0	0	0
1	16	469	64	7	7	144	16	65	19	196	12	12	379	16	65	19	15	81	20
1	16	470	96	7	7	217	14	32	54	31	12	12	59	14	32	54	0	0	0
1	16	471	224	7	7	506	11	34	55	0	0	0	0	0	0	0	0	0	0
1	16	472	258	7	7	583	6	45	49	162	12	12	314	6	45	49	0	0	0
1	16	473	440	7	7	994	8	50	42	81	12	12	158	8	50	42	0	0	0
1	16	474	232	7	7	524	17	56	27	193	12	12	374	17	56	27	13	81	17
1	16	475	30	7	7	69	16	75	9	26	12	12	50	15	75	10	0	0	0
1	16	476	492	7	7	1112	5	37	58	17	12	12	34	5	37	58	0	0	0
1	16	477	228	7	7	516	17	42	41	60	12	12	116	17	42	41	0	0	0
1	16	478	96	7	7	218	0	58	42	0	0	0	0	0	0	0	0	0	0
1	16	479	729	7	7	1647	7	29	64	31	12	12	59	7	29	64	0	0	0
1	16	480	176	7	7	398	9	63	28	0	0	0	0	0	0	0	0	0	0
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1	21	482	1059	13	13	2562	0	26	74	97	22	22	200	0	26	74	0	0	0
1	22	483	25	5	5	70	0	51	49	371	20	20	611	0	26	74	0	0	0
1	22	484	17	5	5	47	0	51	49	399	20	20	658	0	51	49	101	88	130
1	22	485	0	0	0	0	0	0	0	1387	20	20	2285	0	51	49	0	0	0
1	22	486	0	0	0	0	0	0	0	729	20	20	1201	0	51	49	0	0	0
1	22	487	78	5	5	223	0	51	49	802	20	20	1322	0	51	49	0	0	0
1	22	488	8	5	5	24	0	51	49	275	20	20	454	0	51	49	102	81	137
1	22	489	1724	5	5	4914	1	60	39	944	20	20	1556	1	60	39	0	0	0
1	22	490	421	5	5	1199	0	28	72	851	20	20	1402	0	28	72	450	81	603
1	22	491	1270	5	5	3620	4	31	65	123	20	20	203	4	31	65	0	0	0
1	22	492	1034	5	5	2947	6	23	71	86	20	20	141	6	23	71	0	0	0
1	22	493	566	5	5	1612	6	23	71	59	20	20	97	6	23	71	0	0	0
1	22	494	397	5	5	1131	3	29	68	1358	20	20	2238	3	29	68	0	0	0
1	22	495	86	5	5	246	9	54	37	478	20	20	788	9	54	37	0	0	0
1	22	496	1384	5	5	3943	1	61	38	90	20	20	149	1	61	38	0	0	0
1	22	497	1328	5	5	3785	2	31	67	168	20	20	276	2	31	67	0	0	0
1	22	498	183	5	5	520	9	25	66	528	20	20	870	9	25	66	0	0	0
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1	22	500	1955	5	5	5572	2	59	39	190	20	20	313	2	59	39	0	0	0
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1	22	502	1277	5	5	3639	2	57	41	81	20	20	133	2	57	41	0	0	0
1	22	503	354	5	5	1008	10	32	58	983	20	20	1620	10	32	58	45	81	60
1	22	504	1327	5	5	3781	6	56	38	97	20	20	160	6	56	38	0	0	0
1	22	505	889	5	5	2535	6	56	38	93	20	20	153	6	56	38	0	0	0
1	22	506	1612	5	5	4594	5	63	32	1034	20	20	1705	5	63	32	0	0	0
1	21	507	188	13	13	454	6	34	60	28	22	22	58	6	34	60	0	0	0
1	21	508	376	13	13	909	6	34	60	53	22	22	109	6	34	60	0	0	0
1	21	509	824	13	13	1993	6	29	65	75	22	22	156	6	28	66	0	0	0
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1	16	512	270	7	7	611	11	34	55	0	0	0	0	0	0	0	0	0	0
1	16	513	848	7	7	1916	0	32	68	250	12	12	484	0	32	68	0	0	0
1	21	514	1414	13	13	3421	8	24	68	78	22	22	161	8	24	68	0	0	0
1	16	515	246	7	7	557	29	40	31	152	12	12	295	29	40	31	0	0	0
1	16	516	125	7	7	281	51	11	38	85	12	12	165	51	11	38	0	0	0
1	16	517	385	7	7	869	36	25	39	237	12	12	458	36	25	39	0	0	0
1	16	518	331	7	7	748	20	41	39	224	12	12	433	20	41	39	0	0	0
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1	21	520	842	13	13	2037	3	33	64	57	22	22	118	3	33	64	0	0	0
1	21	521	304	13	13	735	4	29	67	34	22	22	70	4	29	67	0	0	0
1	16	522	513	7	7	1160	26	42	32	147	12	12	284	26	42	32	0	0	0
1	16	523	535	7	7	1209	30	38	32	245	12	12	475	30	38	32	0	0	0
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[illegible]

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2	16	474	10	257	372	639	0
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2	23	604	3	12	17	32	0
2	23	605	58	71	77	206	0
2	23	606	20	100	27	147	0
2	23	607	1	12	29	42	752
2	23	608	44	15	78	137	0
2	23	609	6	15	534	555	5692
2	23	610	101	33	27	161	847
2	23	611	366	49	399	814	0
2	25	612	48	230	53	331	0
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2	25	614	157	48	165	370	0
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2	25	616	80	43	110	233	2209
2	24	617	10	16	181	207	818
2	24	618	486	529	1137	2152	0
2	24	619	691	13	74	778	0
2	24	620	1474	1852	2429	5755	847
2	24	621	54	65	65	184	0
2	24	622	1160	5445	1153	7758	0
2	24	623	86	1	52	139	0
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2	24	626	64	2	61	127	0
2	24	627	138	133	322	593	847
2	25	628	85	7	207	299	0
2	25	629	55	87	15	157	0
2	25	630	224	11	1	236	0
2	25	631	82	41	168	291	1078
2	25	632	143	1	0	144	0
2	24	633	0	33	40	73	0
2	24	634	150	18	28	196	847
2	24	635	31	130	113	274	0
2	24	636	8	10	14	32	0
2	24	637	47	94	210	351	0
2	24	638	10	101	154	265	1008
2	24	639	87	7	52	146	0
2	24	640	147	59	157	363	0
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2	25	644	152	7	6	165	0
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2	26	646	0	0	0	0	0
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2	26	648	0	0	0	0	0
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APPENDIX C
YEAR 1995 SOCIO-ECONOMIC DATA

[illegible]

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1	16	465	266	6	6	628	11	44	45	293	11	11	579	11	44	45	0	0	0
1	16	466	131	6	6	302	13	47	40	49	11	11	94	13	47	40	6	81	8
1	16	467	117	6	6	306	12	38	50	0	0	0	0	0	0	0	0	0	0
1	16	468	261	6	6	652	15	26	59	43	11	11	91	15	26	59	0	0	0
1	16	469	60	6	6	126	16	65	19	182	11	11	323	16	65	19	7	81	10
1	16	470	88	6	6	193	14	32	54	28	11	11	51	14	32	54	0	0	0
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1	16	472	234	6	6	521	6	45	49	146	11	11	272	6	45	49	0	0	0
1	16	473	389	6	6	897	8	50	42	71	11	11	138	8	50	42	150	93	233
1	16	474	197	6	6	481	17	56	27	163	11	11	334	17	56	27	6	81	8
1	16	475	32	6	6	57	21	62	17	27	11	11	40	20	62	18	0	0	0
1	16	476	393	5	5	921	5	37	58	13	12	12	28	2	40	58	92	93	143
1	16	477	189	5	5	415	17	42	41	47	12	12	93	17	42	41	0	0	0
1	16	478	74	5	5	185	0	36	64	0	0	0	0	0	0	0	0	0	0
1	16	479	571	5	5	1386	7	29	64	23	12	12	49	7	29	64	0	0	0
1	16	480	143	5	5	325	9	48	43	0	0	0	0	0	0	0	0	0	0
1	16	481	155	7	7	350	9	63	28	0	0	0	0	0	0	0	0	0	0
1	21	482	683	9	9	1711	0	26	74	84	15	15	196	0	26	74	0	0	0
1	22	483	22	4	4	75	0	51	49	185	20	20	305	0	26	74	0	0	0
1	22	484	15	4	4	51	0	51	49	199	20	20	329	0	51	49	50	88	65
1	22	485	0	0	0	0	0	0	0	693	20	20	1142	0	51	49	0	0	0
1	22	486	0	0	0	0	0	0	0	534	20	20	880	0	51	49	0	0	0 [±]
1	22	487	78	4	4	231	0	51	49	425	14	14	697	0	51	49	0	0	0
1	22	488	9	4	4	26	0	51	49	140	14	14	231	0	51	49	51	81	68
1	22	489	1287	4	4	3957	1	40	59	491	14	14	826	0	41	59	0	0	0
1	22	490	333	4	4	945	0	28	72	637	16	16	1053	0	28	72	330	81	442 [±]
1	22	491	888	4	4	2644	4	31	65	95	14	14	181	4	31	65	0	0	0
1	22	492	770	3	3	2261	6	23	71	64	13	13	111	6	23	71	0	0	0
1	22	493	439	4	4	1256	6	23	71	45	16	16	74	4	25	71	0	0	0 [±]
1	22	494	365	4	4	1079	3	29	68	1058	16	16	1773	3	29	68	0	0	0 [±]
1	22	495	82	4	4	220	9	54	37	376	16	16	610	9	54	37	0	0	0 [±]
1	22	496	1024	8	8	3102	1	42	57	55	22	22	94	0	42	58	0	0	0
1	22	497	1178	4	4	3421	2	31	67	174	15	15	307	2	31	67	0	0	0 [±]
1	22	498	181	4	4	496	9	25	66	405	15	15	666	9	25	66	0	0	0 [±]
1	22	499	740	8	8	2118	3	34	63	58	20	20	95	3	42	55	0	0	0
1	22	500	1302	8	8	3723	2	40	58	124	22	22	203	1	41	58	0	0	0
1	22	501	746	4	4	2243	2	37	61	43	11	11	73	1	38	61	0	0	0
1	22	502	1096	4	4	3217	2	46	52	62	15	15	103	1	46	53	0	0	0 [±]
1	22	503	272	4	4	773	10	32	58	725	15	15	1196	10	32	58	39	85	53 [±]
1	22	504	740	8	8	2076	6	56	38	67	22	22	129	6	56	38	0	0	0
1	22	505	665	7	7	1892	6	56	38	74	22	22	121	6	56	38	0	0	0 [±]
1	22	506	1276	7	7	3616	5	63	32	910	22	22	1476	5	63	32	0	0	0 [±]
1	21	507	158	10	10	427	6	34	60	45	18	18	104	6	34	60	0	0	0
1	21	508	307	10	10	826	6	34	60	84	18	18	194	6	34	60	0	0	0
1	21	509	518	10	10	1283	6	29	65	100	18	18	208	6	28	66	0	0	0
1	21	510	1297	11	11	3215	3	48	49	177	19	19	430	3	48	49	0	0	0 [±]
1	16	511	148	8	8	367	0	41	59	32	14	14	66	0	41	59	0	0	0
1	16	512	195	6	6	483	11	34	55	0	0	0	0	0	0	0	0	0	0
1	16	513	469	8	8	1078	0	32	68	136	11	11	269	0	32	68	0	0	0
1	21	514	1147	11	11	2835	8	24	68	106	19	19	249	8	24	68	0	0	0 [±]
1	16	515	183	6	6	425	29	40	31	108	10	10	224	29	40	31	0	0	0
1	16	516	95	6	6	207	51	11	38	62	10	10	121	51	11	38	0	0	0
1	16	517	278	6	6	686	36	25	39	164	10	10	360	36	25	39	0	0	0
1	16	518	239	6	6	591	20	41	39	155	10	10	341	20	41	39	0	0	0
1	16	519	624	6	6	1527	0	30	70	14	10	10	30	0	30	70	0	0	0
1	21	520	528	9	9	1326	3	33	64	60	15	15	144	3	33	64	0	0	0
1	21	521	265	11	11	656	4	29	67	47	18	18	108	4	29	67	0	0	0 [±]
1	16	522	480	6	6	1172	26	42	32	133	9	9	286	26	42	32	0	0	0
1	16	523	459	6	6	1235	30	38	32	205	9	9	483	30	38	32	0	0	0
1	16	524	6	6	6	16	18	65	17	89	9	9	206	18	65	17	0	0	0
1	16	525	153	6	6	414	10	27	63	21	9	9	50	10	27	63	0	0	0
1	21	526	976	9	9	2523	1	43	56	131	15	15	342	1	43	56	0	0	0
1	21	527	592	9	9	1486	2	34	64	44	15	15	108	2	33	65	0	0	0
1	21	528	763	11	11	1924	9	41	50	141	18	18	343	9	41	50	0	0	0 [±]

1	23	529	335	5	5	934	11	37	52	478	14	14	943	11	37	52	0	0	0
1	23	530	31	6	6	84	0	47	53	31	13	13	66	0	47	53	0	0	0
1	23	531	27	6	6	64	0	81	19	13	13	13	24	0	81	19	0	0	0
1	23	532	589	6	6	1843	5	31	64	185	14	14	387	5	31	64	0	0	0
1	23	533	597	5	5	1783	8	44	48	961	12	12	2046	8	44	48	0	0	0
1	23	534	1493	5	5	4592	2	38	60	87	12	12	197	2	37	61	0	0	0
1	23	535	412	6	6	1141	2	53	45	63	13	13	136	2	53	45	0	0	0
1	23	536	259	6	6	742	0	55	45	103	13	13	256	0	55	45	0	0	0
1	23	537	23	6	6	63	0	55	45	7	13	13	17	0	55	45	0	0	0
1	23	538	27	5	5	81	8	44	48	223	14	14	463	5	47	48	87	81	116I
1	23	539	40	5	5	120	8	44	48	122	14	14	254	5	47	48	0	0	0I
1	23	540	984	5	5	2872	4	36	60	923	14	14	1920	4	36	60	0	0	0I
1	23	541	450	5	5	1301	7	41	52	369	19	19	781	7	41	52	183	81	245I
1	23	542	23	5	5	65	7	41	52	90	19	19	187	5	43	52	0	0	0I
1	22	543	0	0	0	0	0	0	0	354	20	20	584	7	41	52	32	92	50I
1	22	544	0	0	0	0	0	0	0	516	20	20	850	7	41	52	220	81	294I
1	22	545	0	0	0	0	0	0	0	261	20	20	430	0	42	58	190	81	255I
1	22	546	113	6	6	327	0	42	58	338	20	20	558	0	42	58	0	0	0I
1	22	547	20	6	6	58	0	42	58	688	20	20	1135	0	42	58	0	0	0I
1	22	548	1	5	5	3	0	42	58	493	20	20	814	0	42	58	0	0	0I
1	22	549	0	0	0	0	0	42	58	281	20	20	464	0	42	58	0	0	0I
1	22	550	9	5	5	27	0	42	58	558	20	20	920	0	42	58	0	0	0I
1	22	551	28	6	6	79	10	18	72	784	16	16	1293	10	18	72	0	0	0I
1	22	552	44	6	6	128	10	18	72	480	16	16	792	10	18	72	0	0	0I
1	22	553	32	6	6	99	0	46	54	58	20	20	96	0	46	54	0	0	0I
1	22	554	53	6	6	161	0	46	54	238	16	16	401	0	46	54	0	0	0I
1	22	555	39	5	5	112	0	46	54	533	20	20	879	0	46	54	0	0	0I
1	22	556	16	6	6	42	0	27	73	21	16	16	34	0	27	73	0	0	0I
1	22	557	81	6	6	238	2	54	44	239	16	16	411	2	53	45	0	0	0I
1	22	558	33	6	6	96	1	55	44	333	16	16	552	1	54	45	0	0	0I
1	22	559	992	6	6	2882	2	30	68	301	16	16	527	2	30	68	0	0	0I
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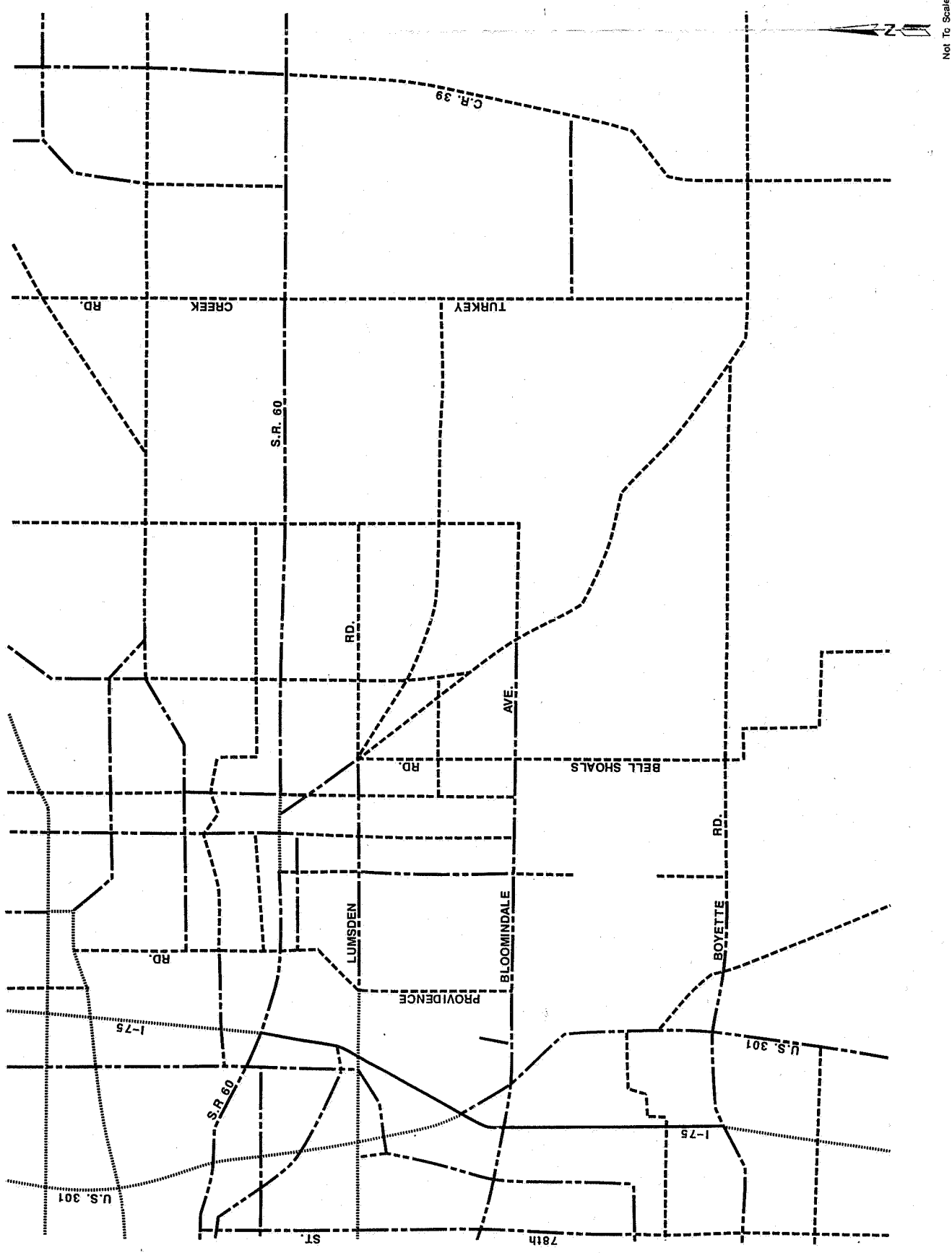
[illegible]

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APPENDIX D
MODEL NETWORKS



- Legend
- 2 LANES
 - 4 LANES
 - 6 LANES
 - 8 LANES

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KERCHER
ANGLIN

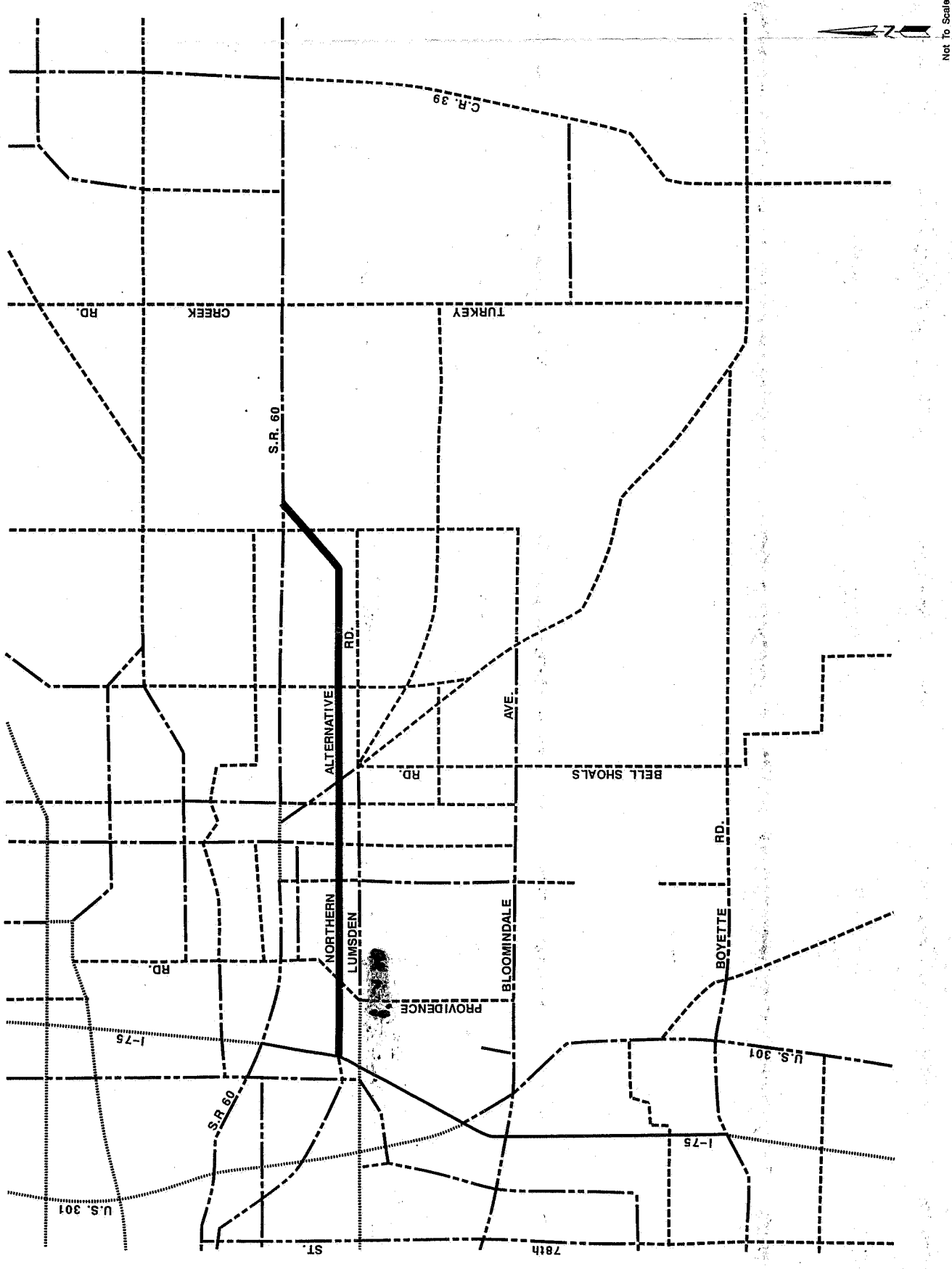
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**MODEL NETWORK, YEAR 1995
NO-BUILD ALTERNATIVE**

FIGURE D-1



- Legend
- 2 LANES
 - 4 LANES
 - 6 LANES
 - 8 LANES
 - 4 LANE ALTERNATIVE

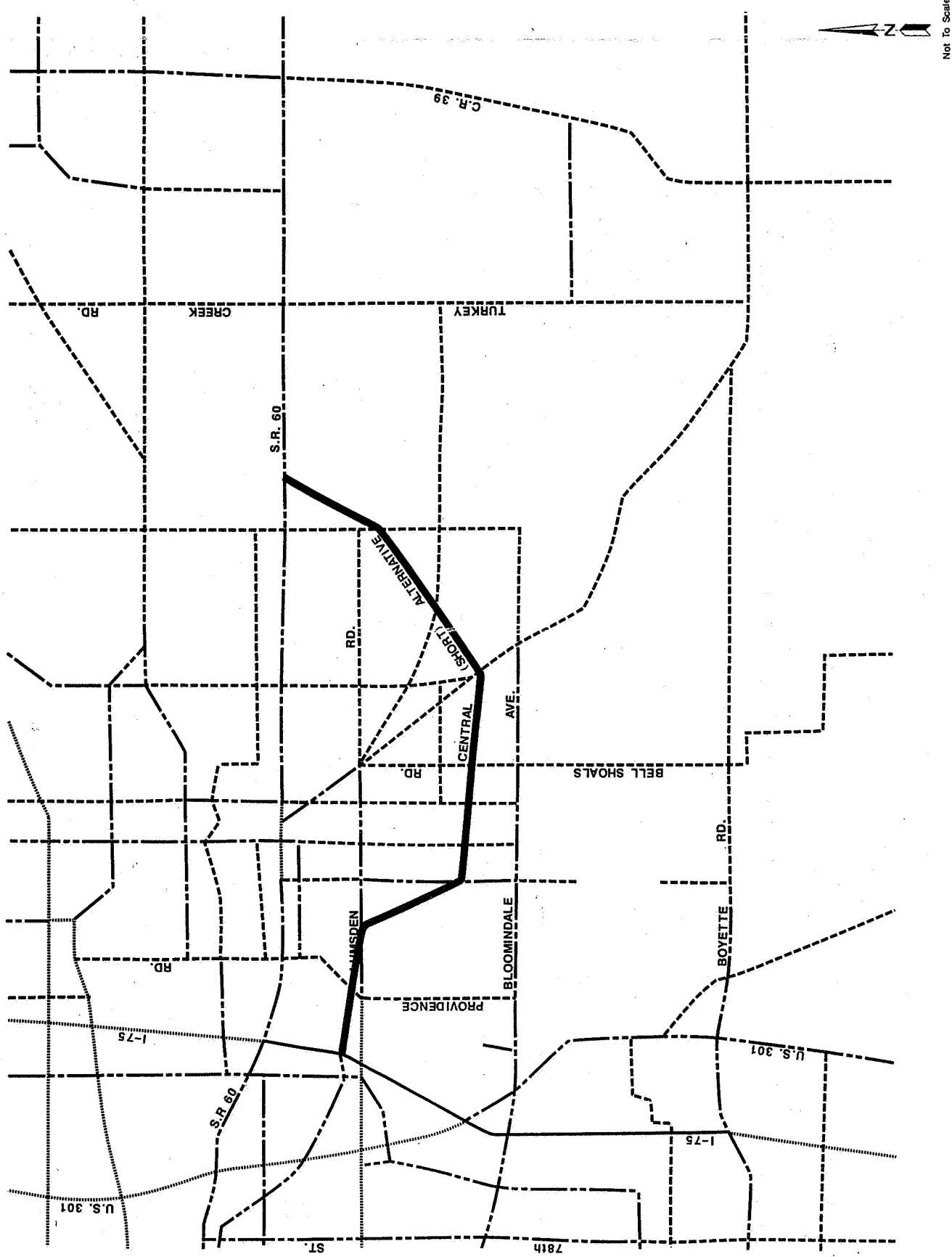
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ALL PROJECTS

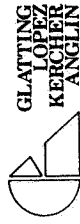
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**MODEL NETWORK, YEAR 1995
NORTHERN ALTERNATIVE**



- Legend
- 2 LANES
 - 4 LANES
 - 6 LANES
 - 8 LANES
 - 4 LANE ALTERNATIVE

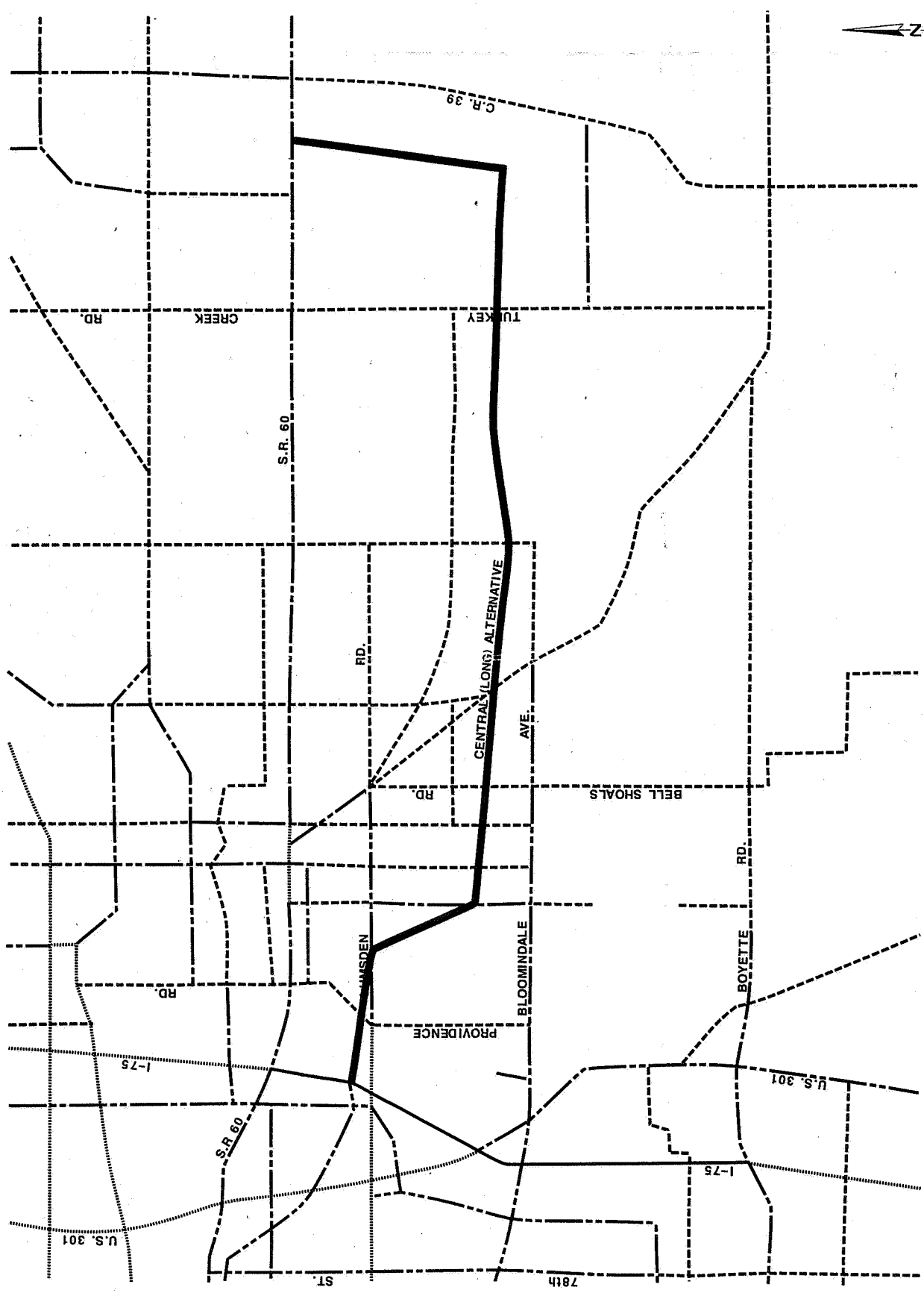
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**MODEL NETWORK, YEAR 1995
CENTRAL (SHORT) ALTERNATIVE**



- Legend**
- 2 LANES
 - 4 LANES
 - 6 LANES
 - 8 LANES
 - 4 LANE ALTERNATIVE

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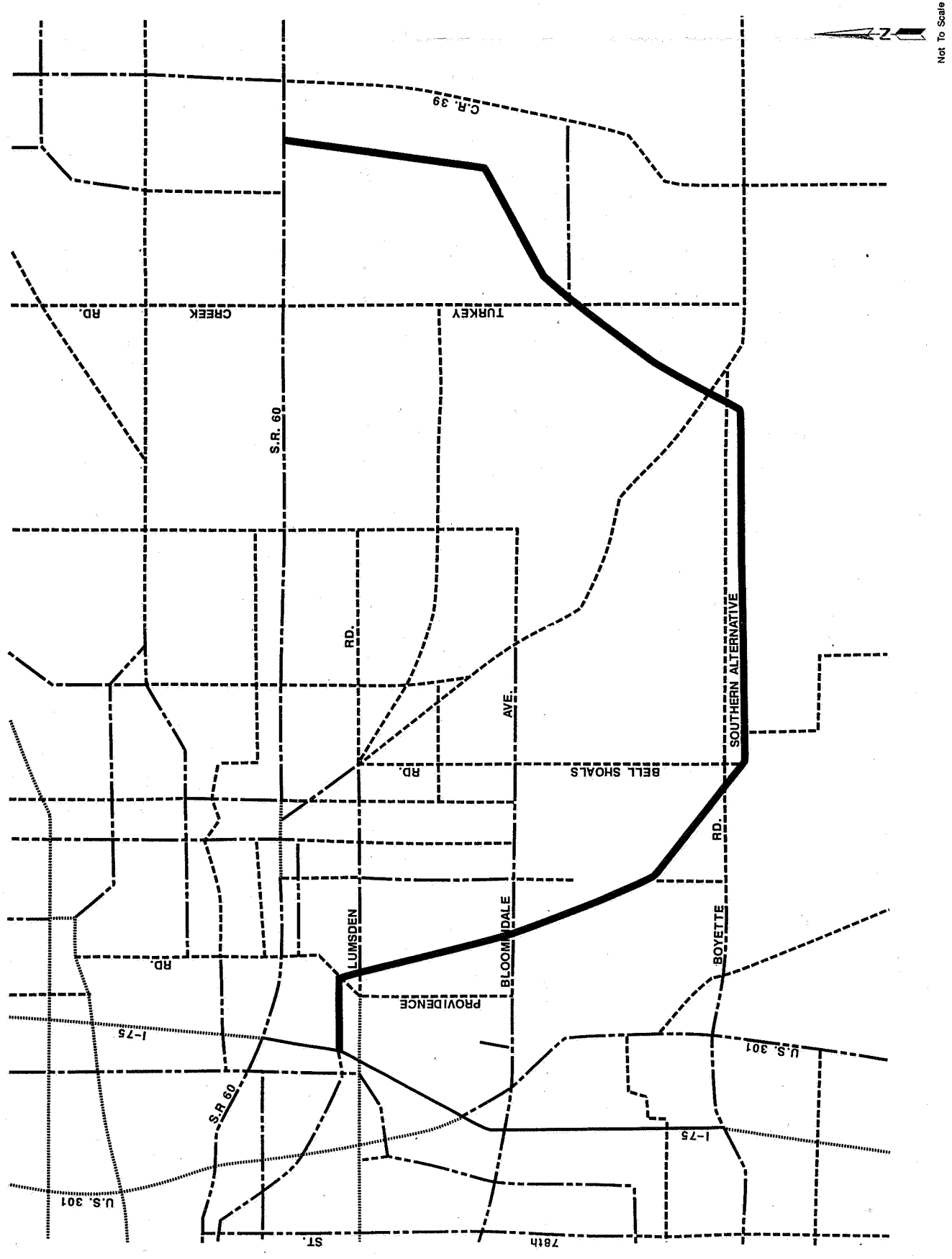
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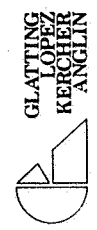
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**MODEL NETWORK, YEAR 1995
CENTRAL (LONG) ALTERNATIVE**



- Legend
- 2 LANES
 - 4 LANES
 - 6 LANES
 - 8 LANES
 - 4 LANE ALTERNATIVE

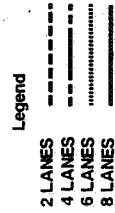
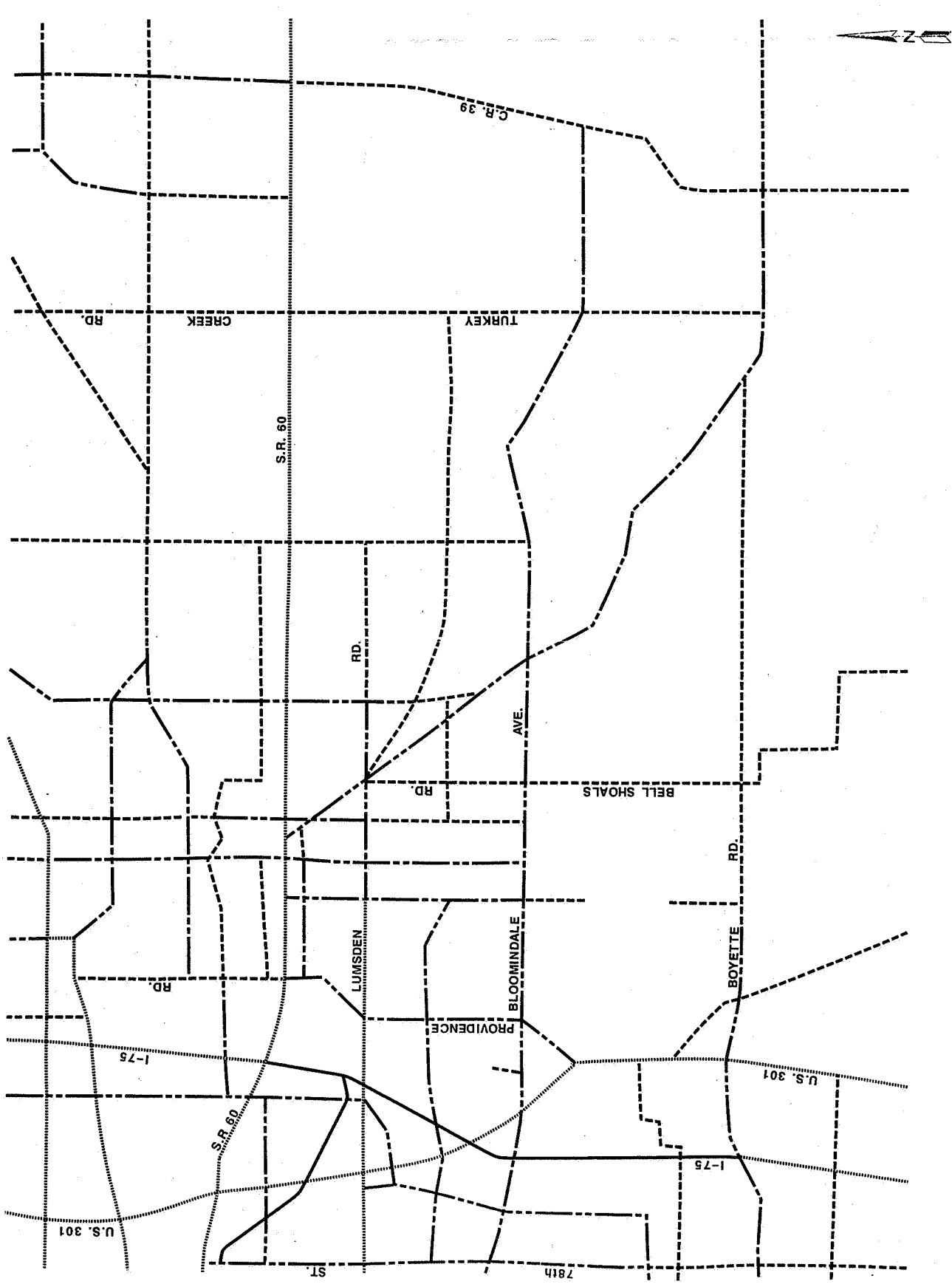
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SOUTHERN ALTERNATIVE**



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Project Development and Environmental Study

**MODEL NETWORK, YEAR 2010
NO-BUILD ALTERNATIVE**

FIGURE D-6

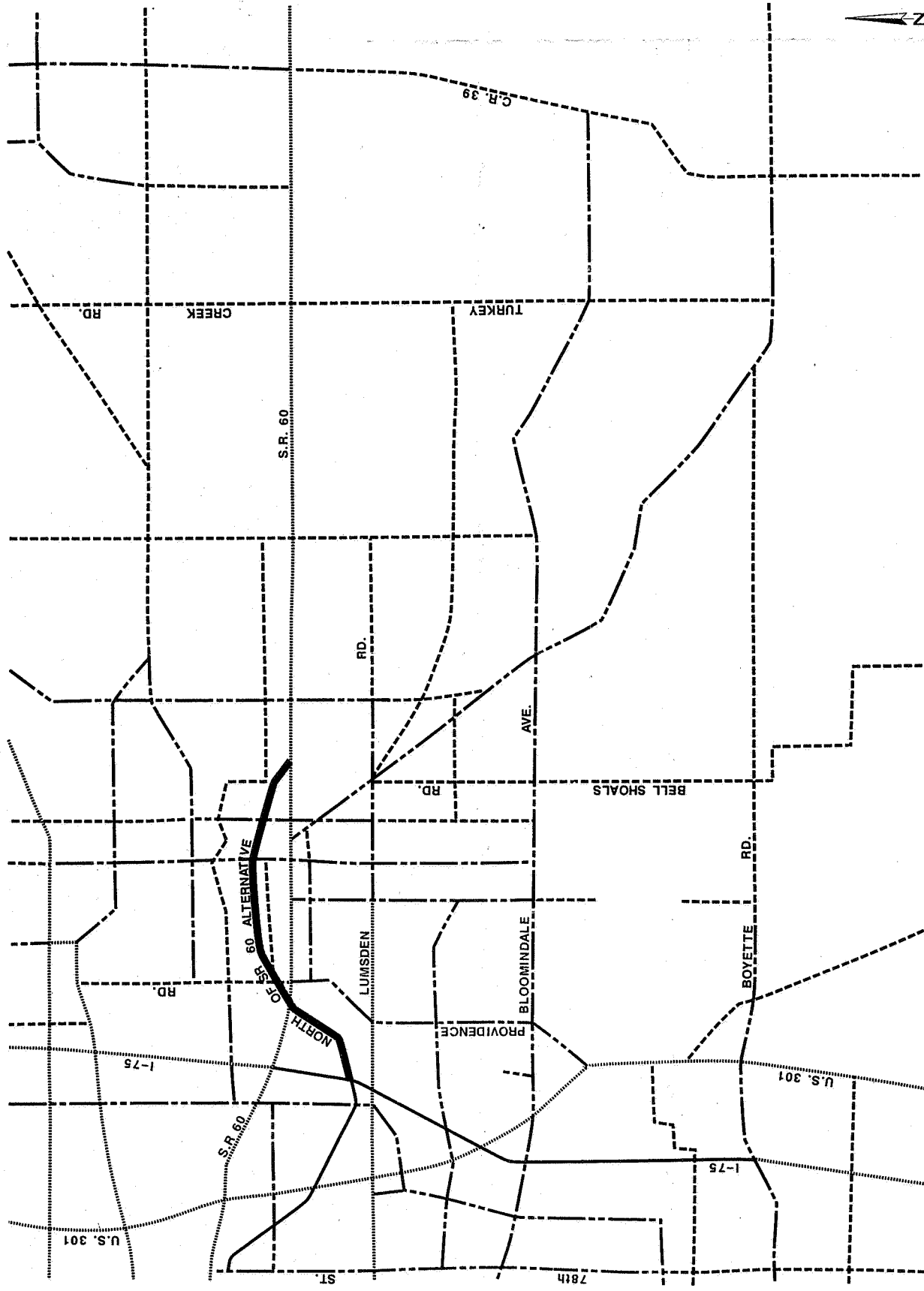


FIGURE D-7

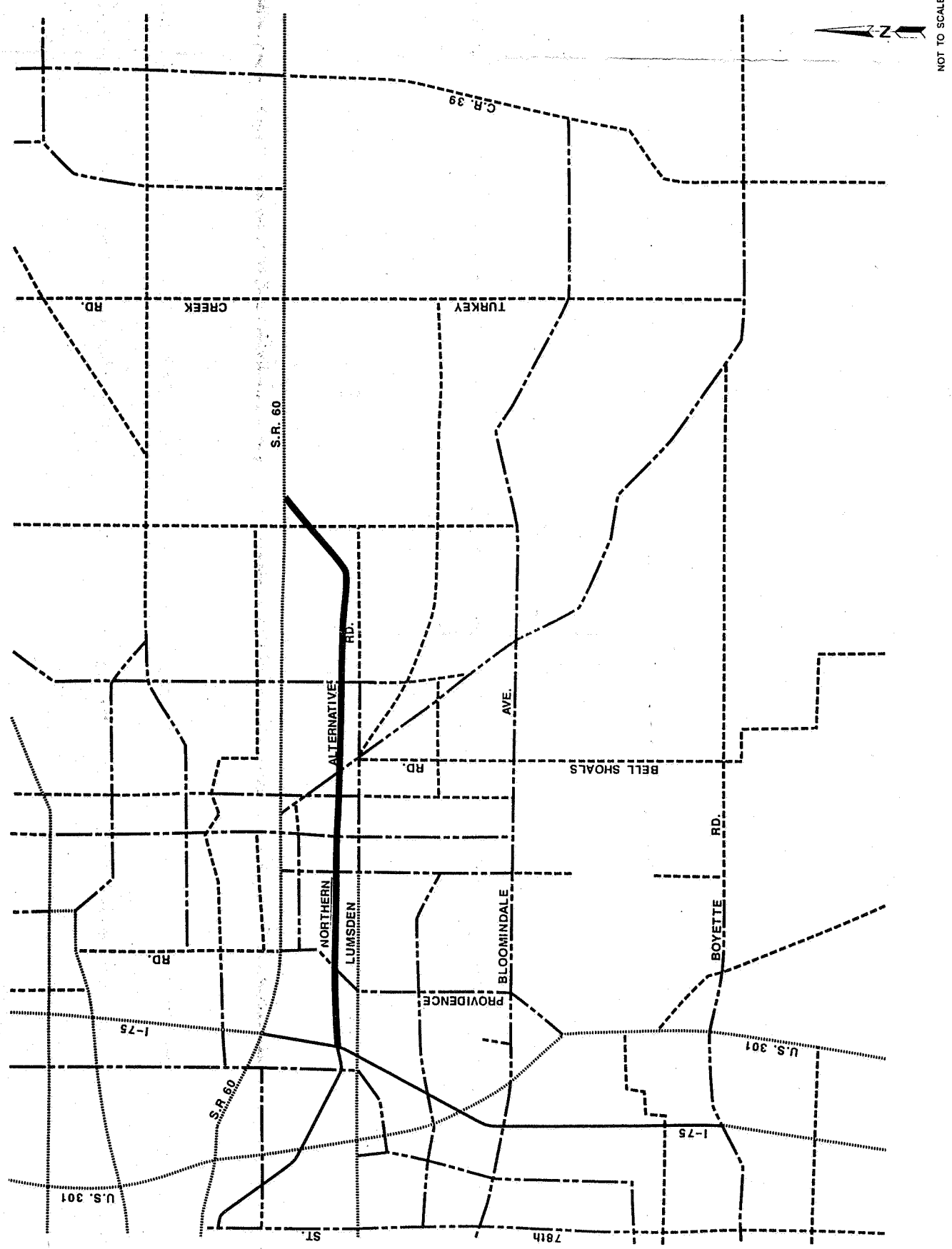
MODEL NETWORK, YEAR 2010
NORTH OF SR 60 ALTERNATIVE

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- Legend
- 2 LANES
 - 4 LANES
 - 6 LANES
 - 8 LANES
 - 4 LANE ALTERNATIVE

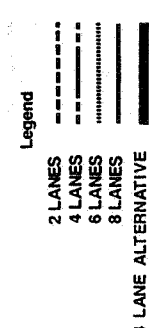
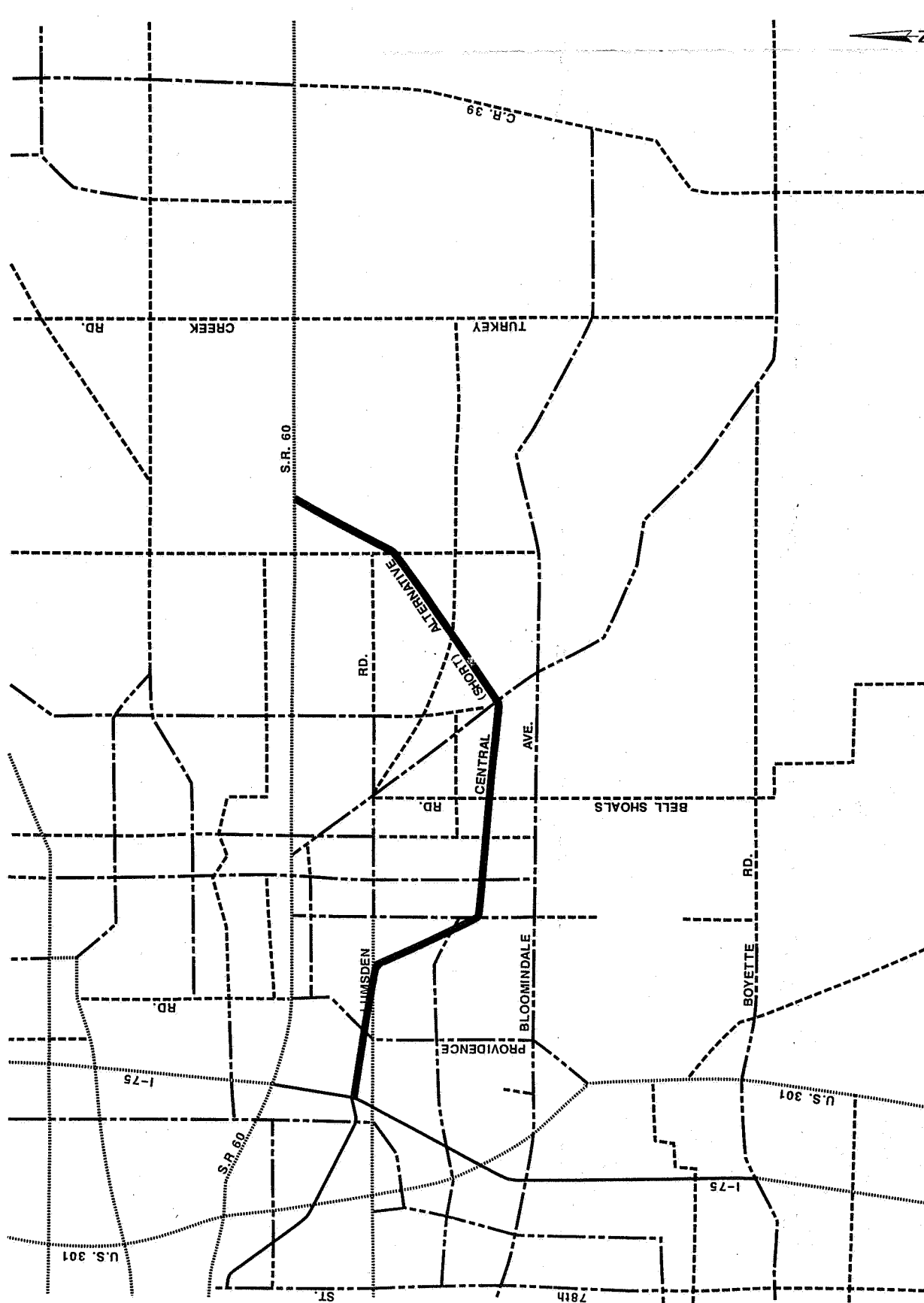
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NORTHERN ALTERNATIVE**



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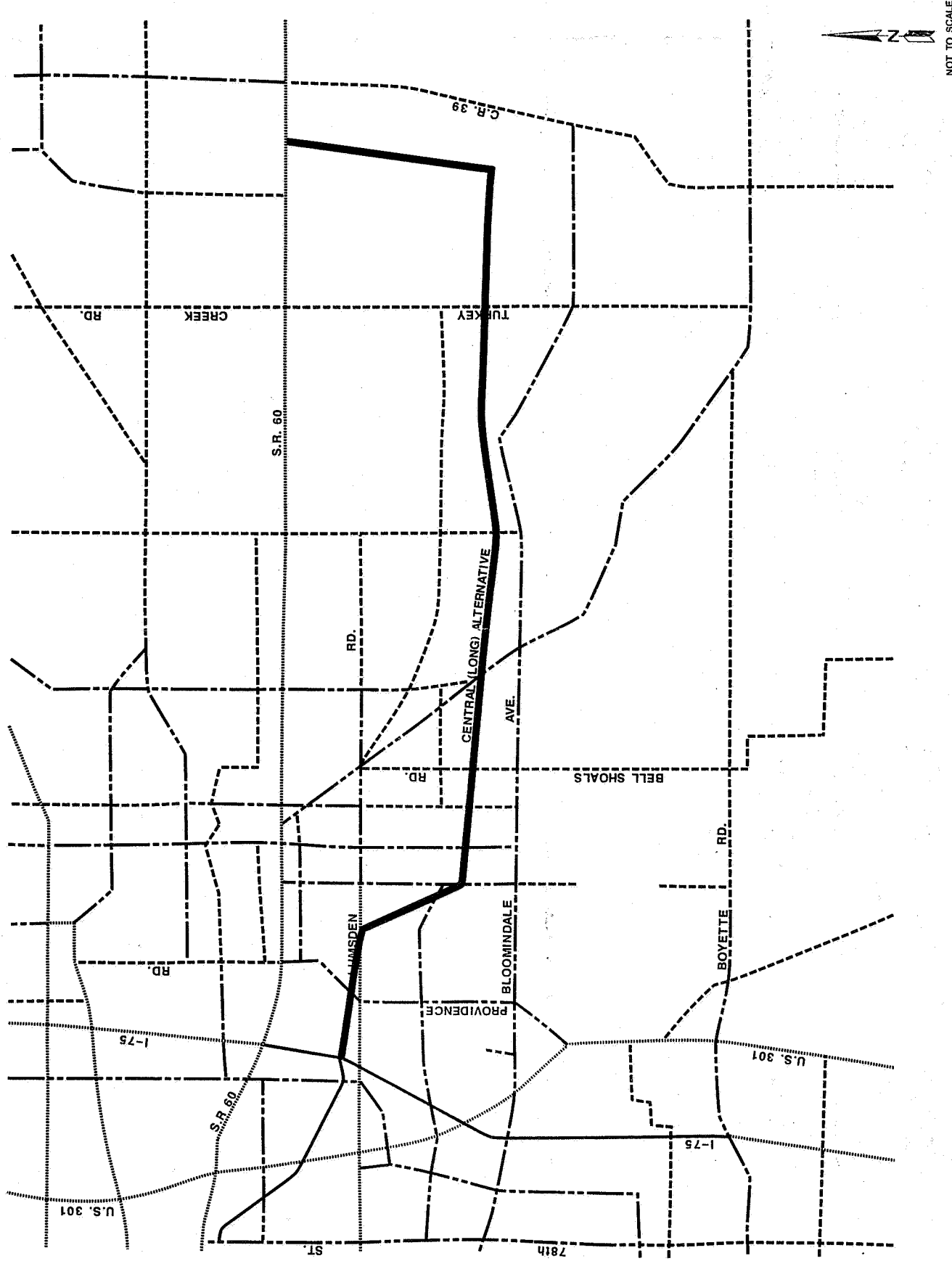
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Project Development and Environmental Study

**MODEL NETWORK, YEAR 2010
CENTRAL (SHORT) ALTERNATIVE**



- Legend
- 2 LANES
 - 4 LANES
 - 6 LANES
 - 8 LANES
 - 4 LANE ALTERNATIVE

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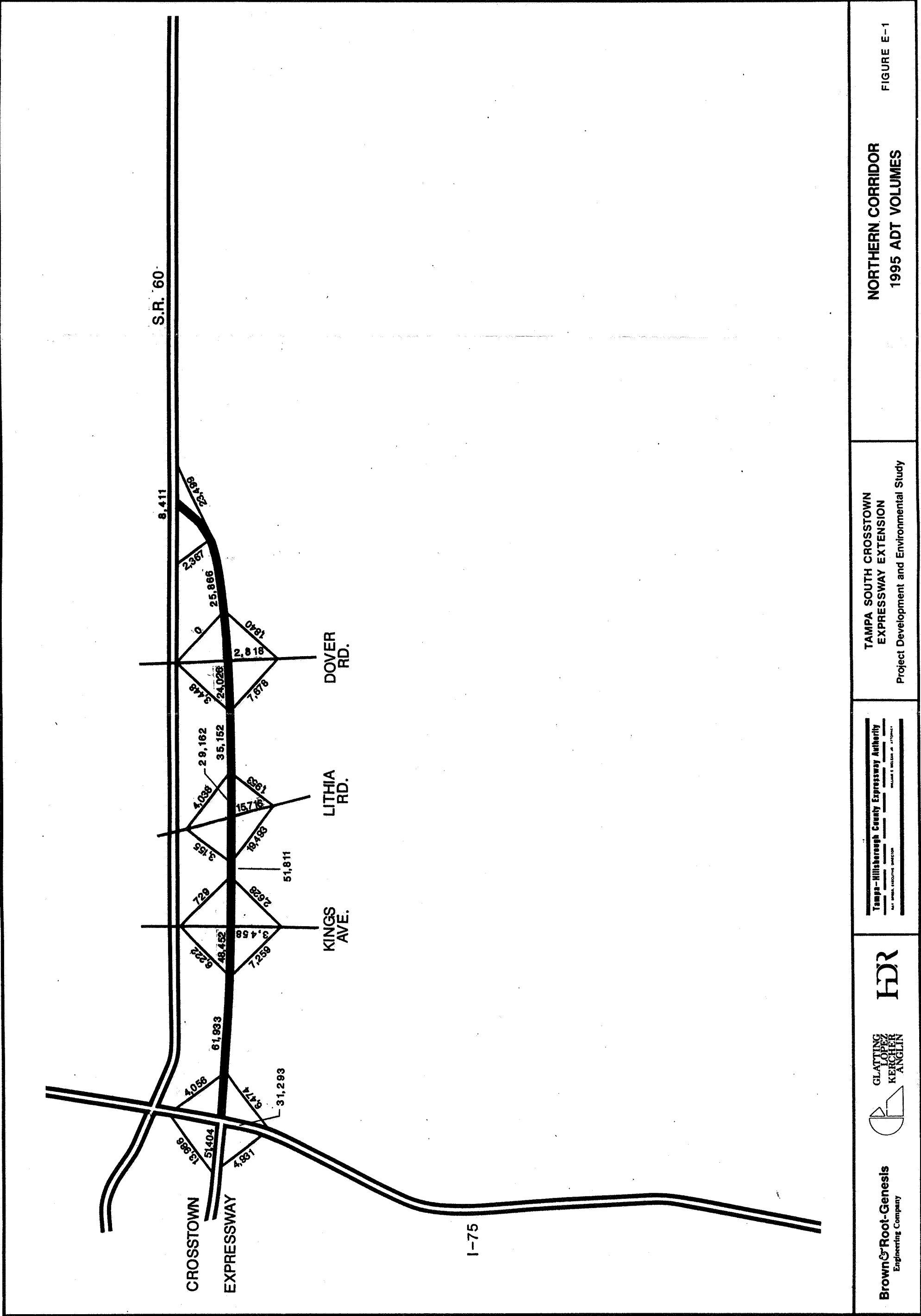


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**MODEL NETWORK, YEAR 2010
CENTRAL (LONG) ALTERNATIVE**

APPENDIX E
1995 AND 2010 ADT VOLUMES



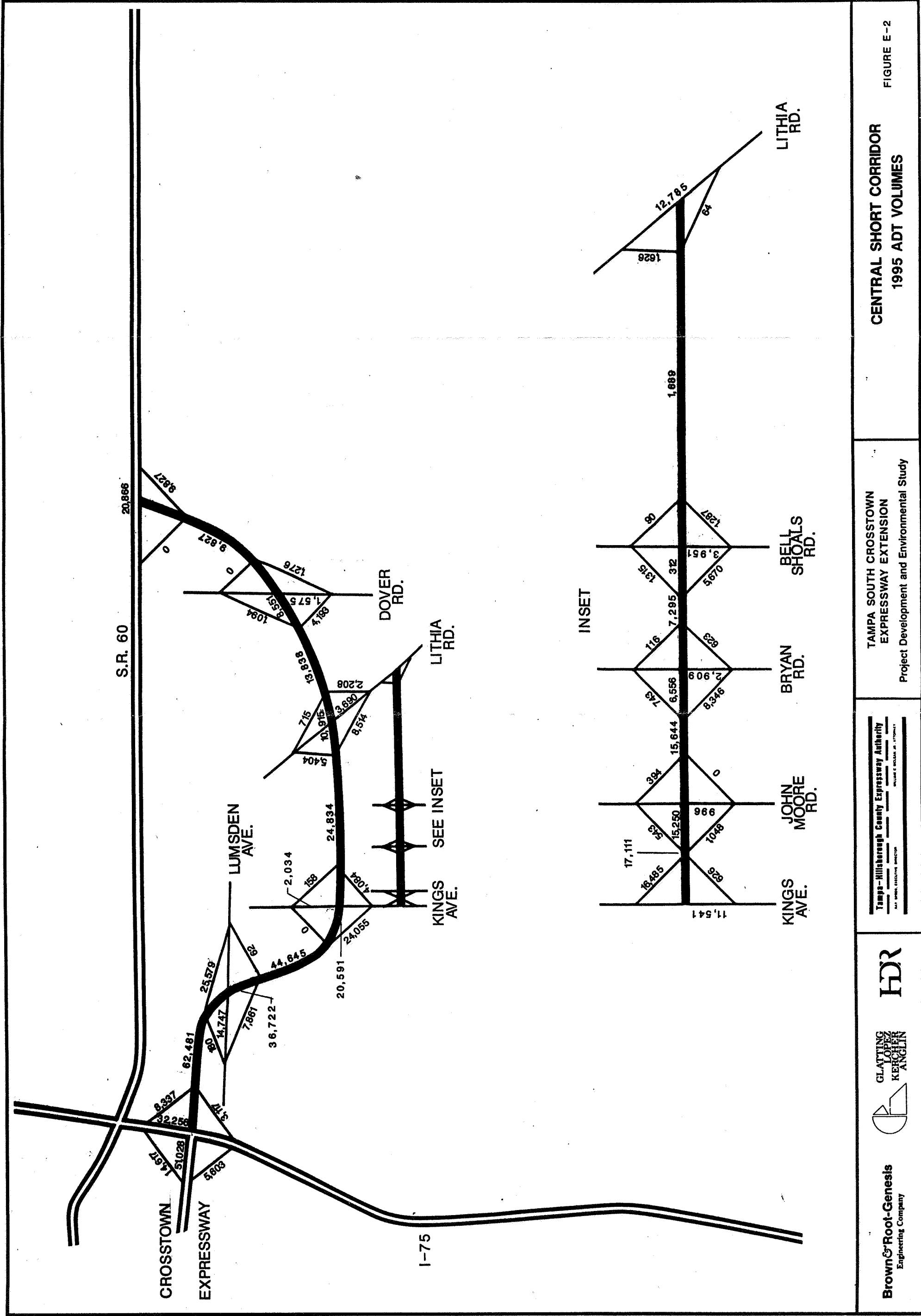
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**NORTHERN CORRIDOR
1995 ADT VOLUMES**



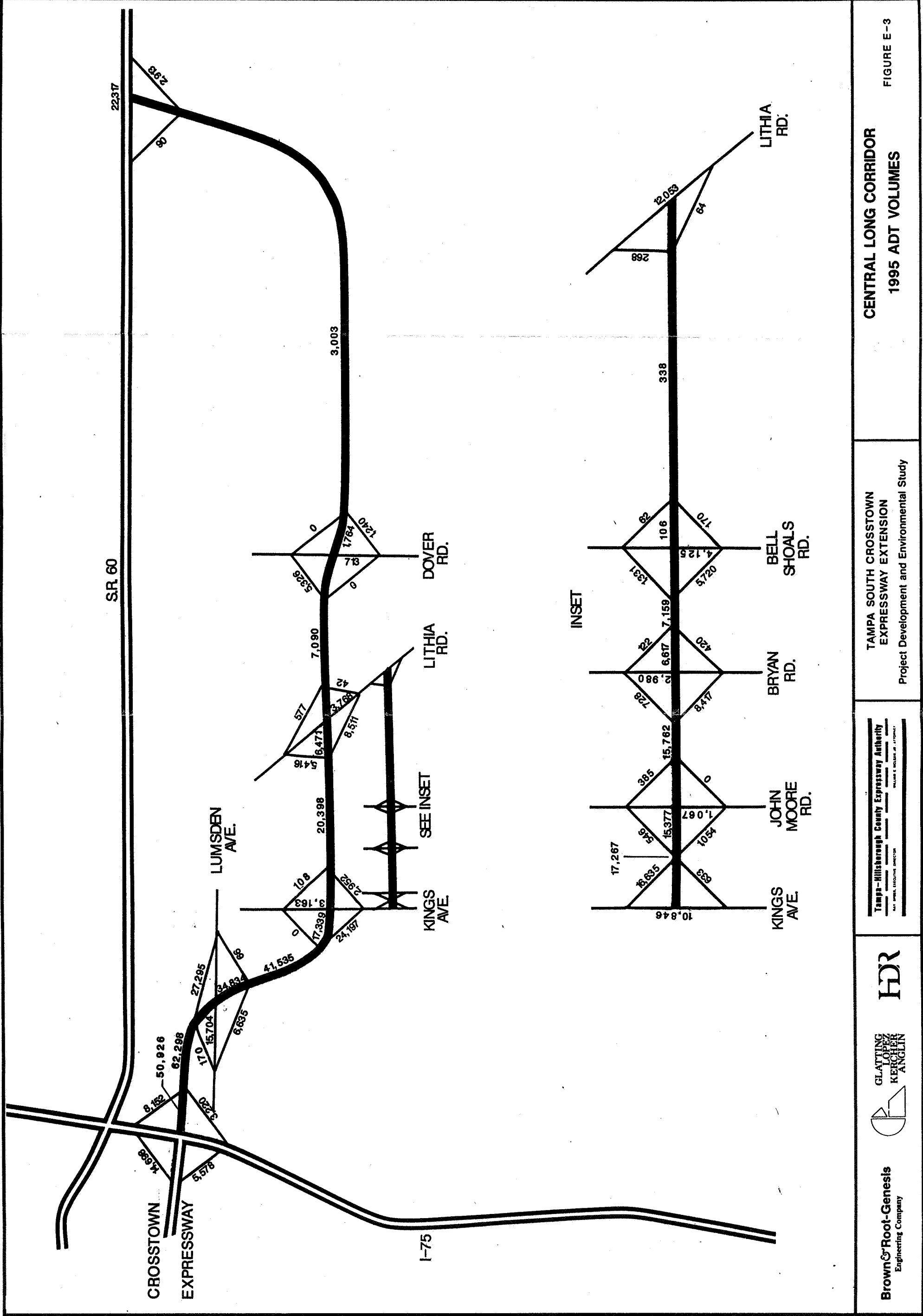
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CENTRAL SHORT CORRIDOR
1995 ADT VOLUMES



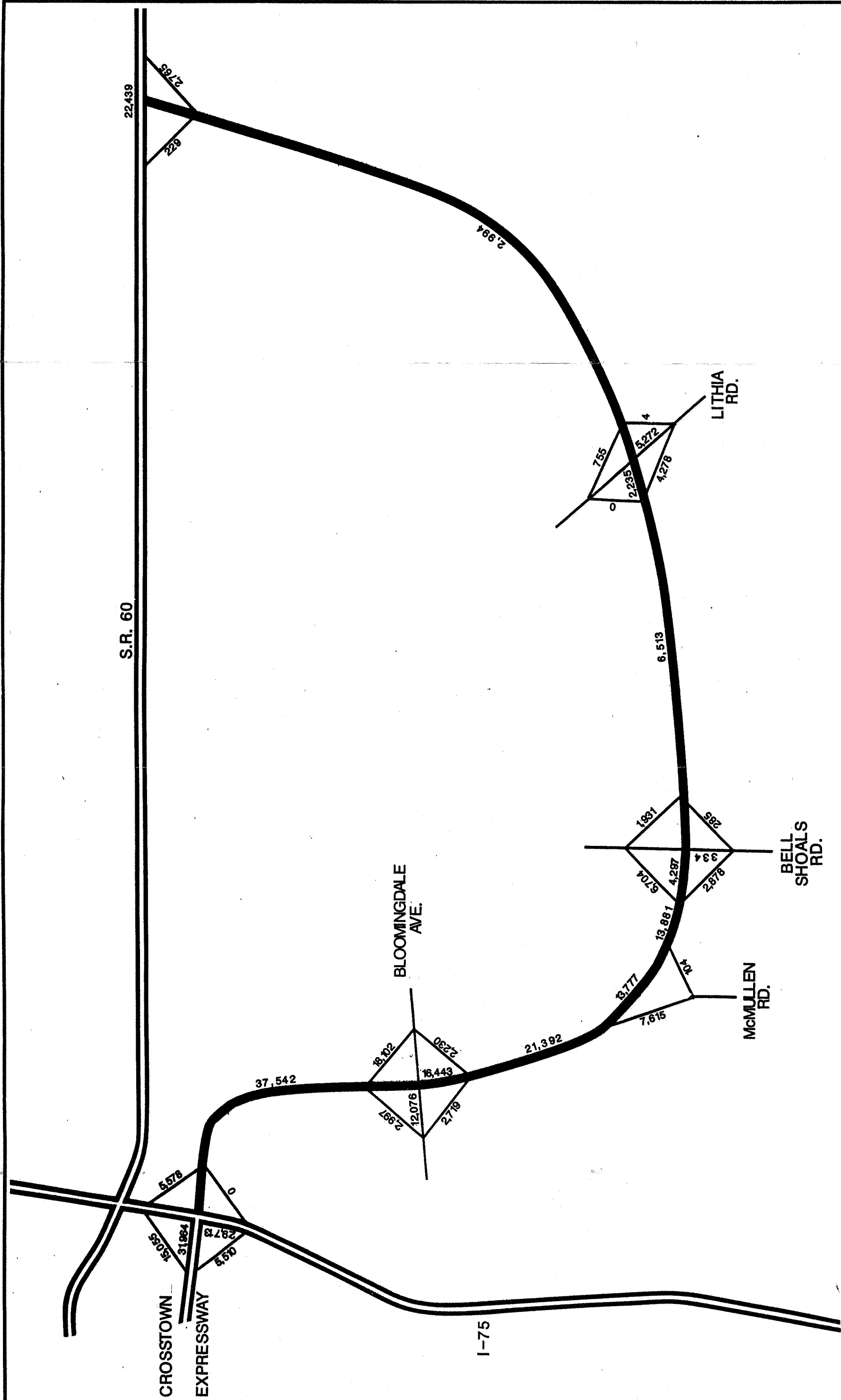
CENTRAL LONG CORRIDOR
1995 ADT VOLUMES

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 BY: JAMES E. HARRIS, JR., P.E.



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**SOUTHERN CORRIDOR
1995 ADT VOLUMES**



**NORTH OF S.R. 60 CORRIDOR
2010 ADT VOLUMES**

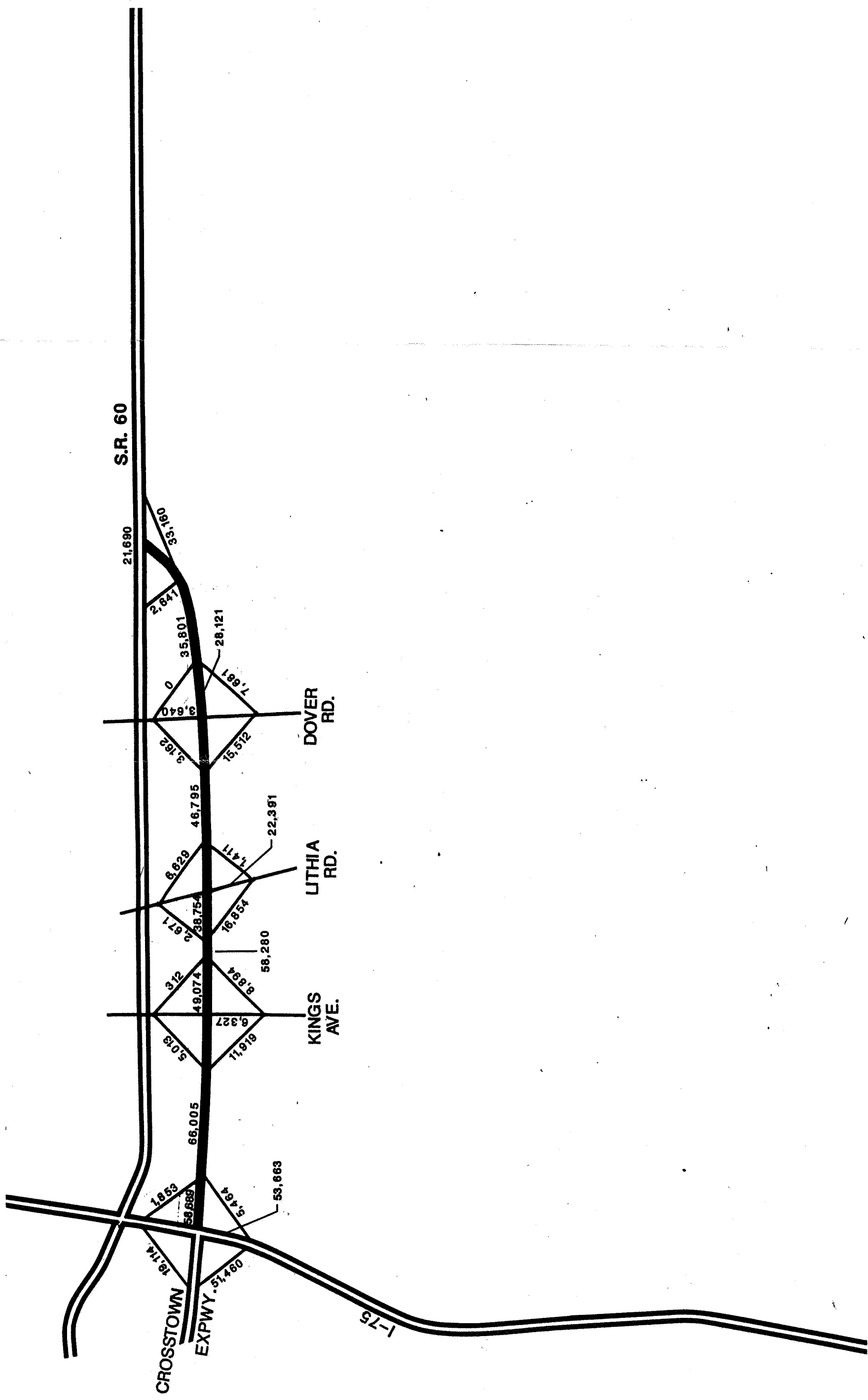
FIGURE E-5

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H2

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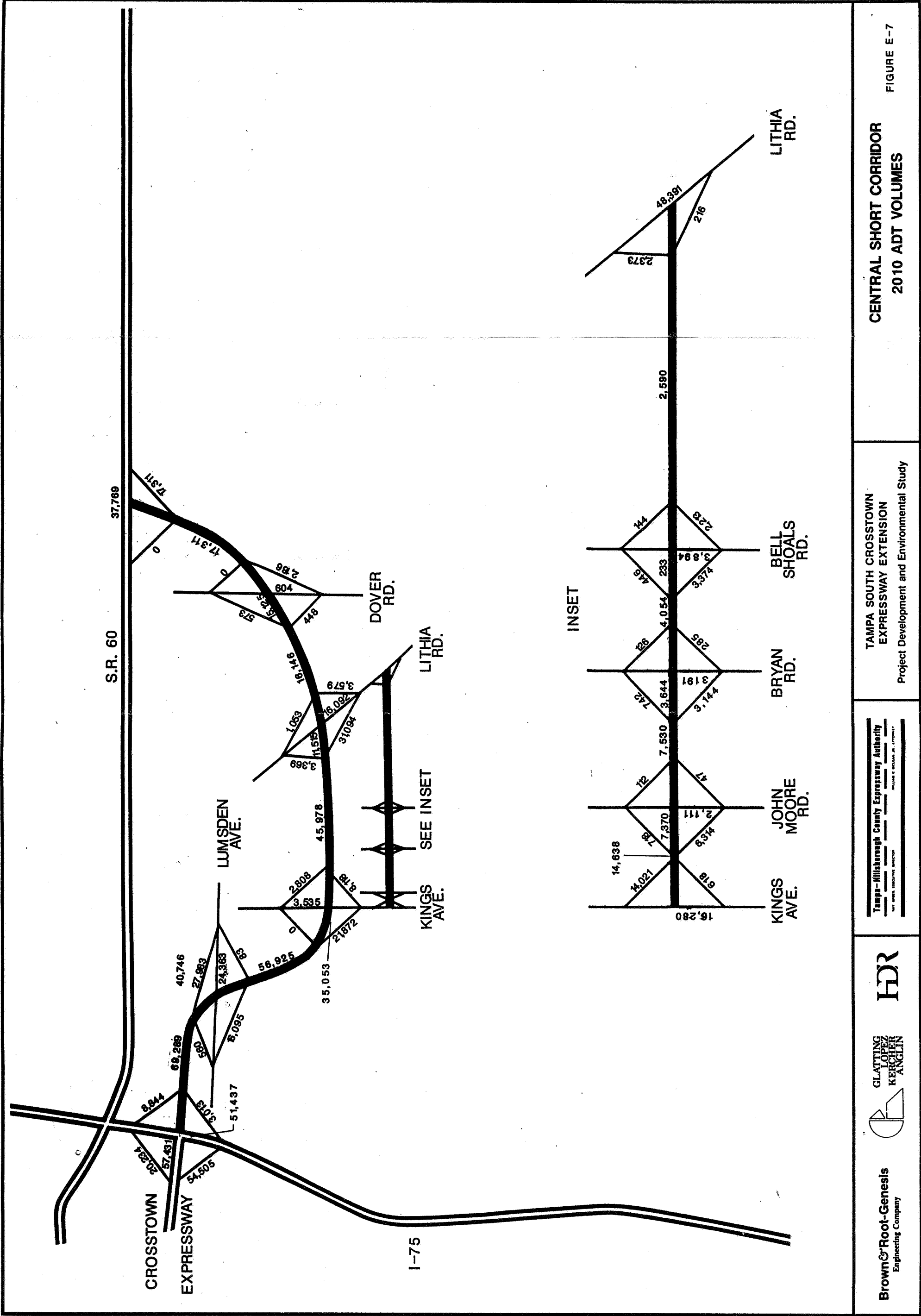
**NORTHERN CORRIDOR
2010 ADT VOLUMES**

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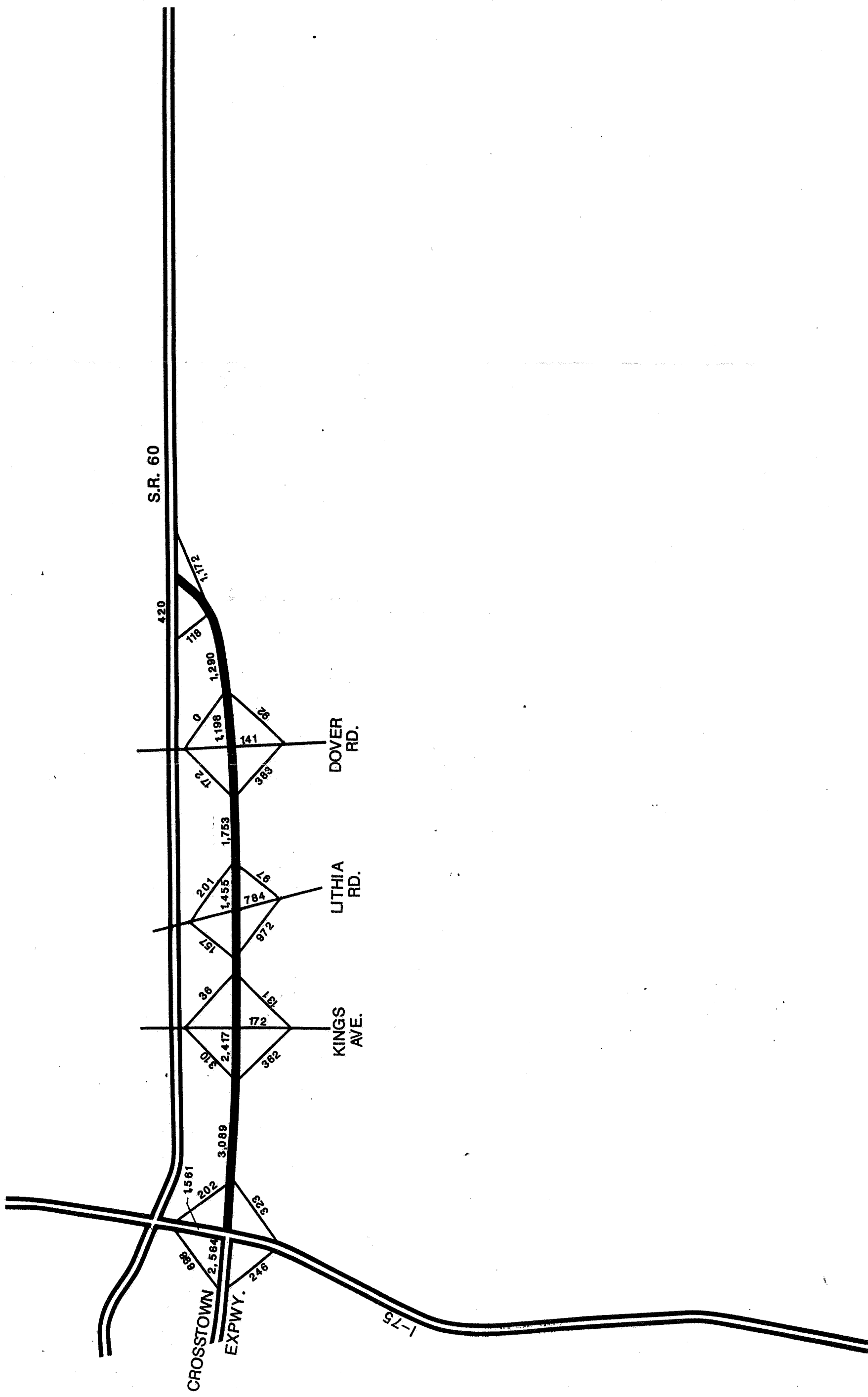


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CENTRAL SHORT CORRIDOR
2010 ADT VOLUMES

APPENDIX F

1995 AND 2010 DESIGN HOUR VOLUMES



NORTHERN CORRIDOR
1995 DESIGN HOUR VOLUMES

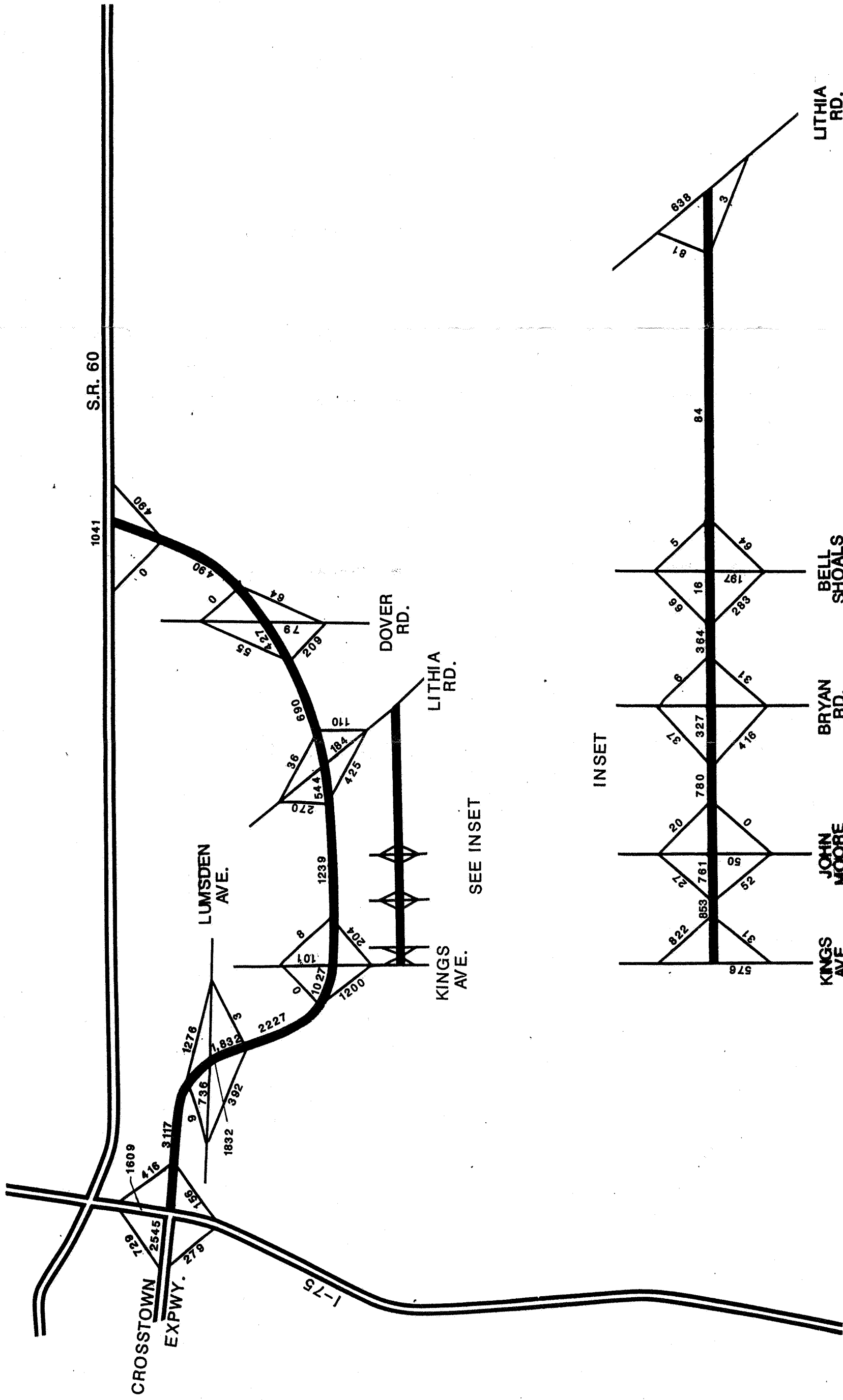
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TAMPA-HILLSBOROUGH COUNTY EXPRESSWAY AUTHORITY
TAMPA-HILLSBOROUGH COUNTY EXPRESSWAY AUTHORITY

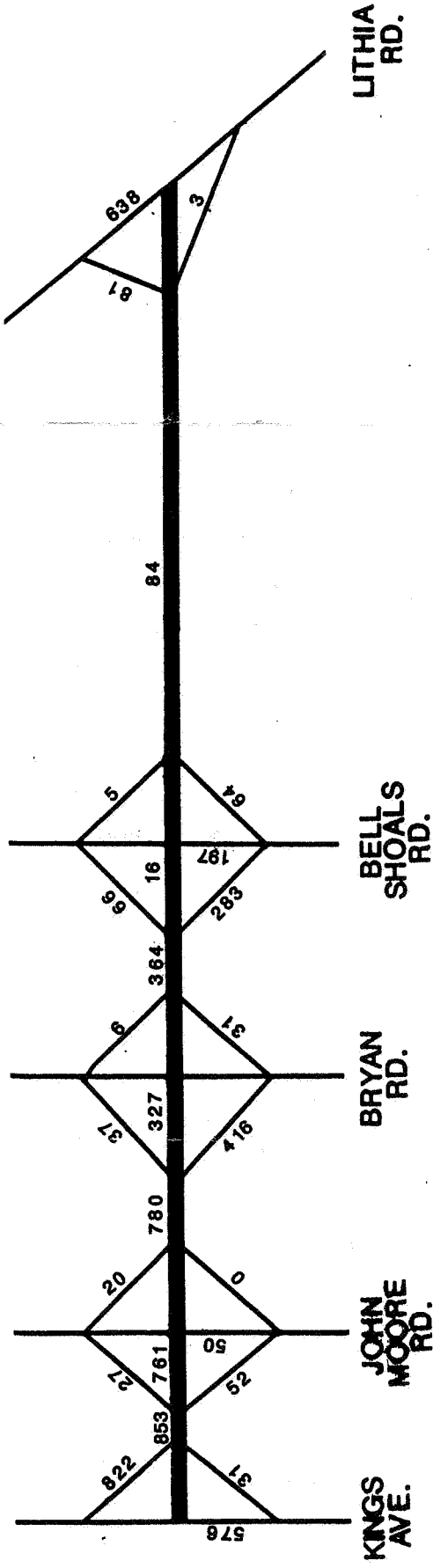


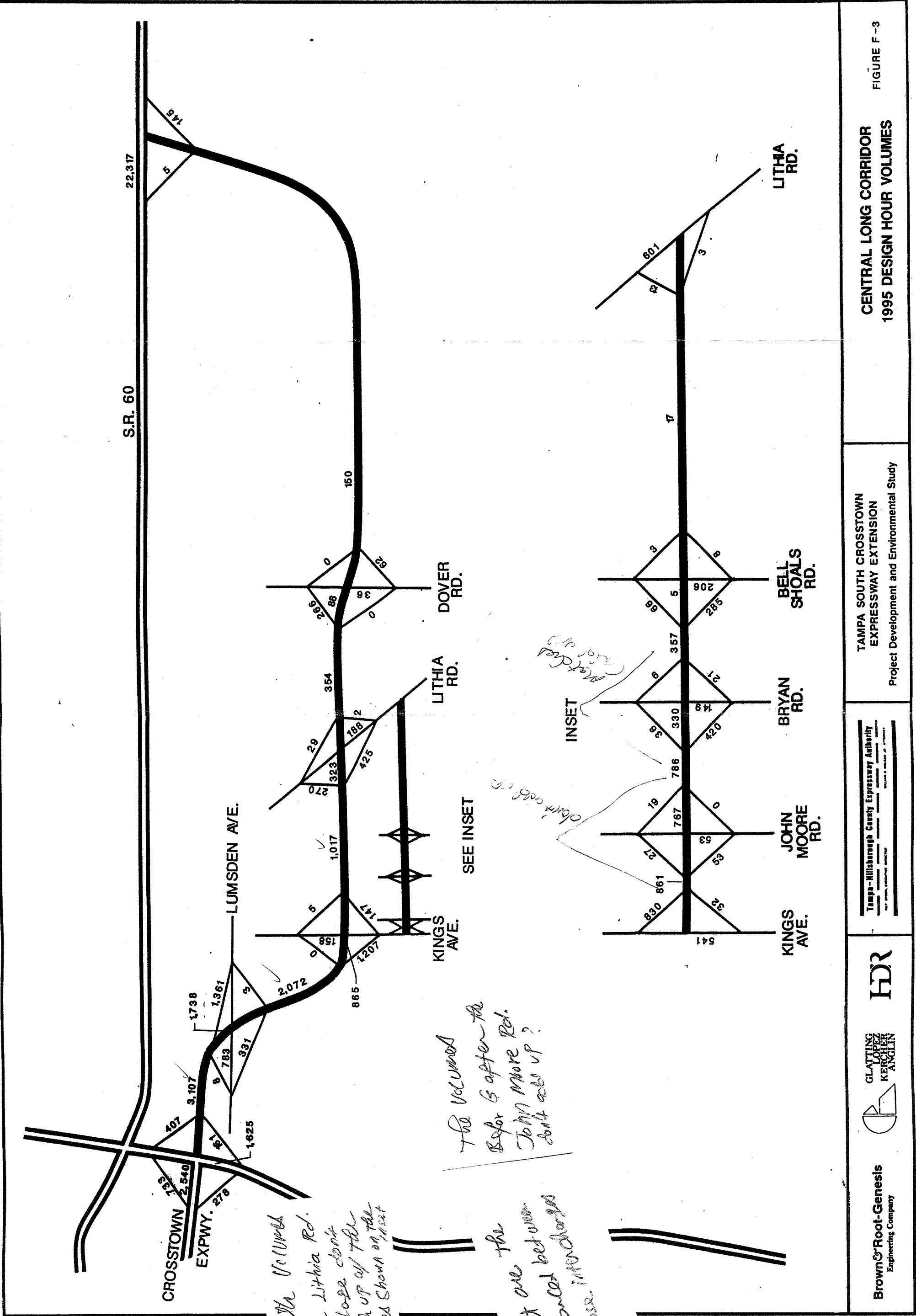
Brown & Root-Genesis
Engineering Company

GLATTING
LOPEZ
KERCHER
ANGLIN



INSET





CENTRAL LONG CORRIDOR
1995 DESIGN HOUR VOLUMES

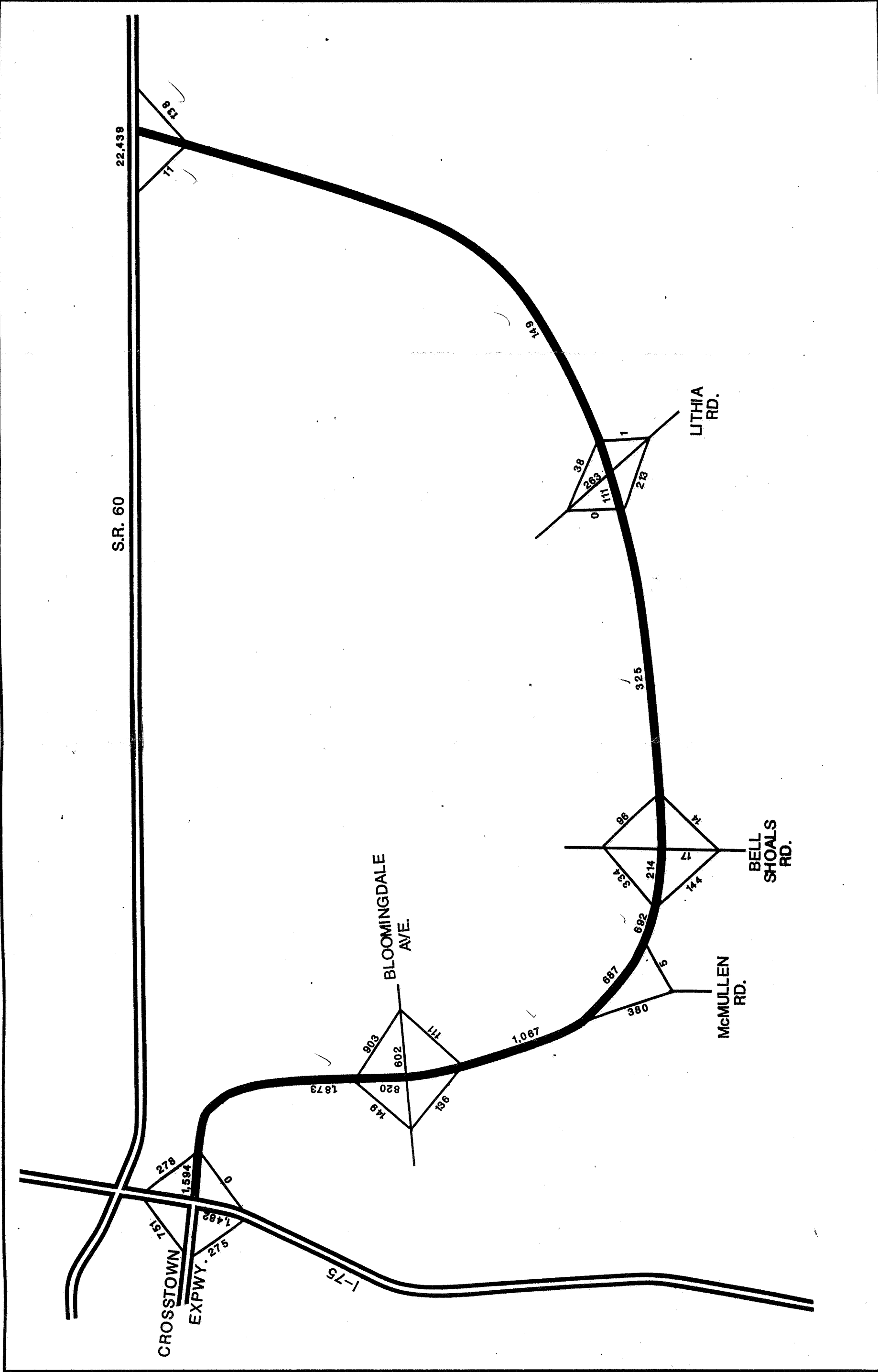
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EXPRESSWAY EXTENSION
Project Development and Environmental Study

Tampa-Hillsborough County Expressway Authority
HILLSDALE & HILLSBOROUGH AVENUES
JANUARY 1995

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LOPEZ
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Engineering Company

HDR



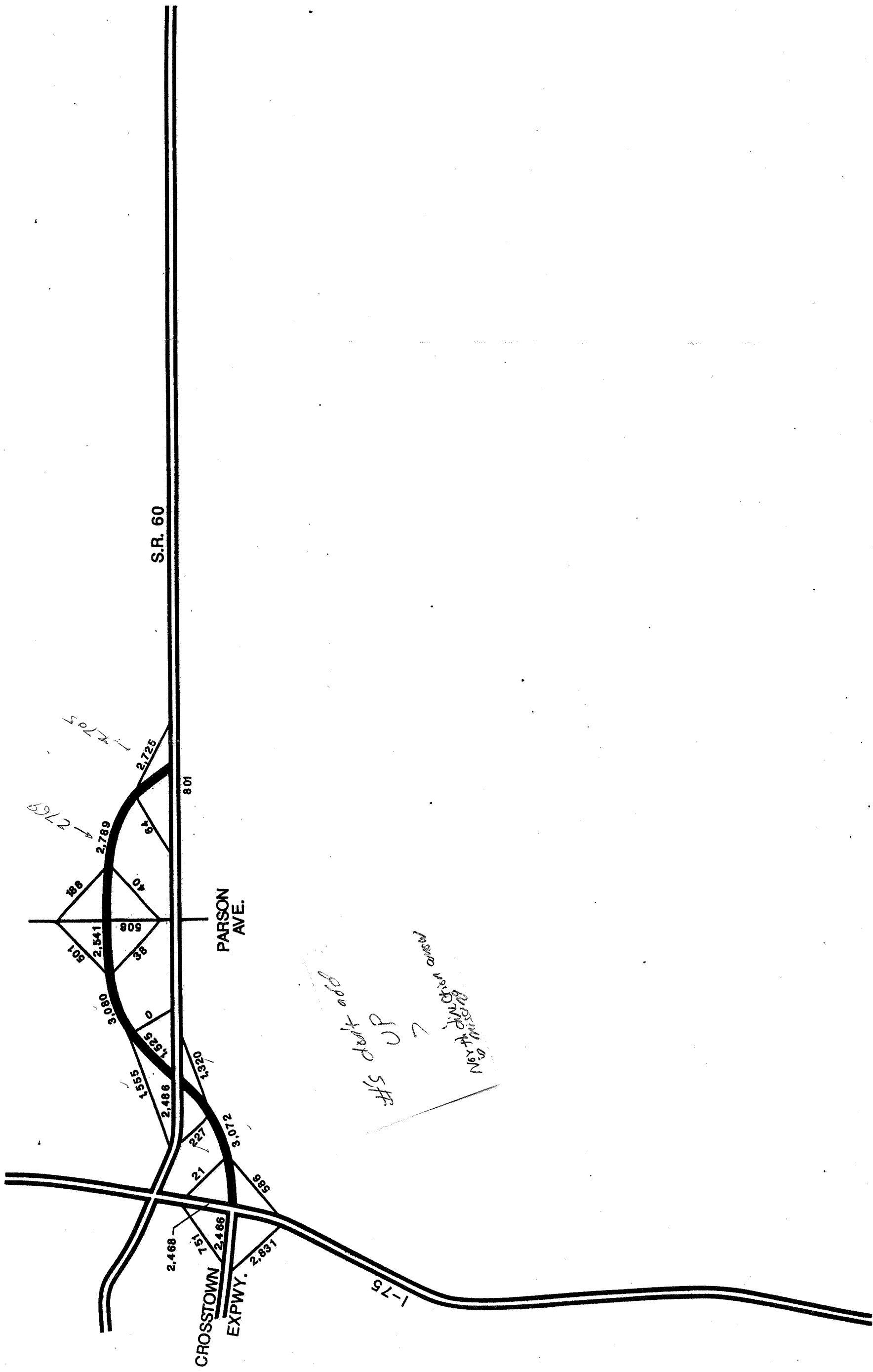
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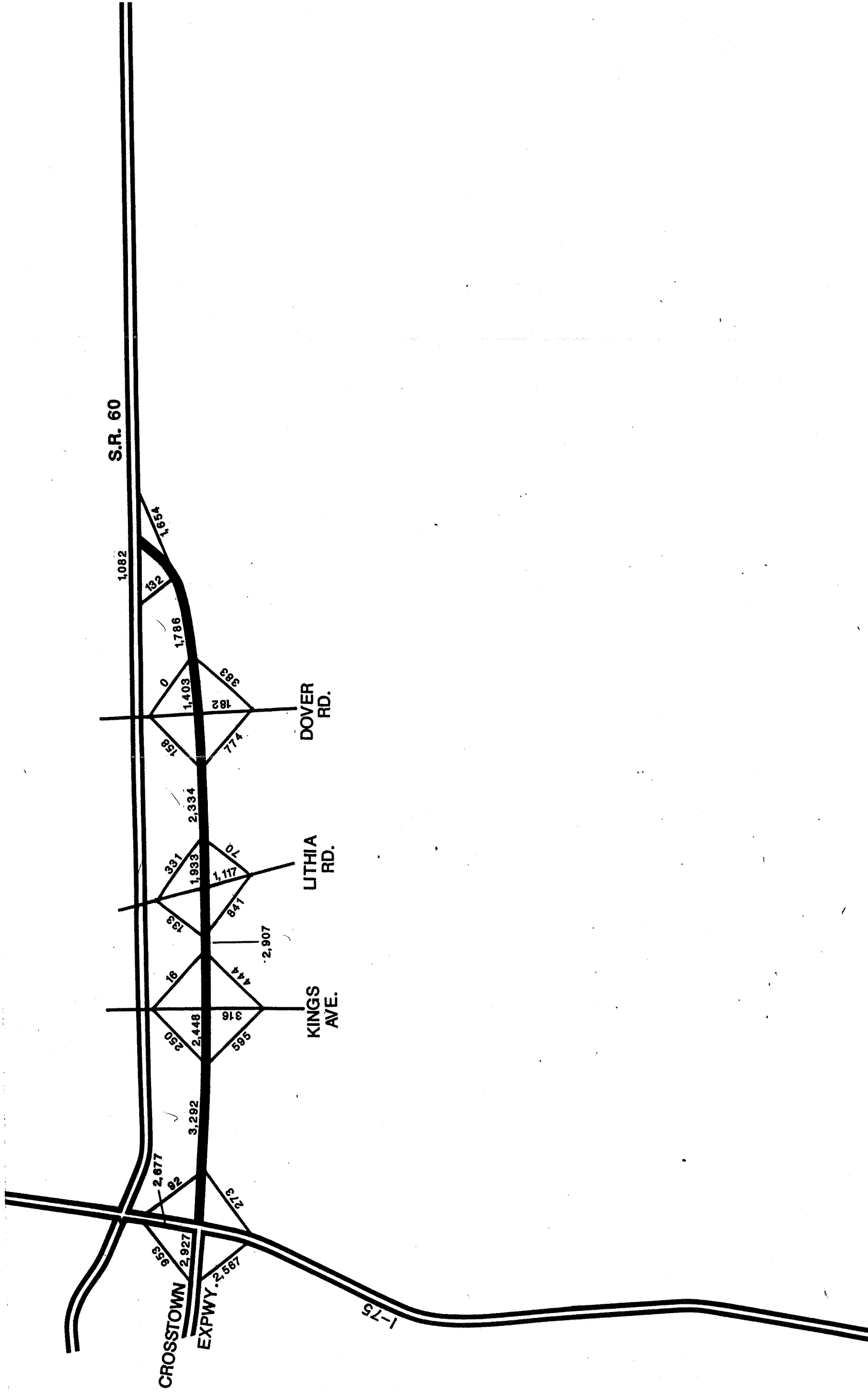
Tampa-Millsborough County Expressway Authority
TAMPA-MILLSBOROUGH COUNTY EXPRESSWAY AUTHORITY
TAMPA-MILLSBOROUGH COUNTY EXPRESSWAY AUTHORITY



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Engineering Company

SOUTHERN CORRIDOR
1995 DESIGN HOUR VOLUMES





TAMPA SOUTH CROSSTOWN
EXPRESSWAY EXTENSION
Project Development and Environmental Study

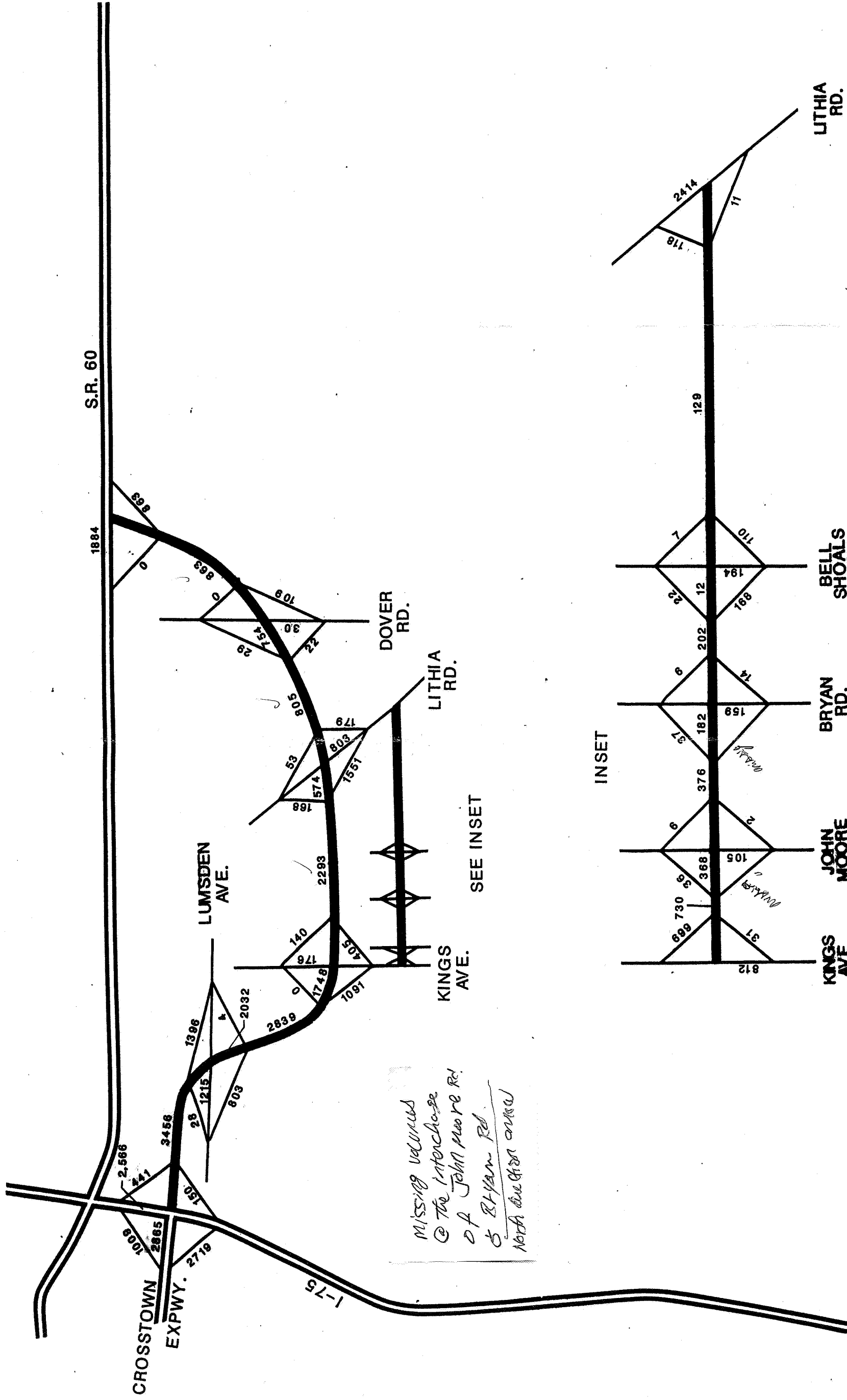
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Engineering Company

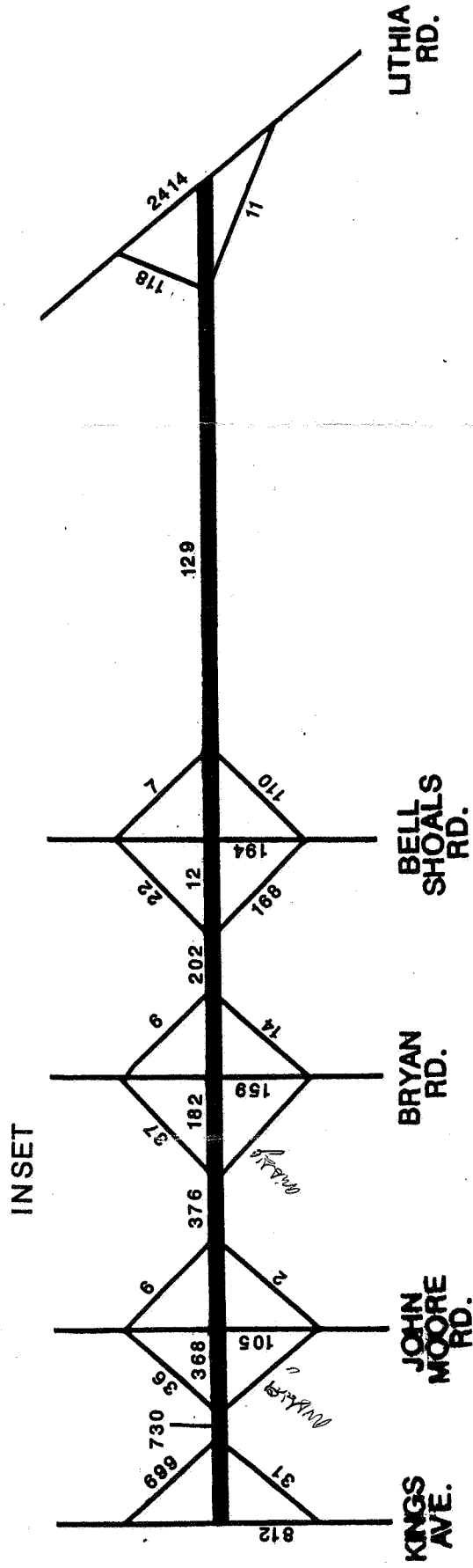
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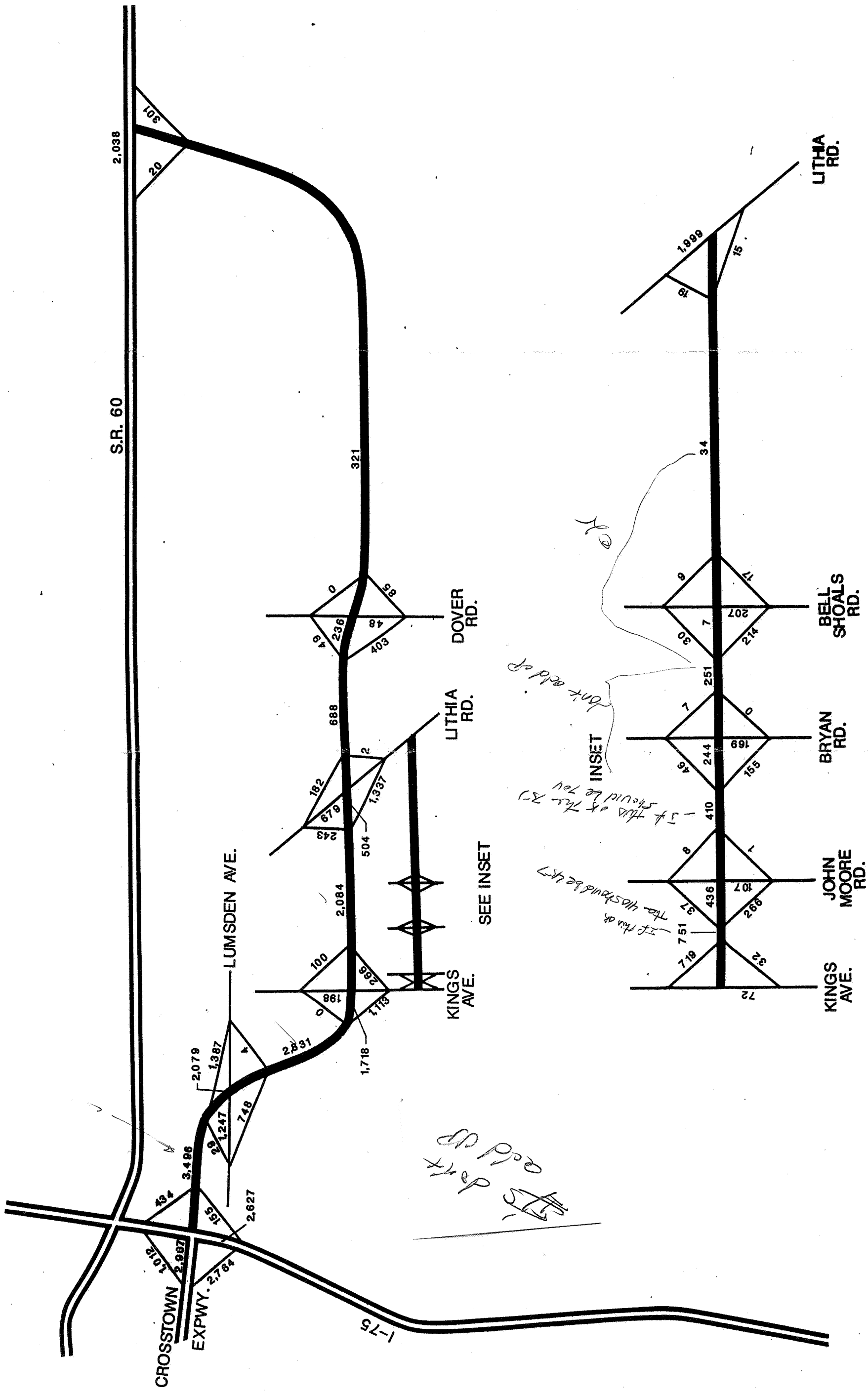
HDR

NORTHERN CORRIDOR
2010 DESIGN HOUR VOLUMES
FIGURE F-6

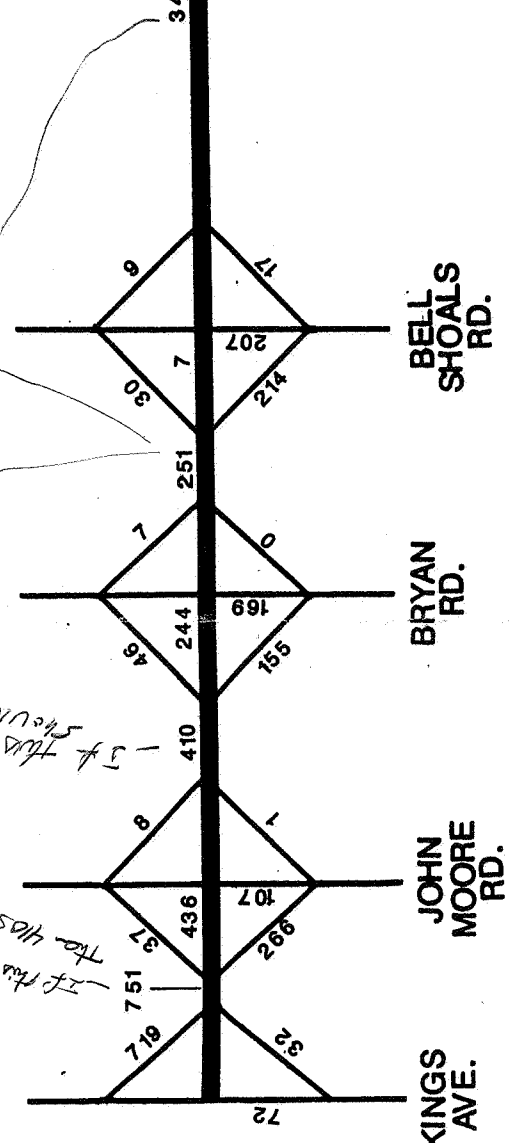


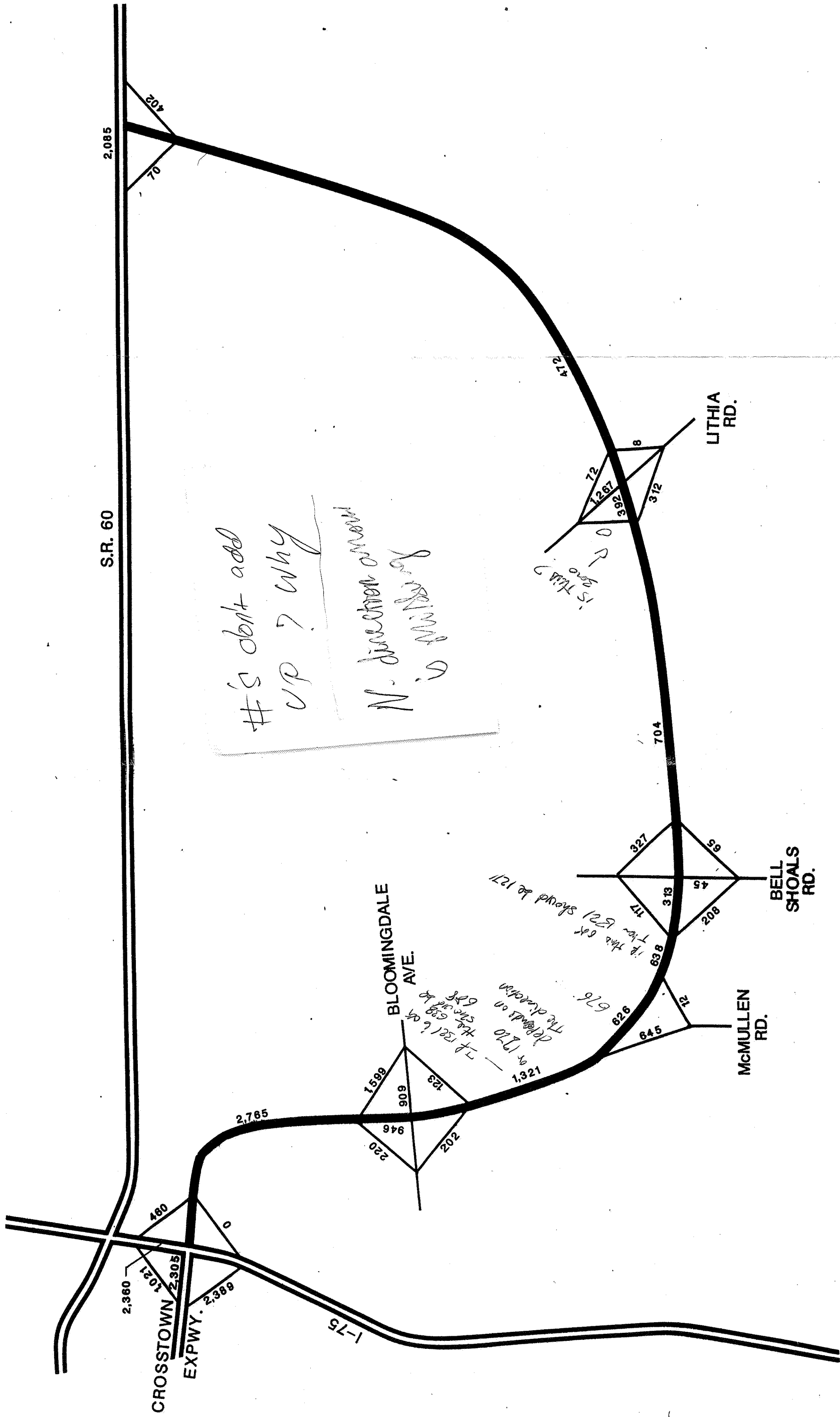
Missing volumes
@ the interchange
of John Moore Rd.
& Bryan Rd.
North direction only





See inset for details of the 75
Don't add up





TAMPA SOUTH CROSSTOWN
EXPRESSWAY EXTENSION
Project Development and Environmental Study

Tampa-Hillsborough County Expressway Authority
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SOUTHERN CORRIDOR
2010 DESIGN HOUR VOLUMES

FIGURE F-9