



# Beckett Bridge

Project Development & Environment (PD&E) Study

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



**Pinellas County Project ID: PID 2161 • ETDM #: 13040**  
**FDOT Financial Project ID: 424385-1-28-01**

October 2012

## Design Traffic Technical Memorandum

Prepared for:  
Pinellas County  
Department of Environment & Infrastructure  
14 South Ft Harrison Avenue  
Clearwater, FL 33756

Prepared by:  
URS Corporation  
7650 W Courtney Campbell Causeway  
Tampa, FL 33607

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## 1.0 GENERAL PROJECT INFORMATION

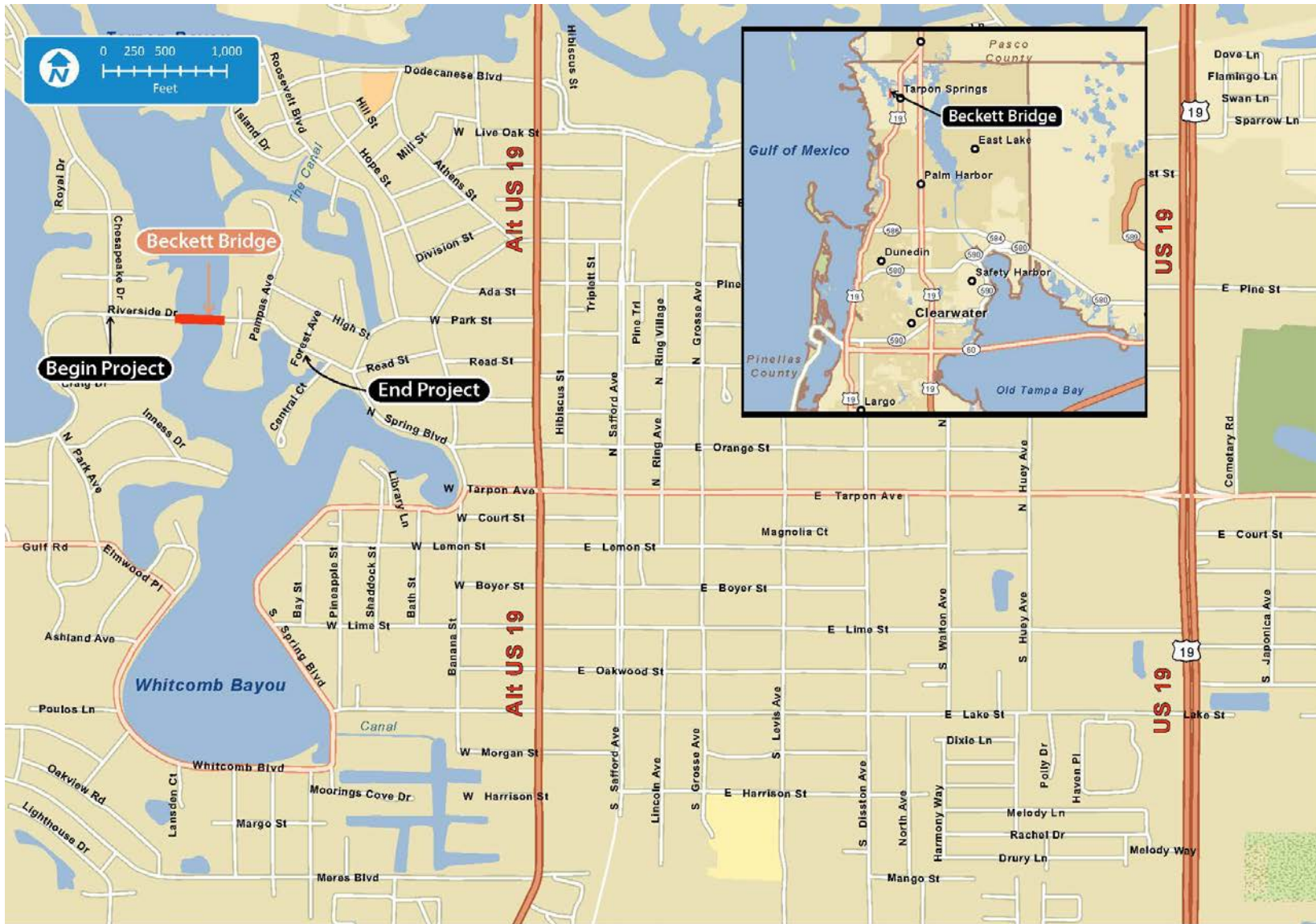
### 1.1 Project Description

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

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

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

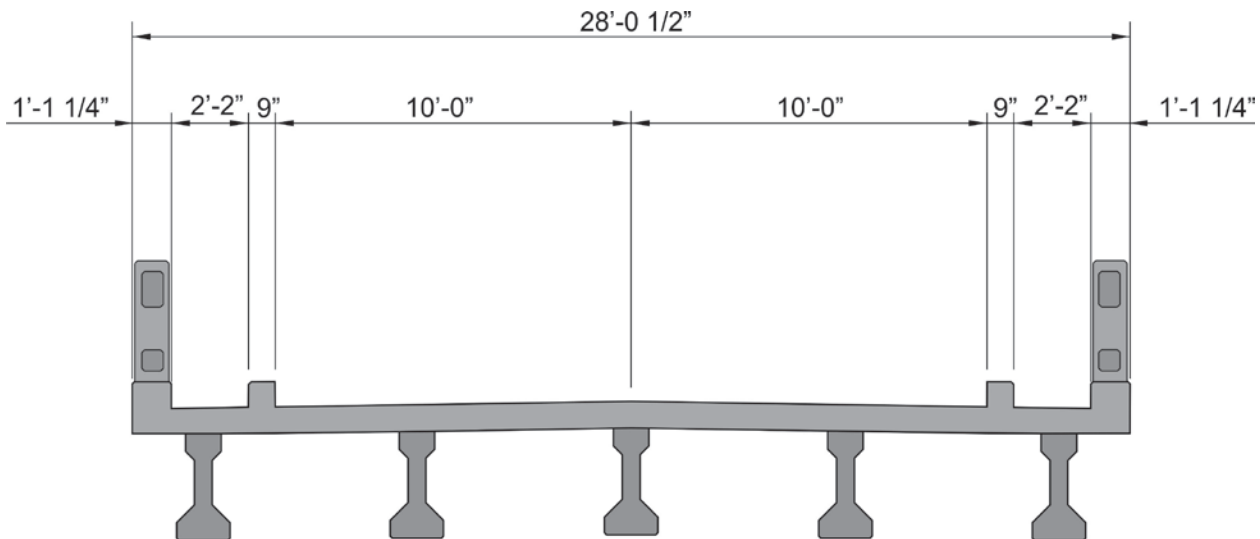
**FIGURE 1-1  
PROJECT LOCATION MAP**



## 1.2 Project Need

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

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



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

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



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

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

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

### **1.3 Alternatives Considered**

The following alternatives will be evaluated during the study:

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

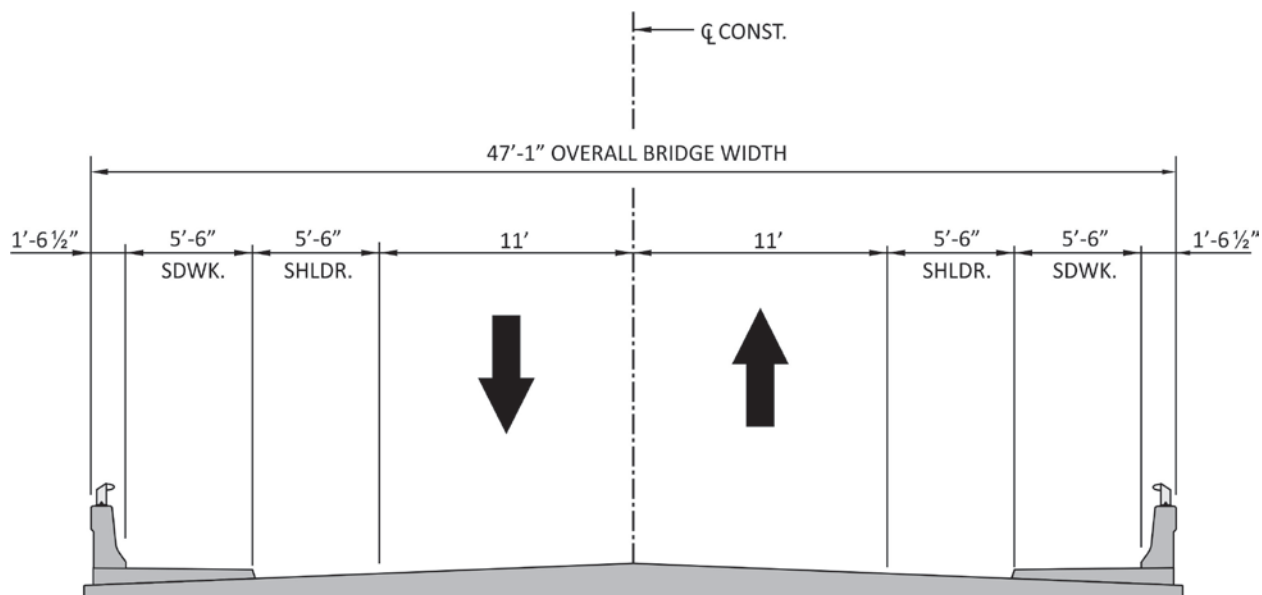
The “No-Build” alternative includes only routine maintenance to keep the bridge open to traffic until safety issues would require it to be closed. Evaluation of future improvements would occur at a later date. The “No-Build with Removal of the Existing Bridge” would result in routine maintenance in the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



## 1.4 Proposed Typical Sections

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

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



## 1.5 Objective

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

## 1.6 Methodology

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

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

## 1.7 Analysis Years

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

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



## 2.0 EXISTING CONDITIONS

### 2.1 Study Area

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

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

### 2.2 Functional Classification

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

### 2.3 Data Collection

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

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

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



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

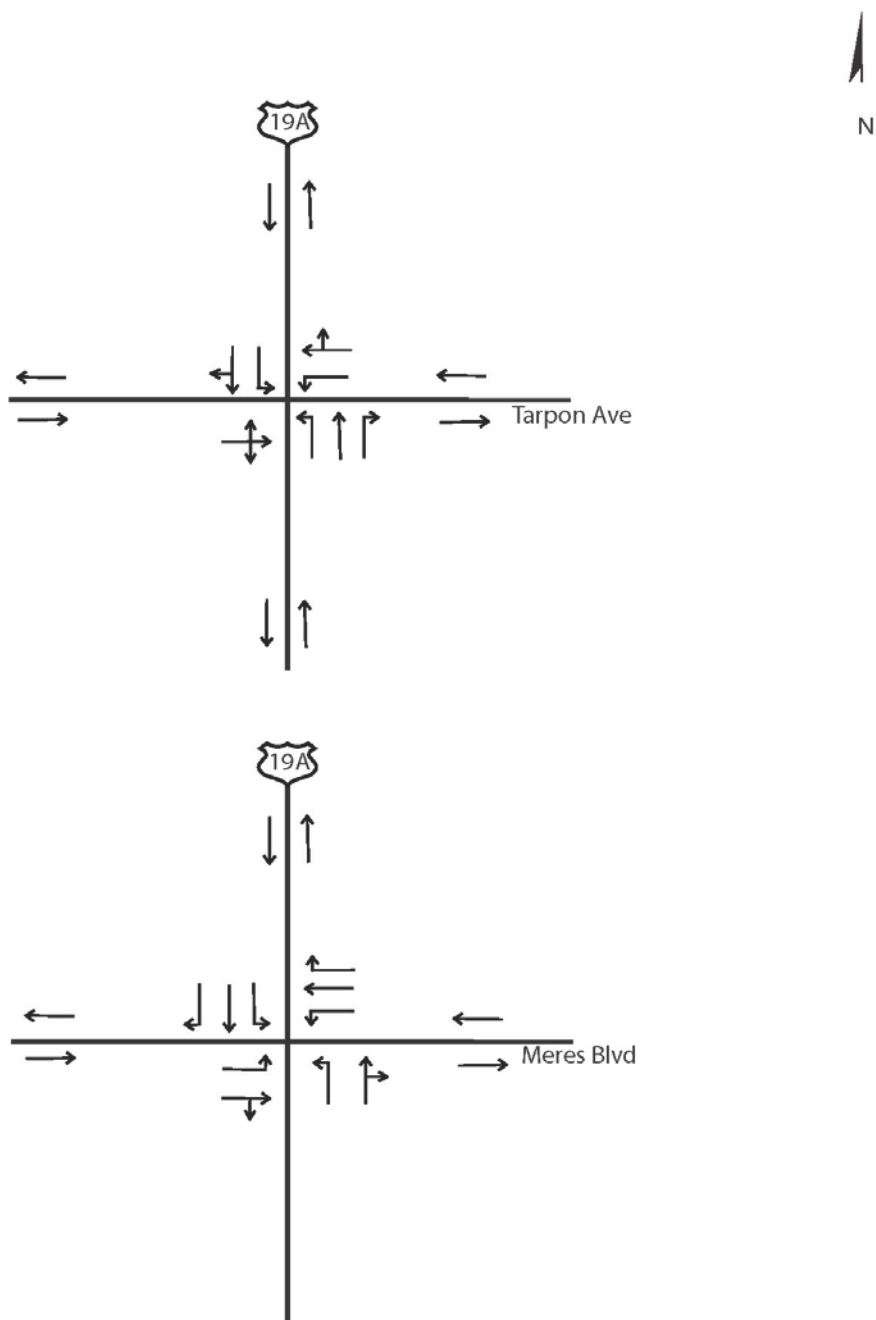
The segment of Alternate US 19 located north of Tarpon Avenue is posted with a speed limit of 45 miles per hour (mph). All other roadways in the study area have a posted speed limit of 30 mph. It should also be noted that the Beckett Bridge is currently load-posted to a maximum weight limit of 15 tons,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

## **2.4 Existing Traffic Volumes**

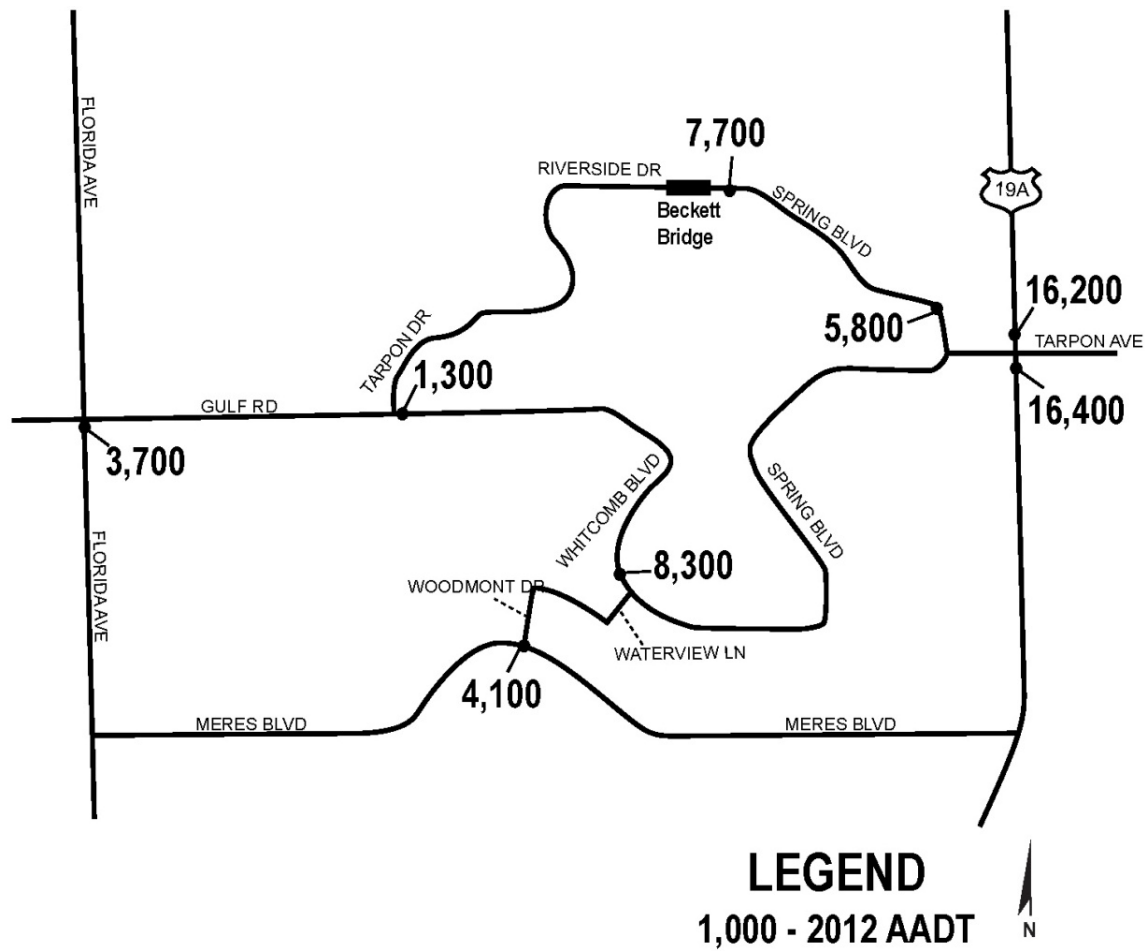
Twenty-four hour counts were averaged for a three-day period and multiplied by the appropriate weekly seasonal adjustment factor to obtain the Annual Average Daily Traffic (AADT) volumes. Since the latest available data on Alternate US 19 and Florida Avenue was based on 2010 AADT information from FDOT,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

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

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

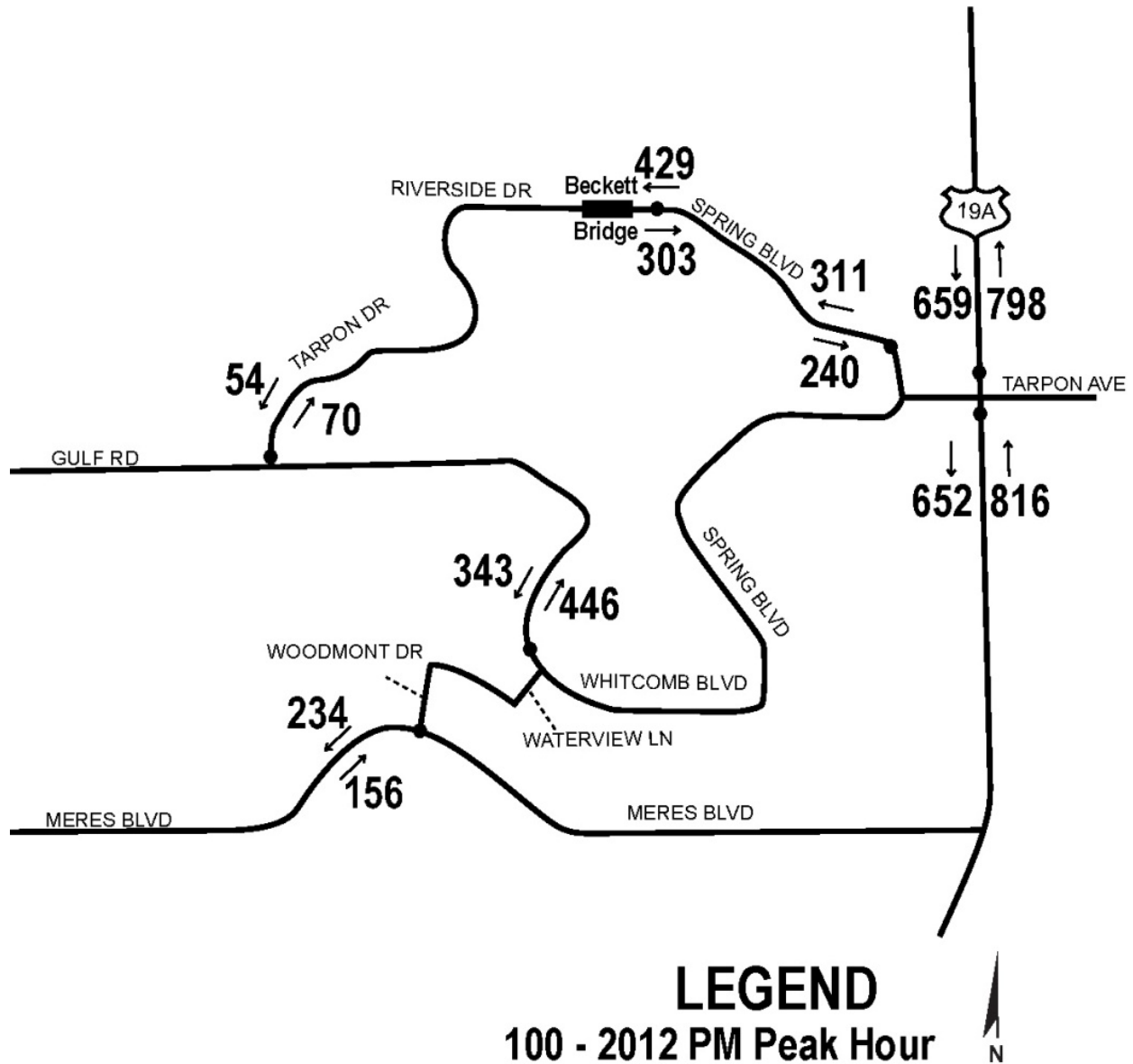


**FIGURE 2-2  
EXISTING (2012) AADT VOLUMES**

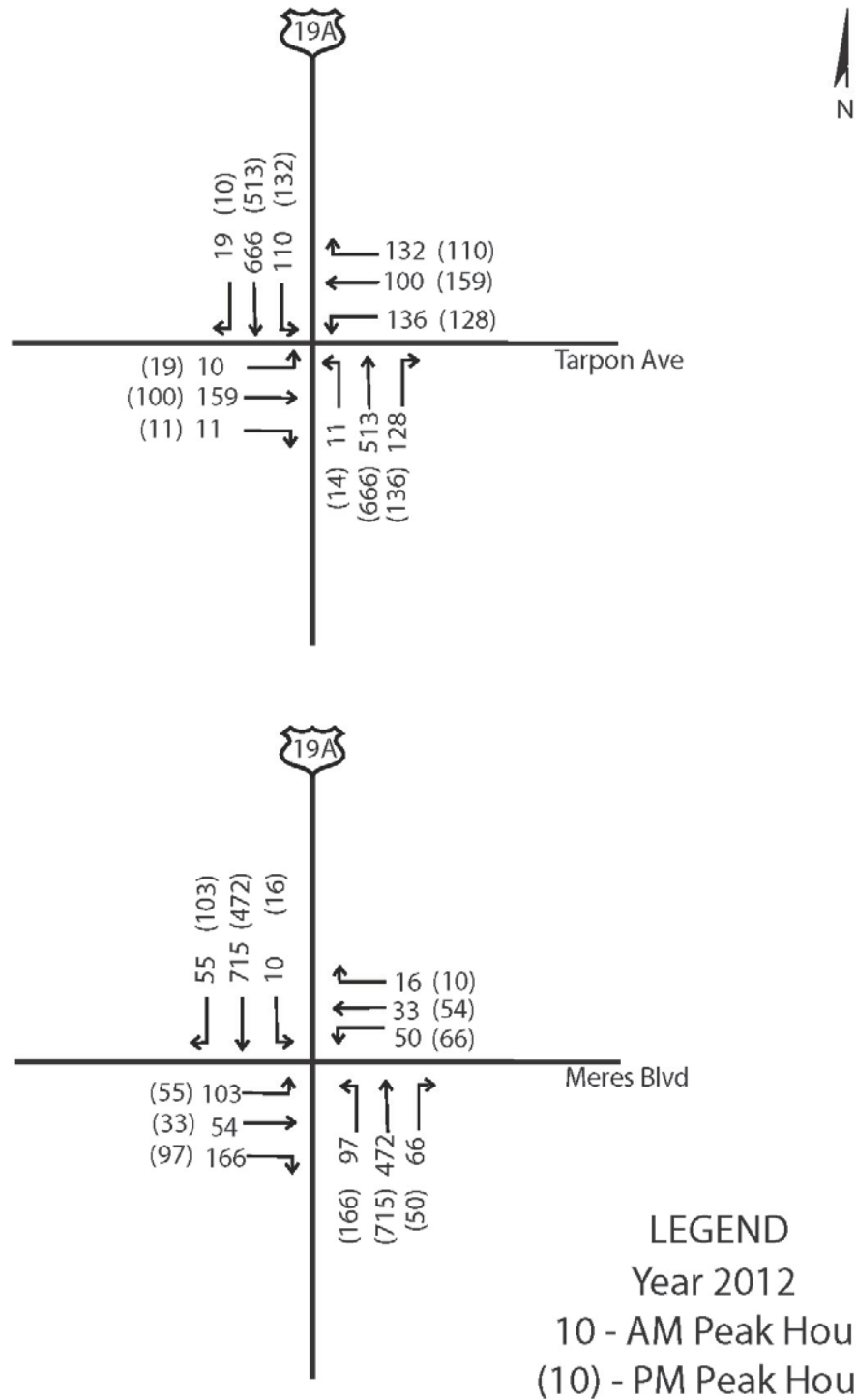




**FIGURE 2-3  
EXISTING (2012) PEAK HOUR DIRECTIONAL VOLUMES**



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



## 2.5 Existing Conditions Traffic Operations Analysis

### 2.5.1 Existing Conditions Intersection Analysis

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

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

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

### 2.5.2 Existing Conditions Arterial Analysis

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

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

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

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

<sup>2</sup> LOS Standard for all study area roadways is LOS D

### 2.5.3 Crash History

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

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

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

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

Source: Pinellas County

MEV = million entering vehicles

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

Source: Pinellas County Traffic Records 2005 – 2009

<sup>1</sup> Includes left-turn and right-turn type crashes

<sup>2</sup> Includes all other crash types for which specific crash type is not listed

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

MVMT = million vehicle miles traveled





### 3.0 FUTURE YEAR TRAFFIC PROJECTIONS

#### 3.1 Traffic Forecasting Methodology

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

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

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

- No-Build with Removal of the Existing Bridge

##### 3.1.1 Scenario 1

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



### 3.1.2 Scenario 2

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

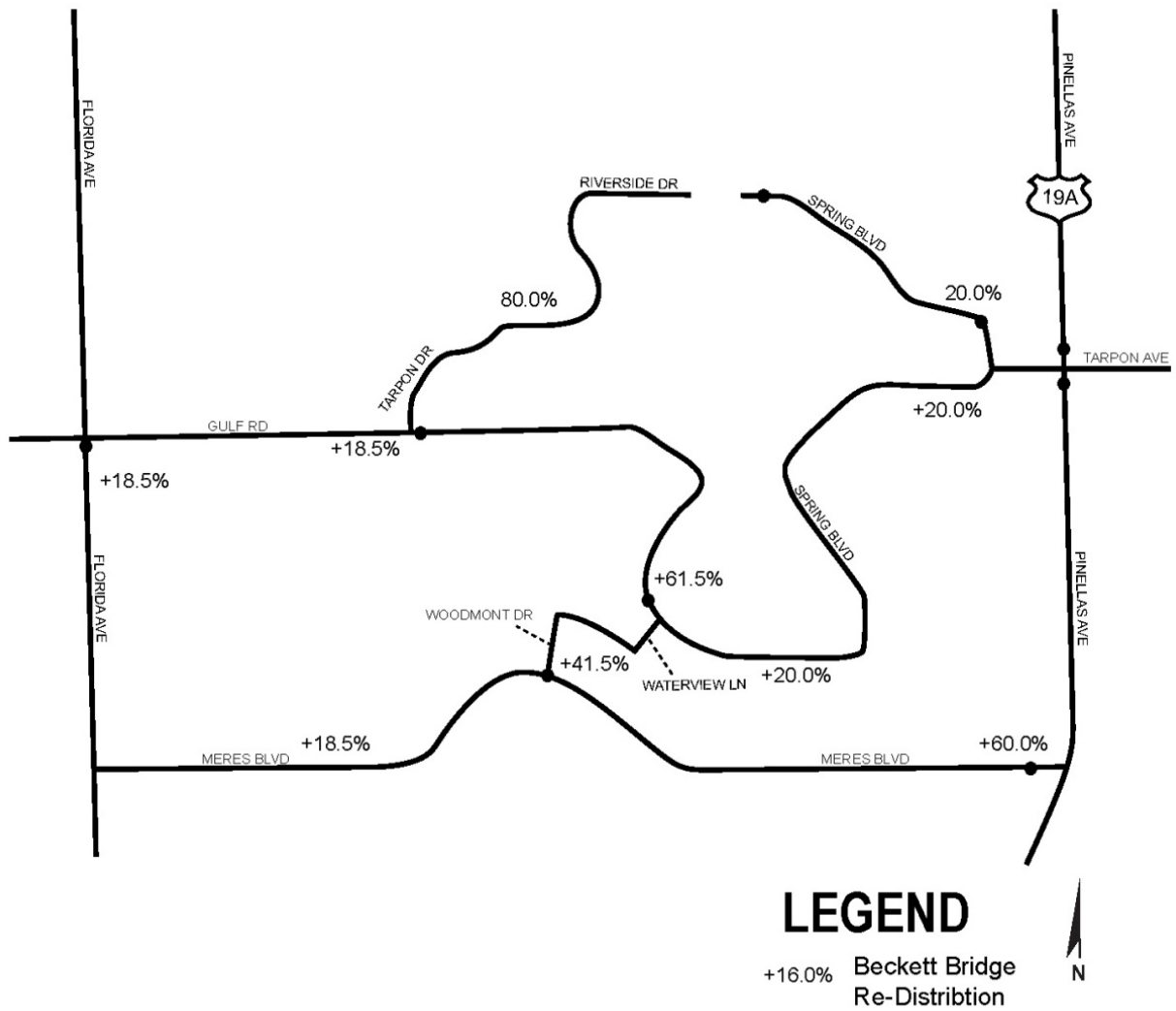
### 3.1.3 Summary of Traffic Factors

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

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

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

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



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

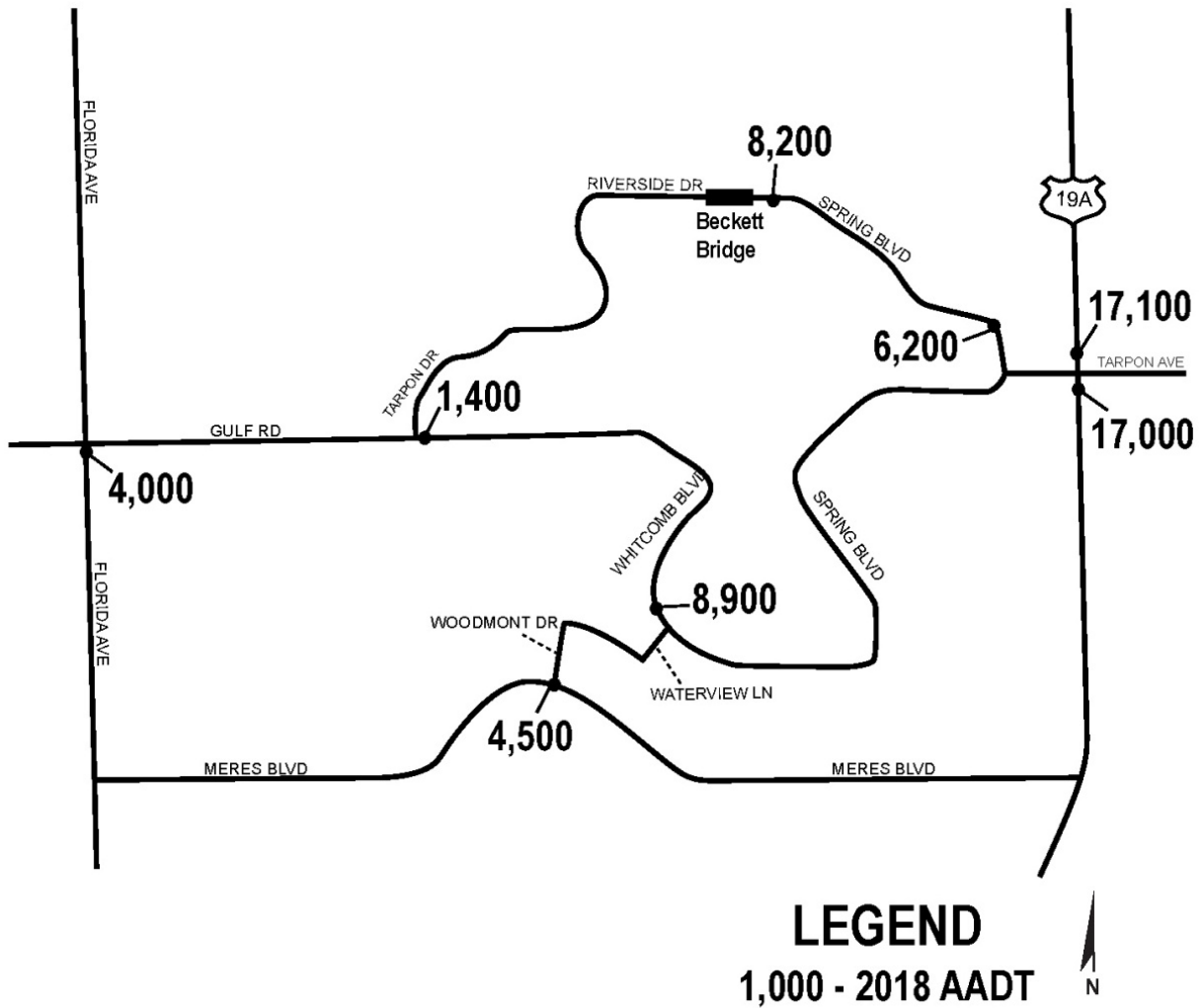
Daily traffic projections were based on applying a growth rate of 1.03 percent per year to the existing (2012) AADT volumes. Projections were based on increases from 2012 to the 2018 Opening Year (for 6 years) and from 2012 to the 2038 Design Year (for twenty-six years). For Scenario 2, the AADT volumes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

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

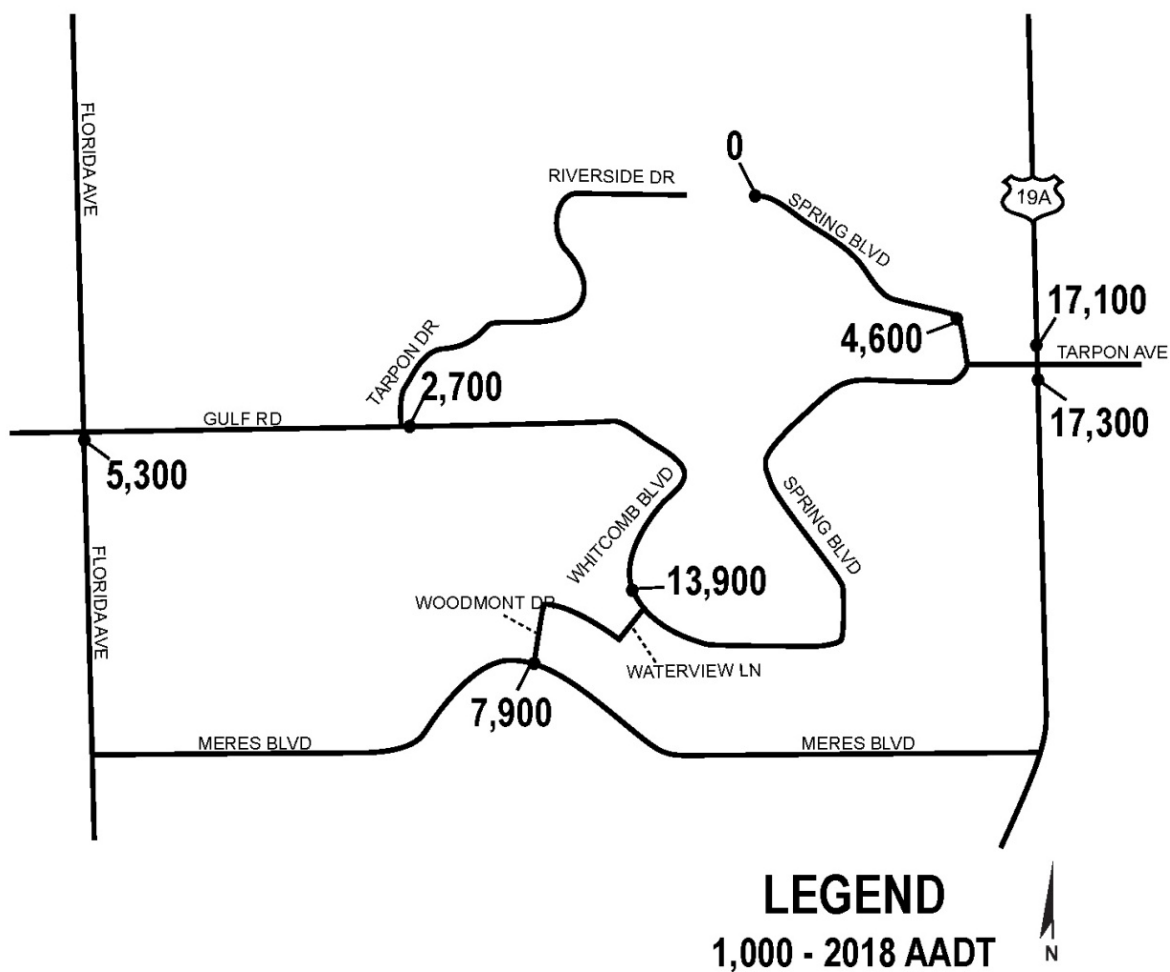
Directional peak hour traffic projections were derived by applying the K and D factors described in previous sections of this memorandum to the Opening Year (2018) and Design Year (2038) AADT volumes. Opening Year (2018) and Design Year (2038) directional peak hour volumes under both scenarios are illustrated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

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

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

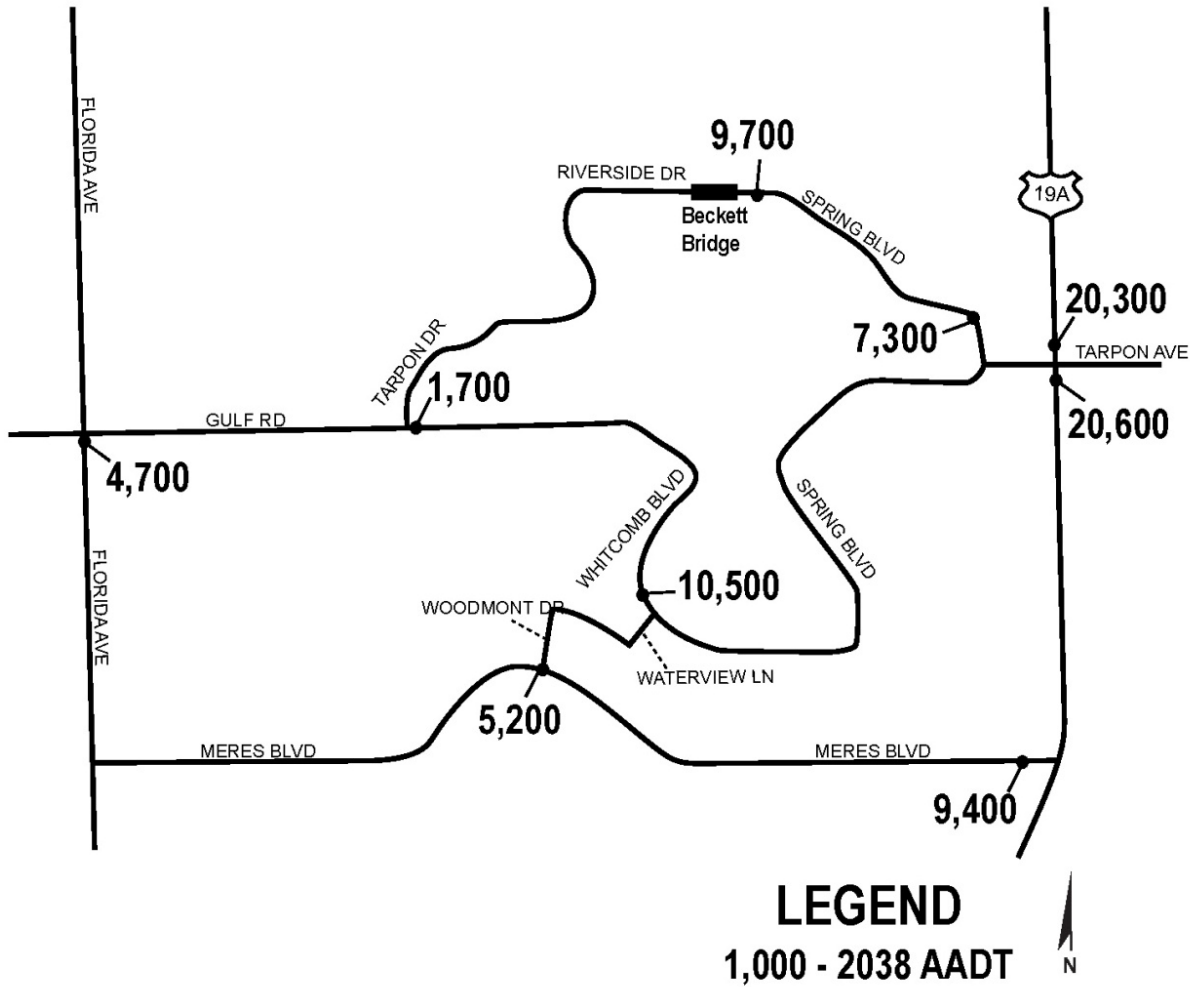


**FIGURE 3-3  
OPENING YEAR (2018) AADT VOLUMES  
SCENARIO 2**

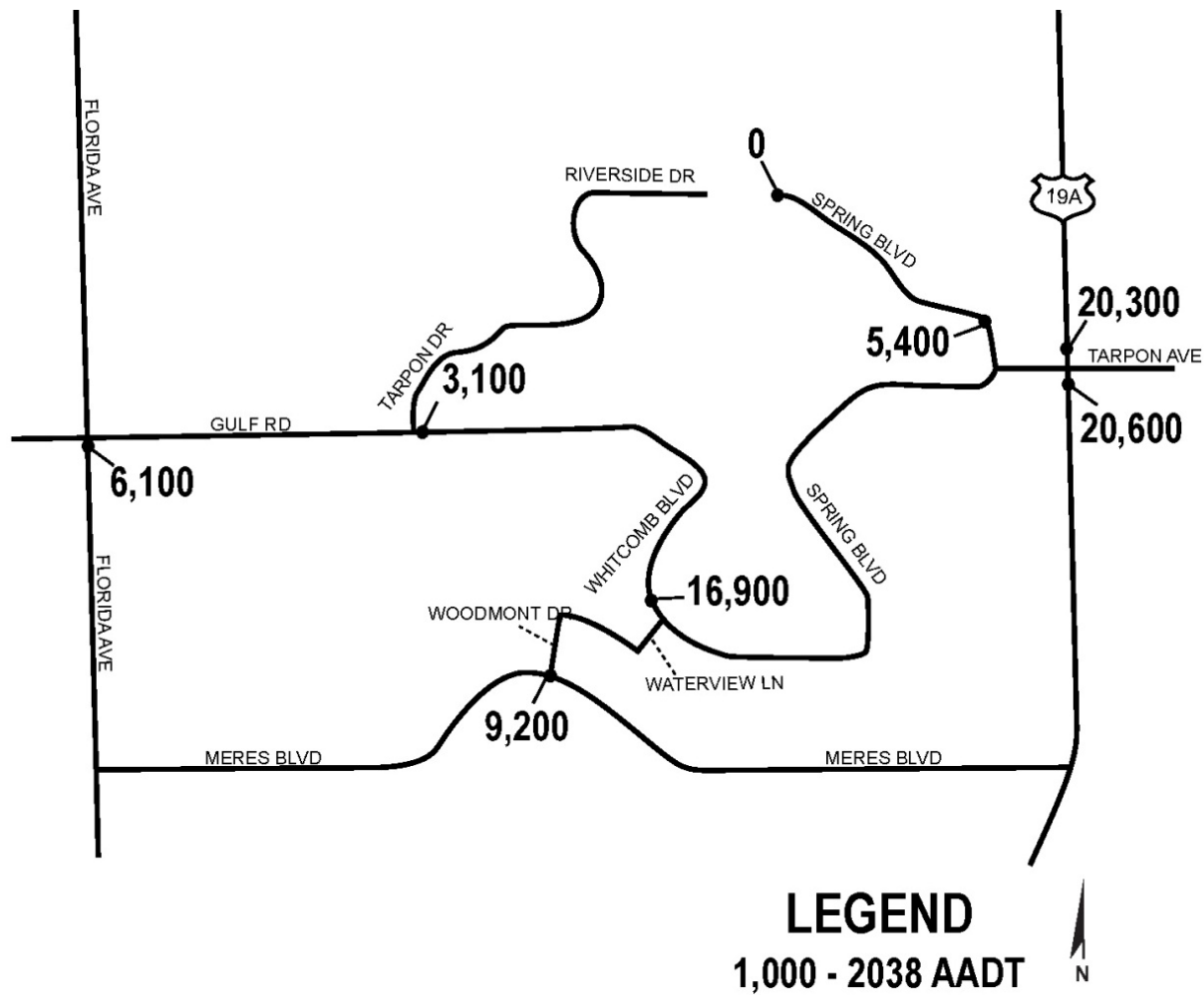




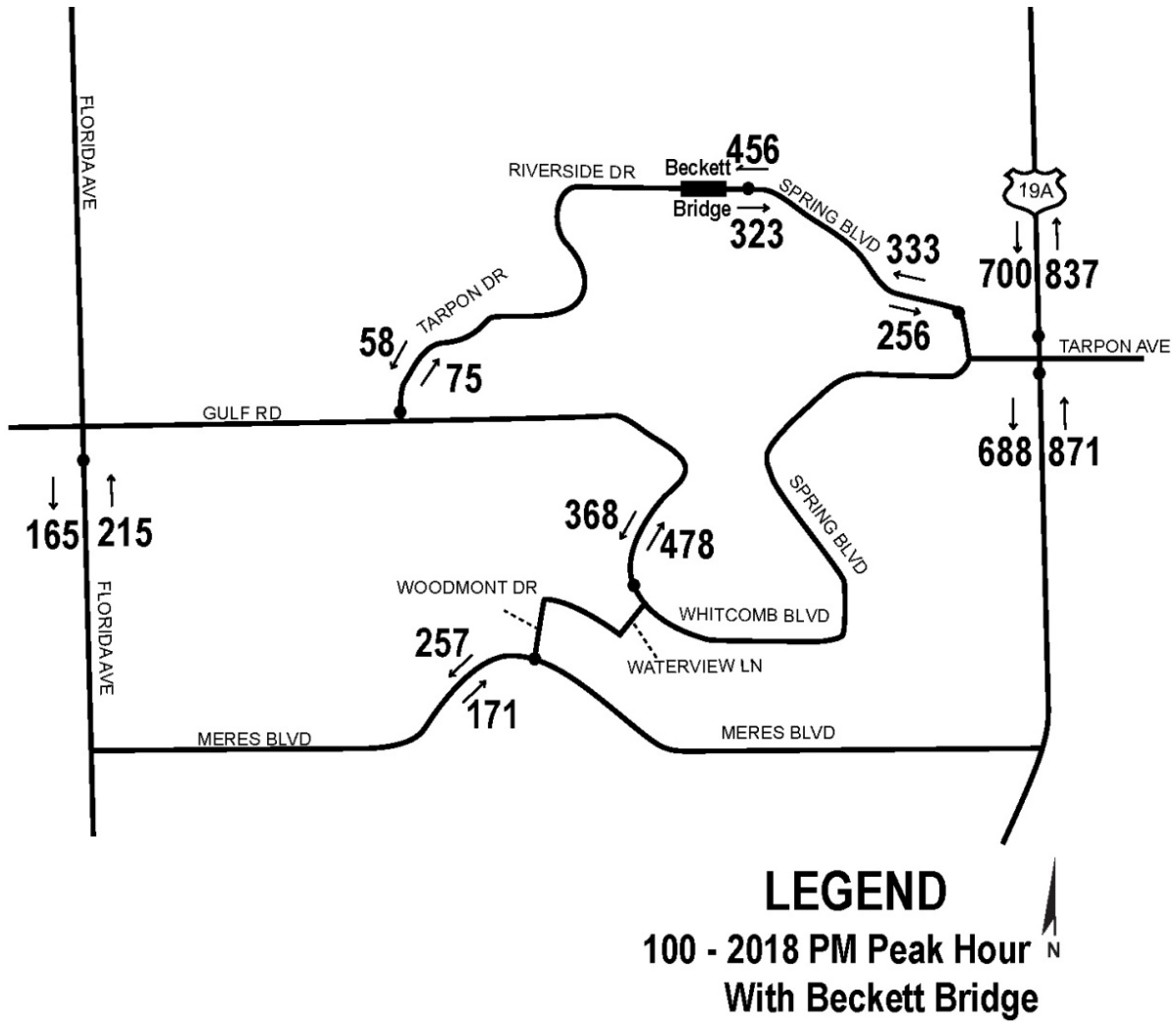
**FIGURE 3-4**  
**DESIGN YEAR (2038) AADT VOLUMES**  
**SCENARIO 1**



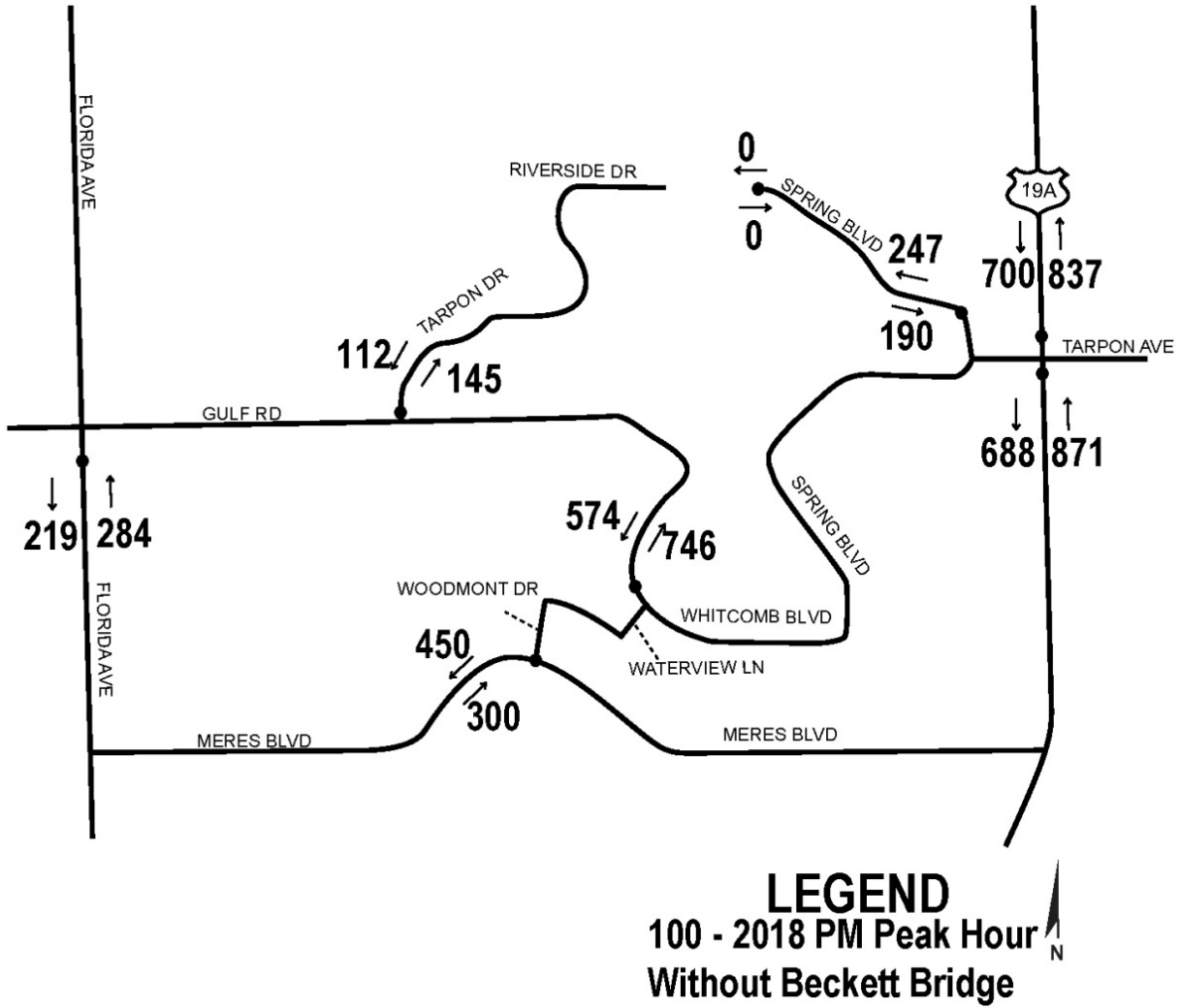
**FIGURE 3-5**  
**DESIGN YEAR (2038) AADT VOLUMES**  
**SCENARIO 2**



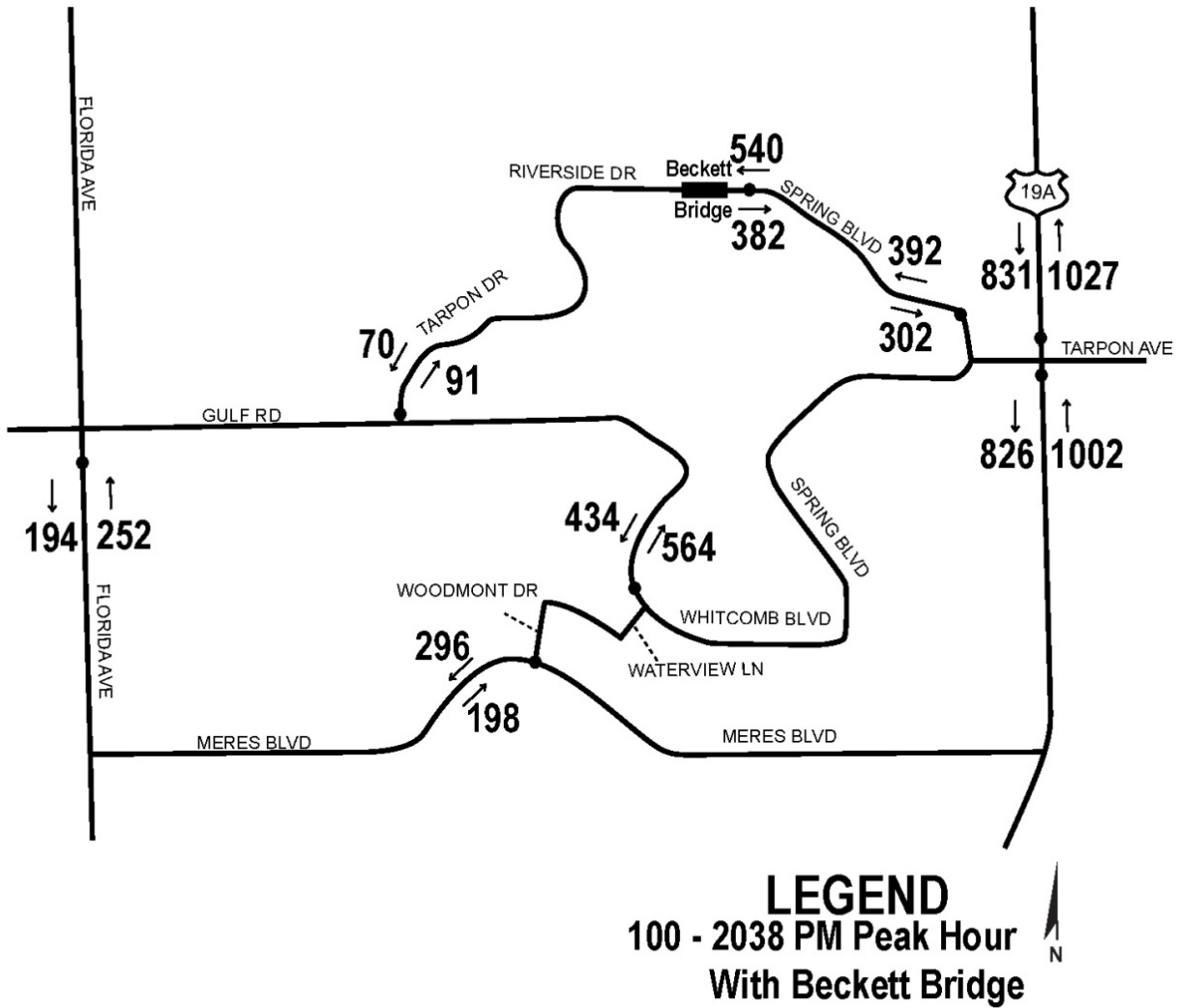
**FIGURE 3-6**  
**OPENING YEAR (2018) PEAK HOUR DIRECTIONAL VOLUMES**  
**SCENARIO 1**



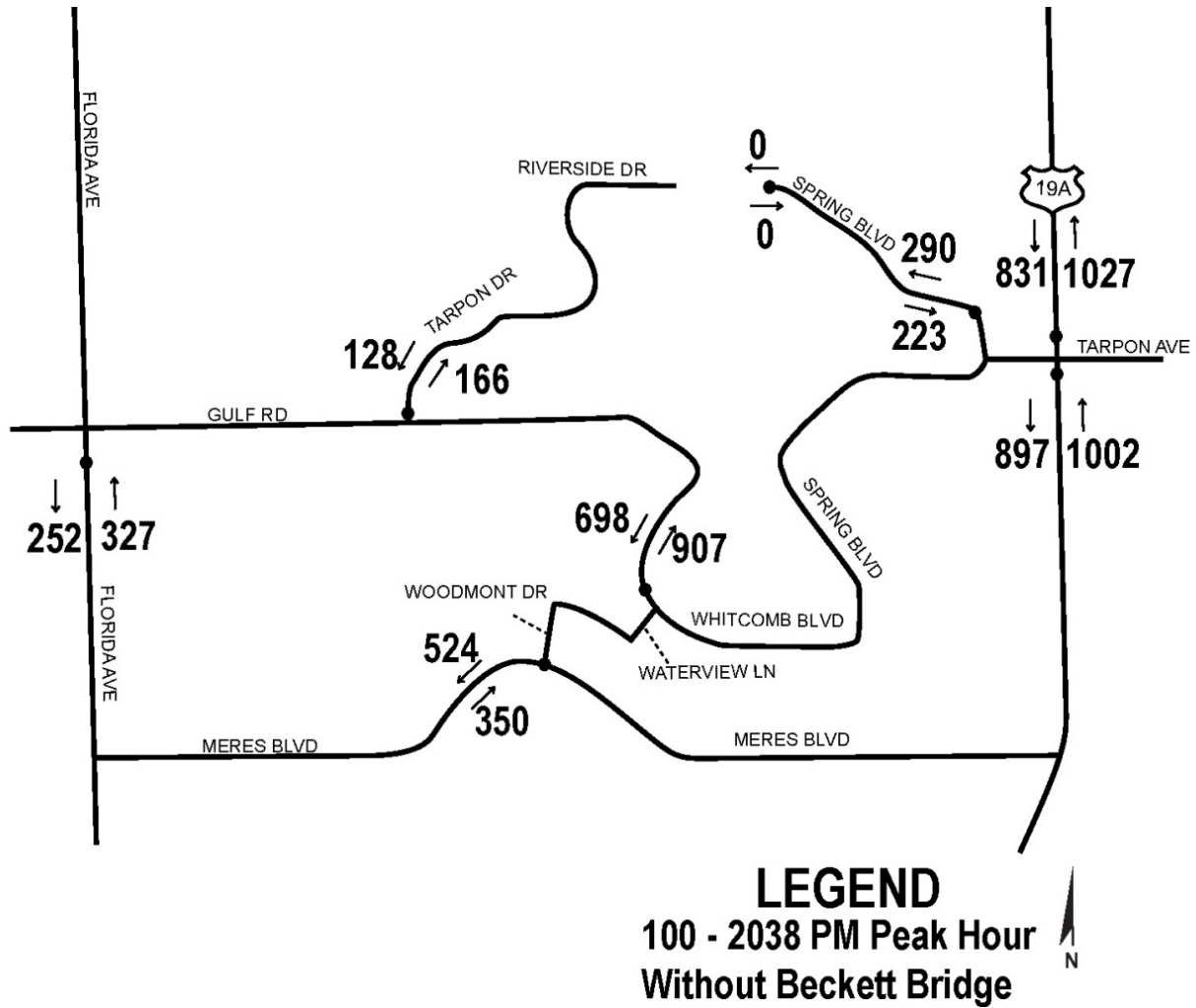
**FIGURE 3-7**  
**OPENING YEAR (2018) PEAK HOUR DIRECTIONAL VOLUMES**  
**SCENARIO 2**



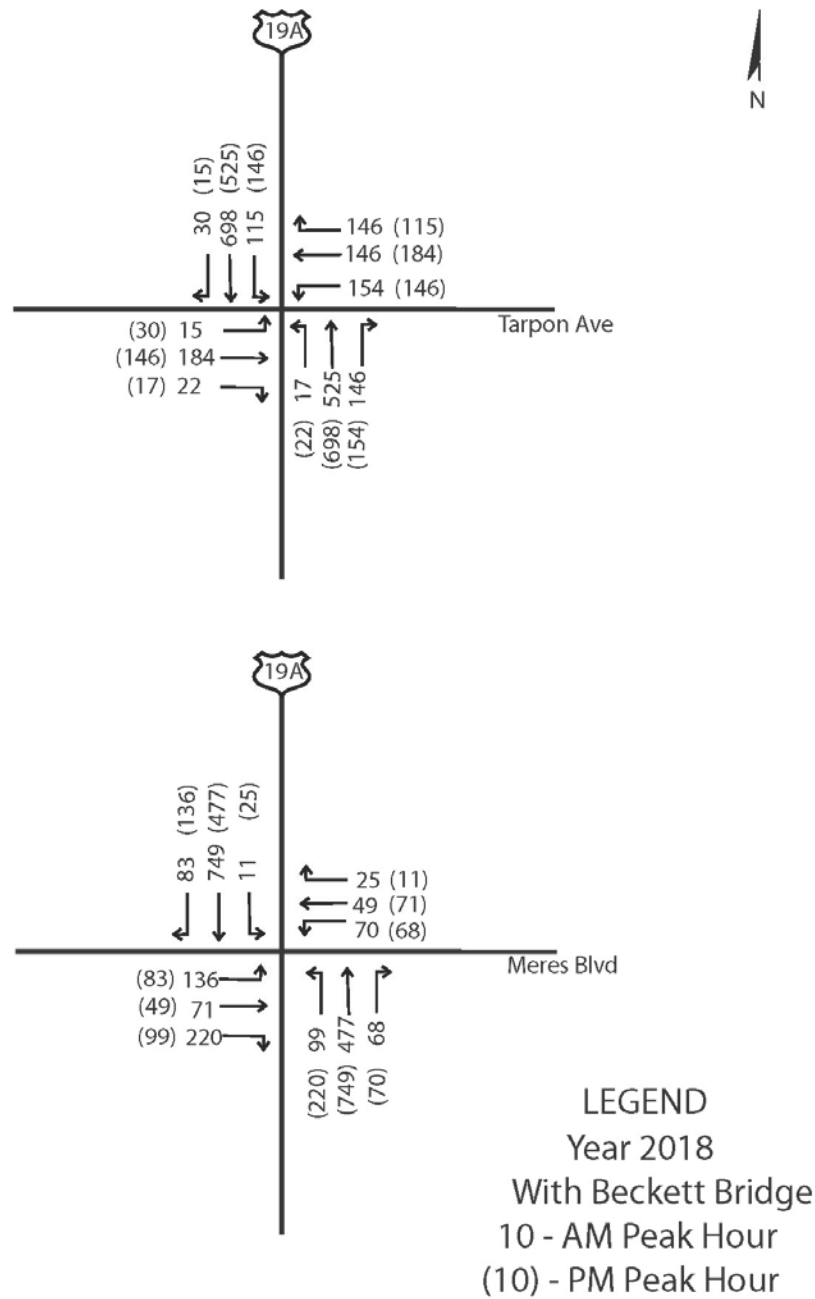
**FIGURE 3-8**  
**DESIGN YEAR (2038) PEAK HOUR DIRECTIONAL VOLUMES**  
**SCENARIO 1**



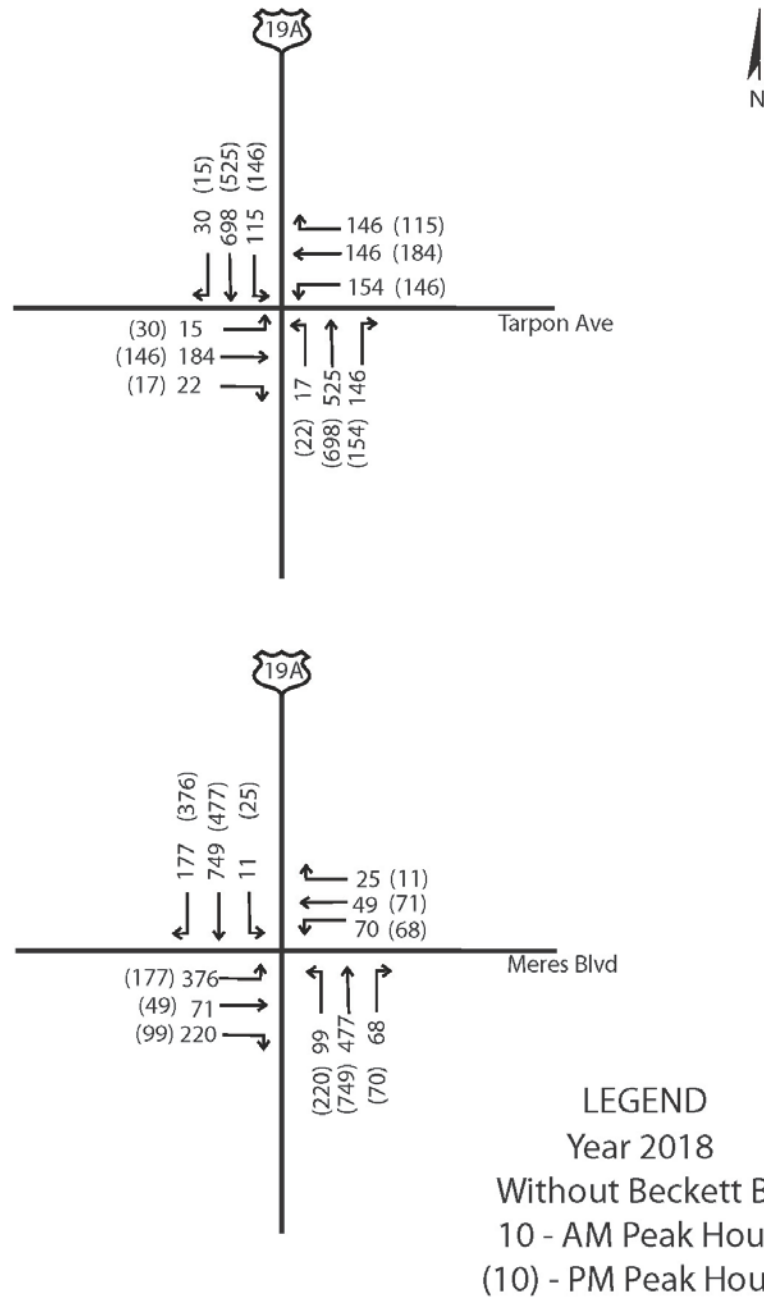
**FIGURE 3-9**  
**DESIGN YEAR (2038) PEAK HOUR DIRECTIONAL VOLUMES**  
**SCENARIO 2**



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

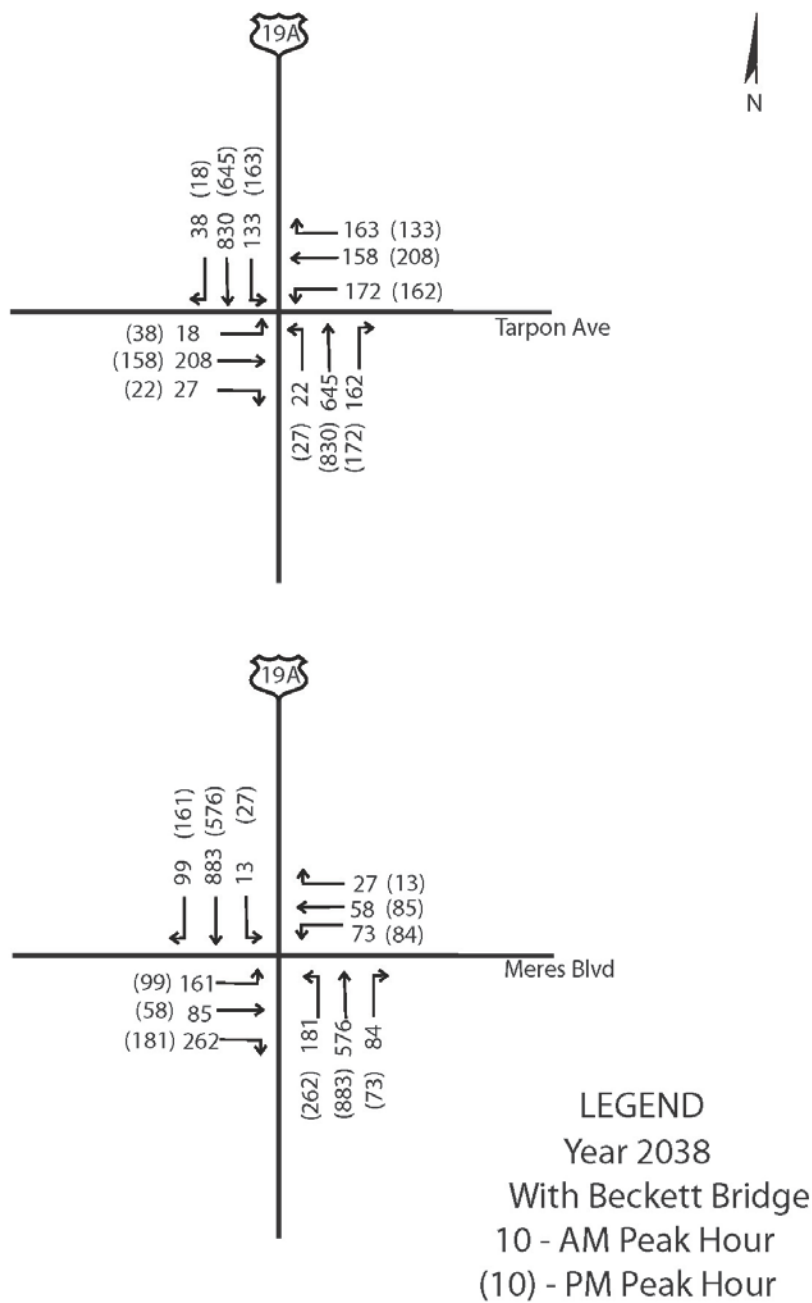


**FIGURE 3-11**  
**OPENING YEAR (2018) INTERSECTION PEAK HOUR VOLUMES**  
**SCENARIO 2**

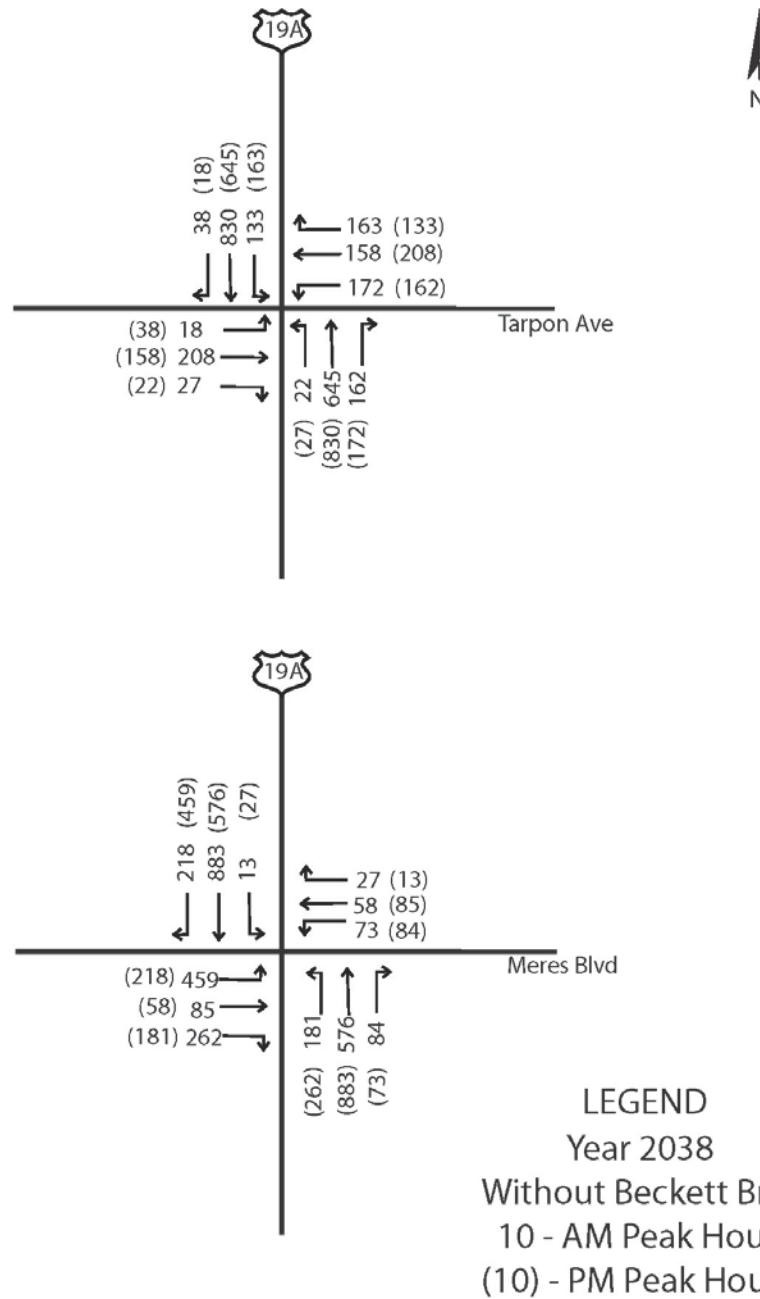




**FIGURE 3-12**  
**DESIGN YEAR (2038) INTERSECTION PEAK HOUR VOLUMES**  
**SCENARIO 1**



**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 Scenario 1

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

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

#### 4.1.2 Scenario 2

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

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

#### 4.2 Opening Year (2018) Arterial Analysis

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

#### 4.2.1 Scenario 1

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

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

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

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

<sup>2</sup> LOS Standard for all study area roadways is LOS D

#### 4.2.2 Scenario 2

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

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

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

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

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

<sup>2</sup> LOS Standard for all study area roadways is LOS D

## 5.0 DESIGN YEAR (2038) TRAFFIC OPERATIONS ANALYSIS

### 5.1 Design Year (2038) Intersection Analysis

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

#### 5.1.1 Scenario 1

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

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

### 5.1.2 Scenario 2

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

| TABLE 5-2 Design Year (2038) Signalized Intersection<br>Peak Hour Level of Service<br>Scenario 2 |            |                            |      |                       |     |                       |     |
|--|------------|----------------------------|------|-----------------------|-----|-----------------------|-----|
| Intersection   | Approach   | Approach<br>Traffic Volume |      | A.M. Peak Hour        |     | P.M Peak Hour         |     |
|  |            | AM                         | PM   | Delay<br>(in sec/veh) | LOS | Delay<br>(in sec/veh) | LOS |
| Alternate US 19 at Meres<br>Boulevard  | Northbound | 841                        | 1218 | 78.4                  | E   | 43.9                  | D   |
|  | Southbound | 1114                       | 1062 | 22.6                  | C   | 18.8                  | B   |
|  | Eastbound  | 806                        | 457  | 163.5                 | F   | 43.7                  | D   |
|  | Westbound  | 158                        | 182  | 53.4                  | D   | 51.6                  | D   |
|  | Overall    |                            |      | 79.5                  | E   | 35.2                  | D   |
| Alternate US 19 at Tarpon<br>Avenue  | Northbound | 829                        | 1029 | 24.1                  | C   | 68.9                  | E   |
|  | Southbound | 1001                       | 826  | 25.3                  | C   | 39.9                  | D   |
|  | Eastbound  | 253                        | 218  | 48.0                  | D   | 54.7                  | D   |
|  | Westbound  | 493                        | 503  | 45.9                  | D   | 38.2                  | D   |
|  | Overall    |                            |      | 31.1                  | C   | 52.3                  | 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 Scenario 1

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

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

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

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

<sup>2</sup> LOS Standard for all study area roadways is LOS D

### 5.2.2 Scenario 2

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

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

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

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

<sup>2</sup> LOS Standard for all study area roadways is LOS D

## 6.0 MAINTENANCE OF TRAFFIC

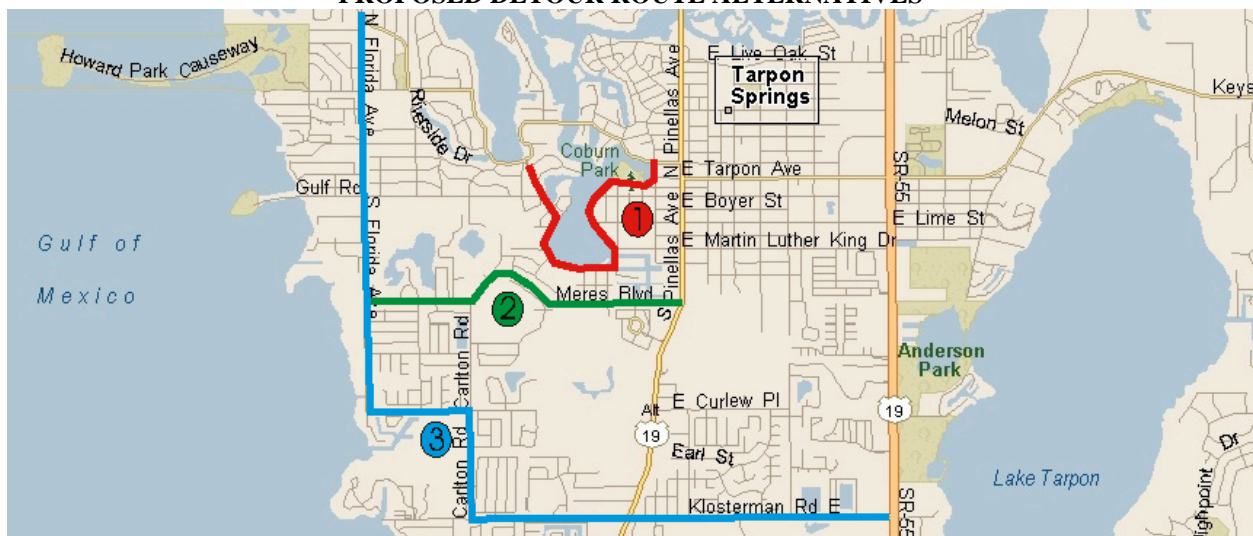
### 6.1 Proposed Detour Route Alternatives

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

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

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

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



## 6.2 Detour Traffic Conditions

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

### 6.2.1 Whitcomb Boulevard Detour Route Traffic Conditions

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

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

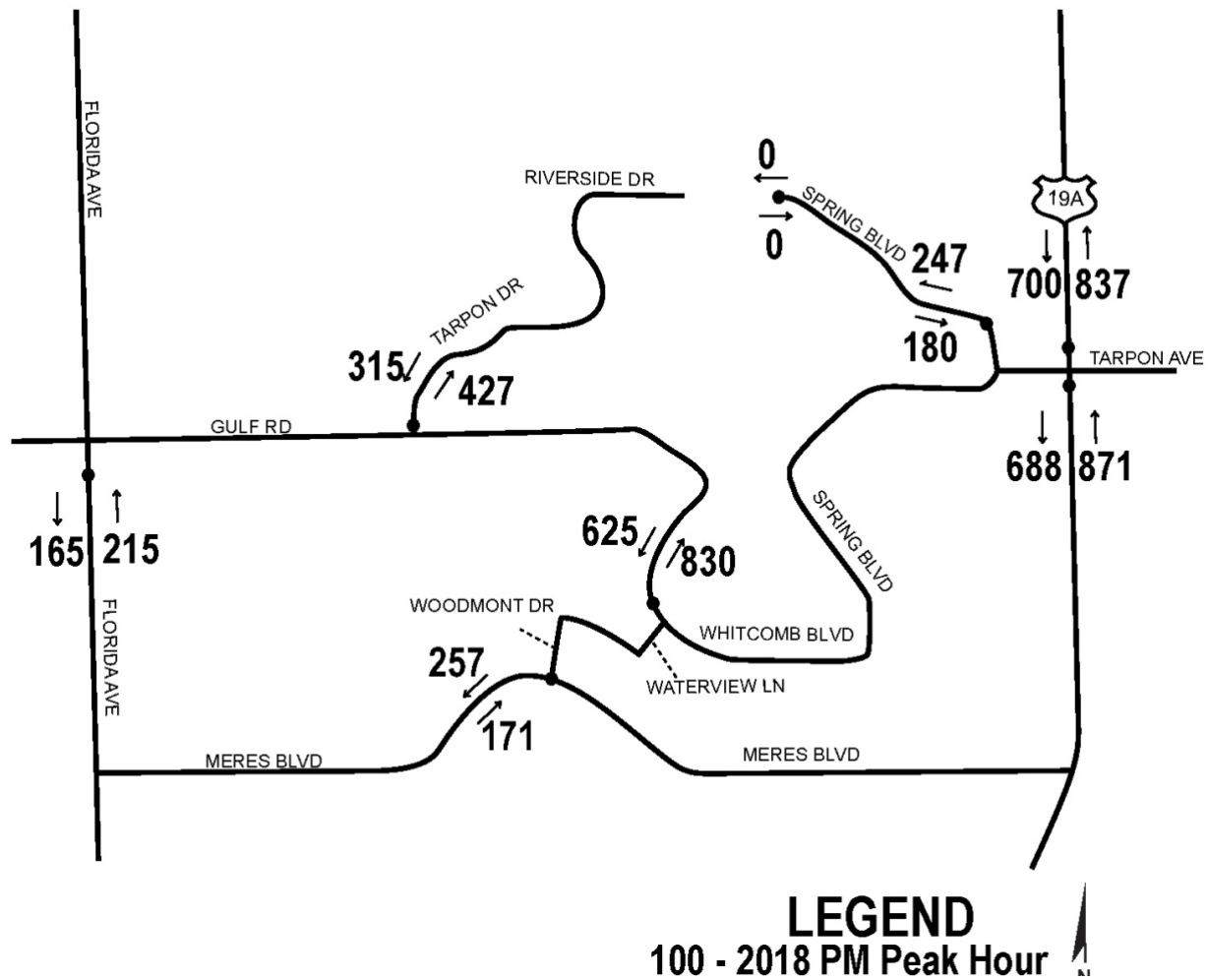
| Segment  | Existing No. Lanes | Peak Hour Directional Capacity <sup>1</sup> | Peak Hour Directional Traffic Volumes and LOS |                  |
|--|--------------------|---|---|------------------|
|  |                    |   | Volume  | LOS <sup>2</sup> |
| Spring Boulevard (North of Tarpon Avenue)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

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

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

<sup>2</sup> LOS Standard for all study area roadways is LOS D

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



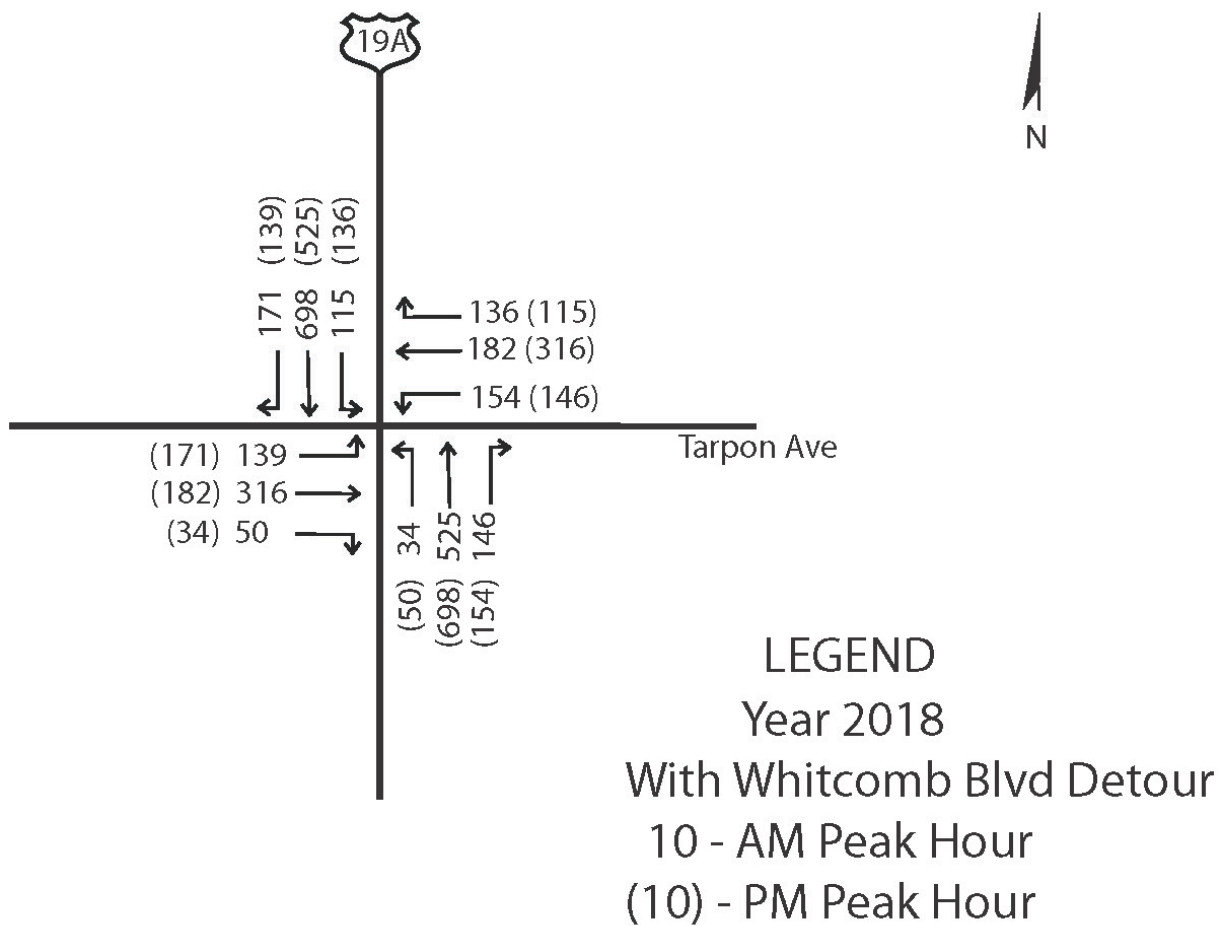
**Table 6-2** summarizes the intersection delay and LOS results based on the Opening Year (2018) analysis with the Whitcomb Boulevard detour route at the signalized intersection of Alternate US 19 at Tarpon Avenue. Note that only the Alternate US 19 at Tarpon Avenue intersection was analyzed since this 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 6-2 Whitcomb Boulevard Detour Route<br>Signalized Intersection Peak Hour Level of Service |                |                            |     |                       |     |                       |     |
|---|----------------|----------------------------|-----|-----------------------|-----|-----------------------|-----|
| Intersection  | Approach       | Approach<br>Traffic Volume |     | A.M. Peak Hour        |     | P.M. Peak Hour        |     |
|   |                | AM                         | PM  | Delay<br>(in sec/veh) | LOS | Delay<br>(in sec/veh) | LOS |
| Alternate US 19 at Tarpon<br>Avenue   | Northbound     | 705                        | 902 | 53.5                  | D   | 91.0                  | F   |
|   | Southbound     | 984                        | 800 | 97.1                  | F   | 60.3                  | E   |
|   | Eastbound      | 505                        | 387 | 85.5                  | F   | 146.9                 | F   |
|   | Westbound      | 472                        | 577 | 24.9                  | C   | 27.2                  | C   |
|   | <b>Overall</b> |                            |     | 70.3                  | E   | 76.2                  | E   |

### 6.2.2 Meres Boulevard Detour Route Traffic Conditions

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

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





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

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

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

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

<sup>2</sup> LOS Standard for all study area roadways is LOS D

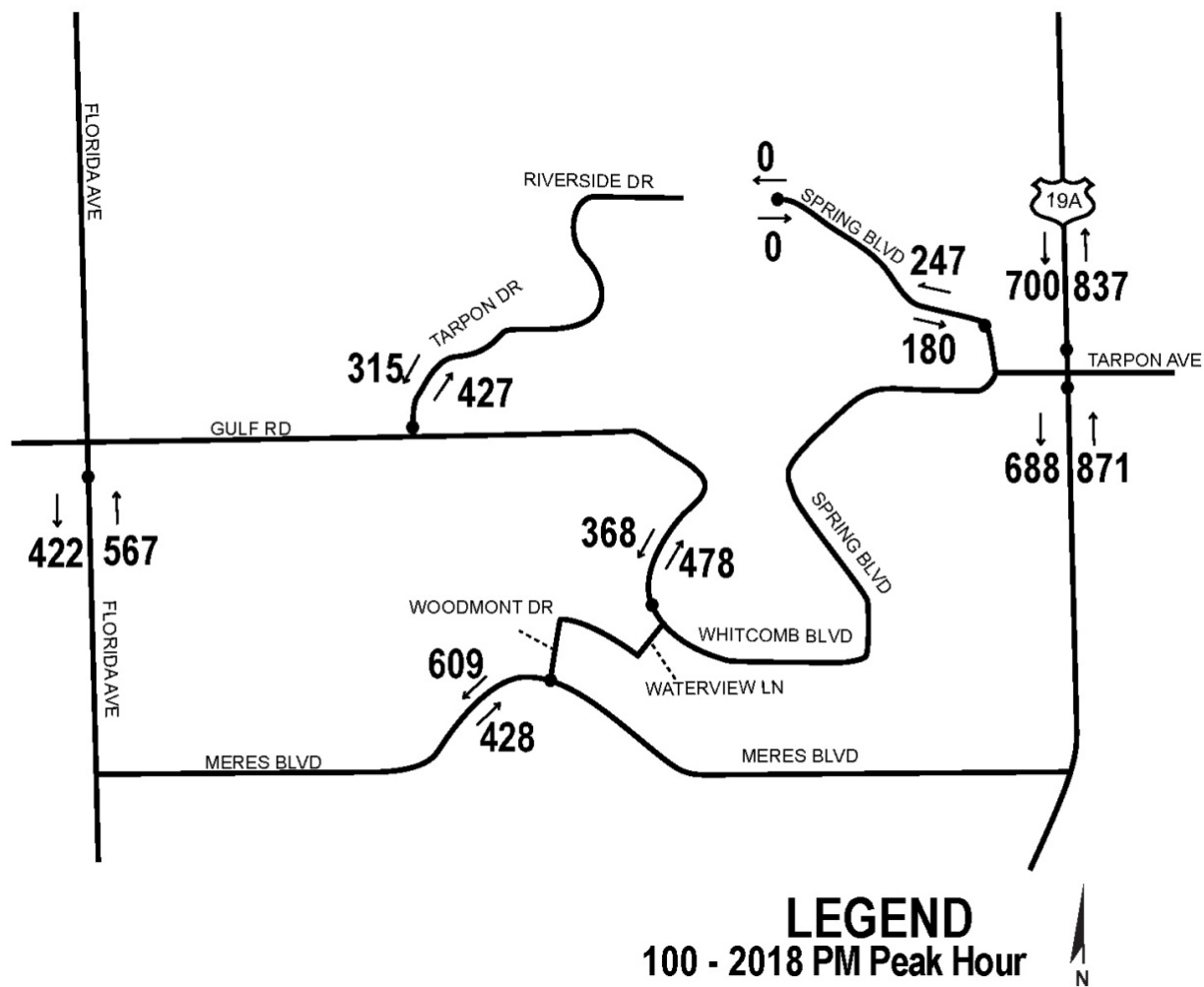
**Table 6-4** summarizes the intersection delay and LOS results based on the Opening Year (2018) analysis with the Meres Boulevard detour route at the signalized intersection of Alternate US 19 at Meres Boulevard. Note that only the Alternate US 19 at Meres Boulevard intersection was analyzed since this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

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

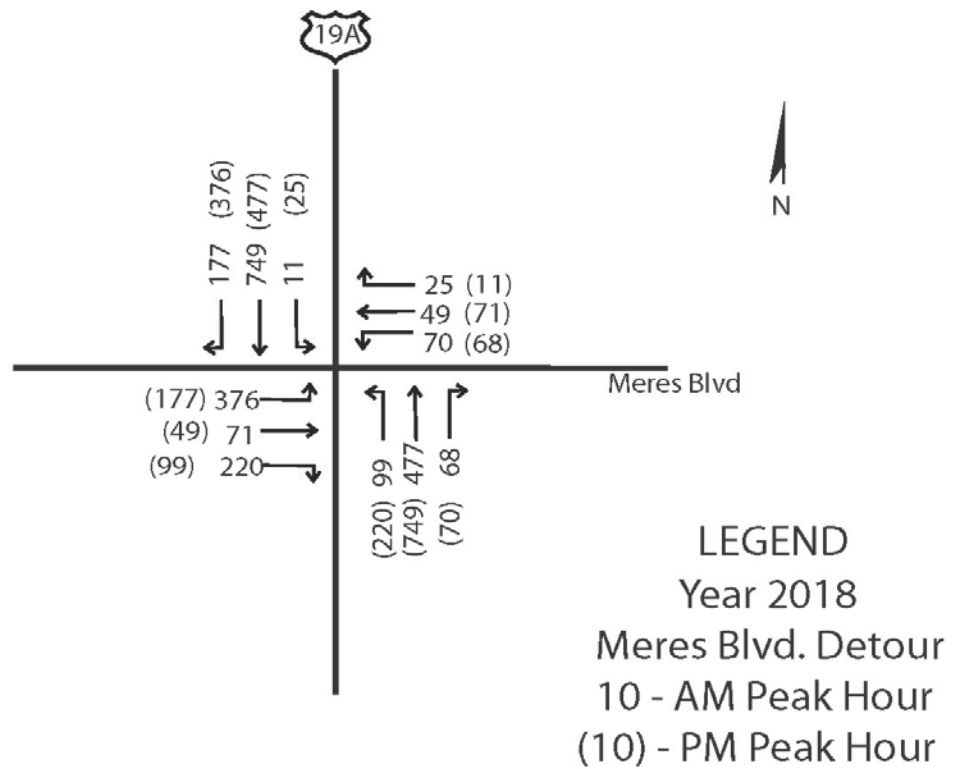
| Intersection                       | Approach       | Approach Traffic Volume |      | A.M. Peak Hour     |     | P.M. Peak Hour     |     |
|------------------------------------|----------------|-------------------------|------|--------------------|-----|--------------------|-----|
|             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



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



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





## 7.0 CONCLUSIONS

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

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

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



## APPENDIX A

### *Traffic Counts and Data Collection*

**Intersection 70**

Main Street: US ALT 19

Side Street: MERES BLVD

Jurisdiction: STATE/TARPON SPRINGS

Section #: 2 MTCS

Comm. Addr: 6 IP:

Gateway:

Subnet:

Pre-empt: Y

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

**Timing & Phasing**

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

Last Timing Change Date: 10/26/2009

Database Modified: 11/21/2011

Technician Initials:

Control Room Pers. Initials:

**CYCLE / OFFSET**

| Cycle | Sec. |
|-------|------|
| 1     | 120  |
| 2     | 100  |
|       |      |
| 4     | 140  |
|       |      |
|       |      |
|       |      |
|       |      |

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

**SPLIT PLANS**

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

**BASE DAY PLANS**

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

**WEEK PLAN**

|   | S | M | T | W | T | F | S |
|---|---|---|---|---|---|---|---|
| 1 | 2 | 1 | 1 | 1 | 1 | 1 | 2 |

**Notes:** OPTICOM

PHASE 4 DELAY DETECTION 10 SECONDS ON RIGHT TURN

PHASE 8 DELAY DETECTION 8 SECONDS

PHASE 3 CALLS PHASE 8 (IN DETECTOR MENU)

**Intersection 44**

Main Street: US ALT 19

Side Street: TARPON AVE

Jurisdiction: STATE/TARPON SPRINGS

Section #: 2 MTCS

Comm. Addr: 3 IP:

Gateway:

Subnet:

Pre-empt: Y

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

**Timing & Phasing**

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

Last Timing Change Date: 02/12/2008

Database Modified: 11/21/2011

Technician Initials:

Control Room Pers. Initials:



**CYCLE / OFFSET**

| Cycle | Sec. |
|-------|------|
| 1     | 120  |
| 2     | 100  |
|       |      |
| 4     | 140  |
|       |      |
|       |      |
|       |      |
|       |      |

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

**SPLIT PLANS**

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

**BASE DAY PLANS**

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

**WEEK PLAN**

|   | S | M | T | W | T | F | S |
|---|---|---|---|---|---|---|---|
| 1 | 2 | 1 | 1 | 1 | 1 | 1 | 2 |

**Notes:** OPTICOM

## Reference

Signal Timings  
120 sec.

W TARPON AVE @ ALT 19  
A.M.

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

138 sec

P.M.

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

120 sec

MERES BLVD @ ALT 19  
A.M.

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

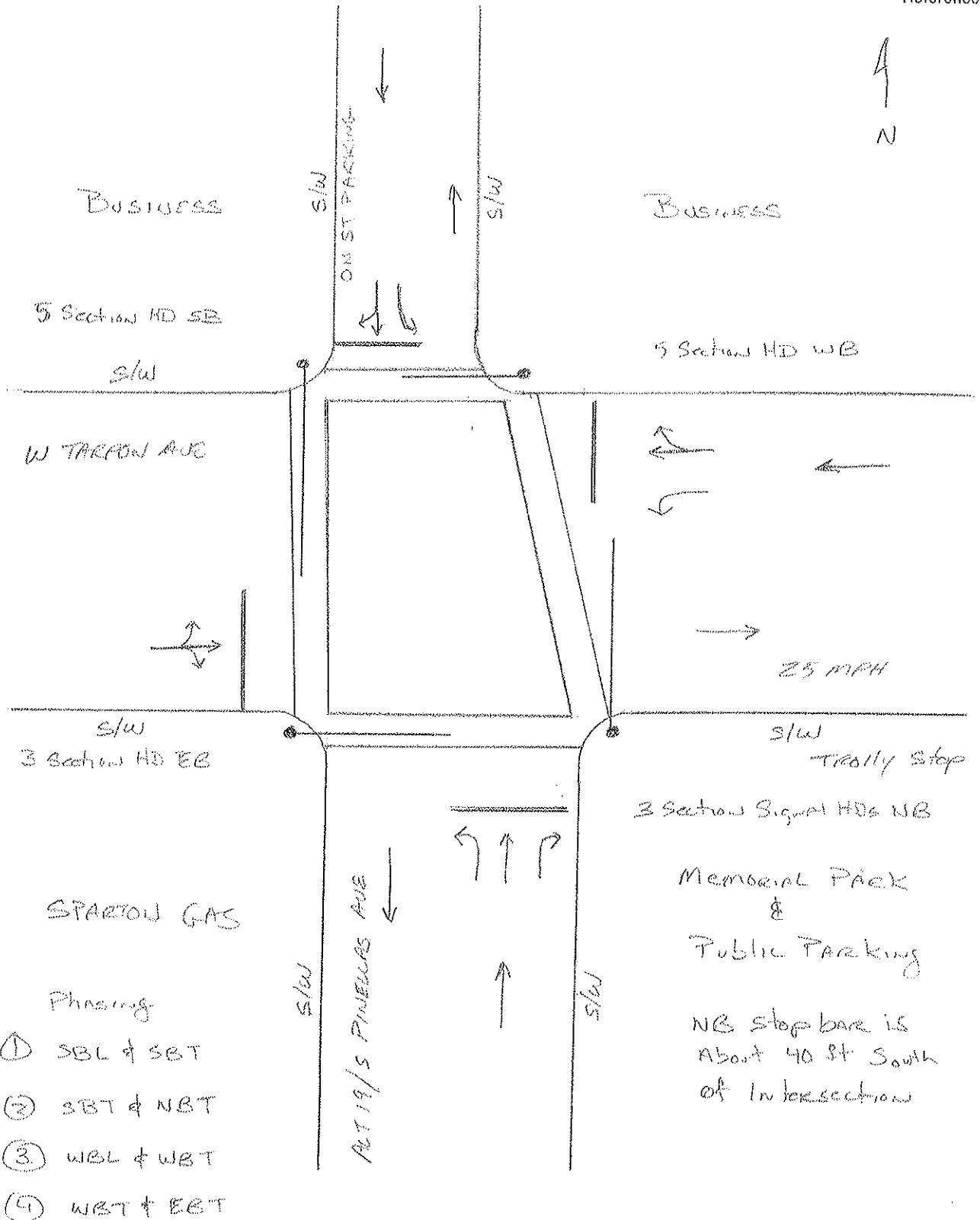
135 sec

P.M.

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

Job \_\_\_\_\_ Project No. \_\_\_\_\_ Page \_\_\_\_\_ of \_\_\_\_\_  
 Description W TARPON AVE @ ALT 19 Computed by \_\_\_\_\_ Sheet \_\_\_\_\_ of \_\_\_\_\_  
 Checked by \_\_\_\_\_ Date \_\_\_\_\_

Reference

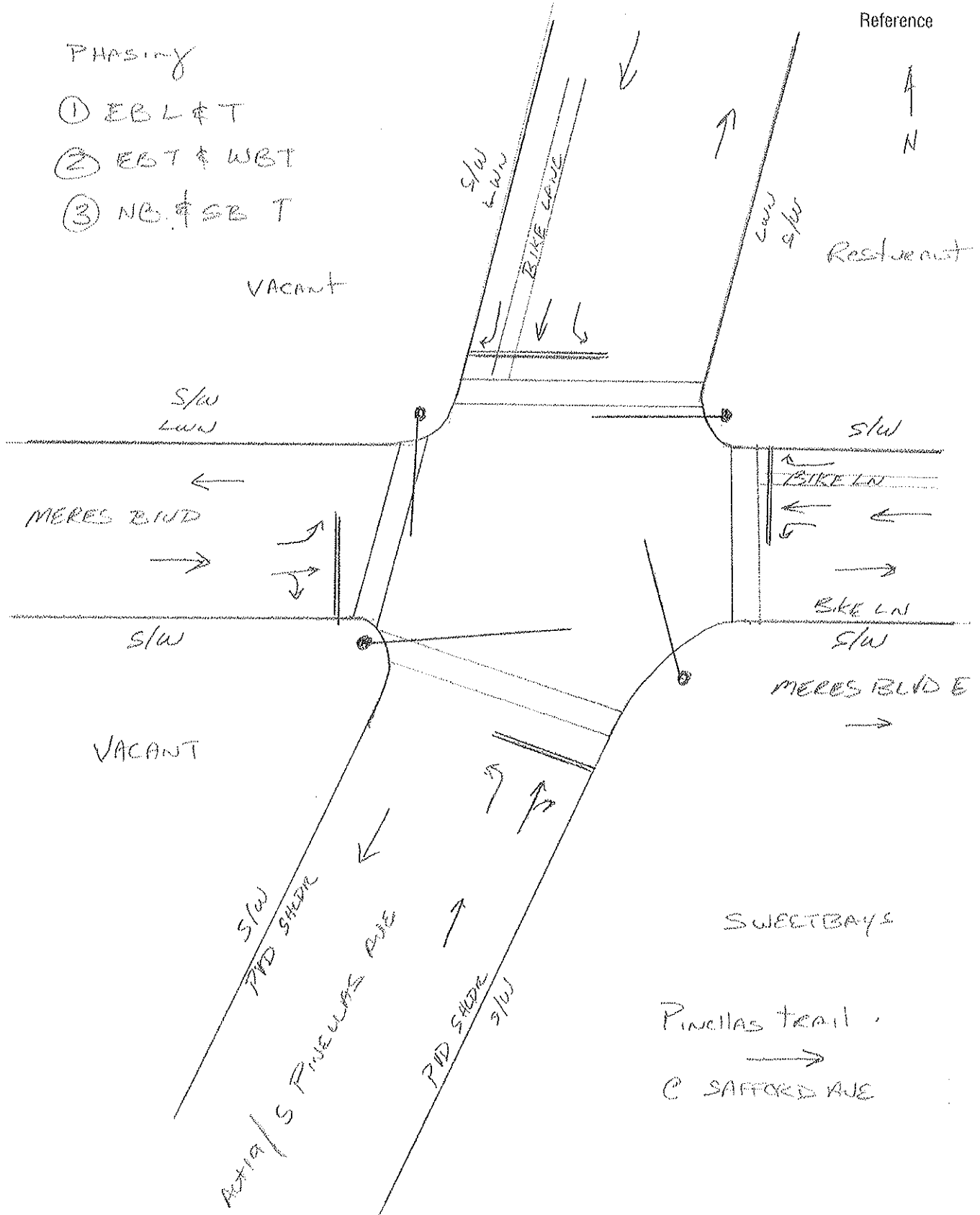


PHASING

- ① EBL & T
- ② EBT & WBT
- ③ NB & SB T

Reference

A  
N



Riverside Dr  
East of Bridge #154000

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

Page 1

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

| Start Time | 14-Feb-12<br>Tue | Eastbound |           | Hour Totals |           | Westbound |           | Hour Totals |           | Combined Totals |           |
|------------|------------------|-----------|-----------|-------------|-----------|-----------|-----------|-------------|-----------|-----------------|-----------|
|            |                  | Morning   | Afternoon | Morning     | Afternoon | Morning   | Afternoon | Morning     | Afternoon | Morning         | Afternoon |
| 12:00      |                  | 2         | 71        |             |           | 2         | 66        |             |           |                 |           |
| 12:15      |                  | 2         | 77        |             |           | 4         | 56        |             |           |                 |           |
| 12:30      |                  | 3         | 44        |             |           | 2         | 55        |             |           |                 |           |
| 12:45      |                  | 2         | 65        | 9           | 257       | 2         | 74        | 10          | 251       | 19              | 508       |
| 01:00      |                  | 0         | 54        |             |           | 1         | 65        |             |           |                 |           |
| 01:15      |                  | 2         | 71        |             |           | 1         | 63        |             |           |                 |           |
| 01:30      |                  | 2         | 80        |             |           | 0         | 63        |             |           |                 |           |
| 01:45      |                  | 3         | 69        | 7           | 274       | 9         | 88        | 11          | 279       | 18              | 553       |
| 02:00      |                  | 1         | 88        |             |           | 3         | 58        |             |           |                 |           |
| 02:15      |                  | 1         | 59        |             |           | 2         | 90        |             |           |                 |           |
| 02:30      |                  | 4         | 77        |             |           | 8         | 72        |             |           |                 |           |
| 02:45      |                  | 3         | 83        | 9           | 307       | 1         | 79        | 14          | 299       | 23              | 606       |
| 03:00      |                  | 0         | 81        |             |           | 1         | 75        |             |           |                 |           |
| 03:15      |                  | 1         | 65        |             |           | 1         | 58        |             |           |                 |           |
| 03:30      |                  | 2         | 82        |             |           | 0         | 95        |             |           |                 |           |
| 03:45      |                  | 3         | 67        | 6           | 295       | 2         | 76        | 4           | 304       | 10              | 599       |
| 04:00      |                  | 2         | 89        |             |           | 4         | 79        |             |           |                 |           |
| 04:15      |                  | 0         | 106       |             |           | 2         | 54        |             |           |                 |           |
| 04:30      |                  | 3         | 68        |             |           | 2         | 65        |             |           |                 |           |
| 04:45      |                  | 3         | 57        | 8           | 320       | 0         | 92        | 8           | 290       | 47.5            | 610       |
| 05:00      |                  | 5         | 61        |             |           | 2         | 78        |             |           |                 |           |
| 05:15      |                  | 14        | 59        |             |           | 3         | 77        |             |           |                 |           |
| 05:30      |                  | 16        | 60        |             |           | 9         | 94        |             |           |                 |           |
| 05:45      |                  | 16        | 63        | 51          | 243       | 5         | 81        | 19          | 330       | 57.6            | 573       |
| 06:00      |                  | 18        | 70        |             |           | 10        | 72        |             |           |                 |           |
| 06:15      |                  | 20        | 53        |             |           | 21        | 68        |             |           |                 |           |
| 06:30      |                  | 49        | 65        |             |           | 47        | 51        |             |           |                 |           |
| 06:45      |                  | 68        | 46        | 155         | 234       | 62        | 40        | 140         | 231       | 295             | 465       |
| 07:00      |                  | 55        | 40        |             |           | 17        | 44        |             |           |                 |           |
| 07:15      |                  | 55        | 23        |             |           | 24        | 56        |             |           |                 |           |
| 07:30      |                  | 55        | 27        |             |           | 30        | 40        |             |           |                 |           |
| 07:45      |                  | 55        | 21        | 66.5        | 220       | 40        | 42        | 111         | 182       | 55.0            | 293       |
| 08:00      |                  | 68        | 25        |             |           | 34        | 46        |             |           |                 |           |
| 08:15      |                  | 80        | 20        |             |           | 53        | 48        |             |           |                 |           |
| 08:30      |                  | 88        | 18        |             |           | 47        | 35        |             |           |                 |           |
| 08:45      |                  | 82        | 14        | 64.2        | 318       | 43        | 40        | 177         | 169       | 495             | 246       |
| 09:00      |                  | 57        | 21        |             |           | 67        | 28        |             |           |                 |           |
| 09:15      |                  | 105       | 18        |             |           | 48        | 27        |             |           |                 |           |
| 09:30      |                  | 84        | 15        |             |           | 41        | 13        |             |           |                 |           |
| 09:45      |                  | 76        | 9         | 322         | 63        | 48        | 20        | 204         | 88        | 526             | 151       |
| 10:00      |                  | 76        | 6         |             |           | 47        | 22        |             |           |                 |           |
| 10:15      |                  | 60        | 10        |             |           | 51        | 25        |             |           |                 |           |
| 10:30      |                  | 68        | 5         |             |           | 47        | 22        |             |           |                 |           |
| 10:45      |                  | 72        | 10        | 276         | 31        | 62        | 10        | 207         | 79        | 483             | 110       |
| 11:00      |                  | 56        | 5         |             |           | 60        | 15        |             |           |                 |           |
| 11:15      |                  | 55        | 6         |             |           | 52        | 10        |             |           |                 |           |
| 11:30      |                  | 61        | 8         |             |           | 64        | 11        |             |           |                 |           |
| 11:45      |                  | 39        | 9         | 211         | 28        | 58        | 7         | 234         | 43        | 445             | 71        |
| Total      |                  | 1592      | 2240      | 3832        |           | 1139      | 2545      | 3684        |           | 2731            | 4785      |
| Percent    |                  | 41.5%     | 58.5%     |             |           | 30.9%     | 69.1%     |             |           | 36.3%           | 63.7%     |

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

Riverside Dr  
East of Bridge #154000

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

Page 2

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

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

Riverside Dr  
East of Bridge #154000

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

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

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

ADT 2-30 AVE ADT 7,746-7702

AADT 7,746

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

[illegible]



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

| SECRET FLEET SERVICE |         |                 |             |       |               |               |               |               |               |               |              |              |              |            |       |
|----------------------|---------|-----------------|-------------|-------|---------------|---------------|---------------|---------------|---------------|---------------|--------------|--------------|--------------|------------|-------|
| Eastbound            |         |                 |             |       |               |               |               |               |               |               | Westbound    |              |              |            |       |
| Start Time           | Bikes   | Cars & Trailers | 2 Axle Long | Buses | 2 Axle 6 Tire | 3 Axle Single | 4 Axle Single | <5 Axl Double | 5 Axle Double | >6 Axl Double | <6 Axl Multi | 6 Axle Multi | >6 Axl Multi | Not Classe | Total |
| 12 PM                | 0       | 57              | 8           | 1     | 5             | 0             | 0             | 0             | 0             | 0             | 0            | 0            | 0            | 0          | 71    |
| 12:15                | 0       | 52              | 20          | 0     | 5             | 0             | 0             | 0             | 0             | 0             | 0            | 0            | 0            | 0          | 77    |
| 12:30                | 0       | 30              | 13          | 0     | 1             | 0             | 0             | 0             | 0             | 0             | 0            | 0            | 0            | 0          | 44    |
| 12:45                | 0       | 47              | 13          | 0     | 5             | 0             | 0             | 0             | 0             | 0             | 0            | 0            | 0            | 0          | 65    |
| 13:00                | 0       | 186             | 54          | 1     | 16            | 0             | 0             | 0             | 0             | 0             | 0            | 0            | 0            | 0          | 257   |
|                      | 0       | 40              | 6           | 0     | 8             | 0             | 0             | 0             | 0             | 0             | 0            | 0            | 0            | 0          | 54    |
|                      | 1       | 50              | 12          | 0     | 8             | 0             | 0             | 0             | 0             | 0             | 0            | 0            | 0            | 0          | 71    |
|                      | 0       | 47              | 21          | 0     | 11            | 1             | 0             | 0             | 0             | 0             | 0            | 0            | 0            | 0          | 80    |
|                      | 1       | 40              | 16          | 0     | 12            | 0             | 0             | 0             | 0             | 0             | 0            | 0            | 0            | 0          | 69    |
| 13:45                | 2       | 177             | 55          | 0     | 39            | 1             | 0             | 0             | 0             | 0             | 0            | 0            | 0            | 0          | 274   |
|                      | 0       | 54              | 25          | 0     | 9             | 0             | 0             | 0             | 0             | 0             | 0            | 0            | 0            | 0          | 88    |
|                      | 1       | 30              | 14          | 0     | 13            | 1             | 0             | 0             | 0             | 0             | 0            | 0            | 0            | 0          | 59    |
|                      | 1       | 52              | 17          | 0     | 6             | 1             | 0             | 0             | 0             | 0             | 0            | 0            | 0            | 0          | 77    |
|                      | 0       | 55              | 21          | 0     | 7             | 0             | 0             | 0             | 0             | 0             | 0            | 0            | 0            | 0          | 83    |
| 14:00                | 2       | 191             | 77          | 0     | 35            | 2             | 0             | 0             | 0             | 0             | 0            | 0            | 0            | 0          | 307   |
|                      | 0       | 58              | 18          | 2     | 3             | 0             | 0             | 0             | 0             | 0             | 0            | 0            | 0            | 0          | 81    |
|                      | 3       | 43              | 12          | 0     | 6             | 1             | 0             | 0             | 0             | 0             | 0            | 0            | 0            | 0          | 65    |
|                      | 0       | 45              | 25          | 0     | 12            | 0             | 0             | 0             | 0             | 0             | 0            | 0            | 0            | 0          | 82    |
|                      | 0       | 47              | 10          | 0     | 10            | 0             | 0             | 0             | 0             | 0             | 0            | 0            | 0            | 0          | 67    |
| 15:00                | 3       | 193             | 65          | 2     | 31            | 1             | 0             | 0             | 0             | 0             | 0            | 0            | 0            | 0          | 295   |
|                      | 1       | 57              | 23          | 0     | 8             | 0             | 0             | 0             | 0             | 0             | 0            | 0            | 0            | 0          | 89    |
|                      | 0       | 74              | 19          | 0     | 13            | 0             | 0             | 0             | 0             | 0             | 0            | 0            | 0            | 0          | 106   |
|                      | 0       | 51              | 11          | 0     | 6             | 0             | 0             | 0             | 0             | 0             | 0            | 0            | 0            | 0          | 68    |
|                      | 1       | 43              | 6           | 1     | 6             | 0             | 0             | 0             | 0             | 0             | 0            | 0            | 0            | 0          | 57    |
| 16:00                | 2       | 225             | 59          | 1     | 33            | 0             | 0             | 0             | 0             | 0             | 0            | 0            | 0            | 0          | 320   |
|                      | 0       | 43              | 10          | 0     | 8             | 0             | 0             | 0             | 0             | 0             | 0            | 0            | 0            | 0          | 61    |
|                      | 0       | 41              | 13          | 0     | 5             | 0             | 0             | 0             | 0             | 0             | 0            | 0            | 0            | 0          | 59    |
|                      | 1       | 33              | 11          | 0     | 13            | 2             | 0             | 0             | 0             | 0             | 0            | 0            | 0            | 0          | 60    |
|                      | 0       | 40              | 14          | 0     | 9             | 0             | 0             | 0             | 0             | 0             | 0            | 0            | 0            | 0          | 63    |
| 17:00                | 1       | 157             | 48          | 0     | 35            | 2             | 0             | 0             | 0             | 0             | 0            | 0            | 0            | 0          | 243   |
|                      | 0       | 45              | 13          | 0     | 12            | 0             | 0             | 0             | 0             | 0             | 0            | 0            | 0            | 0          | 70    |
|                      | 3       | 35              | 10          | 0     | 5             | 0             | 0             | 0             | 0             | 0             | 0            | 0            | 0            | 0          | 53    |
|                      | 0       | 49              | 12          | 0     | 4             | 0             | 0             | 0             | 0             | 0             | 0            | 0            | 0            | 0          | 65    |
|                      | 1       | 33              | 10          | 0     | 2             | 0             | 0             | 0             | 0             | 0             | 0            | 0            | 0            | 0          | 46    |
| 18:00                | 4       | 162             | 45          | 0     | 23            | 0             | 0             | 0             | 0             | 0             | 0            | 0            | 0            | 0          | 234   |
|                      | 0       | 29              | 8           | 0     | 3             | 0             | 0             | 0             | 0             | 0             | 0            | 0            | 0            | 0          | 40    |
|                      | 0       | 14              | 7           | 0     | 2             | 0             | 0             | 0             | 0             | 0             | 0            | 0            | 0            | 0          | 23    |
|                      | 0       | 25              | 2           | 0     | 0             | 0             | 0             | 0             | 0             | 0             | 0            | 0            | 0            | 0          | 27    |
|                      | 0       | 12              | 4           | 0     | 5             | 0             | 0             | 0             | 0             | 0             | 0            | 0            | 0            | 0          | 21    |
| 19:00                | 0       | 80              | 21          | 0     | 10            | 0             | 0             | 0             | 0             | 0             | 0            | 0            | 0            | 0          | 111   |
|                      | 0       | 13              | 10          | 0     | 2             | 0             | 0             | 0             | 0             | 0             | 0            | 0            | 0            | 0          | 25    |
|                      | 0       | 12              | 6           | 0     | 1             | 1             | 0             | 0             | 0             | 0             | 0            | 0            | 0            | 0          | 20    |
|                      | 0       | 12              | 3           | 0     | 3             | 0             | 0             | 0             | 0             | 0             | 0            | 0            | 0            | 0          | 18    |
|                      | 0       | 11              | 2           | 0     | 1             | 0             | 0             | 0             | 0             | 0             | 0            | 0            | 0            | 0          | 14    |
| 20:00                | 0       | 48              | 21          | 0     | 7             | 1             | 0             | 0             | 0             | 0             | 0            | 0            | 0            | 0          | 77    |
|                      | 0       | 13              | 5           | 0     | 3             | 0             | 0             | 0             | 0             | 0             | 0            | 0            | 0            | 0          | 21    |
|                      | 0       | 16              | 0           | 0     | 2             | 0             | 0             | 0             | 0             | 0             | 0            | 0            | 0            | 0          | 18    |
|                      | 0       | 10              | 4           | 0     | 1             | 0             | 0             | 0             | 0             | 0             | 0            | 0            | 0            | 0          | 15    |
|                      | 0       | 7               | 2           | 0     | 0             | 0             | 0             | 0             | 0             | 0             | 0            | 0            | 0            | 0          | 9     |
| 21:00                | 0       | 46              | 11          | 0     | 6             | 0             | 0             | 0             | 0             | 0             | 0            | 0            | 0            | 0          | 63    |
|                      | 0       | 6               | 0           | 0     | 0             | 0             | 0             | 0             | 0             | 0             | 0            | 0            | 0            | 0          | 6     |
|                      | 0       | 6               | 0           | 0     | 4             | 0             | 0             | 0             | 0             | 0             | 0            | 0            | 0            | 0          | 10    |
|                      | 0       | 3               | 2           | 0     | 0             | 0             | 0             | 0             | 0             | 0             | 0            | 0            | 0            | 0          | 5     |
|                      | 0       | 8               | 2           | 0     | 0             | 0             | 0             | 0             | 0             | 0             | 0            | 0            | 0            | 0          | 10    |
| 22:00                | 0       | 23              | 4           | 0     | 4             | 0             | 0             | 0             | 0             | 0             | 0            | 0            | 0            | 0          | 31    |
|                      | 0       | 3               | 2           | 0     | 0             | 0             | 0             | 0             | 0             | 0             | 0            | 0            | 0            | 0          | 5     |
|                      | 0       | 6               | 0           | 0     | 0             | 0             | 0             | 0             | 0             | 0             | 0            | 0            | 0            | 0          | 6     |
|                      | 0       | 6               | 1           | 0     | 1             | 0             | 0             | 0             | 0             | 0             | 0            | 0            | 0            | 0          | 8     |
|                      | 0       | 7               | 1           | 0     | 1             | 0             | 0             | 0             | 0             | 0             | 0            | 0            | 0            | 0          | 9     |
| 23:00                | 0       | 22              | 4           | 0     | 2             | 0             | 0             | 0             | 0             | 0             | 0            | 0            | 0            | 0          | 28    |
|                      | 14      | 1510            | 464         | 4     | 241           | 7             | 0             | 0             | 0             | 0             | 0            | 0            | 0            | 0          | 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%       |       |

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

| BECKETT 172HR CLASS |       |                 |             |       |               |               |               |               |               |               |              |              |              |            |       |
|---------------------|-------|-----------------|-------------|-------|---------------|---------------|---------------|---------------|---------------|---------------|--------------|--------------|--------------|------------|-------|
| Eastbound           |       |                 |             |       |               |               |               |               |               |               |              |              |              |            |       |
| Start Time          | Bikes | Cars & Trailers | 2 Axle Long | Buses | 2 Axle 6 Tire | 3 Axle Single | 4 Axle Single | <5 Axl Double | 5 Axle Double | >6 Axl Double | <6 Axl Multi | 6 Axle Multi | >6 Axl Multi | Not Classe | Total |
| 2/15/12             | 0     | 1               | 2           | 0     | 1             | 0             | 0             | 0             | 0             | 0             | 0            | 0            | 0            | 0          | 4     |
| 00:15               | 0     | 4               | 1           | 0     | 0             | 0             | 0             | 0             | 0             | 0             | 0            | 0            | 0            | 0          | 5     |
| 00:30               | 0     | 1               | 0           | 0     | 0             | 0             | 0             | 0             | 0             | 0             | 0            | 0            | 0            | 0          | 1     |
| 00:45               | 0     | 2               | 0           | 0     | 0             | 0             | 0             | 0             | 0             | 0             | 0            | 0            | 0            | 0          | 2     |
|                     | 0     | 8               | 3           | 0     | 1             | 0             | 0             | 0             | 0             | 0             | 0            | 0            | 0            | 0          | 12    |
| 01:00               | 0     | 1               | 0           | 0     | 0             | 0             | 0             | 0             | 0             | 0             | 0            | 0            | 0            | 0          | 1     |
| 01:15               | 0     | 1               | 0           | 0     | 0             | 0             | 0             | 0             | 0             | 0             | 0            | 0            | 0            | 0          | 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            | 0            | 0          | 1     |
|                     | 0     | 2               | 1           | 0     | 0             | 0             | 0             | 0             | 0             | 0             | 0            | 0            | 0            | 0          | 3     |
| 03:00               | 0     | 4               | 0           | 0     | 0             | 0             | 0             | 0             | 0             | 0             | 0            | 0            | 0            | 0          | 4     |
| 03:15               | 0     | 1               | 1           | 0     | 0             | 0             | 0             | 0             | 0             | 0             | 0            | 0            | 0            | 0          | 2     |
| 03:30               | 0     | 2               | 0           | 0     | 0             | 0             | 0             | 0             | 0             | 0             | 0            | 0            | 0            | 0          | 2     |
| 03:45               | 0     | 2               | 0           | 0     | 0             | 0             | 0             | 0             | 0             | 0             | 0            | 0            | 0            | 0          | 2     |
|                     | 0     | 9               | 1           | 0     | 0             | 0             | 0             | 0             | 0             | 0             | 0            | 0            | 0            | 0          | 10    |
| 04:00               | 0     | 0               | 1           | 0     | 0             | 0             | 0             | 0             | 0             | 0             | 0            | 0            | 0            | 0          | 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          | 4     |
|                     | 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             | 0             | 0             | 0             | 0            | 0            | 0            | 0          | 15    |
| 05:45               | 0     | 11              | 6           | 0     | 0             | 0             | 0             | 0             | 0             | 0             | 0            | 0            | 0            | 0          | 17    |
|                     | 1     | 31              | 14          | 0     | 1             | 0             | 0             | 0             | 0             | 0             | 0            | 0            | 0            | 0          | 47    |
| 06:00               | 0     | 16              | 3           | 0     | 1             | 0             | 0             | 0             | 0             | 0             | 0            | 0            | 0            | 0          | 20    |
| 06:15               | 0     | 16              | 4           | 0     | 0             | 0             | 0             | 0             | 0             | 0             | 0            | 0            | 0            | 0          | 20    |
| 06:30               | 0     | 20              | 8           | 0     | 5             | 1             | 0             | 0             | 0             | 0             | 0            | 0            | 0            | 0          | 34    |
| 06:45               | 1     | 39              | 21          | 0     | 6             | 0             | 0             | 0             | 0             | 0             | 0            | 0            | 0            | 0          | 67    |
|                     | 1     | 91              | 36          | 0     | 12            | 1             | 0             | 0             | 0             | 0             | 0            | 0            | 0            | 0          | 141   |
| 07:00               | 0     | 40              | 14          | 0     | 4             | 0             | 0             | 0             | 0             | 0             | 0            | 0            | 0            | 0          | 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            | 0            | 0            | 0          | 78    |
| 08:30               | 0     | 64              | 19          | 0     | 11            | 0             | 0             | 0             | 0             | 0             | 0            | 0            | 0            | 0          | 94    |
| 08:45               | 0     | 55              | 18          | 0     | 12            | 0             | 0             | 0             | 0             | 0             | 0            | 0            | 0            | 0          | 85    |
|                     | 0     | 229             | 71          | 0     | 25            | 0             | 0             | 0             | 0             | 0             | 0            | 0            | 0            | 0          | 325   |
| 09:00               | 0     | 45              | 17          | 0     | 13            | 1             | 0             | 0             | 0             | 0             | 0            | 0            | 0            | 0          | 76    |
| 09:15               | 1     | 68              | 19          | 0     | 5             | 0             | 0             | 0             | 0             | 0             | 0            | 0            | 0            | 0          | 93    |
| 09:30               | 0     | 32              | 19          | 0     | 5             | 0             | 0             | 0             | 0             | 0             | 0            | 0            | 0            | 0          | 56    |
| 09:45               | 1     | 46              | 21          | 1     | 9             | 1             | 0             | 0             | 0             | 0             | 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             | 0             | 0             | 0             | 0             | 0            | 0            | 0            | 0          | 59    |
|                     | 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     | 36              | 20          | 1     | 10            | 0             | 0             | 0             | 0             | 0             | 0            | 0            | 0            | 0          | 67    |
| 11:30               | 0     | 44              | 12          | 1     | 13            | 0             | 0             | 0             | 0             | 0             | 0            | 0            | 0            | 0          | 70    |
| 11:45               | 0     | 56              | 17          | 0     | 6             | 0             | 0             | 0             | 0             | 0             | 0            | 0            | 0            | 0          | 79    |
|                     | 0     | 176             | 64          | 2     | 35            | 0             | 0             | 0             | 0             | 0             | 0            | 0            | 0            | 0          | 277   |
| Total               | 6     | 1071            | 377         | 3     | 151           | 5             | 0             | 0             | 0             | 0             | 0            | 0            | 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%       |       |

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

| Eastbound  |       |                 |             |       |               |               |               |               |               |               |              |              |              |        |       |  |
|------------|-------|-----------------|-------------|-------|---------------|---------------|---------------|---------------|---------------|---------------|--------------|--------------|--------------|--------|-------|--|
| Start Time | Bikes | Cars & Trailers | 2 Axle Long | Buses | 2 Axle 6 Tire | 3 Axle Single | 4 Axle Single | <5 Axl Double | 5 Axle Double | >6 Axl Double | <6 Axl Multi | 6 Axle Multi | >6 Axl Multi | Classe | Total |  |
| 12 PM      | 1     | 47              | 8           | 0     | 10            | 0             | 0             | 0             | 0             | 0             | 0            | 0            | 0            | 0      | 66    |  |
| 12:15      | 0     | 44              | 14          | 0     | 20            | 0             | 0             | 0             | 0             | 0             | 0            | 0            | 0            | 0      | 78    |  |
| 12:30      | 1     | 36              | 18          | 0     | 9             | 0             | 0             | 0             | 0             | 0             | 0            | 0            | 0            | 0      | 64    |  |
| 12:45      | 0     | 47              | 14          | 0     | 9             | 1             | 0             | 0             | 0             | 0             | 0            | 0            | 0            | 0      | 71    |  |
|            | 2     | 174             | 54          | 0     | 48            | 1             | 0             | 0             | 0             | 0             | 0            | 0            | 0            | 0      | 279   |  |
| 13:00      | 0     | 47              | 18          | 0     | 6             | 0             | 0             | 0             | 0             | 0             | 0            | 0            | 0            | 0      | 71    |  |
| 13:15      | 2     | 39              | 22          | 0     | 10            | 0             | 0             | 0             | 0             | 0             | 0            | 0            | 0            | 0      | 73    |  |
| 13:30      | 1     | 60              | 21          | 0     | 10            | 0             | 0             | 0             | 0             | 0             | 0            | 0            | 0            | 0      | 92    |  |
| 13:45      | 0     | 60              | 14          | 0     | 9             | 0             | 0             | 0             | 0             | 0             | 0            | 0            | 0            | 0      | 83    |  |
|            | 3     | 206             | 75          | 0     | 35            | 0             | 0             | 0             | 0             | 0             | 0            | 0            | 0            | 0      | 319   |  |
| 14:00      | 0     | 57              | 18          | 0     | 5             | 0             | 0             | 0             | 0             | 0             | 0            | 0            | 0            | 0      | 80    |  |
| 14:15      | 1     | 52              | 13          | 0     | 6             | 0             | 0             | 0             | 0             | 0             | 0            | 0            | 0            | 0      | 72    |  |
| 14:30      | 0     | 55              | 18          | 0     | 9             | 0             | 0             | 0             | 0             | 0             | 0            | 0            | 0            | 0      | 82    |  |
| 14:45      | 2     | 47              | 19          | 0     | 8             | 0             | 0             | 0             | 0             | 0             | 0            | 0            | 0            | 0      | 76    |  |
|            | 3     | 211             | 68          | 0     | 28            | 0             | 0             | 0             | 0             | 0             | 0            | 0            | 0            | 0      | 310   |  |
| 15:00      | 0     | 75              | 22          | 0     | 14            | 0             | 0             | 0             | 0             | 0             | 0            | 0            | 0            | 0      | 111   |  |
| 15:15      | 0     | 54              | 11          | 1     | 7             | 0             | 0             | 0             | 0             | 0             | 0            | 0            | 0            | 0      | 73    |  |
| 15:30      | 1     | 48              | 19          | 0     | 7             | 0             | 0             | 0             | 0             | 0             | 0            | 0            | 0            | 0      | 75    |  |
| 15:45      | 0     | 31              | 10          | 0     | 13            | 0             | 0             | 0             | 0             | 0             | 0            | 0            | 0            | 0      | 54    |  |
|            | 1     | 208             | 62          | 1     | 41            | 0             | 0             | 0             | 0             | 0             | 0            | 0            | 0            | 0      | 313   |  |
| 16:00      | 0     | 62              | 13          | 0     | 9             | 0             | 0             | 0             | 0             | 0             | 0            | 0            | 0            | 0      | 84    |  |
| 16:15      | 1     | 56              | 17          | 0     | 5             | 0             | 0             | 0             | 0             | 0             | 0            | 0            | 0            | 0      | 79    |  |
| 16:30      | 1     | 43              | 13          | 0     | 8             | 0             | 0             | 0             | 0             | 0             | 0            | 0            | 0            | 0      | 65    |  |
| 16:45      | 0     | 42              | 12          | 0     | 5             | 0             | 0             | 0             | 0             | 0             | 0            | 0            | 0            | 0      | 59    |  |
|            | 2     | 203             | 55          | 0     | 27            | 0             | 0             | 0             | 0             | 0             | 0            | 0            | 0            | 0      | 287   |  |
| 17:00      | 0     | 42              | 17          | 0     | 9             | 0             | 0             | 0             | 0             | 0             | 0            | 0            | 0            | 0      | 68    |  |
| 17:15      | 1     | 51              | 19          | 0     | 11            | 0             | 0             | 0             | 0             | 0             | 0            | 0            | 0            | 0      | 82    |  |
| 17:30      | 0     | 36              | 14          | 0     | 5             | 0             | 0             | 0             | 0             | 0             | 0            | 0            | 0            | 0      | 55    |  |
| 17:45      | 0     | 52              | 14          | 0     | 6             | 0             | 0             | 0             | 0             | 0             | 0            | 0            | 0            | 0      | 72    |  |
|            | 1     | 181             | 64          | 0     | 31            | 0             | 0             | 0             | 0             | 0             | 0            | 0            | 0            | 0      | 277   |  |
| 18:00      | 0     | 44              | 20          | 0     | 7             | 0             | 0             | 0             | 0             | 0             | 0            | 0            | 0            | 0      | 71    |  |
| 18:15      | 0     | 43              | 18          | 0     | 8             | 0             | 0             | 0             | 0             | 0             | 0            | 0            | 0            | 0      | 69    |  |
| 18:30      | 1     | 47              | 11          | 0     | 8             | 0             | 0             | 0             | 0             | 0             | 0            | 0            | 0            | 0      | 67    |  |
| 18:45      | 0     | 34              | 3           | 0     | 9             | 0             | 0             | 0             | 0             | 0             | 0            | 0            | 0            | 0      | 46    |  |
|            | 1     | 168             | 52          | 0     | 32            | 0             | 0             | 0             | 0             | 0             | 0            | 0            | 0            | 0      | 253   |  |
| 19:00      | 1     | 25              | 5           | 0     | 6             | 0             | 0             | 0             | 0             | 0             | 0            | 0            | 0            | 0      | 37    |  |
| 19:15      | 2     | 28              | 10          | 0     | 1             | 0             | 0             | 0             | 0             | 0             | 0            | 0            | 0            | 0      | 41    |  |
| 19:30      | 0     | 21              | 4           | 0     | 4             | 1             | 0             | 0             | 0             | 0             | 0            | 0            | 0            | 0      | 30    |  |
| 19:45      | 0     | 20              | 6           | 0     | 4             | 0             | 0             | 0             | 0             | 0             | 0            | 0            | 0            | 0      | 30    |  |
|            | 3     | 94              | 25          | 0     | 15            | 1             | 0             | 0             | 0             | 0             | 0            | 0            | 0            | 0      | 138   |  |
| 20:00      | 0     | 18              | 5           | 0     | 4             | 0             | 0             | 0             | 0             | 0             | 0            | 0            | 0            | 0      | 27    |  |
| 20:15      | 0     | 8               | 3           | 0     | 2             | 0             | 0             | 0             | 0             | 0             | 0            | 0            | 0            | 0      | 13    |  |
| 20:30      | 0     | 14              | 6           | 0     | 7             | 1             | 0             | 0             | 0             | 0             | 0            | 0            | 0            | 0      | 28    |  |
| 20:45      | 0     | 14              | 4           | 0     | 3             | 0             | 0             | 0             | 0             | 0             | 0            | 0            | 0            | 0      | 21    |  |
|            | 0     | 54              | 18          | 0     | 16            | 1             | 0             | 0             | 0             | 0             | 0            | 0            | 0            | 0      | 89    |  |
| 21:00      | 0     | 10              | 2           | 0     | 3             | 0             | 0             | 0             | 0             | 0             | 0            | 0            | 0            | 0      | 15    |  |
| 21:15      | 0     | 12              | 7           | 0     | 2             | 0             | 0             | 0             | 0             | 0             | 0            | 0            | 0            | 0      | 21    |  |
| 21:30      | 0     | 8               | 5           | 0     | 2             | 0             | 0             | 0             | 0             | 0             | 0            | 0            | 0            | 0      | 15    |  |
| 21:45      | 0     | 8               | 2           | 0     | 0             | 0             | 0             | 0             | 0             | 0             | 0            | 0            | 0            | 0      | 10    |  |
|            | 0     | 38              | 16          | 0     | 7             | 0             | 0             | 0             | 0             | 0             | 0            | 0            | 0            | 0      | 61    |  |
| 22:00      | 1     | 8               | 1           | 0     | 2             | 0             | 0             | 0             | 0             | 0             | 0            | 0            | 0            | 0      | 12    |  |
| 22:15      | 0     | 8               | 2           | 0     | 0             | 0             | 0             | 0             | 0             | 0             | 0            | 0            | 0            | 0      | 10    |  |
| 22:30      | 0     | 8               | 2           | 0     | 1             | 0             | 0             | 0             | 0             | 0             | 0            | 0            | 0            | 0      | 11    |  |
| 22:45      | 0     | 8               | 2           | 0     | 0             | 0             | 0             | 0             | 0             | 0             | 0            | 0            | 0            | 0      | 10    |  |
|            | 1     | 32              | 7           | 0     | 3             | 0             | 0             | 0             | 0             | 0             | 0            | 0            | 0            | 0      | 43    |  |
| 23:00      | 0     | 9               | 2           | 0     | 2             | 0             | 0             | 0             | 0             | 0             | 0            | 0            | 0            | 0      | 13    |  |
| 23:15      | 0     | 10              | 1           | 0     | 1             | 0             | 0             | 0             | 0             | 0             | 0            | 0            | 0            | 0      | 12    |  |
| 23:30      | 0     | 2               | 4           | 0     | 0             | 0             | 0             | 0             | 0             | 0             | 0            | 0            | 0            | 0      | 6     |  |
| 23:45      | 1     | 0               | 3           | 0     | 0             | 0             | 0             | 0             | 0             | 0             | 0            | 0            | 0            | 0      | 4     |  |
|            | 1     | 21              | 10          | 0     | 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%   |       |  |

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

| Eastbound  |       |                 |             |       |               |               |               |               |               |               |              |              |              |            |       |  |  |
|------------|-------|-----------------|-------------|-------|---------------|---------------|---------------|---------------|---------------|---------------|--------------|--------------|--------------|------------|-------|--|--|
| Start Time | Bikes | Cars & Trailers | 2 Axle Long | Buses | 2 Axle 6 Tire | 3 Axle Single | 4 Axle Single | <5 Axl Double | 5 Axle Double | >6 Axl Double | <6 Axl Multi | 6 Axle Multi | >6 Axl Multi | Not Classe | Total |  |  |
| 2/16/12    | 0     | 0               | 0           | 0     | 0             | 0             | 0             | 0             | 0             | 0             | 0            | 0            | 0            | 0          | 0     |  |  |
| 00:15      | 0     | 4               | 0           | 0     | 0             | 0             | 0             | 0             | 0             | 0             | 0            | 0            | 0            | 0          | 4     |  |  |
| 00:30      | 0     | 0               | 0           | 0     | 0             | 0             | 0             | 0             | 0             | 0             | 0            | 0            | 0            | 0          | 0     |  |  |
| 00:45      | 0     | 1               | 1           | 0     | 0             | 0             | 0             | 0             | 0             | 0             | 0            | 0            | 0            | 0          | 2     |  |  |
|            | 0     | 5               | 1           | 0     | 0             | 0             | 0             | 0             | 0             | 0             | 0            | 0            | 0            | 0          | 6     |  |  |
| 01:00      | 0     | 1               | 0           | 0     | 0             | 0             | 0             | 0             | 0             | 0             | 0            | 0            | 0            | 0          | 1     |  |  |
| 01:15      | 0     | 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     | 1               | 0           | 0     | 1             | 0             | 0             | 0             | 0             | 0             | 0            | 0            | 0            | 0          | 2     |  |  |
|            | 0     | 6               | 1           | 0     | 1             | 0             | 0             | 0             | 0             | 0             | 0            | 0            | 0            | 0          | 8     |  |  |
| 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     | 1               | 0           | 0     | 0             | 0             | 0             | 0             | 0             | 0             | 0            | 0            | 0            | 0          | 1     |  |  |
| 02:45      | 0     | 0               | 0           | 0     | 0             | 0             | 0             | 0             | 0             | 0             | 0            | 0            | 0            | 0          | 0     |  |  |
|            | 0     | 2               | 1           | 0     | 0             | 0             | 0             | 0             | 0             | 0             | 0            | 0            | 0            | 0          | 3     |  |  |
| 03:00      | 0     | 1               | 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          | 1     |  |  |
| 03:30      | 0     | 2               | 1           | 0     | 0             | 0             | 0             | 0             | 0             | 0             | 0            | 0            | 0            | 0          | 3     |  |  |
| 03:45      | 0     | 1               | 0           | 0     | 0             | 0             | 0             | 0             | 0             | 0             | 0            | 0            | 0            | 0          | 1     |  |  |
|            | 0     | 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          | 0     |  |  |
| 04:30      | 0     | 2               | 1           | 0     | 0             | 0             | 0             | 0             | 0             | 0             | 0            | 0            | 0            | 0          | 3     |  |  |
| 04:45      | 0     | 1               | 3           | 0     | 0             | 0             | 0             | 0             | 0             | 0             | 0            | 0            | 0            | 0          | 4     |  |  |
|            | 0     | 4               | 4           | 0     | 0             | 0             | 0             | 0             | 0             | 0             | 0            | 0            | 0            | 0          | 8     |  |  |
| 05:00      | 1     | 3               | 2           | 0     | 0             | 0             | 0             | 0             | 0             | 0             | 0            | 0            | 0            | 0          | 6     |  |  |
| 05:15      | 0     | 5               | 2           | 0     | 0             | 0             | 0             | 0             | 0             | 0             | 0            | 0            | 0            | 0          | 7     |  |  |
| 05:30      | 0     | 6               | 5           | 0     | 0             | 0             | 0             | 0             | 0             | 0             | 0            | 0            | 0            | 0          | 11    |  |  |
| 05:45      | 0     | 11              | 5           | 0     | 1             | 0             | 0             | 0             | 0             | 0             | 0            | 0            | 0            | 0          | 17    |  |  |
|            | 1     | 25              | 14          | 0     | 1             | 0             | 0             | 0             | 0             | 0             | 0            | 0            | 0            | 0          | 41    |  |  |
| 06:00      | 0     | 15              | 2           | 0     | 0             | 0             | 0             | 0             | 0             | 0             | 0            | 0            | 0            | 0          | 17    |  |  |
| 06:15      | 0     | 25              | 5           | 0     | 2             | 0             | 0             | 0             | 0             | 0             | 0            | 0            | 0            | 0          | 32    |  |  |
| 06:30      | 0     | 31              | 12          | 0     | 6             | 0             | 0             | 0             | 0             | 0             | 0            | 0            | 0            | 0          | 49    |  |  |
| 06:45      | 1     | 34              | 19          | 0     | 5             | 0             | 0             | 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      | 0     | 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            | 1             | 0             | 0             | 0             | 0             | 0            | 0            | 0            | 0          | 72    |  |  |
|            | 0     | 145             | 54          | 1     | 30            | 2             | 0             | 0             | 0             | 0             | 0            | 0            | 0            | 0          | 232   |  |  |
| 08:00      | 0     | 41              | 14          | 0     | 7             | 0             | 0             | 0             | 0             | 0             | 0            | 0            | 0            | 0          | 62    |  |  |
| 08:15      | 1     | 62              | 17          | 0     | 9             | 0             | 0             | 0             | 0             | 0             | 0            | 0            | 0            | 0          | 89    |  |  |
| 08:30      | 0     | 55              | 20          | 0     | 10            | 0             | 0             | 0             | 0             | 0             | 0            | 0            | 0            | 0          | 85    |  |  |
| 08:45      | 0     | 59              | 18          | 0     | 11            | 0             | 0             | 0             | 0             | 0             | 0            | 0            | 0            | 0          | 88    |  |  |
|            | 1     | 217             | 69          | 0     | 37            | 0             | 0             | 0             | 0             | 0             | 0            | 0            | 0            | 0          | 324   |  |  |
| 09:00      | 0     | 60              | 22          | 1     | 10            | 0             | 0             | 0             | 0             | 0             | 0            | 0            | 0            | 0          | 93    |  |  |
| 09:15      | 2     | 50              | 18          | 0     | 5             | 0             | 0             | 0             | 0             | 0             | 0            | 0            | 0            | 0          | 75    |  |  |
| 09:30      | 1     | 30              | 12          | 0     | 2             | 0             | 0             | 0             | 0             | 0             | 0            | 0            | 0            | 0          | 45    |  |  |
| 09:45      | 0     | 47              | 15          | 0     | 7             | 0             | 0             | 0             | 0             | 0             | 0            | 0            | 0            | 0          | 69    |  |  |
|            | 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            | 0          | 64    |  |  |
| 10:30      | 0     | 49              | 15          | 0     | 13            | 0             | 0             | 0             | 0             | 0             | 0            | 0            | 0            | 0          | 77    |  |  |
| 10:45      | 0     | 48              | 17          | 1     | 8             | 0             | 0             | 0             | 0             | 0             | 0            | 0            | 0            | 0          | 74    |  |  |
|            | 0     | 191             | 49          | 1     | 37            | 1             | 0             | 0             | 0             | 0             | 0            | 0            | 0            | 0          | 279   |  |  |
| 11:00      | 1     | 45              | 19          | 0     | 6             | 1             | 0             | 0             | 0             | 0             | 0            | 0            | 0            | 0          | 72    |  |  |
| 11:15      | 0     | 53              | 11          | 1     | 7             | 0             | 0             | 0             | 0             | 0             | 0            | 0            | 0            | 0          | 72    |  |  |
| 11:30      | 0     | 33              | 15          | 0     | 7             | 0             | 0             | 0             | 0             | 0             | 0            | 0            | 0            | 0          | 55    |  |  |
| 11:45      | 1     | 37              | 15          | 1     | 10            | 0             | 0             | 0             | 0             | 0             | 0            | 0            | 0            | 0          | 64    |  |  |
|            | 2     | 168             | 60          | 2     | 30            | 1             | 0             | 0             | 0             | 0             | 0            | 0            | 0            | 0          | 263   |  |  |
| Total      | 8     | 1059            | 360         | 5     | 173           | 4             | 0             | 0             | 0             | 0             | 0            | 0            | 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%       |       |  |  |

## URS Corporation

7650 W. Courtney Campbell Cswy  
Tampa, FL 33607

Riverside Dr  
East of Bridge #1540000

Site Code: N20

Station ID: 1

Latitude: 28' 9.004 North

Longitude: 82' 45.964 West

BECKETT72HR CLASS

## Eastbound

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

3-day Average: 2293 EB  
WB

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

[illegible]

# URS Corporation

Riverside Dr  
East of Bridge #1540000

7650 W. Courtney Campbell Cswy  
Tampa, FL 33607

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

## Westbound

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

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

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

[illegible]



7650 W. Courtney Campbell Cswy  
Tampa, Fl 33607

## Westbound

| Start Time | Bikes | Cars & Trailers | 2 Axle Long | Buses | 2 Axle 6 Tire | 3 Axle Single | 4 Axle Single | <5 Axl Double | 5 Axle Double | >6 Axl Double | <6 Axl Multi | 6 Axle Multi | >6 Axl Multi | Not Classe | Total |
|------------|-------|-----------------|-------------|-------|---------------|---------------|---------------|---------------|---------------|---------------|--------------|--------------|--------------|------------|-------|
| 12 PM      | 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            | 0          | 84    |
| 12:30      | 0     | 48              | 10          | 0     | 13            | 1             | 0             | 0             | 0             | 0             | 0            | 0            | 0            | 0          | 72    |
| 12:45      | 0     | 60              | 19          | 0     | 14            | 2             | 0             | 0             | 0             | 0             | 0            | 0            | 0            | 0          | 95    |
| 13:00      | 1     | 212             | 57          | 1     | 57            | 4             | 0             | 0             | 0             | 0             | 0            | 0            | 0            | 0          | 332   |
| 13:15      | 2     | 45              | 11          | 0     | 14            | 1             | 0             | 0             | 0             | 0             | 0            | 0            | 0            | 0          | 73    |
| 13:30      | 0     | 57              | 15          | 0     | 10            | 0             | 0             | 0             | 0             | 0             | 0            | 0            | 0            | 0          | 82    |
| 13:45      | 1     | 52              | 10          | 0     | 14            | 0             | 0             | 0             | 0             | 0             | 0            | 0            | 0            | 0          | 77    |
| 14:00      | 0     | 54              | 9           | 0     | 12            | 1             | 0             | 0             | 0             | 0             | 0            | 0            | 0            | 0          | 76    |
| 14:15      | 3     | 208             | 45          | 0     | 50            | 2             | 0             | 0             | 0             | 0             | 0            | 0            | 0            | 0          | 308   |
| 14:30      | 2     | 58              | 10          | 0     | 9             | 0             | 0             | 0             | 0             | 0             | 0            | 0            | 0            | 0          | 79    |
| 14:45      | 0     | 55              | 12          | 1     | 15            | 1             | 0             | 0             | 0             | 0             | 0            | 0            | 0            | 0          | 84    |
| 15:00      | 0     | 47              | 11          | 1     | 16            | 1             | 0             | 0             | 0             | 0             | 0            | 0            | 0            | 0          | 76    |
| 15:15      | 1     | 55              | 10          | 0     | 10            | 0             | 0             | 0             | 0             | 0             | 0            | 0            | 0            | 0          | 76    |
| 15:30      | 3     | 215             | 43          | 2     | 50            | 2             | 0             | 0             | 0             | 0             | 0            | 0            | 0            | 0          | 315   |
| 15:45      | 2     | 53              | 14          | 0     | 16            | 1             | 0             | 0             | 0             | 0             | 0            | 0            | 0            | 0          | 86    |
| 16:00      | 5     | 36              | 10          | 0     | 8             | 1             | 0             | 0             | 0             | 0             | 0            | 0            | 0            | 0          | 60    |
| 16:15      | 1     | 37              | 16          | 0     | 10            | 0             | 0             | 0             | 0             | 0             | 0            | 0            | 0            | 0          | 64    |
| 16:30      | 0     | 24              | 15          | 0     | 9             | 1             | 0             | 0             | 0             | 0             | 0            | 0            | 0            | 0          | 49    |
| 16:45      | 8     | 150             | 55          | 0     | 43            | 3             | 0             | 0             | 0             | 0             | 0            | 0            | 0            | 0          | 259   |
| 17:00      | 0     | 40              | 11          | 0     | 18            | 0             | 0             | 0             | 0             | 0             | 0            | 0            | 0            | 0          | 69    |
| 17:15      | 1     | 47              | 10          | 0     | 12            | 0             | 0             | 0             | 0             | 0             | 0            | 0            | 0            | 0          | 70    |
| 17:30      | 0     | 46              | 10          | 0     | 14            | 0             | 0             | 0             | 0             | 0             | 0            | 0            | 0            | 0          | 70    |
| 17:45      | 0     | 68              | 13          | 0     | 13            | 0             | 0             | 0             | 0             | 0             | 0            | 0            | 0            | 0          | 94    |
| 18:00      | 1     | 201             | 44          | 0     | 57            | 0             | 0             | 0             | 0             | 0             | 0            | 0            | 0            | 0          | 303   |
| 18:15      | 2     | 58              | 6           | 0     | 13            | 0             | 0             | 0             | 0             | 0             | 0            | 0            | 0            | 0          | 79    |
| 18:30      | 0     | 40              | 13          | 0     | 6             | 3             | 0             | 0             | 0             | 0             | 0            | 0            | 0            | 0          | 62    |
| 18:45      | 2     | 62              | 16          | 0     | 9             | 0             | 0             | 0             | 0             | 0             | 0            | 0            | 0            | 0          | 89    |
| 19:00      | 1     | 43              | 11          | 0     | 10            | 1             | 0             | 0             | 0             | 0             | 0            | 0            | 0            | 0          | 66    |
| 19:15      | 5     | 203             | 46          | 0     | 38            | 4             | 0             | 0             | 0             | 0             | 0            | 0            | 0            | 0          | 296   |
| 19:30      | 3     | 41              | 10          | 0     | 11            | 0             | 0             | 0             | 0             | 0             | 0            | 0            | 0            | 0          | 65    |
| 19:45      | 0     | 49              | 11          | 0     | 11            | 1             | 0             | 0             | 0             | 0             | 0            | 0            | 0            | 0          | 72    |
| 20:00      | 0     | 49              | 17          | 0     | 12            | 0             | 0             | 0             | 0             | 0             | 0            | 0            | 0            | 0          | 78    |
| 20:15      | 3     | 40              | 12          | 0     | 7             | 0             | 0             | 0             | 0             | 0             | 0            | 0            | 0            | 0          | 62    |
| 20:30      | 6     | 179             | 50          | 0     | 41            | 1             | 0             | 0             | 0             | 0             | 0            | 0            | 0            | 0          | 277   |
| 20:45      | 1     | 28              | 10          | 0     | 9             | 1             | 0             | 0             | 0             | 0             | 0            | 0            | 0            | 0          | 49    |
| 21:00      | 0     | 37              | 6           | 0     | 6             | 0             | 0             | 0             | 0             | 0             | 0            | 0            | 0            | 0          | 49    |
| 21:15      | 0     | 25              | 5           | 0     | 7             | 0             | 0             | 0             | 0             | 0             | 0            | 0            | 0            | 0          | 37    |
| 21:30      | 2     | 34              | 10          | 0     | 11            | 0             | 0             | 0             | 0             | 0             | 0            | 0            | 0            | 0          | 57    |
| 21:45      | 3     | 124             | 31          | 0     | 33            | 1             | 0             | 0             | 0             | 0             | 0            | 0            | 0            | 0          | 192   |
| 22:00      | 0     | 27              | 12          | 0     | 7             | 0             | 0             | 0             | 0             | 0             | 0            | 0            | 0            | 0          | 46    |
| 22:15      | 1     | 41              | 5           | 0     | 8             | 0             | 0             | 0             | 0             | 0             | 0            | 0            | 0            | 0          | 55    |
| 22:30      | 0     | 40              | 2           | 0     | 5             | 1             | 0             | 0             | 0             | 0             | 0            | 0            | 0            | 0          | 48    |
| 22:45      | 0     | 32              | 9           | 0     | 5             | 0             | 0             | 0             | 0             | 0             | 0            | 0            | 0            | 0          | 46    |
| 23:00      | 1     | 140             | 28          | 0     | 25            | 1             | 0             | 0             | 0             | 0             | 0            | 0            | 0            | 0          | 195   |
| 23:15      | 1     | 32              | 7           | 0     | 8             | 0             | 0             | 0             | 0             | 0             | 0            | 0            | 0            | 0          | 48    |
| 23:30      | 0     | 30              | 7           | 0     | 4             | 0             | 0             | 0             | 0             | 0             | 0            | 0            | 0            | 0          | 41    |
| 23:45      | 0     | 17              | 5           | 0     | 4             | 0             | 0             | 0             | 0             | 0             | 0            | 0            | 0            | 0          | 26    |
| 24:00      | 0     | 20              | 6           | 0     | 2             | 0             | 0             | 0             | 0             | 0             | 0            | 0            | 0            | 0          | 28    |
| 24:15      | 1     | 99              | 25          | 0     | 18            | 0             | 0             | 0             | 0             | 0             | 0            | 0            | 0            | 0          | 143   |
| 24:30      | 0     | 17              | 4           | 0     | 4             | 0             | 0             | 0             | 0             | 0             | 0            | 0            | 0            | 0          | 25    |
| 24:45      | 0     | 12              | 2           | 0     | 3             | 0             | 0             | 0             | 0             | 0             | 0            | 0            | 0            | 0          | 17    |
| 25:00      | 0     | 10              | 2           | 0     | 3             | 0             | 0             | 0             | 0             | 0             | 0            | 0            | 0            | 0          | 15    |
| 25:15      | 0     | 5               | 1           | 0     | 2             | 0             | 0             | 0             | 0             | 0             | 0            | 0            | 0            | 0          | 8     |
| 25:30      | 0     | 44              | 9           | 0     | 12            | 0             | 0             | 0             | 0             | 0             | 0            | 0            | 0            | 0          | 65    |
| 25:45      | 0     | 4               | 3           | 0     | 4             | 0             | 0             | 0             | 0             | 0             | 0            | 0            | 0            | 0          | 11    |
| 26:00      | 1     | 7               | 3           | 0     | 2             | 0             | 0             | 0             | 0             | 0             | 0            | 0            | 0            | 0          | 13    |
| 26:15      | 0     | 2               | 0           | 0     | 3             | 0             | 0             | 0             | 0             | 0             | 0            | 0            | 0            | 0          | 5     |
| 26:30      | 0     | 4               | 0           | 0     | 2             | 0             | 0             | 0             | 0             | 0             | 0            | 0            | 0            | 0          | 6     |
| 26:45      | 1     | 17              | 6           | 0     | 11            | 0             | 0             | 0             | 0             | 0             | 0            | 0            | 0            | 0          | 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%       |       |

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

| Westbound  |       |                 |             |       |               |               |               |               |               |               |              |              |              |            | BECKETT 172HR CLASS |  |
|------------|-------|-----------------|-------------|-------|---------------|---------------|---------------|---------------|---------------|---------------|--------------|--------------|--------------|------------|---------------------|--|
| Start Time | Bikes | Cars & Trailers | 2 Axle Long | Buses | 2 Axle 6 Tire | 3 Axle Single | 4 Axle Single | <5 Axl Double | 5 Axle Double | >6 Axl Double | <6 Axl Multi | 6 Axle Multi | >6 Axl Multi | Not Classe | Total               |  |
| 2/16/12    | 1     | 5               | 0           | 0     | 0             | 0             | 0             | 0             | 0             | 0             | 0            | 0            | 0            | 0          | 6                   |  |
| 00:15      | 0     | 5               | 0           | 0     | 0             | 0             | 0             | 0             | 0             | 0             | 0            | 0            | 0            | 0          | 5                   |  |
| 00:30      | 0     | 2               | 0           | 0     | 0             | 0             | 0             | 0             | 0             | 0             | 0            | 0            | 0            | 0          | 2                   |  |
| 00:45      | 0     | 2               | 0           | 0     | 0             | 0             | 0             | 0             | 0             | 0             | 0            | 0            | 0            | 0          | 2                   |  |
| 01:00      | 1     | 14              | 0           | 0     | 0             | 0             | 0             | 0             | 0             | 0             | 0            | 0            | 0            | 0          | 15                  |  |
| 01:15      | 0     | 2               | 2           | 0     | 2             | 0             | 0             | 0             | 0             | 0             | 0            | 0            | 0            | 0          | 6                   |  |
| 01:30      | 0     | 1               | 1           | 0     | 0             | 0             | 0             | 0             | 0             | 0             | 0            | 0            | 0            | 0          | 2                   |  |
| 01:45      | 0     | 0               | 1           | 0     | 1             | 0             | 0             | 0             | 0             | 0             | 0            | 0            | 0            | 0          | 2                   |  |
| 02:00      | 0     | 2               | 0           | 0     | 0             | 0             | 0             | 0             | 0             | 0             | 0            | 0            | 0            | 0          | 2                   |  |
| 02:15      | 0     | 5               | 4           | 0     | 3             | 0             | 0             | 0             | 0             | 0             | 0            | 0            | 0            | 0          | 12                  |  |
| 02:30      | 0     | 1               | 0           | 0     | 0             | 0             | 0             | 0             | 0             | 0             | 0            | 0            | 0            | 0          | 1                   |  |
| 02:45      | 0     | 0               | 0           | 0     | 0             | 0             | 0             | 0             | 0             | 0             | 0            | 0            | 0            | 0          | 0                   |  |
| 03:00      | 0     | 0               | 0           | 0     | 1             | 0             | 0             | 0             | 0             | 0             | 0            | 0            | 0            | 0          | 1                   |  |
| 03:15      | 0     | 0               | 0           | 0     | 0             | 0             | 0             | 0             | 0             | 0             | 0            | 0            | 0            | 0          | 0                   |  |
| 03:30      | 0     | 1               | 0           | 0     | 0             | 0             | 0             | 0             | 0             | 0             | 0            | 0            | 0            | 0          | 1                   |  |
| 03:45      | 0     | 3               | 0           | 0     | 0             | 0             | 0             | 0             | 0             | 0             | 0            | 0            | 0            | 0          | 3                   |  |
| 04:00      | 0     | 4               | 0           | 0     | 1             | 0             | 0             | 0             | 0             | 0             | 0            | 0            | 0            | 0          | 5                   |  |
| 04:15      | 0     | 1               | 0           | 0     | 0             | 0             | 0             | 0             | 0             | 0             | 0            | 0            | 0            | 0          | 1                   |  |
| 04:30      | 0     | 0               | 0           | 0     | 0             | 0             | 0             | 0             | 0             | 0             | 0            | 0            | 0            | 0          | 0                   |  |
| 04:45      | 0     | 3               | 0           | 0     | 0             | 0             | 0             | 0             | 0             | 0             | 0            | 0            | 0            | 0          | 3                   |  |
| 05:00      | 0     | 2               | 0           | 0     | 0             | 0             | 0             | 0             | 0             | 0             | 0            | 0            | 0            | 0          | 2                   |  |
| 05:15      | 0     | 6               | 0           | 0     | 0             | 0             | 0             | 0             | 0             | 0             | 0            | 0            | 0            | 0          | 6                   |  |
| 05:30      | 0     | 0               | 0           | 0     | 0             | 0             | 0             | 0             | 0             | 0             | 0            | 0            | 0            | 0          | 0                   |  |
| 05:45      | 0     | 0               | 0           | 0     | 1             | 0             | 0             | 0             | 0             | 0             | 0            | 0            | 0            | 0          | 1                   |  |
| 06:00      | 0     | 1               | 0           | 0     | 0             | 0             | 0             | 0             | 0             | 0             | 0            | 0            | 0            | 0          | 1                   |  |
| 06:15      | 0     | 0               | 0           | 0     | 0             | 0             | 0             | 0             | 0             | 0             | 0            | 0            | 0            | 0          | 0                   |  |
| 06:30      | 0     | 3               | 0           | 0     | 0             | 0             | 0             | 0             | 0             | 0             | 0            | 0            | 0            | 0          | 3                   |  |
| 06:45      | 0     | 2               | 0           | 0     | 0             | 0             | 0             | 0             | 0             | 0             | 0            | 0            | 0            | 0          | 2                   |  |
| 07:00      | 0     | 6               | 0           | 0     | 0             | 0             | 0             | 0             | 0             | 0             | 0            | 0            | 0            | 0          | 6                   |  |
| 07:15      | 0     | 0               | 0           | 0     | 0             | 0             | 0             | 0             | 0             | 0             | 0            | 0            | 0            | 0          | 0                   |  |
| 07:30      | 0     | 4               | 1           | 0     | 0             | 0             | 0             | 0             | 0             | 0             | 0            | 0            | 0            | 0          | 5                   |  |
| 07:45      | 0     | 6               | 0           | 0     | 0             | 0             | 0             | 0             | 0             | 0             | 0            | 0            | 0            | 0          | 6                   |  |
| 08:00      | 0     | 5               | 0           | 0     | 0             | 0             | 0             | 0             | 0             | 0             | 0            | 0            | 0            | 0          | 5                   |  |
| 08:15      | 0     | 15              | 1           | 0     | 0             | 0             | 0             | 0             | 0             | 0             | 0            | 0            | 0            | 0          | 16                  |  |
| 08:30      | 0     | 5               | 1           | 0     | 1             | 0             | 0             | 0             | 0             | 0             | 0            | 0            | 0            | 0          | 7                   |  |
| 08:45      | 0     | 24              | 3           | 0     | 3             | 0             | 0             | 0             | 0             | 0             | 0            | 0            | 0            | 0          | 30                  |  |
| 09:00      | 1     | 38              | 10          | 0     | 3             | 2             | 0             | 0             | 0             | 0             | 0            | 0            | 0            | 0          | 54                  |  |
| 09:15      | 0     | 27              | 10          | 1     | 13            | 1             | 0             | 0             | 0             | 0             | 0            | 0            | 0            | 0          | 52                  |  |
| 09:30      | 1     | 94              | 24          | 1     | 20            | 3             | 0             | 0             | 0             | 0             | 0            | 0            | 0            | 0          | 143                 |  |
| 09:45      | 0     | 15              | 1           | 0     | 5             | 0             | 0             | 0             | 0             | 0             | 0            | 0            | 0            | 0          | 21                  |  |
| 10:00      | 0     | 14              | 7           | 0     | 7             | 0             | 0             | 0             | 0             | 0             | 0            | 0            | 0            | 0          | 28                  |  |
| 10:15      | 0     | 18              | 8           | 0     | 8             | 0             | 0             | 0             | 0             | 0             | 0            | 0            | 0            | 0          | 32                  |  |
| 10:30      | 1     | 27              | 10          | 0     | 3             | 1             | 0             | 0             | 0             | 0             | 0            | 0            | 0            | 0          | 44                  |  |
| 10:45      | 1     | 74              | 26          | 0     | 23            | 1             | 0             | 0             | 0             | 0             | 0            | 0            | 0            | 0          | 125                 |  |
| 11:00      | 0     | 30              | 11          | 0     | 11            | 0             | 0             | 0             | 0             | 0             | 0            | 0            | 0            | 0          | 52                  |  |
| 11:15      | 0     | 39              | 6           | 0     | 6             | 3             | 0             | 0             | 0             | 0             | 0            | 0            | 0            | 0          | 54                  |  |
| 11:30      | 1     | 39              | 9           | 0     | 10            | 1             | 0             | 0             | 0             | 0             | 0            | 0            | 0            | 0          | 60                  |  |
| 11:45      | 0     | 18              | 9           | 0     | 13            | 0             | 0             | 0             | 0             | 0             | 0            | 0            | 0            | 0          | 40                  |  |
| 12:00      | 1     | 126             | 35          | 0     | 40            | 4             | 0             | 0             | 0             | 0             | 0            | 0            | 0            | 0          | 206                 |  |
| 12:15      | 0     | 36              | 14          | 0     | 13            | 0             | 0             | 0             | 0             | 0             | 0            | 0            | 0            | 0          | 63                  |  |
| 12:30      | 0     | 33              | 11          | 0     | 9             | 0             | 0             | 0             | 0             | 0             | 0            | 0            | 0            | 0          | 53                  |  |
| 12:45      | 0     | 26              | 7           | 0     | 9             | 3             | 0             | 0             | 0             | 0             | 0            | 0            | 0            | 0          | 45                  |  |
| 13:00      | 0     | 25              | 15          | 0     | 11            | 0             | 0             | 0             | 0             | 0             | 0            | 0            | 0            | 0          | 51                  |  |
| 13:15      | 0     | 120             | 47          | 0     | 42            | 3             | 0             | 0             | 0             | 0             | 0            | 0            | 0            | 0          | 212                 |  |
| 13:30      | 0     | 30              | 9           | 0     | 7             | 1             | 0             | 0             | 0             | 0             | 0            | 0            | 0            | 0          | 47                  |  |
| 13:45      | 1     | 32              | 9           | 0     | 9             | 1             | 0             | 0             | 0             | 0             | 0            | 0            | 0            | 0          | 52                  |  |
| 14:00      | 0     | 38              | 18          | 0     | 11            | 2             | 0             | 0             | 0             | 0             | 0            | 0            | 0            | 0          | 69                  |  |
| 14:15      | 0     | 37              | 14          | 0     | 9             | 0             | 0             | 0             | 0             | 0             | 0            | 0            | 0            | 0          | 60                  |  |
| 14:30      | 1     | 137             | 50          | 0     | 36            | 4             | 0             | 0             | 0             | 0             | 0            | 0            | 0            | 0          | 228                 |  |
| 14:45      | 0     | 42              | 9           | 0     | 8             | 0             | 0             | 0             | 0             | 0             | 0            | 0            | 0            | 0          | 59                  |  |
| 15:00      | 0     | 32              | 13          | 0     | 11            | 0             | 0             | 0             | 0             | 0             | 0            | 0            | 0            | 0          | 56                  |  |
| 15:15      | 0     | 38              | 11          | 0     | 11            | 0             | 0             | 0             | 0             | 0             | 0            | 0            | 0            | 0          | 60                  |  |
| 15:30      | 0     | 46              | 5           | 0     | 9             | 0             | 0             | 0             | 0             | 0             | 0            | 0            | 0            | 0          | 60                  |  |
| 15:45      | 0     | 158             | 38          | 0     | 39            | 0             | 0             | 0             | 0             | 0             | 0            | 0            | 0            | 0          | 235                 |  |
| Total      | 5     | 754             | 225         | 1     | 205           | 15            | 0             | 0             | 0             | 0             | 0            | 0            | 0            | 0          | 1205                |  |
| Percent    | 0.4%  | 62.6%           | 18.7%       | 0.1%  | 17.0%         | 1.2%          | 0.0%          | 0.0%          | 0.0%          | 0.0%          | 0.0%         | 0.0%         | 0.0%         | 0.0%       |                     |  |

# URS Corporation

Riverside Dr  
East of Bridge #1540000

7650 W. Courtney Campbell Cswy  
Tampa, FL 33607

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

## Westbound

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

3-day average = 2610

Riverside Dr  
East of Bridge #1540000

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

Page 1

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

**Eastbound**

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

Riverside Dr  
East of Bridge #1540000

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

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

Eastbound

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

# URS Corporation

7650 W. Courtney Campbell Cswy  
Tampa, FL 33607

Page 3

Riverside Dr  
East of Bridge #1540000

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

## Eastbound

| Start Time | 1<br>15 | 16<br>20 | 21<br>25 | 26<br>30 | 31<br>35 | 36<br>40 | 41<br>45 | 46<br>50 | 51<br>55 | 56<br>60 | 61<br>65 | 66<br>70 | 71<br>75 | 76<br>999 | Total |
|------------|---------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|-----------|-------|
| 2/15/12    | 1       | 0        | 0        | 1        | 1        | 0        | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 4     |
| 00:15      | 0       | 0        | 0        | 1        | 0        | 2        | 1        | 1        | 0        | 0        | 0        | 0        | 0        | 0         | 5     |
| 00:30      | 0       | 0        | 0        | 0        | 0        | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 1     |
| 00:45      | 0       | 0        | 2        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 2     |
| 01:00      | 1       | 0        | 2        | 2        | 1        | 3        | 2        | 1        | 0        | 0        | 0        | 0        | 0        | 0         | 12    |
| 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     |
| 02:00      | 0       | 0        | 0        | 2        | 2        | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 5     |
| 02:15      | 0       | 1        | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 2     |
| 02:30      | 0       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 0     |
| 02:45      | 0       | 0        | 0        | 0        | 0        | 0        | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 1     |
| 03:00      | 0       | 1        | 1        | 0        | 0        | 0        | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 3     |
| 03:15      | 0       | 0        | 1        | 1        | 1        | 0        | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 4     |
| 03:30      | 0       | 1        | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 2     |
| 03:45      | 0       | 0        | 1        | 0        | 0        | 0        | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 2     |
| 04:00      | 0       | 1        | 3        | 2        | 2        | 0        | 2        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 10    |
| 04:15      | 0       | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 1     |
| 04:30      | 0       | 0        | 0        | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 1     |
| 04:45      | 0       | 0        | 1        | 1        | 1        | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 4     |
| 05:00      | 0       | 1        | 1        | 2        | 1        | 2        | 0        | 0        | 0        | 1        | 0        | 0        | 0        | 0         | 8     |
| 05:15      | 0       | 0        | 1        | 5        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 6     |
| 05:30      | 0       | 0        | 1        | 1        | 2        | 4        | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 9     |
| 05:45      | 0       | 0        | 0        | 3        | 6        | 4        | 2        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 15    |
| 06:00      | 0       | 0        | 0        | 3        | 4        | 9        | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 17    |
| 06:15      | 0       | 0        | 2        | 12       | 12       | 17       | 4        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 47    |
| 06:30      | 0       | 1        | 3        | 3        | 7        | 5        | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 20    |
| 06:45      | 0       | 0        | 1        | 4        | 10       | 4        | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 20    |
| 07:00      | 5       | 0        | 0        | 2        | 14       | 12       | 0        | 1        | 0        | 0        | 0        | 0        | 0        | 0         | 34    |
| 07:15      | 3       | 0        | 9        | 25       | 25       | 5        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 67    |
| 07:30      | 8       | 1        | 13       | 34       | 56       | 26       | 2        | 1        | 0        | 0        | 0        | 0        | 0        | 0         | 141   |
| 07:45      | 3       | 0        | 5        | 8        | 24       | 14       | 4        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 58    |
| 08:00      | 1       | 4        | 1        | 15       | 22       | 10       | 4        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 57    |
| 08:15      | 8       | 4        | 2        | 13       | 22       | 3        | 2        | 1        | 0        | 0        | 0        | 0        | 0        | 0         | 55    |
| 08:30      | 5       | 0        | 3        | 16       | 24       | 15       | 3        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 66    |
| 08:45      | 17      | 8        | 11       | 52       | 92       | 42       | 13       | 1        | 0        | 0        | 0        | 0        | 0        | 0         | 236   |
| 09:00      | 1       | 0        | 3        | 19       | 29       | 12       | 4        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 68    |
| 09:15      | 0       | 0        | 3        | 21       | 40       | 12       | 2        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 78    |
| 09:30      | 11      | 0        | 7        | 42       | 28       | 5        | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 94    |
| 09:45      | 11      | 1        | 12       | 35       | 20       | 5        | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 85    |
| 10:00      | 23      | 1        | 25       | 117      | 117      | 34       | 8        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 325   |
| 10:15      | 9       | 1        | 13       | 25       | 21       | 6        | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 76    |
| 10:30      | 3       | 7        | 25       | 31       | 17       | 10       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 93    |
| 10:45      | 4       | 0        | 6        | 17       | 15       | 8        | 6        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 56    |
| 11:00      | 8       | 3        | 9        | 30       | 26       | 3        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 79    |
| 11:15      | 24      | 11       | 53       | 103      | 79       | 27       | 7        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 304   |
| 11:30      | 6       | 2        | 15       | 13       | 7        | 3        | 0        | 1        | 0        | 0        | 0        | 0        | 0        | 0         | 47    |
| 11:45      | 5       | 5        | 17       | 24       | 15       | 3        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 69    |
| 12:00      | 7       | 9        | 21       | 18       | 14       | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 70    |
| 12:15      | 5       | 3        | 16       | 16       | 15       | 4        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 59    |
| 12:30      | 23      | 19       | 69       | 71       | 51       | 11       | 0        | 1        | 0        | 0        | 0        | 0        | 0        | 0         | 245   |
| 12:45      | 4       | 7        | 18       | 17       | 13       | 2        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 61    |
| 13:00      | 5       | 10       | 14       | 25       | 9        | 4        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 67    |
| 13:15      | 11      | 8        | 33       | 10       | 7        | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 70    |
| 13:30      | 4       | 3        | 25       | 29       | 13       | 4        | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 79    |
| 13:45      | 24      | 28       | 90       | 81       | 42       | 11       | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 277   |
| Total      | 120     | 71       | 270      | 478      | 455      | 174      | 40       | 4        | 0        | 1        | 0        | 0        | 0        | 0         | 1613  |

Riverside Dr  
East of Bridge #1540000

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

Page 4

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

**Eastbound**

| Start Time | 1   | 16  | 21  | 26  | 31  | 36  | 41 | 46 | 51 | 56 | 61 | 66 | 71 | 76  | Total |
|------------|-----|-----|-----|-----|-----|-----|----|----|----|----|----|----|----|-----|-------|
|            | 15  | 20  | 25  | 30  | 35  | 40  | 45 | 50 | 55 | 60 | 65 | 70 | 75 | 999 |       |
| 12 PM      | 8   | 4   | 24  | 10  | 18  | 2   | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0   | 66    |
| 12:15      | 18  | 1   | 20  | 19  | 17  | 2   | 1  | 0  | 0  | 0  | 0  | 0  | 0  | 0   | 78    |
| 12:30      | 8   | 7   | 13  | 24  | 9   | 3   | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0   | 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      | 7   | 14  | 22  | 23  | 15  | 2   | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0   | 83    |
|            | 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    |
| 14:15      | 4   | 7   | 25  | 27  | 8   | 1   | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0   | 72    |
| 14:30      | 8   | 4   | 15  | 37  | 15  | 2   | 1  | 0  | 0  | 0  | 0  | 0  | 0  | 0   | 82    |
| 14:45      | 6   | 8   | 22  | 24  | 12  | 3   | 1  | 0  | 0  | 0  | 0  | 0  | 0  | 0   | 76    |
|            | 22  | 34  | 94  | 106 | 45  | 7   | 2  | 0  | 0  | 0  | 0  | 0  | 0  | 0   | 310   |
| 15:00      | 13  | 21  | 47  | 21  | 9   | 0   | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0   | 111   |
| 15:15      | 5   | 8   | 31  | 19  | 8   | 2   | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0   | 73    |
| 15:30      | 7   | 7   | 17  | 30  | 12  | 2   | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0   | 75    |
| 15:45      | 9   | 5   | 17  | 14  | 7   | 2   | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0   | 54    |
|            | 34  | 41  | 112 | 84  | 36  | 6   | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0   | 313   |
| 16:00      | 6   | 10  | 30  | 25  | 13  | 0   | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0   | 84    |
| 16:15      | 4   | 5   | 28  | 26  | 15  | 1   | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0   | 79    |
| 16:30      | 6   | 5   | 13  | 18  | 20  | 3   | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0   | 65    |
| 16:45      | 4   | 2   | 18  | 23  | 11  | 1   | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0   | 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   | 17  | 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      | 7   | 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    |
| 18:45      | 5   | 5   | 11  | 11  | 10  | 3   | 1  | 0  | 0  | 0  | 0  | 0  | 0  | 0   | 46    |
|            | 23  | 20  | 79  | 74  | 46  | 8   | 3  | 0  | 0  | 0  | 0  | 0  | 0  | 0   | 253   |
| 19:00      | 3   | 5   | 7   | 14  | 5   | 3   | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0   | 37    |
| 19:15      | 1   | 0   | 11  | 16  | 11  | 1   | 1  | 0  | 0  | 0  | 0  | 0  | 0  | 0   | 41    |
| 19:30      | 3   | 0   | 2   | 9   | 14  | 2   | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0   | 30    |
| 19:45      | 4   | 0   | 4   | 11  | 10  | 1   | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0   | 30    |
|            | 11  | 5   | 24  | 50  | 40  | 7   | 1  | 0  | 0  | 0  | 0  | 0  | 0  | 0   | 138   |
| 20:00      | 4   | 0   | 5   | 11  | 4   | 2   | 0  | 1  | 0  | 0  | 0  | 0  | 0  | 0   | 27    |
| 20:15      | 3   | 2   | 3   | 2   | 1   | 2   | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0   | 13    |
| 20:30      | 6   | 3   | 3   | 9   | 4   | 3   | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0   | 28    |
| 20:45      | 3   | 1   | 2   | 2   | 7   | 6   | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0   | 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  | 0  | 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   | 0   | 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      | 0   | 2   | 1   | 2   | 3   | 2   | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0   | 10    |
|            | 2   | 3   | 3   | 12  | 14  | 5   | 4  | 0  | 0  | 0  | 0  | 0  | 0  | 0   | 43    |
| 23:00      | 1   | 0   | 1   | 4   | 5   | 0   | 1  | 1  | 0  | 0  | 0  | 0  | 0  | 0   | 13    |
| 23:15      | 2   | 2   | 3   | 1   | 2   | 2   | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0   | 12    |
| 23:30      | 0   | 0   | 0   | 3   | 0   | 3   | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0   | 6     |
| 23:45      | 1   | 0   | 1   | 0   | 0   | 2   | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0   | 4     |
|            | 4   | 2   | 5   | 8   | 7   | 7   | 1  | 1  | 0  | 0  | 0  | 0  | 0  | 0   | 35    |
| Total      | 227 | 190 | 669 | 719 | 469 | 110 | 17 | 3  | 0  | 0  | 0  | 0  | 0  | 0   | 2404  |

# URS Corporation

Riverside Dr  
East of Bridge #1540000

7650 W. Courtney Campbell Cswy  
Tampa, FL 33607

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

## Eastbound

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



# URS Corporation

Riverside Dr  
East of Bridge #1540000

7650 W. Courtney Campbell Cswy  
Tampa, FL 33607

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

## Eastbound

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

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

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

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

Riverside Dr  
East of Bridge #1540000

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

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

**Westbound**

| Start Time | 15  | 16 | 21  | 26  | 31  | 36 | 41 | 46 | 51 | 56 | 61 | 66 | 71 | 76 | 999 | Total |
|------------|-----|----|-----|-----|-----|----|----|----|----|----|----|----|----|----|-----|-------|
| 2/14/12    | 0   | 0  | 0   | 1   | 0   | 1  | 0  | 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  | 0   | 4     |
| 00:30      | 0   | 0  | 0   | 2   | 0   | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0   | 2     |
| 00:45      | 0   | 0  | 1   | 1   | 0   | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0   | 2     |
| 01:00      | 0   | 0  | 1   | 5   | 0   | 4  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0   | 10    |
| 01:15      | 0   | 0  | 1   | 0   | 0   | 0  | 1  | 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  | 0   | 1     |
| 01:45      | 1   | 0  | 0   | 4   | 2   | 2  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0   | 9     |
| 02:00      | 1   | 0  | 1   | 4   | 2   | 2  | 1  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0   | 11    |
| 02:15      | 0   | 0  | 1   | 0   | 1   | 1  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0   | 3     |
| 02:30      | 0   | 1  | 0   | 0   | 1   | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0   | 2     |
| 02:45      | 1   | 0  | 0   | 4   | 1   | 1  | 0  | 0  | 1  | 0  | 0  | 0  | 0  | 0  | 0   | 8     |
| 03:00      | 0   | 0  | 1   | 0   | 0   | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0   | 1     |
| 03:15      | 1   | 1  | 2   | 4   | 3   | 2  | 0  | 0  | 1  | 0  | 0  | 0  | 0  | 0  | 0   | 14    |
| 03:30      | 0   | 0  | 0   | 1   | 0   | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0   | 1     |
| 03:45      | 0   | 0  | 0   | 0   | 1   | 1  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0   | 2     |
| 04:00      | 0   | 0  | 0   | 1   | 2   | 1  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0   | 4     |
| 04:15      | 1   | 2  | 0   | 0   | 1   | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0   | 4     |
| 04:30      | 0   | 0  | 0   | 0   | 1   | 0  | 1  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0   | 2     |
| 04:45      | 0   | 0  | 0   | 2   | 0   | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0   | 2     |
| 05:00      | 0   | 0  | 0   | 0   | 0   | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0   | 0     |
| 05:15      | 1   | 2  | 0   | 2   | 2   | 0  | 1  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0   | 8     |
| 05:30      | 0   | 0  | 0   | 1   | 1   | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0   | 2     |
| 05:45      | 1   | 0  | 1   | 1   | 0   | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0   | 3     |
| 06:00      | 0   | 0  | 1   | 2   | 1   | 4  | 1  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0   | 9     |
| 06:15      | 1   | 0  | 0   | 2   | 2   | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0   | 5     |
| 06:30      | 2   | 0  | 2   | 6   | 4   | 4  | 1  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0   | 19    |
| 06:45      | 1   | 0  | 1   | 1   | 3   | 3  | 0  | 1  | 0  | 0  | 0  | 0  | 0  | 0  | 0   | 10    |
| 07:00      | 2   | 0  | 0   | 3   | 12  | 3  | 1  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0   | 21    |
| 07:15      | 5   | 0  | 5   | 19  | 15  | 3  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0   | 47    |
| 07:30      | 5   | 2  | 8   | 7   | 24  | 12 | 3  | 1  | 0  | 0  | 0  | 0  | 0  | 0  | 0   | 62    |
| 07:45      | 13  | 2  | 14  | 30  | 54  | 21 | 4  | 2  | 0  | 0  | 0  | 0  | 0  | 0  | 0   | 140   |
| 08:00      | 0   | 1  | 2   | 3   | 6   | 5  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0   | 17    |
| 08:15      | 3   | 0  | 2   | 8   | 8   | 3  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0   | 24    |
| 08:30      | 1   | 0  | 2   | 9   | 10  | 8  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0   | 30    |
| 08:45      | 4   | 0  | 9   | 15  | 6   | 5  | 1  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0   | 40    |
| 09:00      | 8   | 1  | 15  | 35  | 30  | 21 | 1  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0   | 111   |
| 09:15      | 4   | 0  | 7   | 12  | 9   | 2  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0   | 34    |
| 09:30      | 4   | 3  | 7   | 13  | 20  | 4  | 2  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0   | 53    |
| 09:45      | 4   | 4  | 16  | 11  | 11  | 1  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0   | 47    |
| 10:00      | 3   | 2  | 9   | 12  | 13  | 2  | 2  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0   | 43    |
| 10:15      | 15  | 9  | 39  | 48  | 53  | 9  | 4  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0   | 177   |
| 10:30      | 13  | 3  | 15  | 19  | 17  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0   | 67    |
| 10:45      | 5   | 2  | 8   | 14  | 16  | 2  | 1  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0   | 48    |
| 11:00      | 5   | 0  | 11  | 16  | 8   | 1  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0   | 41    |
| 11:15      | 8   | 4  | 14  | 10  | 8   | 3  | 1  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0   | 48    |
| 11:30      | 31  | 9  | 48  | 59  | 49  | 6  | 2  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0   | 204   |
| 11:45      | 5   | 5  | 15  | 11  | 6   | 5  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0   | 47    |
| 12:00      | 5   | 3  | 16  | 16  | 8   | 3  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0   | 51    |
| 12:15      | 5   | 2  | 14  | 15  | 8   | 2  | 1  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0   | 47    |
| 12:30      | 9   | 3  | 22  | 24  | 4   | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0   | 62    |
| 12:45      | 24  | 13 | 67  | 66  | 26  | 10 | 1  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0   | 207   |
| 13:00      | 8   | 2  | 15  | 22  | 10  | 3  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0   | 60    |
| 13:15      | 4   | 8  | 22  | 11  | 6   | 1  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0   | 52    |
| 13:30      | 16  | 8  | 16  | 17  | 5   | 1  | 1  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0   | 64    |
| 13:45      | 5   | 8  | 14  | 15  | 14  | 2  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0   | 58    |
| 14:00      | 33  | 26 | 67  | 65  | 35  | 7  | 1  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0   | 234   |
| Total      | 129 | 63 | 256 | 325 | 260 | 87 | 16 | 2  | 1  | 0  | 0  | 0  | 0  | 0  | 0   | 1139  |

# URS Corporation

7650 W. Courtney Campbell Cswy  
Tampa, FL 33607

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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  
BECKETT 72HR SPEED

## Westbound

| Start Time | 15  | 16  | 21  | 26  | 31  | 36  | 41 | 46 | 51 | 56 | 61 | 66 | 71 | 76  | Total |
|------------|-----|-----|-----|-----|-----|-----|----|----|----|----|----|----|----|-----|-------|
|            | 15  | 20  | 25  | 30  | 35  | 40  | 45 | 50 | 55 | 60 | 65 | 70 | 75 | 999 |       |
| 12 PM      | 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    |
|            | 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  | 0  | 0  | 0  | 0  | 0   | 65    |
| 13:15      | 5   | 8   | 13  | 22  | 11  | 2   | 2  | 0  | 0  | 0  | 0  | 0  | 0  | 0   | 63    |
| 13:30      | 8   | 3   | 14  | 29  | 7   | 2   | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0   | 63    |
| 13:45      | 14  | 9   | 24  | 25  | 13  | 1   | 2  | 0  | 0  | 0  | 0  | 0  | 0  | 0   | 88    |
|            | 36  | 22  | 71  | 101 | 40  | 5   | 4  | 0  | 0  | 0  | 0  | 0  | 0  | 0   | 279   |
| 14:00      | 6   | 3   | 13  | 24  | 10  | 2   | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0   | 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  | 0  | 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   | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0   | 76    |
|            | 26  | 10  | 66  | 112 | 66  | 24  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0   | 304   |
| 16:00      | 5   | 2   | 16  | 29  | 22  | 5   | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0   | 79    |
| 16:15      | 5   | 3   | 9   | 13  | 18  | 4   | 1  | 0  | 1  | 0  | 0  | 0  | 0  | 0   | 54    |
| 16:30      | 9   | 3   | 11  | 19  | 17  | 6   | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0   | 65    |
| 16:45      | 10  | 5   | 21  | 38  | 14  | 4   | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0   | 92    |
|            | 29  | 13  | 57  | 99  | 71  | 19  | 1  | 0  | 1  | 0  | 0  | 0  | 0  | 0   | 290   |
| 17:00      | 8   | 8   | 12  | 27  | 22  | 1   | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0   | 78    |
| 17:15      | 7   | 3   | 14  | 23  | 24  | 6   | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0   | 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      | 3   | 2   | 15  | 12  | 7   | 1   | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0   | 40    |
|            | 25  | 22  | 56  | 80  | 38  | 9   | 1  | 0  | 0  | 0  | 0  | 0  | 0  | 0   | 231   |
| 19:00      | 3   | 1   | 12  | 15  | 9   | 3   | 1  | 0  | 0  | 0  | 0  | 0  | 0  | 0   | 44    |
| 19:15      | 5   | 3   | 17  | 18  | 10  | 2   | 1  | 0  | 0  | 0  | 0  | 0  | 0  | 0   | 56    |
| 19:30      | 4   | 2   | 9   | 16  | 8   | 1   | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0   | 40    |
| 19:45      | 5   | 2   | 7   | 13  | 13  | 2   | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0   | 42    |
|            | 17  | 8   | 45  | 62  | 40  | 8   | 2  | 0  | 0  | 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  | 0  | 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  | 9   | 1   | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0   | 28    |
| 21:15      | 1   | 1   | 8   | 6   | 10  | 0   | 0  | 0  | 1  | 0  | 0  | 0  | 0  | 0   | 27    |
| 21:30      | 1   | 1   | 5   | 2   | 4   | 0   | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0   | 13    |
| 21:45      | 0   | 1   | 6   | 4   | 8   | 1   | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0   | 20    |
|            | 4   | 5   | 23  | 22  | 31  | 2   | 0  | 0  | 1  | 0  | 0  | 0  | 0  | 0   | 88    |
| 22:00      | 1   | 2   | 3   | 10  | 5   | 1   | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0   | 22    |
| 22:15      | 0   | 2   | 2   | 13  | 7   | 1   | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0   | 25    |
| 22:30      | 0   | 4   | 2   | 7   | 5   | 2   | 2  | 0  | 0  | 0  | 0  | 0  | 0  | 0   | 22    |
| 22:45      | 0   | 0   | 1   | 5   | 3   | 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  | 0  | 0  | 0  | 0  | 0   | 7     |
|            | 2   | 3   | 6   | 5   | 19  | 5   | 3  | 0  | 0  | 0  | 0  | 0  | 0  | 0   | 43    |
| Total      | 241 | 183 | 610 | 845 | 529 | 118 | 16 | 1  | 2  | 0  | 0  | 0  | 0  | 0   | 2545  |

# URS Corporation

7650 W. Courtney Campbell Cswy  
Tampa, FL 33607

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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  
BECKETT 72HR SPEED

## Westbound

| Start Time | 15  | 16 | 21  | 26  | 31  | 36 | 41 | 46 | 51 | 56 | 61 | 66 | 71 | 76 | 999 | Total |
|------------|-----|----|-----|-----|-----|----|----|----|----|----|----|----|----|----|-----|-------|
| 2/15/12    | 0   | 0  | 0   | 3   | 3   | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0   | 6     |
| 00:15      | 1   | 0  | 2   | 5   | 4   | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0   | 12    |
| 00:30      | 0   | 0  | 0   | 0   | 0   | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0   | 0     |
| 00:45      | 0   | 0  | 0   | 1   | 1   | 2  | 1  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0   | 5     |
| 01:00      | 1   | 0  | 2   | 9   | 8   | 2  | 1  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0   | 23    |
| 01:15      | 0   | 0  | 0   | 0   | 1   | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0   | 1     |
| 01:30      | 0   | 1  | 0   | 0   | 2   | 0  | 1  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0   | 4     |
| 01:45      | 0   | 0  | 0   | 0   | 1   | 1  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0   | 2     |
| 02:00      | 0   | 0  | 0   | 2   | 1   | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0   | 3     |
| 02:15      | 0   | 1  | 0   | 2   | 5   | 1  | 1  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0   | 10    |
| 02:30      | 1   | 0  | 0   | 3   | 2   | 0  | 0  | 1  | 0  | 0  | 0  | 0  | 0  | 0  | 0   | 7     |
| 02:45      | 1   | 0  | 0   | 0   | 1   | 2  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0   | 4     |
| 03:00      | 0   | 0  | 0   | 0   | 0   | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0   | 0     |
| 03:15      | 0   | 0  | 0   | 0   | 0   | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0   | 0     |
| 03:30      | 0   | 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     |
| 04:00      | 0   | 0  | 0   | 2   | 1   | 1  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0   | 4     |
| 04:15      | 0   | 0  | 0   | 1   | 0   | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0   | 1     |
| 04:30      | 0   | 0  | 1   | 0   | 1   | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0   | 2     |
| 04:45      | 0   | 0  | 0   | 0   | 2   | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0   | 2     |
| 05:00      | 0   | 0  | 0   | 2   | 1   | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0   | 3     |
| 05:15      | 0   | 0  | 1   | 3   | 4   | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0   | 8     |
| 05:30      | 0   | 0  | 0   | 0   | 0   | 2  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0   | 2     |
| 05:45      | 0   | 0  | 2   | 1   | 2   | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0   | 5     |
| 06:00      | 0   | 0  | 1   | 0   | 1   | 1  | 1  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0   | 4     |
| 06:15      | 0   | 0  | 0   | 0   | 0   | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0   | 6     |
| 06:30      | 0   | 0  | 4   | 3   | 6   | 3  | 1  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0   | 17    |
| 06:45      | 0   | 0  | 0   | 2   | 2   | 0  | 1  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0   | 5     |
| 07:00      | 0   | 0  | 0   | 7   | 13  | 5  | 1  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0   | 26    |
| 07:15      | 1   | 0  | 2   | 14  | 23  | 7  | 1  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0   | 48    |
| 07:30      | 4   | 0  | 0   | 14  | 22  | 13 | 5  | 2  | 0  | 0  | 0  | 0  | 0  | 0  | 0   | 60    |
| 07:45      | 5   | 0  | 2   | 37  | 60  | 25 | 8  | 2  | 0  | 0  | 0  | 0  | 0  | 0  | 0   | 139   |
| 08:00      | 3   | 2  | 1   | 7   | 8   | 3  | 1  | 1  | 0  | 0  | 0  | 0  | 0  | 0  | 0   | 26    |
| 08:15      | 1   | 1  | 2   | 9   | 10  | 2  | 2  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0   | 27    |
| 08:30      | 2   | 1  | 2   | 7   | 10  | 7  | 1  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0   | 30    |
| 08:45      | 5   | 2  | 10  | 14  | 10  | 5  | 3  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0   | 49    |
| 09:00      | 11  | 6  | 15  | 37  | 38  | 17 | 7  | 1  | 0  | 0  | 0  | 0  | 0  | 0  | 0   | 132   |
| 09:15      | 8   | 2  | 8   | 11  | 14  | 4  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0   | 47    |
| 09:30      | 7   | 1  | 4   | 12  | 10  | 7  | 1  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0   | 42    |
| 09:45      | 10  | 4  | 13  | 20  | 13  | 4  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0   | 64    |
| 10:00      | 12  | 3  | 14  | 26  | 6   | 2  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0   | 63    |
| 10:15      | 37  | 10 | 39  | 69  | 43  | 17 | 1  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0   | 216   |
| 10:30      | 9   | 9  | 16  | 25  | 10  | 3  | 2  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0   | 74    |
| 10:45      | 3   | 1  | 12  | 9   | 8   | 4  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0   | 37    |
| 11:00      | 10  | 0  | 12  | 19  | 10  | 3  | 1  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0   | 55    |
| 11:15      | 8   | 3  | 15  | 20  | 13  | 1  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0   | 60    |
| 11:30      | 30  | 13 | 55  | 73  | 41  | 11 | 3  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0   | 226   |
| 11:45      | 9   | 4  | 7   | 16  | 7   | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0   | 43    |
| 12:00      | 8   | 8  | 22  | 16  | 7   | 1  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0   | 62    |
| 12:15      | 6   | 1  | 18  | 20  | 7   | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0   | 52    |
| 12:30      | 6   | 5  | 15  | 14  | 6   | 0  | 1  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0   | 47    |
| 12:45      | 29  | 18 | 62  | 66  | 27  | 1  | 1  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0   | 204   |
| 13:00      | 6   | 13 | 27  | 18  | 8   | 1  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0   | 73    |
| 13:15      | 7   | 4  | 16  | 22  | 7   | 3  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0   | 59    |
| 13:30      | 10  | 6  | 20  | 17  | 8   | 3  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0   | 64    |
| 13:45      | 3   | 7  | 14  | 20  | 7   | 1  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0   | 52    |
| 14:00      | 26  | 30 | 77  | 77  | 30  | 8  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0   | 248   |
| Total      | 141 | 78 | 257 | 381 | 266 | 89 | 24 | 4  | 0  | 0  | 0  | 0  | 0  | 0  | 0   | 1240  |

# URS Corporation

7650 W. Courtney Campbell Cswy  
Tampa, FL 33607

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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  
BECKETT 72HR SPEED

## Westbound

| 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  | 0  | 0  | 0  | 0  | 0  | 0   | 95    |  |
|       | 47  | 26  | 115 | 90  | 45  | 8   | 1  | 0  | 0  | 0  | 0  | 0  | 0  | 0   | 332   |  |
| 13:00 | 9   | 5   | 23  | 23  | 10  | 3   | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0   | 73    |  |
| 13:15 | 9   | 15  | 13  | 24  | 18  | 3   | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0   | 82    |  |
| 13:30 | 8   | 5   | 25  | 24  | 13  | 2   | 0  | 0  | 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   | 84    |  |
| 14:30 | 12  | 9   | 19  | 25  | 9   | 2   | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0   | 76    |  |
| 14:45 | 6   | 10  | 25  | 24  | 8   | 2   | 1  | 0  | 0  | 0  | 0  | 0  | 0  | 0   | 76    |  |
|       | 28  | 30  | 100 | 105 | 39  | 11  | 2  | 0  | 0  | 0  | 0  | 0  | 0  | 0   | 315   |  |
| 15:00 | 9   | 0   | 26  | 26  | 20  | 4   | 1  | 0  | 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   | 49    |  |
|       | 44  | 11  | 53  | 78  | 59  | 11  | 3  | 0  | 0  | 0  | 0  | 0  | 0  | 0   | 259   |  |
| 16:00 | 3   | 7   | 15  | 18  | 25  | 1   | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0   | 69    |  |
| 16:15 | 4   | 1   | 9   | 24  | 26  | 6   | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0   | 70    |  |
| 16:30 | 10  | 5   | 18  | 11  | 20  | 6   | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0   | 70    |  |
| 16:45 | 7   | 6   | 18  | 41  | 18  | 4   | 0  | 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  | 0  | 0  | 0  | 0  | 0  | 0  | 0   | 89    |  |
| 17:45 | 7   | 2   | 13  | 26  | 14  | 4   | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0   | 66    |  |
|       | 24  | 17  | 56  | 85  | 97  | 15  | 1  | 1  | 0  | 0  | 0  | 0  | 0  | 0   | 296   |  |
| 18:00 | 5   | 4   | 23  | 16  | 15  | 2   | 0  | 0  | 0  | 0  | 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 | 6   | 2   | 15  | 19  | 18  | 1   | 1  | 0  | 0  | 0  | 0  | 0  | 0  | 0   | 62    |  |
|       | 28  | 25  | 65  | 90  | 63  | 4   | 2  | 0  | 0  | 0  | 0  | 0  | 0  | 0   | 277   |  |
| 19:00 | 4   | 1   | 8   | 22  | 12  | 1   | 0  | 1  | 0  | 0  | 0  | 0  | 0  | 0   | 49    |  |
| 19:15 | 2   | 9   | 7   | 14  | 14  | 3   | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0   | 49    |  |
| 19:30 | 2   | 0   | 4   | 17  | 10  | 4   | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0   | 37    |  |
| 19:45 | 6   | 1   | 15  | 16  | 13  | 5   | 1  | 0  | 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   | 55    |  |
| 20:30 | 1   | 0   | 6   | 19  | 19  | 3   | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0   | 48    |  |
| 20:45 | 4   | 4   | 8   | 14  | 9   | 6   | 1  | 0  | 0  | 0  | 0  | 0  | 0  | 0   | 46    |  |
|       | 13  | 7   | 35  | 78  | 43  | 17  | 1  | 0  | 1  | 0  | 0  | 0  | 0  | 0   | 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  | 7   | 3   | 0  | 2  | 0  | 0  | 0  | 0  | 0  | 0   | 28    |  |
|       | 9   | 4   | 26  | 56  | 33  | 10  | 2  | 3  | 0  | 0  | 0  | 0  | 0  | 0   | 143   |  |
| 22:00 | 1   | 0   | 3   | 13  | 6   | 2   | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0   | 25    |  |
| 22:15 | 0   | 0   | 1   | 6   | 5   | 4   | 1  | 0  | 0  | 0  | 0  | 0  | 0  | 0   | 17    |  |
| 22:30 | 0   | 0   | 3   | 2   | 6   | 4   | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0   | 15    |  |
| 22:45 | 0   | 1   | 2   | 1   | 2   | 2   | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0   | 8     |  |
|       | 1   | 1   | 9   | 22  | 19  | 12  | 1  | 0  | 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  | 0  | 0  | 0  | 0  | 0  | 0  | 0   | 5     |  |
| 23:45 | 0   | 1   | 1   | 0   | 3   | 1   | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0   | 6     |  |
|       | 4   | 3   | 4   | 5   | 12  | 5   | 2  | 0  | 0  | 0  | 0  | 0  | 0  | 0   | 35    |  |
| Total | 266 | 184 | 637 | 870 | 607 | 134 | 16 | 5  | 1  | 0  | 0  | 0  | 0  | 0   | 2720  |  |

# URS Corporation

7650 W. Courtney Campbell Cswy  
Tampa, FL 33607

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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  
BECKETT 72HR SPEED

## Westbound

| Start Time | 15  | 16 | 21  | 26  | 31  | 36 | 41 | 46 | 51 | 56 | 61 | 66 | 71 | 76 | Total |
|------------|-----|----|-----|-----|-----|----|----|----|----|----|----|----|----|----|-------|
| 2/16/12    | 0   | 0  | 0   | 1   | 4   | 0  | 0  | 0  | 0  | 0  | 1  | 0  | 0  | 0  | 6     |
| 00:15      | 0   | 0  | 0   | 1   | 3   | 1  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 5     |
| 00:30      | 0   | 1  | 0   | 0   | 1   | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 2     |
| 00:45      | 0   | 0  | 0   | 0   | 1   | 1  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 2     |
| 01:00      | 0   | 1  | 0   | 2   | 9   | 2  | 0  | 0  | 0  | 0  | 1  | 0  | 0  | 0  | 15    |
| 01:15      | 1   | 0  | 2   | 0   | 1   | 2  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 6     |
| 01:30      | 1   | 0  | 0   | 1   | 0   | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 2     |
| 01:45      | 0   | 0  | 0   | 1   | 1   | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 2     |
| 02:00      | 0   | 0  | 0   | 2   | 0   | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 2     |
| 02:15      | 2   | 0  | 2   | 4   | 2   | 2  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 12    |
| 02:30      | 0   | 0  | 0   | 0   | 1   | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 1     |
| 02:45      | 0   | 0  | 0   | 0   | 0   | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0     |
| 03:00      | 0   | 0  | 0   | 0   | 0   | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0     |
| 03:15      | 0   | 0  | 0   | 0   | 0   | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0     |
| 03:30      | 0   | 0  | 0   | 0   | 0   | 0  | 1  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 1     |
| 03:45      | 0   | 0  | 0   | 0   | 0   | 2  | 1  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 3     |
| 04:00      | 0   | 0  | 0   | 0   | 0   | 3  | 2  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 5     |
| 04:15      | 0   | 0  | 0   | 1   | 0   | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 1     |
| 04:30      | 0   | 0  | 0   | 0   | 0   | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0     |
| 04:45      | 0   | 0  | 0   | 2   | 0   | 0  | 1  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 3     |
| 05:00      | 0   | 0  | 0   | 1   | 1   | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 2     |
| 05:15      | 0   | 0  | 0   | 4   | 1   | 0  | 1  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 6     |
| 05:30      | 0   | 0  | 0   | 0   | 0   | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0     |
| 05:45      | 0   | 0  | 2   | 2   | 1   | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 5     |
| 06:00      | 0   | 0  | 3   | 5   | 5   | 3  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 16    |
| 06:15      | 0   | 0  | 0   | 2   | 3   | 1  | 0  | 1  | 0  | 0  | 0  | 0  | 0  | 0  | 7     |
| 06:30      | 1   | 2  | 3   | 8   | 13  | 3  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 30    |
| 06:45      | 5   | 4  | 4   | 17  | 21  | 2  | 1  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 54    |
| 07:00      | 4   | 0  | 4   | 21  | 12  | 10 | 0  | 1  | 0  | 0  | 0  | 0  | 0  | 0  | 52    |
| 07:15      | 10  | 6  | 11  | 48  | 49  | 16 | 1  | 2  | 0  | 0  | 0  | 0  | 0  | 0  | 143   |
| 07:30      | 0   | 0  | 2   | 7   | 7   | 3  | 2  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 21    |
| 07:45      | 3   | 3  | 7   | 7   | 6   | 2  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 28    |
| 08:00      | 4   | 1  | 3   | 7   | 14  | 3  | 2  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 34    |
| 08:15      | 7   | 1  | 6   | 15  | 9   | 3  | 1  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 42    |
| 08:30      | 14  | 5  | 18  | 36  | 36  | 11 | 5  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 125   |
| 08:45      | 4   | 4  | 15  | 11  | 15  | 3  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 52    |
| 09:00      | 5   | 0  | 5   | 15  | 16  | 8  | 4  | 1  | 0  | 0  | 0  | 0  | 0  | 0  | 54    |
| 09:15      | 9   | 12 | 13  | 11  | 14  | 1  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 60    |
| 09:30      | 3   | 1  | 7   | 14  | 10  | 5  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 40    |
| 09:45      | 21  | 17 | 40  | 51  | 55  | 17 | 4  | 1  | 0  | 0  | 0  | 0  | 0  | 0  | 206   |
| 10:00      | 9   | 3  | 16  | 24  | 6   | 5  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 63    |
| 10:15      | 6   | 3  | 13  | 18  | 9   | 4  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 53    |
| 10:30      | 2   | 0  | 9   | 18  | 12  | 4  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 45    |
| 10:45      | 7   | 7  | 20  | 12  | 4   | 1  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 51    |
| 11:00      | 24  | 13 | 58  | 72  | 31  | 14 | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 212   |
| 11:15      | 8   | 3  | 9   | 18  | 7   | 1  | 1  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 47    |
| 11:30      | 14  | 7  | 16  | 13  | 2   | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 52    |
| 11:45      | 9   | 11 | 24  | 16  | 8   | 1  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 69    |
| 12:00      | 9   | 6  | 17  | 21  | 4   | 2  | 1  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 60    |
| 12:15      | 40  | 27 | 66  | 68  | 21  | 4  | 2  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 228   |
| 12:30      | 11  | 7  | 16  | 20  | 3   | 2  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 59    |
| 12:45      | 6   | 4  | 16  | 22  | 6   | 2  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 56    |
| 13:00      | 4   | 5  | 33  | 11  | 6   | 1  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 60    |
| 13:15      | 3   | 4  | 19  | 26  | 6   | 2  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 60    |
| 13:30      | 24  | 20 | 84  | 79  | 21  | 7  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 235   |
| Total      | 135 | 89 | 282 | 369 | 232 | 79 | 15 | 3  | 0  | 0  | 1  | 0  | 0  | 0  | 1205  |

# URS Corporation

Riverside Dr  
East of Bridge #1540000

7650 W. Courtney Campbell Cswy  
Tampa, FL 33607

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

## Westbound

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

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

## Stats

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



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

URS Corporation  
7650 West Courtney Campbell Cswy  
Tampa, FL 33607

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

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

Groups Printed- Unshifted

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

928-5130 846

928

73

1289

1288

235

2005

1977

527

537

455

458

488

543

528

456

2015

2005

6986

556

53.2

8.0

107

58

12

34

24

18

25

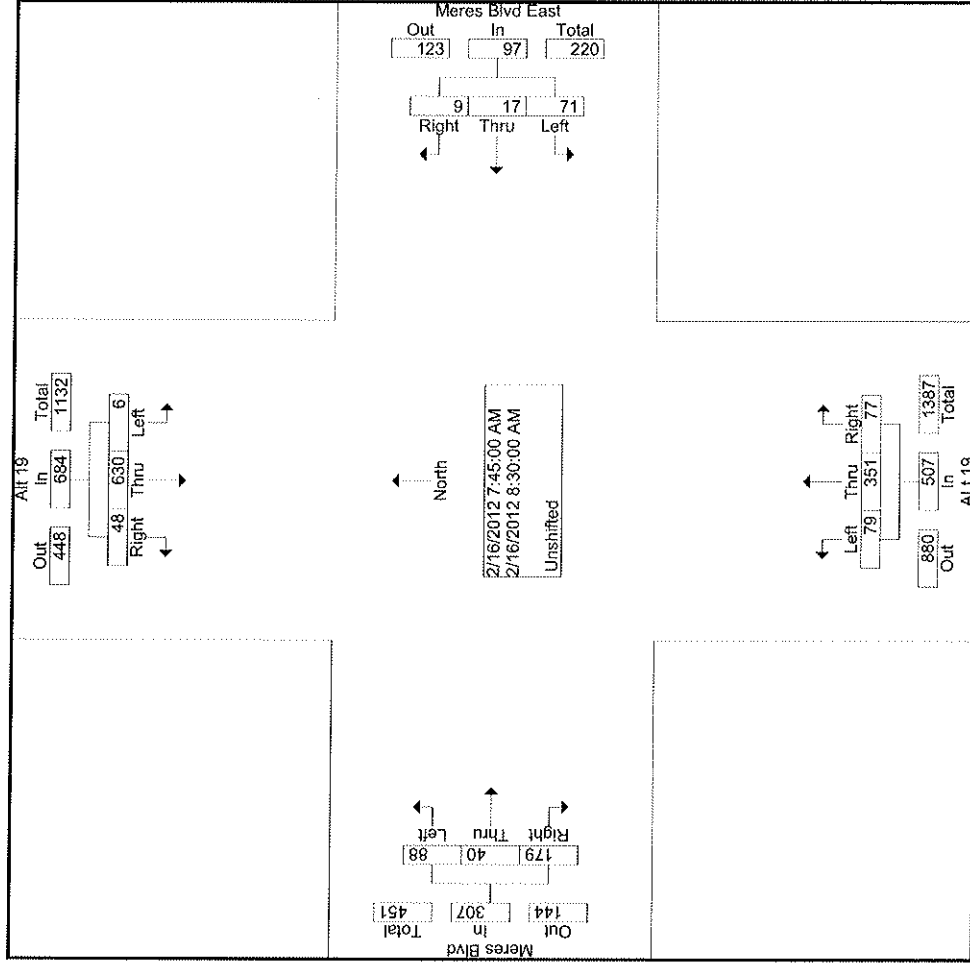
107

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

[illegible]

URS Corporation  
7650 West Courtney Campbell Cswy  
Tampa, FL 33607

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



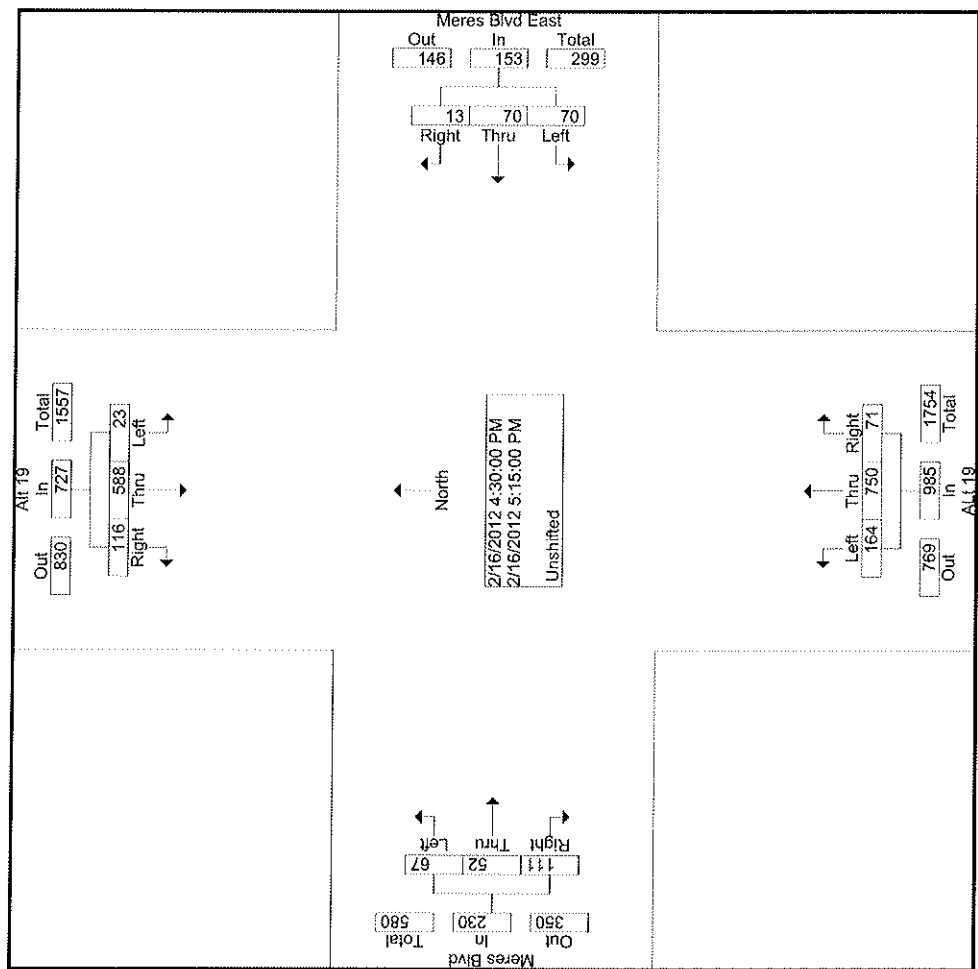
URS Corporation  
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Tampa, FL 33607

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

| Start Time  | Alt 19 Southbound |      |       | Meres Blvd East Westbound |          |      | ALT 19 Northbound |            |          | Meres Blvd Eastbound |       |            |
|---|-------------------|------|-------|---------------------------|----------|------|-------------------|------------|----------|----------------------|-------|------------|
|   | Left              | Thru | Right | App. Total                | Left     | Thru | Right             | App. Total | Left     | Thru                 | Right | App. Total |
| Peak Hour From 02:00 PM to 05:45 PM - Peak 1 of 1 |                   |      |       |                           |          |      |                   |            |          |                      |       |            |
| Intersection                                      | 04:30 PM          |      |       |                           |          |      |                   |            |          |                      |       |            |
| Volume  | 23                | 588  | 116   | 727                       | 70       | 70   | 13                | 153        | 164      | 750                  | 71    | 985        |
| Percent   | 3.2               | 80.9 | 16.0  |                           | 45.8     | 45.8 | 8.5               |            | 16.6     | 76.1                 | 7.2   |            |
| 05:15 Volume                                      | 4                 | 160  | 30    | 194                       | 18       | 21   | 4                 | 43         | 43       | 202                  | 20    | 265        |
| Peak Factor                                       |                   |      |       |                           |          |      |                   |            |          |                      |       |            |
| High Int.   | 05:15 PM          |      |       |                           | 04:45 PM |      |                   |            | 05:15 PM |                      |       |            |
| Volume  | 4                 | 160  | 30    | 194                       | 20       | 25   | 1                 | 46         | 43       | 202                  | 20    | 265        |
| Peak Factor                                       |                   |      |       | 0.937                     |          |      |                   | 0.832      |          |                      |       | 0.929      |
|   |                   |      |       |                           |          |      |                   |            | 04:30 PM |                      |       |            |
|   |                   |      |       |                           |          |      |                   |            | 18       |                      |       |            |
|   |                   |      |       |                           |          |      |                   |            | 28       |                      |       |            |
|   |                   |      |       |                           |          |      |                   |            | 64       |                      |       |            |
|   |                   |      |       |                           |          |      |                   |            | 0.898    |                      |       |            |
|   |                   |      |       |                           |          |      |                   |            | 230      |                      |       |            |
|   |                   |      |       |                           |          |      |                   |            | 41       |                      |       |            |
|   |                   |      |       |                           |          |      |                   |            | 543      |                      |       |            |
|   |                   |      |       |                           |          |      |                   |            | 0.965    |                      |       |            |

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Tampa, FL 33607

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



URS Corporation

Counter:  
Counted By:  
Weather:  
Other:

| Groups Printed- Unshifted |                      |      |       |       |                              |      |       |       |                      |      |       |       |                         |      |       |       |
|---------------------------|----------------------|------|-------|-------|------------------------------|------|-------|-------|----------------------|------|-------|-------|-------------------------|------|-------|-------|
| Start Time<br>Factor      | Alt 19<br>Southbound |      |       |       | Meres Blvd East<br>Westbound |      |       |       | Alt 19<br>Northbound |      |       |       | Meres Blvd<br>Eastbound |      |       |       |
|                           | Left                 | Thru | Right | Bikes | Left                         | Thru | Right | Bikes | Left                 | Thru | Right | Bikes | Left                    | Thru | Right | Bikes |
|                           | 1.0                  | 1.0  | 1.0   | 1.0   | 1.0                          | 1.0  | 1.0   | 1.0   | 1.0                  | 1.0  | 1.0   | 1.0   | 1.0                     | 1.0  | 1.0   | 1.0   |
| 07:45 AM                  | 0                    | 1    | 0     | 0     | 0                            | 0    | 0     | 0     | 0                    | 0    | 0     | 0     | 0                       | 0    | 0     | 0     |
| Total                     | 0                    | 1    | 0     | 0     | 0                            | 0    | 0     | 0     | 0                    | 0    | 0     | 0     | 0                       | 0    | 0     | 1     |
| 08:15 AM                  | 0                    | 0    | 0     | 0     | 0                            | 0    | 0     | 0     | 1                    | 0    | 0     | 0     | 0                       | 0    | 0     | 1     |
| 08:30 AM                  | 0                    | 0    | 0     | 0     | 0                            | 0    | 0     | 0     | 1                    | 0    | 0     | 0     | 0                       | 0    | 0     | 1     |
| 08:45 AM                  | 0                    | 0    | 0     | 0     | 0                            | 0    | 0     | 0     | 2                    | 0    | 0     | 0     | 0                       | 0    | 0     | 2     |
| Total                     | 0                    | 0    | 0     | 0     | 0                            | 0    | 0     | 0     | 4                    | 0    | 0     | 0     | 0                       | 0    | 0     | 4     |
| 04:00 PM                  | 0                    | 0    | 0     | 0     | 0                            | 0    | 0     | 0     | 1                    | 0    | 0     | 0     | 0                       | 0    | 0     | 1     |
| 04:15 PM                  | 1                    | 0    | 0     | 0     | 2                            | 0    | 0     | 0     | 4                    | 0    | 0     | 0     | 0                       | 0    | 0     | 7     |
| 04:30 PM                  | 0                    | 0    | 0     | 0     | 0                            | 0    | 0     | 0     | 2                    | 0    | 0     | 0     | 0                       | 0    | 0     | 2     |
| 04:45 PM                  | 0                    | 0    | 0     | 0     | 0                            | 1    | 0     | 0     | 1                    | 0    | 0     | 0     | 0                       | 0    | 0     | 2     |
| Total                     | 1                    | 0    | 0     | 0     | 2                            | 1    | 0     | 0     | 8                    | 0    | 0     | 0     | 0                       | 0    | 0     | 12    |
| 05:15 PM                  | 0                    | 0    | 0     | 0     | 0                            | 0    | 0     | 0     | 4                    | 0    | 0     | 0     | 0                       | 0    | 0     | 4     |
| 05:45 PM                  | 0                    | 0    | 0     | 0     | 0                            | 0    | 0     | 0     | 1                    | 0    | 0     | 0     | 0                       | 0    | 0     | 1     |
| Total                     | 0                    | 0    | 0     | 0     | 0                            | 0    | 0     | 0     | 5                    | 0    | 0     | 0     | 0                       | 0    | 0     | 5     |
| Grand Total               | 1                    | 1    | 0     | 0     | 2                            | 1    | 0     | 0     | 17                   | 0    | 0     | 0     | 0                       | 0    | 0     | 22    |
| Approach %                | 50.0                 | 50.0 | 0.0   | 0.0   | 10.0                         | 5.0  | 0.0   | 0.0   | 85.0                 | 0.0  | 0.0   | 0.0   | 0.0                     | 0.0  | 0.0   | 0.0   |
| Total %                   | 4.5                  | 4.5  | 0.0   | 0.0   | 9.1                          | 4.5  | 0.0   | 0.0   | 77.3                 | 0.0  | 0.0   | 0.0   | 0.0                     | 0.0  | 0.0   | 0.0   |

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Tampa, FL 33607

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

Counter:  
Counted By:  
Weather:  
Other:

Groups Printed- Unshifted

| Start Time  | Alt 19 Southbound |      |       |       |        | Meres Blvd East Westbound |      |       |       |        | Alt 19 Northbound |      |       |       |        | Meres Blvd Eastbound |      |       |       |        | Int. Total |
|-------------|-------------------|------|-------|-------|--------|---------------------------|------|-------|-------|--------|-------------------|------|-------|-------|--------|----------------------|------|-------|-------|--------|------------|
|             | Left              | Thru | Right | Peds  | Factor | Left                      | Thru | Right | Peds  | Factor | Left              | Thru | Right | Peds  | Factor | Left                 | Thru | Right | Peds  | Factor |            |
| 07:15 AM    | 0                 | 0    | 0     | 0     | 1.0    | 0                         | 0    | 0     | 0     | 1.0    | 0                 | 0    | 0     | 0     | 1.0    | 0                    | 0    | 0     | 0     | 1.0    | 3          |
| 07:30 AM    | 0                 | 0    | 0     | 1     | 1.0    | 0                         | 0    | 0     | 1     | 1.0    | 0                 | 0    | 0     | 0     | 1.0    | 0                    | 0    | 0     | 0     | 1.0    | 4          |
| 07:45 AM    | 0                 | 0    | 0     | 0     | 1.0    | 0                         | 0    | 0     | 0     | 1.0    | 0                 | 0    | 0     | 1     | 1.0    | 0                    | 0    | 0     | 1     | 1.0    | 2          |
| Total       | 0                 | 0    | 0     | 1     | 1.0    | 0                         | 0    | 0     | 1     | 1.0    | 0                 | 0    | 0     | 4     | 1.0    | 0                    | 0    | 0     | 3     | 1.0    | 9          |
| 08:00 AM    | 0                 | 0    | 0     | 1     | 1.0    | 0                         | 0    | 0     | 1     | 1.0    | 0                 | 0    | 0     | 2     | 1.0    | 0                    | 0    | 0     | 1     | 1.0    | 5          |
| 08:15 AM    | 0                 | 0    | 0     | 0     | 1.0    | 0                         | 0    | 0     | 0     | 1.0    | 0                 | 0    | 0     | 1     | 1.0    | 0                    | 0    | 0     | 0     | 1.0    | 1          |
| 08:30 AM    | 0                 | 0    | 0     | 0     | 1.0    | 0                         | 0    | 0     | 0     | 1.0    | 0                 | 0    | 0     | 0     | 1.0    | 0                    | 0    | 0     | 0     | 1.0    | 3          |
| 08:45 AM    | 0                 | 0    | 0     | 0     | 1.0    | 0                         | 0    | 0     | 1     | 1.0    | 0                 | 0    | 0     | 1     | 1.0    | 0                    | 0    | 0     | 0     | 1.0    | 2          |
| Total       | 0                 | 0    | 0     | 1     | 1.0    | 0                         | 0    | 0     | 2     | 1.0    | 0                 | 0    | 0     | 4     | 1.0    | 0                    | 0    | 0     | 4     | 1.0    | 11         |
| 04:15 PM    | 0                 | 0    | 0     | 1     | 1.0    | 0                         | 0    | 0     | 0     | 1.0    | 0                 | 0    | 0     | 1     | 1.0    | 0                    | 0    | 0     | 0     | 1.0    | 4          |
| 04:30 PM    | 0                 | 0    | 0     | 0     | 1.0    | 0                         | 0    | 0     | 3     | 1.0    | 0                 | 0    | 0     | 2     | 1.0    | 0                    | 0    | 0     | 0     | 1.0    | 5          |
| Total       | 0                 | 0    | 0     | 1     | 1.0    | 0                         | 0    | 0     | 3     | 1.0    | 0                 | 0    | 0     | 3     | 1.0    | 0                    | 0    | 0     | 2     | 1.0    | 9          |
| 05:00 PM    | 0                 | 0    | 0     | 1     | 1.0    | 0                         | 0    | 0     | 0     | 1.0    | 0                 | 0    | 0     | 0     | 1.0    | 0                    | 0    | 0     | 0     | 1.0    | 1          |
| 05:15 PM    | 0                 | 0    | 0     | 0     | 1.0    | 0                         | 0    | 0     | 1     | 1.0    | 0                 | 0    | 0     | 1     | 1.0    | 0                    | 0    | 0     | 2     | 1.0    | 4          |
| 05:30 PM    | 0                 | 0    | 0     | 0     | 1.0    | 0                         | 0    | 0     | 0     | 1.0    | 0                 | 0    | 0     | 0     | 1.0    | 0                    | 0    | 0     | 2     | 1.0    | 2          |
| 05:45 PM    | 0                 | 0    | 0     | 0     | 1.0    | 0                         | 0    | 0     | 0     | 1.0    | 0                 | 0    | 0     | 2     | 1.0    | 0                    | 0    | 0     | 0     | 1.0    | 2          |
| Total       | 0                 | 0    | 0     | 1     | 1.0    | 0                         | 0    | 0     | 1     | 1.0    | 0                 | 0    | 0     | 3     | 1.0    | 0                    | 0    | 0     | 4     | 1.0    | 9          |
| Grand Total | 0                 | 0    | 0     | 4     | 1.0    | 0                         | 0    | 0     | 7     | 1.0    | 0                 | 0    | 0     | 14    | 1.0    | 0                    | 0    | 0     | 13    | 1.0    | 38         |
| Approch %   | 0.0               | 0.0  | 0.0   | 100.0 | 10.5   | 0.0                       | 0.0  | 0.0   | 100.0 | 18.4   | 0.0               | 0.0  | 0.0   | 100.0 | 36.8   | 0.0                  | 0.0  | 0.0   | 100.0 | 34.2   |            |
| Total %     | 0.0               | 0.0  | 0.0   | 10.5  |        | 0.0                       | 0.0  | 0.0   | 18.4  |        | 0.0               | 0.0  | 0.0   | 36.8  |        | 0.0                  | 0.0  | 0.0   | 34.2  |        |            |



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Tampa, FL 33607

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

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

| Groups Printed- Unshifted |      |      |       |                      |      |       |      |                   |       |      |      |                      |            |
|---------------------------|------|------|-------|----------------------|------|-------|------|-------------------|-------|------|------|----------------------|------------|
| Alt 19 Southbound         |      |      |       | Tarpon Ave Westbound |      |       |      | Alt 19 Northbound |       |      |      | Tarpon Ave Eastbound |            |
| Start Time                | Left | Thru | Right | Left                 | Thru | Right | Left | Thru              | Right | Left | Thru | Right                | Int. Total |
| Factor                    | 1.0  | 1.0  | 1.0   | 1.0                  | 1.0  | 1.0   | 1.0  | 1.0               | 1.0   | 1.0  | 1.0  | 1.0                  |            |
| 07:00 AM                  | 17   | 121  | 1     | 20                   | 8    | 13    | 1    | 64                | 21    | 2    | 21   | 1                    | 290        |
| 07:15 AM                  | 22   | 111  | 6     | 23                   | 6    | 18    | 1    | 65                | 33    | 6    | 27   | 5                    | 323        |
| 07:30 AM                  | 22   | 153  | 2     | 21                   | 8    | 9     | 0    | 67                | 31    | 1    | 17   | 2                    | 333        |
| 07:45 AM                  | 19   | 148  | 2     | 28                   | 14   | 15    | 4    | 73                | 17    | 1    | 22   | 0                    | 343        |
| Total                     | 80   | 533  | 11    | 92                   | 36   | 55    | 6    | 269               | 102   | 10   | 87   | 8                    | 1289       |
| 08:00 AM                  | 11   | 117  | 2     | 21                   | 19   | 15    | 1    | 69                | 46    | 1    | 34   | 2                    | 338        |
| 08:15 AM                  | 16   | 113  | 2     | 32                   | 18   | 9     | 4    | 80                | 27    | 2    | 32   | 2                    | 337        |
| 08:30 AM                  | 26   | 103  | 1     | 23                   | 16   | 14    | 2    | 75                | 30    | 4    | 42   | 2                    | 338        |
| 08:45 AM                  | 22   | 115  | 2     | 33                   | 23   | 14    | 3    | 75                | 40    | 1    | 38   | 2                    | 368        |
| Total                     | 75   | 448  | 7     | 109                  | 76   | 52    | 10   | 299               | 143   | 8    | 146  | 8                    | 1381       |
| 04:00 PM                  | 39   | 97   | 2     | 29                   | 40   | 27    | 2    | 142               | 41    | 2    | 36   | 6                    | 463        |
| 04:15 PM                  | 38   | 106  | 5     | 29                   | 36   | 22    | 3    | 125               | 37    | 4    | 32   | 2                    | 439        |
| 04:30 PM                  | 43   | 120  | 0     | 25                   | 47   | 15    | 5    | 143               | 35    | 3    | 35   | 3                    | 474        |
| 04:45 PM                  | 43   | 106  | 1     | 23                   | 48   | 30    | 3    | 143               | 47    | 3    | 30   | 5                    | 484        |
| Total                     | 163  | 429  | 8     | 106                  | 171  | 94    | 15   | 553               | 160   | 12   | 133  | 16                   | 1860       |
| 05:00 PM                  | 36   | 134  | 4     | 25                   | 44   | 21    | 3    | 149               | 40    | 7    | 27   | 1                    | 491        |
| 05:15 PM                  | 33   | 120  | 2     | 28                   | 33   | 30    | 1    | 129               | 29    | 1    | 31   | 2                    | 439        |
| 05:30 PM                  | 30   | 109  | 4     | 21                   | 38   | 24    | 9    | 170               | 34    | 3    | 26   | 1                    | 469        |
| 05:45 PM                  | 27   | 97   | 5     | 36                   | 46   | 35    | 10   | 139               | 33    | 2    | 28   | 2                    | 460        |
| Total                     | 126  | 460  | 15    | 110                  | 161  | 110   | 23   | 587               | 136   | 13   | 112  | 6                    | 1859       |
| Grand Total               | 444  | 1870 | 41    | 417                  | 444  | 311   | 54   | 1708              | 541   | 43   | 478  | 38                   | 6389       |
| Approch %                 | 18.9 | 79.4 | 1.7   | 35.6                 | 37.9 | 26.5  | 2.3  | 74.2              | 23.5  | 7.7  | 85.5 | 6.8                  |            |
| Total %                   | 6.9  | 29.3 | 0.6   | 6.5                  | 6.9  | 4.9   | 0.8  | 26.7              | 8.5   | 0.7  | 7.5  | 0.6                  |            |

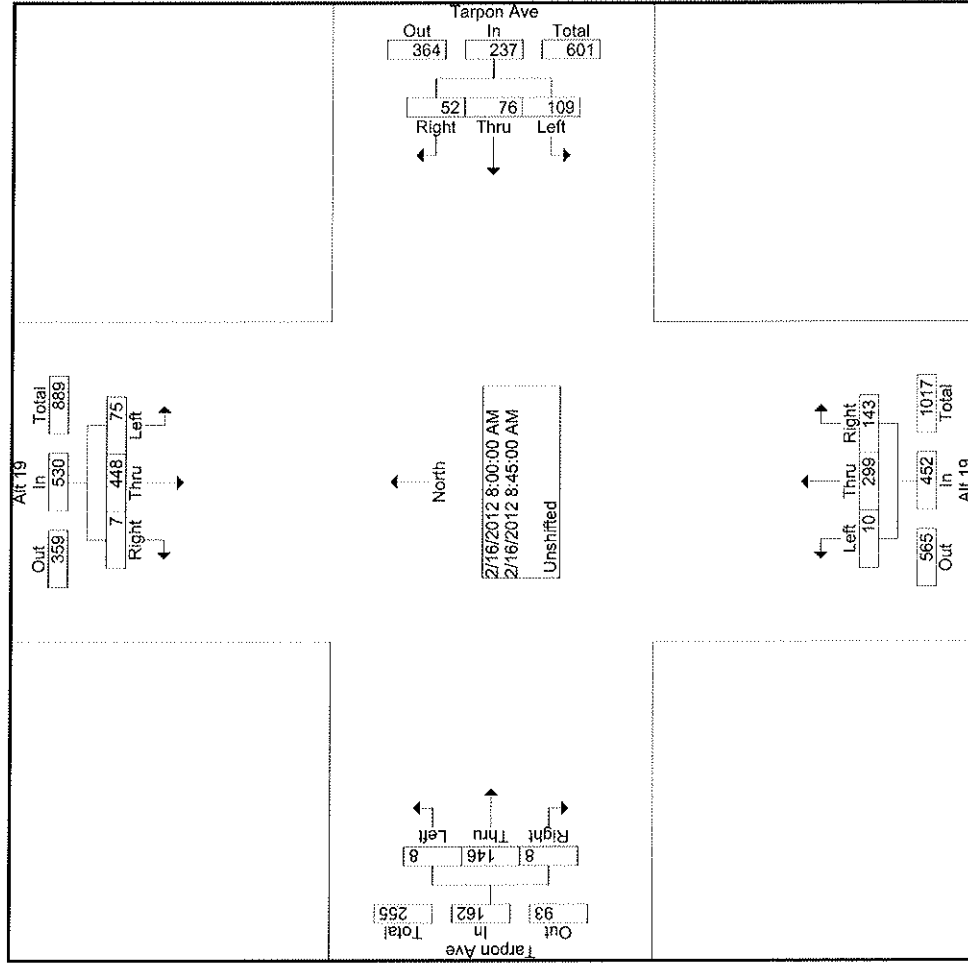
4:30-5:30

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

|  | Alt 19 Southbound |      |       |            | Tarpon Ave Westbound |      |       |            | Alt 19 Northbound |      |       |            | Tarpon Ave Eastbound |      |       |            |
|--|-------------------|------|-------|------------|----------------------|------|-------|------------|-------------------|------|-------|------------|----------------------|------|-------|------------|
| Start Time   | Left              | Thru | Right | App. Total | Left                 | Thru | Right | App. Total | Left              | Thru | Right | App. Total | Left                 | Thru | Right | App. Total |
| <b>Peak Hour From 07:00 AM to 09:45 AM - Peak 1 of 1</b> |                   |      |       |            |                      |      |       |            |                   |      |       |            |                      |      |       |            |
| <b>Intersection 08:00 AM</b>                             |                   |      |       |            |                      |      |       |            |                   |      |       |            |                      |      |       |            |
| Volume   | 75                | 448  | 7     | 530        | 109                  | 76   | 52    | 237        | 10                | 299  | 143   | 452        | 8                    | 146  | 8     | 162        |
| Percent  | 14.2              | 84.5 | 1.3   |            | 46.0                 | 32.1 | 21.9  |            | 2.2               | 66.2 | 31.6  |            | 4.9                  | 90.1 | 4.9   |            |
| 08:45 Volume   | 22                | 115  | 2     | 139        | 33                   | 23   | 14    | 70         | 3                 | 75   | 40    | 118        | 1                    | 38   | 2     | 41         |
| Peak Factor  |                   |      |       |            |                      |      |       |            |                   |      |       |            |                      |      |       |            |
| High Int.  | 08:45 AM          |      |       |            | 08:45 AM             |      |       |            | 08:45 AM          |      |       |            | 08:30 AM             |      |       |            |
| Volume   | 22                | 115  | 2     | 139        | 33                   | 23   | 14    | 70         | 3                 | 75   | 40    | 118        | 4                    | 42   | 2     | 48         |
| Peak Factor  |                   |      |       | 0.953      |                      |      |       | 0.846      |                   |      |       | 0.958      |                      |      |       | 0.844      |
| <b>0.938</b>   |                   |      |       |            |                      |      |       |            |                   |      |       |            |                      |      |       |            |

URS Corporation  
7650 West Courtney Campbell Cswy  
Tampa, FL 33607

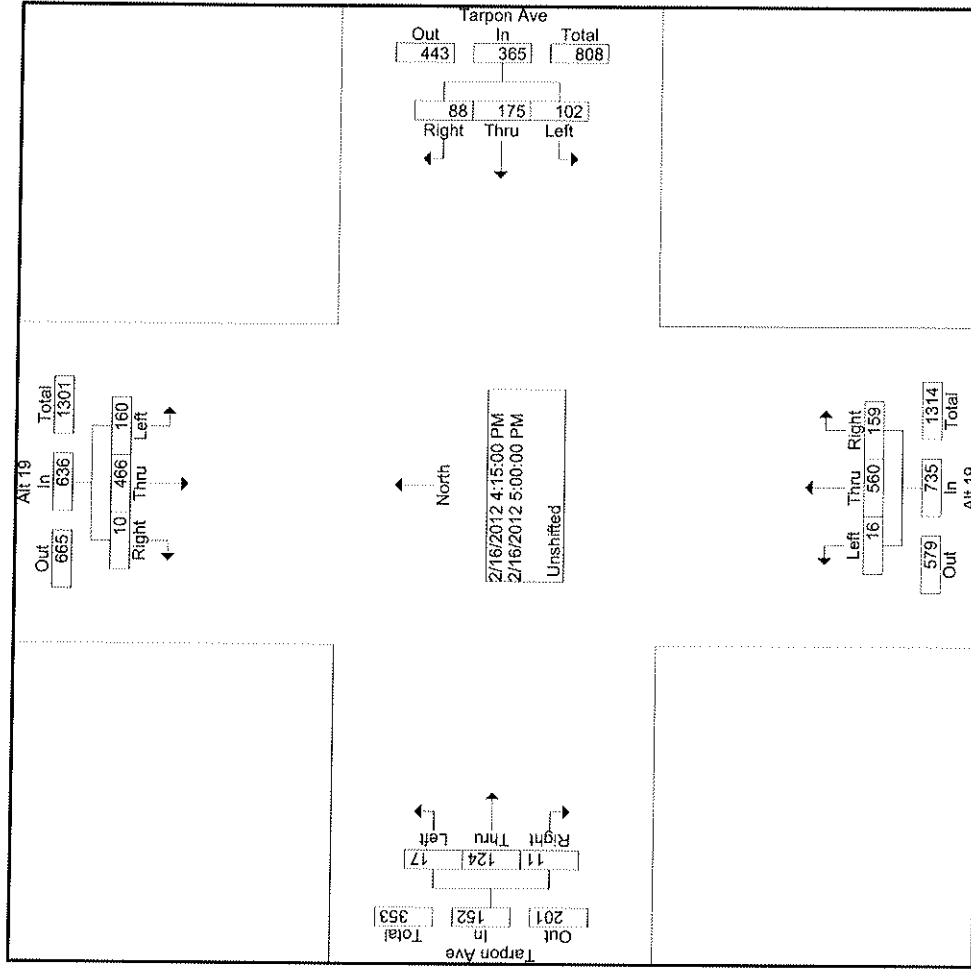
File Name : Tarpon Ave @ Alt 19  
Site Code : 00000379  
Start Date : 2/16/2012  
Page No : 3



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7650 West Courtney Campbell Cswy  
Tampa, FL 33607

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

| Start Time  | Alt 19 Southbound |      |       |            | Tarpon Ave Westbound |      |       |            | Alt 19 Northbound |      |       |            | Tarpon Ave Eastbound |      |       |            | Int. Total |
|---|-------------------|------|-------|------------|----------------------|------|-------|------------|-------------------|------|-------|------------|----------------------|------|-------|------------|------------|
|   | Left              | Thru | Right | App. Total | Left                 | Thru | Right | App. Total | Left              | Thru | Right | App. Total | Left                 | Thru | Right | App. Total |            |
| Peak Hour From 02:00 PM to 05:45 PM - Peak 1 of 1 |                   |      |       |            |                      |      |       |            |                   |      |       |            |                      |      |       |            |            |
| Intersection                                      |                   |      |       |            |                      |      |       |            |                   |      |       |            |                      |      |       |            |            |
| Volume  | 160               | 466  | 10    | 636        | 102                  | 175  | 88    | 365        | 16                | 560  | 159   | 735        | 17                   | 124  | 11    | 152        | 1888       |
| Percent   | 25.2              | 73.3 | 1.6   |            | 27.9                 | 47.9 | 24.1  |            | 2.2               | 76.2 | 21.6  |            | 11.2                 | 81.6 | 7.2   |            |            |
| 05:00 Volume                                      | 36                | 134  | 4     | 174        | 25                   | 44   | 21    | 90         | 3                 | 149  | 40    | 192        | 7                    | 27   | 1     | 35         | 491        |
| Peak Factor                                       |                   |      |       |            |                      |      |       |            |                   |      |       |            |                      |      |       |            | 0.961      |
| High Int. Volume                                  | 05:00 PM          | 134  | 4     | 174        | 04:45 PM             | 48   | 30    | 101        | 04:45 PM          | 143  | 47    | 195        | 04:30 PM             | 35   | 3     | 41         |            |
| Peak Factor                                       |                   |      |       | 0.914      |                      |      |       | 0.903      |                   |      |       | 0.942      |                      |      |       | 0.927      |            |



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Tampa, FL 33607

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

Counter:  
Counted By:  
Weather:  
Other:

| Groups Printed- Unshifted |      |      |       |            |      |       |       |            |      |       |       |            |      |       |       |
|---------------------------|------|------|-------|------------|------|-------|-------|------------|------|-------|-------|------------|------|-------|-------|
| Alt 19                    |      |      |       | Tarpon Ave |      |       |       | Alt 19     |      |       |       | Tarpon Ave |      |       |       |
| Southbound                |      |      |       | Westbound  |      |       |       | Northbound |      |       |       | Eastbound  |      |       |       |
| Start Time                | Left | Thru | Right | Left       | Thru | Right | Bikes | Left       | Thru | Right | Bikes | Left       | Thru | Right | Bikes |
| Factor                    | 1.0  | 1.0  | 1.0   | 1.0        | 1.0  | 1.0   | 1.0   | 1.0        | 1.0  | 1.0   | 1.0   | 1.0        | 1.0  | 1.0   | 1.0   |
| 07:15 AM                  | 0    | 0    | 0     | 0          | 0    | 0     | 0     | 0          | 0    | 0     | 1     | 0          | 0    | 0     | 0     |
| 07:30 AM                  | 0    | 0    | 0     | 0          | 0    | 0     | 1     | 0          | 0    | 0     | 1     | 0          | 0    | 0     | 0     |
| 07:45 AM                  | 0    | 0    | 0     | 0          | 0    | 0     | 2     | 0          | 0    | 0     | 3     | 0          | 0    | 0     | 0     |
| Total                     | 0    | 0    | 0     | 0          | 0    | 0     | 3     | 0          | 0    | 0     | 5     | 0          | 0    | 0     | 0     |
| 08:00 AM                  | 0    | 0    | 0     | 0          | 0    | 0     | 0     | 0          | 0    | 0     | 0     | 0          | 0    | 0     | 0     |
| 08:15 AM                  | 0    | 0    | 0     | 0          | 0    | 0     | 4     | 0          | 0    | 0     | 1     | 0          | 0    | 0     | 0     |
| 08:30 AM                  | 0    | 0    | 0     | 0          | 0    | 0     | 1     | 0          | 0    | 0     | 2     | 0          | 0    | 0     | 0     |
| 08:45 AM                  | 0    | 0    | 0     | 0          | 0    | 0     | 0     | 0          | 0    | 0     | 0     | 0          | 0    | 0     | 1     |
| Total                     | 0    | 0    | 0     | 0          | 0    | 0     | 5     | 0          | 0    | 0     | 3     | 0          | 0    | 0     | 1     |
| 04:00 PM                  | 0    | 0    | 0     | 0          | 0    | 0     | 2     | 0          | 0    | 0     | 1     | 0          | 0    | 0     | 1     |
| 04:15 PM                  | 0    | 0    | 0     | 0          | 0    | 0     | 2     | 0          | 0    | 0     | 1     | 0          | 0    | 0     | 0     |
| 04:30 PM                  | 0    | 0    | 0     | 0          | 0    | 0     | 3     | 0          | 0    | 0     | 0     | 0          | 0    | 0     | 0     |
| 04:45 PM                  | 0    | 0    | 0     | 0          | 0    | 0     | 5     | 0          | 0    | 0     | 1     | 0          | 0    | 0     | 2     |
| Total                     | 0    | 0    | 0     | 0          | 0    | 0     | 12    | 0          | 0    | 0     | 5     | 0          | 0    | 0     | 3     |
| 05:00 PM                  | 0    | 0    | 0     | 0          | 0    | 0     | 2     | 0          | 0    | 0     | 0     | 0          | 0    | 0     | 0     |
| 05:15 PM                  | 0    | 0    | 0     | 0          | 0    | 0     | 1     | 0          | 0    | 0     | 0     | 0          | 0    | 0     | 2     |
| 05:30 PM                  | 0    | 0    | 0     | 0          | 0    | 0     | 1     | 0          | 0    | 0     | 1     | 0          | 0    | 0     | 1     |
| 05:45 PM                  | 0    | 0    | 0     | 0          | 0    | 0     | 2     | 0          | 0    | 0     | 5     | 0          | 0    | 0     | 1     |
| Total                     | 0    | 0    | 0     | 0          | 0    | 0     | 6     | 0          | 0    | 0     | 7     | 0          | 0    | 0     | 4     |
| Grand Total               | 0    | 0    | 0     | 0          | 0    | 0     | 23    | 0          | 0    | 0     | 20    | 0          | 0    | 0     | 8     |
| Approch %                 | 0.0  | 0.0  | 0.0   | 0.0        | 0.0  | 0.0   | 100.0 | 0.0        | 0.0  | 0.0   | 100.0 | 0.0        | 0.0  | 0.0   | 100.0 |
| Total %                   | 0.0  | 0.0  | 0.0   | 0.0        | 0.0  | 0.0   | 30.7  | 0.0        | 0.0  | 0.0   | 26.7  | 0.0        | 0.0  | 0.0   | 10.7  |


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Tampa, FL 33607

Counter:  
Counted By:  
Weather:  
Other:

File Name : Tarpon Ave @ Alt 19\_Peds  
Site Code : 00000869  
Start Date : 2/16/2012  
Page No : 1

Groups Printed- 1 - Unshifted

| Start Time  | Alt 19 Southbound |      |       |       | Tarpon Ave Westbound |      |       |       | Alt 19 Northbound |      |       |       | Tarpon Ave Eastbound |      |       |       |
|-------------|-------------------|------|-------|-------|----------------------|------|-------|-------|-------------------|------|-------|-------|----------------------|------|-------|-------|
|             | Left              | Thru | Right | Peds  | Left                 | Thru | Right | Peds  | Left              | Thru | Right | Peds  | Left                 | Thru | Right | Peds  |
| Factor      | 1.0               | 1.0  | 1.0   | 1.0   | 1.0                  | 1.0  | 1.0   | 1.0   | 1.0               | 1.0  | 1.0   | 1.0   | 1.0                  | 1.0  | 1.0   | 1.0   |
| 07:15 AM    | 0                 | 0    | 0     | 1     | 0                    | 0    | 0     | 0     | 0                 | 0    | 0     | 0     | 0                    | 0    | 0     | 0     |
| 07:30 AM    | 0                 | 0    | 0     | 0     | 0                    | 0    | 0     | 0     | 0                 | 0    | 0     | 1     | 0                    | 0    | 0     | 2     |
| 07:45 AM    | 0                 | 0    | 0     | 0     | 0                    | 0    | 0     | 1     | 0                 | 0    | 0     | 1     | 0                    | 0    | 0     | 1     |
| Total       | 0                 | 0    | 0     | 1     | 0                    | 0    | 0     | 1     | 0                 | 0    | 0     | 2     | 0                    | 0    | 0     | 3     |
| 08:00 AM    | 0                 | 0    | 0     | 0     | 0                    | 0    | 0     | 0     | 0                 | 0    | 0     | 0     | 0                    | 0    | 0     | 0     |
| 08:15 AM    | 0                 | 0    | 0     | 0     | 0                    | 0    | 0     | 0     | 0                 | 0    | 0     | 1     | 0                    | 0    | 0     | 1     |
| 08:45 AM    | 0                 | 0    | 0     | 0     | 0                    | 0    | 0     | 0     | 0                 | 0    | 0     | 0     | 0                    | 0    | 0     | 0     |
| Total       | 0                 | 0    | 0     | 0     | 0                    | 0    | 0     | 0     | 0                 | 0    | 0     | 0     | 0                    | 0    | 0     | 3     |
| 04:00 PM    | 0                 | 0    | 0     | 0     | 0                    | 0    | 0     | 0     | 0                 | 0    | 0     | 1     | 0                    | 0    | 0     | 1     |
| 04:15 PM    | 0                 | 0    | 0     | 0     | 0                    | 0    | 0     | 0     | 0                 | 0    | 0     | 0     | 0                    | 0    | 0     | 1     |
| 04:30 PM    | 0                 | 0    | 0     | 0     | 0                    | 0    | 0     | 0     | 0                 | 0    | 0     | 0     | 0                    | 0    | 0     | 1     |
| Total       | 0                 | 0    | 0     | 0     | 0                    | 0    | 0     | 0     | 0                 | 0    | 0     | 1     | 0                    | 0    | 0     | 3     |
| 05:00 PM    | 0                 | 0    | 0     | 2     | 0                    | 0    | 0     | 0     | 0                 | 0    | 0     | 0     | 0                    | 0    | 0     | 0     |
| 05:15 PM    | 0                 | 0    | 0     | 1     | 0                    | 0    | 0     | 0     | 0                 | 0    | 0     | 0     | 0                    | 0    | 0     | 0     |
| 05:30 PM    | 0                 | 0    | 0     | 0     | 0                    | 0    | 0     | 0     | 0                 | 0    | 0     | 0     | 0                    | 0    | 0     | 1     |
| Total       | 0                 | 0    | 0     | 3     | 0                    | 0    | 0     | 0     | 0                 | 0    | 0     | 0     | 0                    | 0    | 0     | 1     |
| Grand Total | 0                 | 0    | 0     | 4     | 0                    | 0    | 0     | 1     | 0                 | 0    | 0     | 4     | 0                    | 0    | 0     | 11    |
| Approch %   | 0.0               | 0.0  | 0.0   | 100.0 | 0.0                  | 0.0  | 0.0   | 100.0 | 0.0               | 0.0  | 0.0   | 100.0 | 0.0                  | 0.0  | 0.0   | 100.0 |
| Total %     | 0.0               | 0.0  | 0.0   | 20.0  | 0.0                  | 0.0  | 0.0   | 5.0   | 0.0               | 0.0  | 0.0   | 20.0  | 0.0                  | 0.0  | 0.0   | 55.0  |

| 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   | <a href="#">Annual Average Daily Traffic</a>             |
|   | <a href="#">Annual Vehicle Classification</a>            |
| SITE 155160   | <a href="#">Historical AADT Data</a>                     |
|   | <a href="#">Synopsis 155160CL-20100316</a>               |
|   | <a href="#">Synopsis 155160CL-20100317</a>               |
|   | <a href="#">Vehicle Class History</a>                    |

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FLORIDA DEPARTMENT OF TRANSPORTATION  
TRANSPORTATION STATISTICS OFFICE  
2010 HISTORICAL AADT REPORT

COUNTY: 15 - PINELLAS

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

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

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

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

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

PEAK VOLUME INFORMATION

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

TRUCK PERCENTAGE 3.82 4.30 4.05

CLASSIFICATION SUMMARY DATABASE

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

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

| TIME            | DIRECTION: N |     |     |     |       | DIRECTION: S |     |     |     |       | COMBINED<br>TOTAL |       |
|-----------------|--------------|-----|-----|-----|-------|--------------|-----|-----|-----|-------|-------------------|-------|
|                 | 1ST          | 2ND | 3RD | 4TH | TOTAL | 1ST          | 2ND | 3RD | 4TH | TOTAL |                   |       |
| 0000            | 11           | 12  | 10  | 8   | 41    | 11           | 9   | 3   | 8   | 31    | 72                |       |
| 0100            | 8            | 10  | 4   | 4   | 26    | 5            | 8   | 7   | 4   | 24    | 50                |       |
| 0200            | 8            | 7   | 5   | 9   | 29    | 3            | 8   | 3   | 3   | 17    | 46                |       |
| 0300            | 4            | 4   | 3   | 1   | 12    | 2            | 6   | 7   | 1   | 16    | 28                |       |
| 0400            | 3            | 1   | 4   | 2   | 10    | 4            | 6   | 12  | 10  | 32    | 42                |       |
| 0500            | 8            | 6   | 15  | 11  | 40    | 18           | 12  | 34  | 58  | 122   | 162               |       |
| 0600            | 21           | 18  | 30  | 44  | 113   | 49           | 73  | 74  | 123 | 319   | 432               |       |
| 0700            | 59           | 67  | 68  | 87  | 281   | 104          | 118 | 143 | 136 | 501   | 782               |       |
| 0800            | 72           | 84  | 110 | 93  | 359   | 141          | 118 | 103 | 123 | 485   | 844               |       |
| 0900            | 89           | 99  | 93  | 107 | 388   | 133          | 112 | 120 | 105 | 470   | 858               |       |
| 1000            | 121          | 113 | 128 | 101 | 463   | 115          | 101 | 113 | 135 | 464   | 927               |       |
| 1100            | 155          | 139 | 147 | 155 | 596   | 120          | 129 | 135 | 132 | 516   | 1112              |       |
| 1200            | 163          | 166 | 153 | 172 | 654   | 153          | 129 | 125 | 137 | 544   | 1198              |       |
| 1300            | 164          | 161 | 158 | 176 | 659   | 129          | 151 | 145 | 151 | 576   | 1235              |       |
| 1400            | 154          | 160 | 175 | 166 | 655   | 125          | 159 | 165 | 164 | 613   | 1268              |       |
| 1500            | 158          | 178 | 146 | 175 | 657   | 160          | 140 | 137 | 119 | 556   | 1213              |       |
| 1600            | 171          | 151 | 169 | 194 | 685   | 154          | 129 | 138 | 124 | 545   | 1230              |       |
| 1700            | 182          | 185 | 191 | 205 | 763   | 169          | 171 | 167 | 140 | 647   | 1410              |       |
| 1800            | 188          | 174 | 175 | 145 | 682   | 111          | 123 | 112 | 117 | 463   | 1145              |       |
| 1900            | 159          | 156 | 118 | 106 | 539   | 110          | 76  | 119 | 89  | 394   | 933               |       |
| 2000            | 93           | 112 | 97  | 92  | 394   | 93           | 84  | 86  | 74  | 337   | 731               |       |
| 2100            | 79           | 60  | 69  | 55  | 263   | 87           | 62  | 70  | 56  | 275   | 538               |       |
| 2200            | 54           | 59  | 43  | 36  | 192   | 55           | 50  | 41  | 27  | 173   | 365               |       |
| 2300            | 45           | 32  | 28  | 29  | 134   | 28           | 23  | 6   | 21  | 78    | 212               |       |
| 24-HOUR TOTALS: |              |     |     |     | 8635  |              |     |     |     |       | 8198              | 16833 |

PEAK VOLUME INFORMATION

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

TRUCK PERCENTAGE 3.76 4.24 4.00

CLASSIFICATION SUMMARY DATABASE

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


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

COUNTY: 15 -- PINELLAS

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

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

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

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

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VARO

FLORIDA DEPARTMENT OF TRANSPORTATION  
TRANSPORTATION STATISTICS OFFICE  
2010 HISTORICAL AADT REPORT

W 156200000

COUNTY: 15 - PINELLAS

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

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

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

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

24-HOUR TOTALS: 8279 7933 16212

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

TRUCK PERCENTAGE 3.62 4.07 3.84

#### CLASSIFICATION SUMMARY DATABASE

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

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

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

24-HOUR TOTALS: 8265 7803 16068

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

TRUCK PERCENTAGE 3.70 3.86 3.78

#### CLASSIFICATION SUMMARY DATABASE

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




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

COUNTY: 15 -- PINELLAS

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

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

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

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

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FLORIDA DEPARTMENT OF TRANSPORTATION  
TRANSPORTATION STATISTICS OFFICE  
2010 HISTORICAL AADT REPORT

COUNTY: 15 - PINELLAS

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

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

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

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

MOCF: 0.95

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

\* Peak Season



## APPENDIX B

### *Existing (2012) Conditions Analysis*

# SHORT REPORT

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

## Volume and Timing Input

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

|                                   |          |          |                        |     |          |     |     |     |
|-----------------------------------|----------|----------|------------------------|-----|----------|-----|-----|-----|
| Phasing                           | EB Only  | EW Perm  | 03                     | 04  | NS Perm  | 06  | 07  | 08  |
| Timing                            | G = 11.5 | G = 25.2 | G =                    | G = | G = 60.0 | G = | G = | G = |
|                                   | Y = 8.1  | Y = 8.1  | Y =                    | Y = | Y = 7.1  | Y = | Y = | Y = |
| Duration of Analysis (hrs) = 0.25 |          |          | Cycle Length C = 120.0 |     |          |     |     |     |

## Lane Group Capacity, Control Delay, and LOS Determination

|                         | EB    |       |  | WB               |       |       | NB    |       |  | SB    |       |       |
|-------------------------|-------|-------|--|------------------|-------|-------|-------|-------|--|-------|-------|-------|
| Adjusted Flow Rate      | 112   | 239   |  | 54               | 36    | 17    | 105   | 585   |  | 11    | 769   | 59    |
| Lane Group Capacity     | 527   | 617   |  | 239              | 391   | 332   | 130   | 914   |  | 264   | 932   | 792   |
| v/c Ratio               | 0.21  | 0.39  |  | 0.23             | 0.09  | 0.05  | 0.81  | 0.64  |  | 0.04  | 0.83  | 0.07  |
| Green Ratio             | 0.37  | 0.37  |  | 0.21             | 0.21  | 0.21  | 0.50  | 0.50  |  | 0.50  | 0.50  | 0.50  |
| Uniform Delay $d_1$     | 25.2  | 27.5  |  | 39.3             | 38.2  | 37.9  | 25.2  | 22.1  |  | 15.3  | 25.5  | 15.6  |
| Delay Factor k          | 0.11  | 0.11  |  | 0.11             | 0.11  | 0.11  | 0.35  | 0.22  |  | 0.11  | 0.36  | 0.11  |
| Incremental Delay $d_2$ | 0.2   | 0.4   |  | 0.5              | 0.1   | 0.1   | 30.2  | 1.5   |  | 0.1   | 6.1   | 0.0   |
| PF Factor               | 1.000 | 1.000 |  | 1.000            | 1.000 | 1.000 | 1.000 | 1.000 |  | 1.000 | 1.000 | 1.000 |
| Control Delay           | 25.4  | 28.0  |  | 39.8             | 38.3  | 37.9  | 55.3  | 23.6  |  | 15.4  | 31.7  | 15.6  |
| Lane Group LOS          | C     | C     |  | D                | D     | D     | E     | C     |  | B     | C     | B     |
| Approach Delay          | 27.1  |       |  | 39.0             |       |       | 28.4  |       |  | 30.3  |       |       |
| Approach LOS            | C     |       |  | D                |       |       | C     |       |  | C     |       |       |
| Intersection Delay      | 29.6  |       |  | Intersection LOS |       |       |       |       |  | C     |       |       |

# SHORT REPORT

## General Information

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

## Site Information

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

## Volume and Timing Input

|                                   | EB       |          |      | WB   |          |      | NB   |      |                        | SB   |      |      |
|-----------------------------------|----------|----------|------|------|----------|------|------|------|------------------------|------|------|------|
|                                   | LT       | TH       | RT   | LT   | TH       | RT   | LT   | TH   | RT                     | LT   | TH   | RT   |
| Number of Lanes                   | 1        | 1        | 0    | 1    | 1        | 1    | 1    | 1    | 0                      | 1    | 1    | 1    |
| Lane Group                        | L        | TR       |      | L    | T        | R    | L    | TR   |                        | L    | T    | 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)           | A        | A        | A    | A    | A        | A    | A    | A    | A                      | A    | A    | A    |
| Startup Lost Time                 | 2.0      | 2.0      |      | 2.0  | 2.0      | 2.0  | 2.0  | 2.0  |                        | 2.0  | 2.0  | 2.0  |
| Extension of Effective Green      | 2.0      | 2.0      |      | 2.0  | 2.0      | 2.0  | 2.0  | 2.0  |                        | 2.0  | 2.0  | 2.0  |
| Arrival Type                      | 3        | 3        |      | 3    | 3        | 3    | 3    | 3    |                        | 3    | 3    | 3    |
| Unit Extension                    | 3.0      | 3.0      |      | 3.0  | 3.0      | 3.0  | 3.0  | 3.0  |                        | 3.0  | 3.0  | 3.0  |
| Ped/Bike/RTOR Volume              | 0        | 0        | 0    | 0    | 0        | 0    | 0    | 0    | 0                      | 0    | 0    | 0    |
| Lane Width                        | 12.0     | 12.0     |      | 12.0 | 12.0     | 12.0 | 12.0 | 12.0 |                        | 12.0 | 12.0 | 12.0 |
| Parking/Grade/Parking             | N        | 0        | N    | N    | 0        | N    | N    | 0    | N                      | N    | 0    | N    |
| Parking/Hour                      |          |          |      |      |          |      |      |      |                        |      |      |      |
| Bus Stops/Hour                    | 0        | 0        |      | 0    | 0        | 0    | 0    | 0    |                        | 0    | 0    | 0    |
| Minimum Pedestrian Time           |          | 3.2      |      |      | 3.2      |      |      | 3.2  |                        |      | 3.2  |      |
| Phasing                           | EB Only  | EW Perm  | 03   | 04   | NS Perm  | 06   | 07   | 08   |                        |      |      |      |
| Timing                            | G = 10.0 | G = 28.7 | G =  | G =  | G = 78.0 | G =  | G =  | G =  |                        |      |      |      |
|                                   | Y = 8.1  | Y = 8.1  | Y =  | Y =  | Y = 7.1  | Y =  | Y =  | Y =  |                        |      |      |      |
| Duration of Analysis (hrs) = 0.25 |          |          |      |      |          |      |      |      | Cycle Length C = 140.0 |      |      |      |

## Lane Group Capacity, Control Delay, and LOS Determination

|                         | EB    |       |  | WB               |       |       | NB    |       |  | SB    |       |       |
|-------------------------|-------|-------|--|------------------|-------|-------|-------|-------|--|-------|-------|-------|
| Adjusted Flow Rate      | 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          | C     | C     |  | D                | D     | D     | B     | C     |  | B     | B     | B     |
| Approach Delay          | 33.6  |       |  | 46.6             |       |       | 27.7  |       |  | 18.4  |       |       |
| Approach LOS            | C     |       |  | D                |       |       | C     |       |  | B     |       |       |
| Intersection Delay      | 26.6  |       |  | Intersection LOS |       |       |       |       |  | C     |       |       |

# SHORT REPORT

## General Information

Analyst  
Agency or Co. *URS*  
Date Performed *3/26/2012*  
Time Period *AM*

## Site Information

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

## Volume and Timing Input

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

## Lane Group Capacity, Control Delay, and LOS Determination

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



# SHORT REPORT

## General Information

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

## Site Information

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

## Volume and Timing Input

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

## Lane Group Capacity, Control Delay, and LOS Determination

|                         | EB   |       |  | WB               |       |  | NB    |       |       | SB    |       |  |
|-------------------------|------|-------|--|------------------|-------|--|-------|-------|-------|-------|-------|--|
| Adjusted Flow Rate      |      | 155   |  | 151              | 316   |  | 15    | 701   | 143   | 139   | 551   |  |
| Lane Group Capacity     |      | 359   |  | 414              | 635   |  | 336   | 733   | 855   | 268   | 1033  |  |
| v/c Ratio               |      | 0.43  |  | 0.36             | 0.50  |  | 0.04  | 0.96  | 0.17  | 0.52  | 0.53  |  |
| Green Ratio             |      | 0.21  |  | 0.36             | 0.36  |  | 0.39  | 0.39  | 0.54  | 0.55  | 0.56  |  |
| Uniform Delay $d_1$     |      | 47.6  |  | 32.0             | 34.7  |  | 26.2  | 41.3  | 16.3  | 30.4  | 19.6  |  |
| Delay Factor k          |      | 0.11  |  | 0.11             | 0.11  |  | 0.11  | 0.47  | 0.11  | 0.12  | 0.14  |  |
| Incremental Delay $d_2$ |      | 0.8   |  | 0.5              | 0.6   |  | 0.1   | 23.1  | 0.1   | 1.8   | 0.5   |  |
| PF Factor               |      | 1.000 |  | 1.000            | 1.000 |  | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |  |
| Control Delay           |      | 48.5  |  | 32.5             | 35.3  |  | 26.3  | 64.3  | 16.4  | 32.1  | 20.1  |  |
| Lane Group LOS          |      | D     |  | C                | D     |  | C     | E     | B     | C     | C     |  |
| Approach Delay          | 48.5 |       |  | 34.4             |       |  | 55.7  |       |       | 22.5  |       |  |
| Approach LOS            | D    |       |  | C                |       |  | E     |       |       | C     |       |  |
| Intersection Delay      | 40.1 |       |  | Intersection LOS |       |  |       |       |       | D     |       |  |

TABLE 7

Generalized Peak Hour Directional Volumes for Florida's  
Urbanized Areas<sup>1</sup>

10/4/10

| STATE SIGNALIZED ARTERIALS                                      |           |       |       |       |       |
|---|-----------|-------|-------|-------|-------|
| Class I (>0.00 to 1.99 signalized intersections per mile)       |           |       |       |       |       |
| Lanes   | Median    | B     | C     | D     | E     |
| 1   | Undivided | 510   | 820   | 880   | ***   |
| 2   | Divided   | 1,560 | 1,890 | 1,960 | ***   |
| 3   | Divided   | 2,400 | 2,860 | 2,940 | ***   |
| 4   | Divided   | 3,240 | 3,830 | 3,940 | ***   |
| Class II (2.00 to 4.50 signalized intersections per mile)       |           |       |       |       |       |
| Lanes   | Median    | B     | C     | D     | E     |
| 1   | Undivided | **    | 560   | 810   | 860   |
| 2   | Divided   | **    | 1,330 | 1,770 | 1,870 |
| 3   | Divided   | **    | 2,080 | 2,680 | 2,830 |
| 4   | Divided   | **    | 2,830 | 3,590 | 3,780 |
| Class III/IV (more than 4.50 signalized intersections per mile) |           |       |       |       |       |
| Lanes   | Median    | B     | C     | D     | E     |
| 1   | Undivided | **    | 270   | 630   | 790   |
| 2   | Divided   | **    | 670   | 1,500 | 1,700 |
| 3   | Divided   | **    | 1,050 | 2,330 | 2,570 |
| 4   | Divided   | **    | 1,440 | 3,170 | 3,450 |

| FREEWAYS            |       |               |        |        |  |
|---------------------|-------|---------------|--------|--------|--|
| Lanes               | B     | C             | D      | E      |  |
| 2                   | 2,200 | 3,020         | 3,720  | 4,020  |  |
| 3                   | 3,300 | 4,580         | 5,580  | 6,200  |  |
| 4                   | 4,400 | 6,080         | 7,420  | 8,400  |  |
| 5                   | 5,500 | 7,680         | 9,320  | 10,580 |  |
| 6                   | 7,560 | 10,220        | 12,080 | 12,780 |  |
| Freeway Adjustments |       |               |        |        |  |
| Auxiliary Lanes     |       | Ramp Metering |        |        |  |
| + 1,000             |       | + 5%          |        |        |  |

| UNINTERRUPTED FLOW HIGHWAYS            |           |                      |                    |       |       |
|--|-----------|----------------------|--------------------|-------|-------|
| Lanes                                  | Median    | B                    | C                  | D     | E     |
| 1                                      | Undivided | 400                  | 800                | 1,140 | 1,440 |
| 2                                      | Divided   | 1,770                | 2,560              | 3,320 | 3,760 |
| 3                                      | Divided   | 2,660                | 3,840              | 4,980 | 5,650 |
| Uninterrupted Flow Highway Adjustments |           |                      |                    |       |       |
| Lanes                                  | Median    | Exclusive left lanes | Adjustment factors |       |       |
| 2                                      | Divided   | Yes                  | +5%                |       |       |
| Multi                                  | Undivided | Yes                  | -5%                |       |       |
| Multi                                  | Undivided | No                   | -25%               |       |       |

| Non-State Signalized Roadway Adjustments                      |       |
|---|-------|
| (Alter corresponding state volumes by the indicated percent.) |       |
| Major City/County Roadways                                    | - 10% |
| Other Signalized Roadways                                     | - 35% |

| BICYCLE MODE <sup>2</sup>   |     |      |      |      |  |
|---|-----|------|------|------|--|
| (Multiply motorized vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.) |     |      |      |      |  |
| Paved Shoulder/ Bicycle Lane  |     |      |      |      |  |
| Coverage  | B   | C    | D    | E    |  |
| 0-49%   | **  | 170  | 650  | >650 |  |
| 50-84%  | 130 | 200  | >200 | ***  |  |
| 85-100%   | 340 | >340 | ***  | ***  |  |

| PEDESTRIAN MODE <sup>2</sup>  |    |     |      |       |  |
|---|----|-----|------|-------|--|
| (Multiply motorized vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.) |    |     |      |       |  |
| Sidewalk Coverage   | B  | C   | D    | E     |  |
| 0-49%   | ** | **  | 270  | 770   |  |
| 50-84%  | ** | 100 | 600  | 1000  |  |
| 85-100%   | ** | 610 | 1000 | >1000 |  |

| BUS MODE (Scheduled Fixed Route) <sup>3</sup> |    |    |    |    |  |
|---|----|----|----|----|--|
| (Buses in peak hour in peak direction)        |    |    |    |    |  |
| Sidewalk Coverage                             | B  | C  | D  | E  |  |
| 0-84%   | >5 | ≥4 | ≥3 | ≥2 |  |
| 85-100%                                       | >4 | ≥3 | ≥2 | ≥1 |  |

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

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

<sup>3</sup> 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

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

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

<sup>3</sup> 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       | 1540           | RIVERSIDE DR        | CHESAPEAKE DR    | 15_31816       | PINELLAS    | NO DATA        | No Data      | No Data        | 0       | -82.764724   | 28.150007   |

12 Total

Hard copy not available

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

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

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

[illegible]

[illegible]



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

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

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

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

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

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

| Vehicle3Damage | Vehicle3Speed | Vehicle3Type  | PropertyDamageAmount |
|----------------|---------------|---------------|----------------------|
|                |               |               | 200                  |
|                |               |               |                      |
|                |               |               |                      |
| 0              | 999           | Passenger Car |                      |
|                |               |               |                      |
|                |               |               |                      |
|                |               |               |                      |
|                |               |               |                      |
|                |               |               |                      |
|                |               |               | 750                  |
|                |               |               |                      |
|                |               |               |                      |



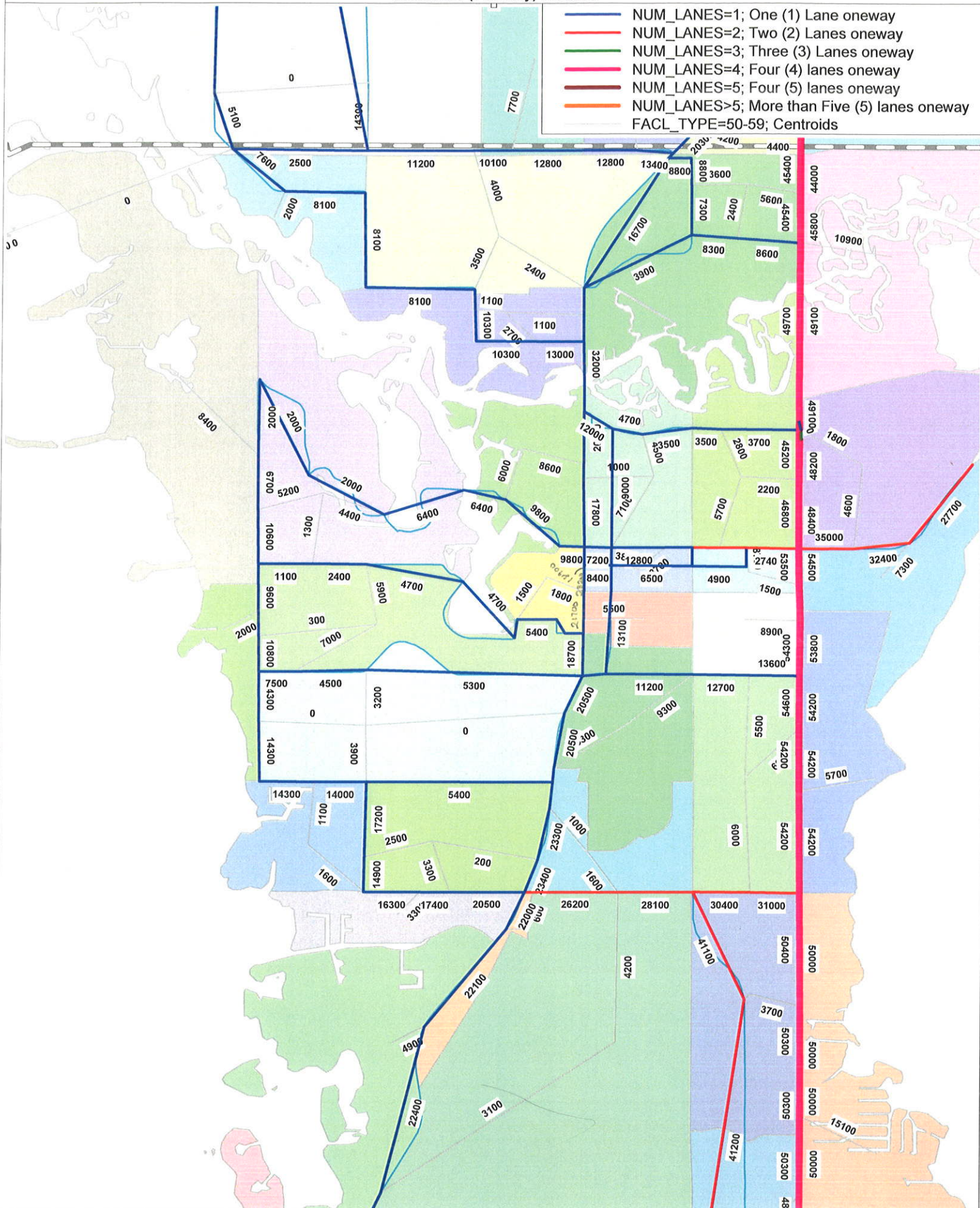
## APPENDIX D

### *Forecasting Data*

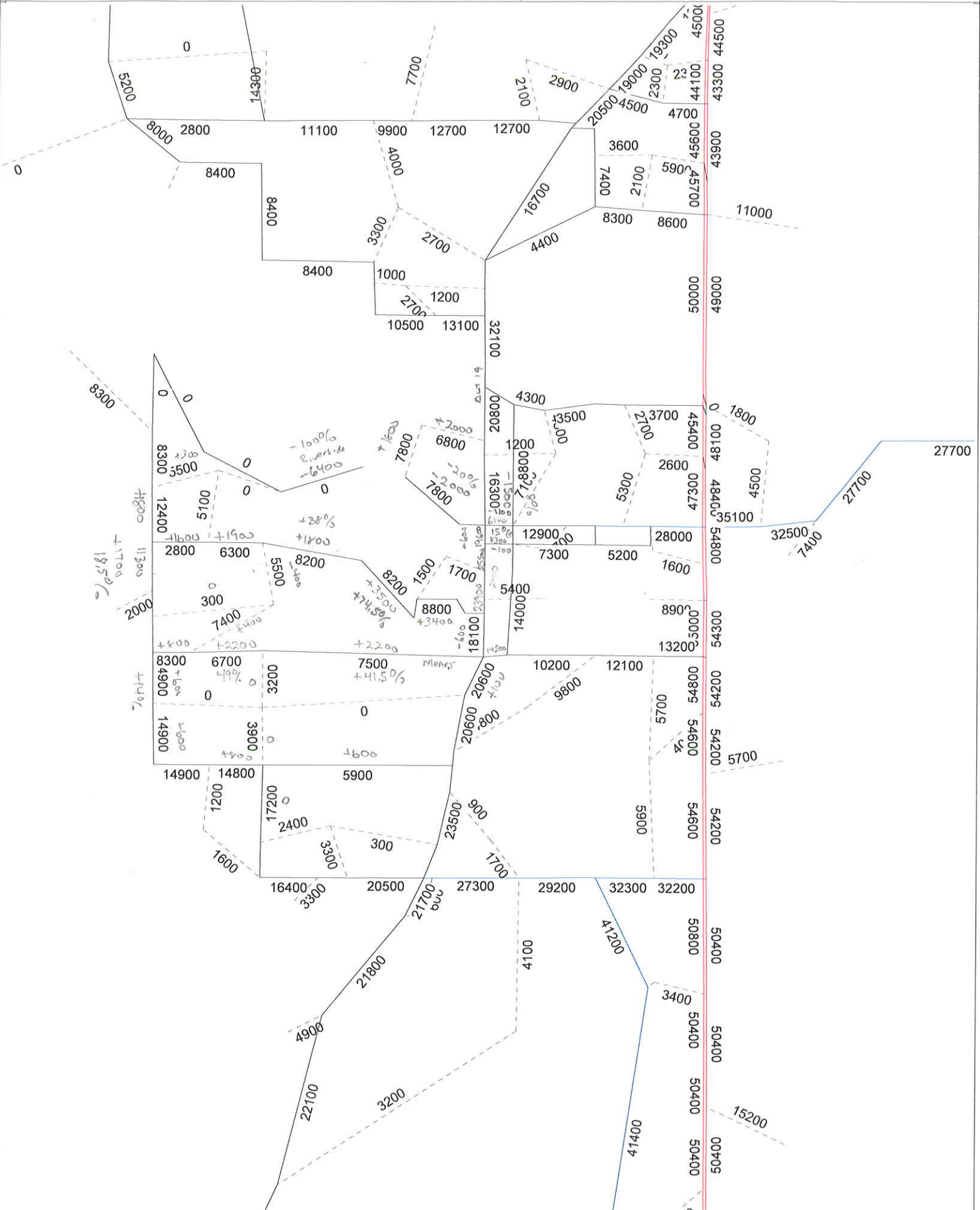


Tampa Bay Regional Planning Model 7.1  
2035 AADT (Two-Way) Volumes

- NUM\_LANES=1; One (1) Lane oneway
- NUM\_LANES=2; Two (2) Lanes oneway
- NUM\_LANES=3; Three (3) Lanes oneway
- NUM\_LANES=4; Four (4) lanes oneway
- NUM\_LANES=5; Four (5) lanes oneway
- NUM\_LANES>5; More than Five (5) lanes oneway
- FACL\_TYPE=50-59; Centroids



## 2035 AADT (Two-Way) Volumes





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

Year 2006

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

Year 2025

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

Year 2035

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

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

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

Year 2006 Base

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

Increase from Year 2006 Base

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

Increase from Year 2006 Base

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

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

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

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

|                    | Alt 19       | Riverside Dr | Mears Blvd<br>at Woodmont | Mears Blvd<br>w of Alt 19 | Whitcomb Dr  | Tarpon Dr    | Spring Blvd  | Florida Ave  | Riverside Dr<br>Becket Bridge |
|--------------------|--------------|--------------|---------------------------|---------------------------|--------------|--------------|--------------|--------------|-------------------------------|
| <b>Growth Rate</b> | <b>1.03%</b> | <b>1.03%</b> | <b>1.03%</b>              | <b>1.03%</b>              | <b>1.03%</b> | <b>1.03%</b> | <b>1.03%</b> | <b>1.03%</b> | <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                          |

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

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

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

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

---

Megan:

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

Arterials: 9.0% for Urbanized, Transitioning and Urban

Arterials: 9.5% for Rural

This should be sufficient for you.

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

---

**From:** McKinney, Megan [mailto:[megan.mckinney@urs.com](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, EI  
Transportation Engineer, Traffic Planning & Engineering

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

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## APPENDIX E

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



# SHORT REPORT

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

| Volume and Timing Input           |          |          |      |      |          |      |      |      |                        |      |      |      |
|-----------------------------------|----------|----------|------|------|----------|------|------|------|------------------------|------|------|------|
|                                   | EB       |          |      | WB   |          |      | NB   |      |                        | SB   |      |      |
|                                   | LT       | TH       | RT   | LT   | TH       | RT   | LT   | TH   | RT                     | LT   | TH   | RT   |
| Number of Lanes                   | 1        | 1        | 0    | 1    | 1        | 1    | 1    | 1    | 0                      | 1    | 1    | 1    |
| Lane Group                        | 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 Vehicles                  | 2        | 2        | 2    | 2    | 2        | 2    | 2    | 2    | 2                      | 2    | 2    | 2    |
| PHF                               | 0.92     | 0.92     | 0.92 | 0.92 | 0.92     | 0.92 | 0.92 | 0.92 | 0.92                   | 0.93 | 0.93 | 0.93 |
| Pretimed/Actuated (P/A)           | A        | A        | A    | A    | A        | A    | A    | A    | A                      | A    | A    | A    |
| Startup Lost Time                 | 2.0      | 2.0      |      | 2.0  | 2.0      | 2.0  | 2.0  | 2.0  |                        | 2.0  | 2.0  | 2.0  |
| Extension of Effective Green      | 2.0      | 2.0      |      | 2.0  | 2.0      | 2.0  | 2.0  | 2.0  |                        | 2.0  | 2.0  | 2.0  |
| Arrival Type                      | 3        | 3        |      | 3    | 3        | 3    | 3    | 3    |                        | 3    | 3    | 3    |
| Unit Extension                    | 3.0      | 3.0      |      | 3.0  | 3.0      | 3.0  | 3.0  | 3.0  |                        | 3.0  | 3.0  | 3.0  |
| Ped/Bike/RTOR Volume              | 0        | 0        | 0    | 0    | 0        | 0    | 0    | 0    | 0                      | 0    | 0    | 0    |
| Lane Width                        | 12.0     | 12.0     |      | 12.0 | 12.0     | 12.0 | 12.0 | 12.0 |                        | 12.0 | 12.0 | 12.0 |
| Parking/Grade/Parking             | N        | 0        | N    | N    | 0        | N    | N    | 0    | N                      | N    | 0    | N    |
| Parking/Hour                      |          |          |      |      |          |      |      |      |                        |      |      |      |
| Bus Stops/Hour                    | 0        | 0        |      | 0    | 0        | 0    | 0    | 0    |                        | 0    | 0    | 0    |
| Minimum Pedestrian Time           |          | 3.2      |      |      | 3.2      |      |      | 3.2  |                        |      | 3.2  |      |
| Phasing                           | EB Only  | EW Perm  | 03   | 04   | NS Perm  | 06   | 07   | 08   |                        |      |      |      |
| Timing                            | G = 14.0 | G = 15.0 | G =  | G =  | G = 67.7 | G =  | G =  | G =  |                        |      |      |      |
|                                   | Y = 8.1  | Y = 8.1  | Y =  | Y =  | Y = 7.1  | Y =  | Y =  | Y =  |                        |      |      |      |
| Duration of Analysis (hrs) = 0.25 |          |          |      |      |          |      |      |      | Cycle Length C = 120.0 |      |      |      |

| Lane Group Capacity, Control Delay, and LOS Determination |       |       |  |                  |       |       |       |       |  |       |       |       |
|---|-------|-------|--|------------------|-------|-------|-------|-------|--|-------|-------|-------|
|   | EB    |       |  | WB               |       |       | NB    |       |  | SB    |       |       |
| Adjusted Flow Rate  | 148   | 316   |  | 76               | 53    | 27    | 108   | 592   |  | 12    | 805   | 89    |
| Lane Group Capacity                                       | 429   | 510   |  | 132              | 233   | 198   | 182   | 1031  |  | 337   | 1051  | 893   |
| v/c Ratio   | 0.34  | 0.62  |  | 0.58             | 0.23  | 0.14  | 0.59  | 0.57  |  | 0.04  | 0.77  | 0.10  |
| Green Ratio   | 0.31  | 0.31  |  | 0.13             | 0.13  | 0.13  | 0.56  | 0.56  |  | 0.56  | 0.56  | 0.56  |
| Uniform Delay $d_1$                                       | 31.3  | 35.4  |  | 49.5             | 47.3  | 46.7  | 17.1  | 16.9  |  | 11.6  | 20.1  | 12.1  |
| Delay Factor k  | 0.11  | 0.20  |  | 0.17             | 0.11  | 0.11  | 0.18  | 0.17  |  | 0.11  | 0.32  | 0.11  |
| Incremental Delay $d_2$                                   | 0.5   | 2.3   |  | 6.1              | 0.5   | 0.3   | 5.1   | 0.8   |  | 0.0   | 3.4   | 0.0   |
| PF Factor   | 1.000 | 1.000 |  | 1.000            | 1.000 | 1.000 | 1.000 | 1.000 |  | 1.000 | 1.000 | 1.000 |
| Control Delay   | 31.8  | 37.7  |  | 55.6             | 47.8  | 47.0  | 22.3  | 17.6  |  | 11.7  | 23.5  | 12.1  |
| Lane Group LOS  | C     | D     |  | E                | D     | D     | C     | B     |  | B     | C     | B     |
| Approach Delay  | 35.8  |       |  | 51.4             |       |       | 18.4  |       |  | 22.2  |       |       |
| Approach LOS  | D     |       |  | D                |       |       | B     |       |  | C     |       |       |
| Intersection Delay  | 25.9  |       |  | Intersection LOS |       |       |       |       |  | C     |       |       |

# SHORT REPORT

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

## Volume and Timing Input

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

## Lane Group Capacity, Control Delay, and LOS Determination

|                                  | EB    |       |  | WB               |       |       | NB    |       |  | SB    |       |       |
|----------------------------------|-------|-------|--|------------------|-------|-------|-------|-------|--|-------|-------|-------|
| Adjusted Flow Rate               | 90    | 161   |  | 74               | 77    | 12    | 237   | 880   |  | 27    | 518   | 148   |
| Lane Group Capacity              | 425   | 560   |  | 250              | 382   | 325   | 377   | 1025  |  | 116   | 1038  | 882   |
| v/c Ratio                        | 0.21  | 0.29  |  | 0.30             | 0.20  | 0.04  | 0.63  | 0.86  |  | 0.23  | 0.50  | 0.17  |
| Green Ratio                      | 0.33  | 0.33  |  | 0.20             | 0.20  | 0.20  | 0.56  | 0.56  |  | 0.56  | 0.56  | 0.56  |
| Uniform Delay d <sub>1</sub>     | 32.8  | 34.3  |  | 47.1             | 46.1  | 44.6  | 21.1  | 26.3  |  | 15.8  | 19.0  | 15.1  |
| Delay Factor k                   | 0.11  | 0.11  |  | 0.11             | 0.11  | 0.11  | 0.21  | 0.39  |  | 0.11  | 0.11  | 0.11  |
| Incremental Delay d <sub>2</sub> | 0.3   | 0.3   |  | 0.7              | 0.3   | 0.0   | 3.3   | 7.4   |  | 1.0   | 0.4   | 0.1   |
| PF Factor                        | 1.000 | 1.000 |  | 1.000            | 1.000 | 1.000 | 1.000 | 1.000 |  | 1.000 | 1.000 | 1.000 |
| Control Delay                    | 33.0  | 34.6  |  | 47.8             | 46.4  | 44.6  | 24.5  | 33.8  |  | 16.8  | 19.4  | 15.2  |
| Lane Group LOS                   | C     | C     |  | D                | D     | D     | C     | C     |  | B     | B     | B     |
| Approach Delay                   | 34.0  |       |  | 46.9             |       |       | 31.8  |       |  | 18.4  |       |       |
| Approach LOS                     | C     |       |  | D                |       |       | C     |       |  | B     |       |       |
| Intersection Delay               | 29.0  |       |  | Intersection LOS |       |       |       |       |  | C     |       |       |

# SHORT REPORT

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

## Volume and Timing Input

|                              | EB   |            |      | WB       |           |      | NB       |          |          | SB       |           |      |
|------------------------------|------|------------|------|----------|-----------|------|----------|----------|----------|----------|-----------|------|
|                              | LT   | TH         | RT   | LT       | TH        | RT   | LT       | TH       | RT       | LT       | TH        | RT   |
| Number of Lanes              | 0    | 1          | 0    | 1        | 1         | 0    | 1        | 1        | 1        | 1        | 1         | 0    |
| Lane Group                   |      | <i>LTR</i> |      | <i>L</i> | <i>TR</i> |      | <i>L</i> | <i>T</i> | <i>R</i> | <i>L</i> | <i>TR</i> |      |
| Volume (vph)                 | 15   | 184        | 22   | 154      | 146       | 146  | 17       | 525      | 146      | 115      | 698       | 30   |
| % Heavy Vehicles             | 2    | 2          | 2    | 2        | 2         | 2    | 2        | 2        | 2        | 2        | 2         | 2    |
| PHF                          | 0.92 | 0.92       | 0.92 | 0.92     | 0.92      | 0.92 | 0.92     | 0.92     | 0.92     | 0.95     | 0.95      | 0.95 |
| Pretimed/Actuated (P/A)      | A    | A          | A    | A        | A         | A    | A        | A        | A        | A        | A         | A    |
| Startup Lost Time            |      | 2.0        |      | 2.0      | 2.0       |      | 2.0      | 2.0      | 2.0      | 2.0      | 2.0       |      |
| Extension of Effective Green |      | 2.0        |      | 2.0      | 2.0       |      | 2.0      | 2.0      | 2.0      | 2.0      | 2.0       |      |
| Arrival Type                 |      | 3          |      | 3        | 3         |      | 3        | 3        | 3        | 3        | 3         |      |
| Unit Extension               |      | 3.0        |      | 3.0      | 3.0       |      | 3.0      | 3.0      | 3.0      | 3.0      | 3.0       |      |
| Ped/Bike/RTOR Volume         | 0    | 0          | 0    | 0        | 0         | 0    | 0        | 0        | 0        | 0        | 0         | 0    |
| Lane Width                   |      | 12.0       |      | 12.0     | 12.0      |      | 12.0     | 12.0     | 12.0     | 12.0     | 12.0      |      |
| Parking/Grade/Parking        | N    | 0          | N    | N        | 0         | N    | N        | 0        | N        | N        | 0         | N    |
| Parking/Hour                 |      |            |      |          |           |      |          |          |          |          |           |      |
| Bus Stops/Hour               |      | 0          |      | 0        | 0         |      | 0        | 0        | 0        | 0        | 0         |      |
| Minimum Pedestrian Time      |      | 3.2        |      |          | 3.2       |      |          | 3.2      |          |          | 3.2       |      |

|                                   |         |          |                        |     |         |          |     |     |
|-----------------------------------|---------|----------|------------------------|-----|---------|----------|-----|-----|
| Phasing                           | WB Only | EW Perm  | 03                     | 04  | SB Only | NS Perm  | 07  | 08  |
| Timing                            | G = 6.5 | G = 25.1 | G =                    | G = | G = 5.5 | G = 60.0 | G = | G = |
|                                   | Y = 5.8 | Y = 5.8  | Y =                    | Y = | Y = 5.8 | Y = 5.5  | Y = | Y = |
| Duration of Analysis (hrs) = 0.25 |         |          | Cycle Length C = 120.0 |     |         |          |     |     |

## Lane Group Capacity, Control Delay, and LOS Determination

|                         | EB   |       |  | WB               |       |  | NB    |       |       | SB    |       |  |
|-------------------------|------|-------|--|------------------|-------|--|-------|-------|-------|-------|-------|--|
| Adjusted Flow Rate      |      | 240   |  | 167              | 318   |  | 18    | 571   | 159   | 121   | 767   |  |
| Lane Group Capacity     |      | 370   |  | 251              | 537   |  | 237   | 932   | 950   | 344   | 1100  |  |
| v/c Ratio               |      | 0.65  |  | 0.67             | 0.59  |  | 0.08  | 0.61  | 0.17  | 0.35  | 0.70  |  |
| Green Ratio             |      | 0.21  |  | 0.31             | 0.31  |  | 0.50  | 0.50  | 0.60  | 0.59  | 0.59  |  |
| Uniform Delay $d_1$     |      | 43.4  |  | 37.7             | 34.9  |  | 15.6  | 21.6  | 10.7  | 14.5  | 16.9  |  |
| Delay Factor k          |      | 0.23  |  | 0.24             | 0.18  |  | 0.11  | 0.20  | 0.11  | 0.11  | 0.26  |  |
| Incremental Delay $d_2$ |      | 4.0   |  | 6.5              | 1.8   |  | 0.1   | 1.2   | 0.1   | 0.6   | 2.0   |  |
| PF Factor               |      | 1.000 |  | 1.000            | 1.000 |  | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |  |
| Control Delay           |      | 47.4  |  | 44.3             | 36.6  |  | 15.7  | 22.8  | 10.8  | 15.1  | 18.8  |  |
| Lane Group LOS          |      | D     |  | D                | D     |  | B     | C     | B     | B     | B     |  |
| Approach Delay          | 47.4 |       |  | 39.2             |       |  | 20.1  |       |       | 18.3  |       |  |
| Approach LOS            | D    |       |  | D                |       |  | C     |       |       | B     |       |  |
| Intersection Delay      | 26.1 |       |  | Intersection LOS |       |  |       |       |       | C     |       |  |

# SHORT REPORT

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

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

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



## APPENDIX F

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

# SHORT REPORT

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

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

| Lane Group Capacity, Control Delay, and LOS Determination |       |       |  |                  |       |       |       |       |  |       |       |       |
|---|-------|-------|--|------------------|-------|-------|-------|-------|--|-------|-------|-------|
|   | EB    |       |  | WB               |       |       | NB    |       |  | SB    |       |       |
| Adjusted Flow Rate  | 409   | 316   |  | 76               | 53    | 27    | 108   | 592   |  | 12    | 805   | 190   |
| Lane Group Capacity                                       | 441   | 524   |  | 141              | 248   | 211   | 172   | 1016  |  | 326   | 1036  | 880   |
| v/c Ratio   | 0.93  | 0.60  |  | 0.54             | 0.21  | 0.13  | 0.63  | 0.58  |  | 0.04  | 0.78  | 0.22  |
| Green Ratio   | 0.32  | 0.32  |  | 0.13             | 0.13  | 0.13  | 0.56  | 0.56  |  | 0.56  | 0.56  | 0.56  |
| Uniform Delay d <sub>1</sub>                              | 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 <sub>2</sub>                          | 25.8  | 2.0   |  | 4.1              | 0.4   | 0.3   | 7.1   | 0.9   |  | 0.0   | 3.8   | 0.1   |
| PF Factor   | 1.000 | 1.000 |  | 1.000            | 1.000 | 1.000 | 1.000 | 1.000 |  | 1.000 | 1.000 | 1.000 |
| Control Delay   | 66.9  | 36.5  |  | 52.7             | 46.8  | 46.1  | 25.3  | 18.4  |  | 12.1  | 24.6  | 13.6  |
| Lane Group LOS  | E     | D     |  | D                | D     | D     | C     | B     |  | B     | C     | B     |
| Approach Delay  | 53.7  |       |  | 49.5             |       |       | 19.4  |       |  | 22.4  |       |       |
| Approach LOS  | D     |       |  | D                |       |       | B     |       |  | C     |       |       |
| Intersection Delay  | 32.0  |       |  | Intersection LOS |       |       |       |       |  | C     |       |       |

# SHORT REPORT

## General Information

Analyst  
Agency or Co. *URS*  
Date Performed *8/24/2012 (Revised)*  
Time Period *PM*

## Site Information

Intersection *Alt US 19/Meres Blvd*  
Area Type *All other areas*  
Jurisdiction *Pinellas County*  
Analysis Year *2018 w/out Bridge (Scenario 2)*

## Volume and Timing Input

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

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

## Lane Group Capacity, Control Delay, and LOS Determination

|                         | EB    |       |  | WB               |       |       | NB    |       |  | SB    |       |       |
|-------------------------|-------|-------|--|------------------|-------|-------|-------|-------|--|-------|-------|-------|
| Adjusted Flow Rate      | 192   | 161   |  | 74               | 77    | 12    | 237   | 880   |  | 27    | 518   | 409   |
| Lane Group Capacity     | 396   | 524   |  | 224              | 342   | 291   | 404   | 1064  |  | 142   | 1078  | 916   |
| v/c Ratio               | 0.48  | 0.31  |  | 0.33             | 0.23  | 0.04  | 0.59  | 0.83  |  | 0.19  | 0.48  | 0.45  |
| Green Ratio             | 0.31  | 0.31  |  | 0.18             | 0.18  | 0.18  | 0.58  | 0.58  |  | 0.58  | 0.58  | 0.58  |
| Uniform Delay $d_1$     | 39.1  | 36.6  |  | 49.7             | 48.7  | 47.0  | 18.8  | 23.8  |  | 14.0  | 17.2  | 16.8  |
| Delay Factor k          | 0.11  | 0.11  |  | 0.11             | 0.11  | 0.11  | 0.18  | 0.37  |  | 0.11  | 0.11  | 0.11  |
| Incremental Delay $d_2$ | 0.9   | 0.3   |  | 0.9              | 0.3   | 0.1   | 2.2   | 5.5   |  | 0.7   | 0.3   | 0.3   |
| PF Factor               | 1.000 | 1.000 |  | 1.000            | 1.000 | 1.000 | 1.000 | 1.000 |  | 1.000 | 1.000 | 1.000 |
| Control Delay           | 40.1  | 36.9  |  | 50.5             | 49.0  | 47.1  | 21.0  | 29.4  |  | 14.6  | 17.6  | 17.1  |
| Lane Group LOS          | D     | D     |  | D                | D     | D     | C     | C     |  | B     | B     | B     |
| Approach Delay          | 38.6  |       |  | 49.6             |       |       | 27.6  |       |  | 17.3  |       |       |
| Approach LOS            | D     |       |  | D                |       |       | C     |       |  | B     |       |       |
| Intersection Delay      | 26.7  |       |  | Intersection LOS |       |       |       |       |  | C     |       |       |

## SHORT REPORT

### General Information

Analyst  
 Agency or Co. *URS*  
 Date Performed *8/24/2012 (Revised)*  
 Time Period *AM*

### Site Information

Intersection *Alt US 19/Tarpon Ave*  
 Area Type *All other areas*  
 Jurisdiction *Pinellas County*  
 Analysis Year *2018 w/out Bridge (Scenario 2)*

### Volume and Timing Input

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

### Lane Group Capacity, Control Delay, and LOS Determination

|                         | EB   |       |  | WB               |       |  | NB    |       |       | SB    |       |  |
|-------------------------|------|-------|--|------------------|-------|--|-------|-------|-------|-------|-------|--|
| Adjusted Flow Rate      |      | 240   |  | 167              | 318   |  | 18    | 571   | 159   | 121   | 767   |  |
| Lane Group Capacity     |      | 370   |  | 251              | 537   |  | 237   | 932   | 950   | 344   | 1100  |  |
| v/c Ratio               |      | 0.65  |  | 0.67             | 0.59  |  | 0.08  | 0.61  | 0.17  | 0.35  | 0.70  |  |
| Green Ratio             |      | 0.21  |  | 0.31             | 0.31  |  | 0.50  | 0.50  | 0.60  | 0.59  | 0.59  |  |
| Uniform Delay $d_1$     |      | 43.4  |  | 37.7             | 34.9  |  | 15.6  | 21.6  | 10.7  | 14.5  | 16.9  |  |
| Delay Factor k          |      | 0.23  |  | 0.24             | 0.18  |  | 0.11  | 0.20  | 0.11  | 0.11  | 0.26  |  |
| Incremental Delay $d_2$ |      | 4.0   |  | 6.5              | 1.8   |  | 0.1   | 1.2   | 0.1   | 0.6   | 2.0   |  |
| PF Factor               |      | 1.000 |  | 1.000            | 1.000 |  | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |  |
| Control Delay           |      | 47.4  |  | 44.3             | 36.6  |  | 15.7  | 22.8  | 10.8  | 15.1  | 18.8  |  |
| Lane Group LOS          |      | D     |  | D                | D     |  | B     | C     | B     | B     | B     |  |
| Approach Delay          | 47.4 |       |  | 39.2             |       |  | 20.1  |       |       | 18.3  |       |  |
| Approach LOS            | D    |       |  | D                |       |  | C     |       |       | B     |       |  |
| Intersection Delay      | 26.1 |       |  | Intersection LOS |       |  |       |       |       | C     |       |  |



# SHORT REPORT

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

## Volume and Timing Input

|                              | EB   |            |      | WB       |           |      | NB       |          |          | SB       |           |      |
|------------------------------|------|------------|------|----------|-----------|------|----------|----------|----------|----------|-----------|------|
|                              | LT   | TH         | RT   | LT       | TH        | RT   | LT       | TH       | RT       | LT       | TH        | RT   |
| Number of Lanes              | 0    | 1          | 0    | 1        | 1         | 0    | 1        | 1        | 1        | 1        | 1         | 0    |
| Lane Group                   |      | <i>LTR</i> |      | <i>L</i> | <i>TR</i> |      | <i>L</i> | <i>T</i> | <i>R</i> | <i>L</i> | <i>TR</i> |      |
| Volume (vph)                 | 30   | 146        | 17   | 146      | 184       | 115  | 22       | 698      | 154      | 146      | 525       | 15   |
| % Heavy Vehicles             | 2    | 2          | 2    | 2        | 2         | 2    | 2        | 2        | 2        | 2        | 2         | 2    |
| PHF                          | 0.84 | 0.84       | 0.84 | 0.85     | 0.85      | 0.85 | 0.95     | 0.95     | 0.95     | 0.95     | 0.95      | 0.95 |
| Pretimed/Actuated (P/A)      | A    | A          | A    | A        | A         | A    | A        | A        | A        | A        | A         | A    |
| Startup Lost Time            |      | 2.0        |      | 2.0      | 2.0       |      | 2.0      | 2.0      | 2.0      | 2.0      | 2.0       |      |
| Extension of Effective Green |      | 2.0        |      | 2.0      | 2.0       |      | 2.0      | 2.0      | 2.0      | 2.0      | 2.0       |      |
| Arrival Type                 |      | 3          |      | 3        | 3         |      | 3        | 3        | 3        | 3        | 3         |      |
| Unit Extension               |      | 3.0        |      | 3.0      | 3.0       |      | 3.0      | 3.0      | 3.0      | 3.0      | 3.0       |      |
| Ped/Bike/RTOR Volume         | 0    | 0          | 0    | 0        | 0         | 0    | 0        | 0        | 0        | 0        | 0         | 0    |
| Lane Width                   |      | 12.0       |      | 12.0     | 12.0      |      | 12.0     | 12.0     | 12.0     | 12.0     | 12.0      |      |
| Parking/Grade/Parking        | N    | 0          | N    | N        | 0         | N    | N        | 0        | N        | N        | 0         | N    |
| Parking/Hour                 |      |            |      |          |           |      |          |          |          |          |           |      |
| Bus Stops/Hour               |      | 0          |      | 0        | 0         |      | 0        | 0        | 0        | 0        | 0         |      |
| Minimum Pedestrian Time      |      | 3.2        |      |          | 3.2       |      |          | 3.2      |          |          | 3.2       |      |

|                                   |          |          |                        |     |          |          |     |     |
|-----------------------------------|----------|----------|------------------------|-----|----------|----------|-----|-----|
| Phasing                           | WB Only  | EW Perm  | 03                     | 04  | SB Only  | NS Perm  | 07  | 08  |
| Timing                            | G = 13.0 | G = 31.0 | G =                    | G = | G = 17.0 | G = 56.1 | G = | G = |
|                                   | Y = 5.8  | Y = 5.8  | Y =                    | Y = | Y = 5.8  | Y = 5.5  | Y = | Y = |
| Duration of Analysis (hrs) = 0.25 |          |          | Cycle Length C = 140.0 |     |          |          |     |     |

## Lane Group Capacity, Control Delay, and LOS Determination

|                         | EB   |       |  | WB               |       |  | NB    |       |       | SB    |       |  |
|-------------------------|------|-------|--|------------------|-------|--|-------|-------|-------|-------|-------|--|
| Adjusted Flow Rate      |      | 230   |  | 172              | 351   |  | 23    | 735   | 162   | 154   | 569   |  |
| Lane Group Capacity     |      | 361   |  | 352              | 624   |  | 336   | 747   | 844   | 268   | 1045  |  |
| v/c Ratio               |      | 0.64  |  | 0.49             | 0.56  |  | 0.07  | 0.98  | 0.19  | 0.57  | 0.54  |  |
| Green Ratio             |      | 0.22  |  | 0.36             | 0.36  |  | 0.40  | 0.40  | 0.53  | 0.56  | 0.56  |  |
| Uniform Delay $d_1$     |      | 49.4  |  | 33.8             | 36.3  |  | 25.8  | 41.5  | 17.0  | 32.4  | 19.2  |  |
| Delay Factor k          |      | 0.22  |  | 0.11             | 0.16  |  | 0.11  | 0.49  | 0.11  | 0.17  | 0.14  |  |
| Incremental Delay $d_2$ |      | 3.7   |  | 1.1              | 1.2   |  | 0.1   | 28.8  | 0.1   | 3.0   | 0.6   |  |
| PF Factor               |      | 1.000 |  | 1.000            | 1.000 |  | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |  |
| Control Delay           |      | 53.1  |  | 34.9             | 37.5  |  | 25.9  | 70.3  | 17.1  | 35.4  | 19.8  |  |
| Lane Group LOS          |      | D     |  | C                | D     |  | C     | E     | B     | D     | B     |  |
| Approach Delay          | 53.1 |       |  | 36.6             |       |  | 59.9  |       |       | 23.2  |       |  |
| Approach LOS            | D    |       |  | D                |       |  | E     |       |       | C     |       |  |
| Intersection Delay      | 43.1 |       |  | Intersection LOS |       |  |       |       |       | D     |       |  |



## APPENDIX G

### *Design Year (2038) Analysis – Scenario 1*

# SHORT REPORT

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

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

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

# SHORT REPORT

## General Information

Analyst  
Agency or Co. *URS*  
Date Performed *8/22/2012 (Revised)*  
Time Period *PM*

## Site Information

Intersection *Alt US 19/Meres Blvd*  
Area Type *All other areas*  
Jurisdiction *Pinellas County*  
Analysis Year *2038 with Bridge (Scenario 1)*

## Volume and Timing Input

|                              | EB   |      |      | WB   |      |      | NB   |      |      | SB   |      |      |
|------------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
|                              | LT   | TH   | RT   | LT   | TH   | RT   | LT   | TH   | RT   | LT   | TH   | RT   |
| Number of Lanes              | 1    | 1    | 0    | 1    | 1    | 1    | 1    | 1    | 0    | 1    | 1    | 1    |
| Lane Group                   | L    | TR   |      | L    | T    | R    | L    | TR   |      | L    | T    | R    |
| Volume (vph)                 | 99   | 58   | 181  | 84   | 85   | 13   | 262  | 883  | 73   | 27   | 576  | 161  |
| % Heavy Vehicles             | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    |
| PHF                          | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.93 | 0.93 | 0.93 |
| Pretimed/Actuated (P/A)      | A    | A    | A    | A    | A    | A    | A    | A    | A    | A    | A    | A    |
| Startup Lost Time            | 2.0  | 2.0  |      | 2.0  | 2.0  | 2.0  | 2.0  | 2.0  |      | 2.0  | 2.0  | 2.0  |
| Extension of Effective Green | 2.0  | 2.0  |      | 2.0  | 2.0  | 2.0  | 2.0  | 2.0  |      | 2.0  | 2.0  | 2.0  |
| Arrival Type                 | 3    | 3    |      | 3    | 3    | 3    | 3    | 3    |      | 3    | 3    | 3    |
| Unit Extension               | 3.0  | 3.0  |      | 3.0  | 3.0  | 3.0  | 3.0  | 3.0  |      | 3.0  | 3.0  | 3.0  |
| Ped/Bike/RTOR Volume         | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Lane Width                   | 12.0 | 12.0 |      | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 |      | 12.0 | 12.0 | 12.0 |
| Parking/Grade/Parking        | N    | 0    | N    | N    | 0    | N    | N    | 0    | N    | N    | 0    | N    |
| Parking/Hour                 |      |      |      |      |      |      |      |      |      |      |      |      |
| Bus Stops/Hour               | 0    | 0    |      | 0    | 0    | 0    | 0    | 0    |      | 0    | 0    | 0    |
| Minimum Pedestrian Time      |      | 3.2  |      |      | 3.2  |      |      | 3.2  |      |      | 3.2  |      |

|                                   |          |          |                        |     |          |     |     |     |
|-----------------------------------|----------|----------|------------------------|-----|----------|-----|-----|-----|
| Phasing                           | EB Only  | EW Perm  | 03                     | 04  | NS Perm  | 06  | 07  | 08  |
| Timing                            | G = 10.0 | G = 24.7 | G =                    | G = | G = 82.0 | G = | G = | G = |
|                                   | Y = 8.1  | Y = 8.1  | Y =                    | Y = | Y = 7.1  | Y = | Y = | Y = |
| Duration of Analysis (hrs) = 0.25 |          |          | Cycle Length C = 140.0 |     |          |     |     |     |

## Lane Group Capacity, Control Delay, and LOS Determination

|                                  | EB    |       |  | WB               |       |       | NB    |       |  | SB    |       |       |
|----------------------------------|-------|-------|--|------------------|-------|-------|-------|-------|--|-------|-------|-------|
| Adjusted Flow Rate               | 108   | 260   |  | 91               | 92    | 14    | 285   | 1039  |  | 29    | 619   | 173   |
| Lane Group Capacity              | 373   | 505   |  | 197              | 329   | 279   | 336   | 1079  |  | 53    | 1091  | 927   |
| v/c Ratio                        | 0.29  | 0.51  |  | 0.46             | 0.28  | 0.05  | 0.85  | 0.96  |  | 0.55  | 0.57  | 0.19  |
| Green Ratio                      | 0.31  | 0.31  |  | 0.18             | 0.18  | 0.18  | 0.59  | 0.59  |  | 0.59  | 0.59  | 0.59  |
| Uniform Delay d <sub>1</sub>     | 36.1  | 40.0  |  | 51.7             | 49.9  | 47.9  | 23.9  | 27.6  |  | 17.7  | 18.0  | 13.5  |
| Delay Factor k                   | 0.11  | 0.12  |  | 0.11             | 0.11  | 0.11  | 0.38  | 0.47  |  | 0.15  | 0.16  | 0.11  |
| Incremental Delay d <sub>2</sub> | 0.4   | 0.9   |  | 1.7              | 0.5   | 0.1   | 18.1  | 19.1  |  | 11.4  | 0.7   | 0.1   |
| PF Factor                        | 1.000 | 1.000 |  | 1.000            | 1.000 | 1.000 | 1.000 | 1.000 |  | 1.000 | 1.000 | 1.000 |
| Control Delay                    | 36.5  | 41.0  |  | 53.4             | 50.4  | 48.0  | 41.9  | 46.6  |  | 29.1  | 18.7  | 13.6  |
| Lane Group LOS                   | D     | D     |  | D                | D     | D     | D     | D     |  | C     | B     | B     |
| Approach Delay                   | 39.7  |       |  | 51.6             |       |       | 45.6  |       |  | 18.0  |       |       |
| Approach LOS                     | D     |       |  | D                |       |       | D     |       |  | B     |       |       |
| Intersection Delay               | 36.9  |       |  | Intersection LOS |       |       |       |       |  | D     |       |       |

## SHORT REPORT

### General Information

Analyst  
Agency or Co. *URS*  
Date Performed *3/21/2012*  
Time Period *AM*

### Site Information

Intersection *Alt US 19/Tarpon Ave*  
Area Type *All other areas*  
Jurisdiction *Pinellas County*  
Analysis Year *2038 with Bridge (Scenario 1)*

### Volume and Timing Input

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

### Lane Group Capacity, Control Delay, and LOS Determination

|                         | EB   |       |  | WB               |       |  | NB    |       |       | SB    |       |  |
|-------------------------|------|-------|--|------------------|-------|--|-------|-------|-------|-------|-------|--|
| Adjusted Flow Rate      |      | 275   |  | 187              | 349   |  | 24    | 701   | 176   | 140   | 914   |  |
| Lane Group Capacity     |      | 395   |  | 232              | 544   |  | 130   | 932   | 930   | 243   | 1092  |  |
| v/c Ratio               |      | 0.70  |  | 0.81             | 0.64  |  | 0.18  | 0.75  | 0.19  | 0.58  | 0.84  |  |
| Green Ratio             |      | 0.23  |  | 0.32             | 0.32  |  | 0.50  | 0.50  | 0.59  | 0.59  | 0.59  |  |
| Uniform Delay $d_1$     |      | 42.7  |  | 42.3             | 35.2  |  | 16.5  | 24.0  | 11.5  | 18.6  | 19.9  |  |
| Delay Factor k          |      | 0.26  |  | 0.35             | 0.22  |  | 0.11  | 0.31  | 0.11  | 0.17  | 0.37  |  |
| Incremental Delay $d_2$ |      | 5.3   |  | 18.5             | 2.6   |  | 0.7   | 3.5   | 0.1   | 3.4   | 5.8   |  |
| PF Factor               |      | 1.000 |  | 1.000            | 1.000 |  | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |  |
| Control Delay           |      | 48.0  |  | 60.9             | 37.8  |  | 17.2  | 27.5  | 11.6  | 22.0  | 25.8  |  |
| Lane Group LOS          |      | D     |  | E                | D     |  | B     | C     | B     | C     | C     |  |
| Approach Delay          | 48.0 |       |  | 45.9             |       |  | 24.1  |       |       | 25.3  |       |  |
| Approach LOS            | D    |       |  | D                |       |  | C     |       |       | C     |       |  |
| Intersection Delay      | 31.1 |       |  | Intersection LOS |       |  |       |       |       | C     |       |  |

# SHORT REPORT

## General Information

Analyst  
Agency or Co. *URS*  
Date Performed *8/22/2012 (Revised)*  
Time Period *PM*

## Site Information

Intersection *Alt US 19/Tarpon Ave*  
Area Type *All other areas*  
Jurisdiction *Pinellas County*  
Analysis Year *2038 with Bridge (Scenario 1)*

## Volume and Timing Input

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

## Lane Group Capacity, Control Delay, and LOS Determination

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



## APPENDIX H

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

# SHORT REPORT

## General Information

Analyst  
Agency or Co. *URS*  
Date Performed *8/22/2012 (Revised)*  
Time Period *AM*

## Site Information

Intersection *Alt US 19/Meres Blvd*  
Area Type *All other areas*  
Jurisdiction *Pinellas County*  
Analysis Year *2038 w/out Bridge (Scenario 2)*

## Volume and Timing Input

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

## Lane Group Capacity, Control Delay, and LOS Determination

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



# SHORT REPORT

## General Information

Analyst  
Agency or Co. *URS*  
Date Performed *8/22/2012 (Revised)*  
Time Period *PM*

## Site Information

Intersection *Alt US 19/Meres Blvd*  
Area Type *All other areas*  
Jurisdiction *Pinellas County*  
Analysis Year *2038 w/out Bridge (Scenario 2)*

## Volume and Timing Input

|                              | EB   |      |      | WB   |      |      | NB   |      |      | SB   |      |      |
|------------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
|                              | LT   | TH   | RT   | LT   | TH   | RT   | LT   | TH   | RT   | LT   | TH   | RT   |
| Number of Lanes              | 1    | 1    | 0    | 1    | 1    | 1    | 1    | 1    | 0    | 1    | 1    | 1    |
| Lane Group                   | L    | TR   |      | L    | T    | R    | L    | TR   |      | L    | T    | R    |
| Volume (vph)                 | 218  | 58   | 181  | 84   | 85   | 13   | 262  | 883  | 73   | 27   | 576  | 459  |
| % Heavy Vehicles             | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    |
| PHF                          | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.93 | 0.93 | 0.93 | 0.92 | 0.92 | 0.92 |
| Pretimed/Actuated (P/A)      | A    | A    | A    | A    | A    | A    | A    | A    | A    | A    | A    | A    |
| Startup Lost Time            | 2.0  | 2.0  |      | 2.0  | 2.0  | 2.0  | 2.0  | 2.0  |      | 2.0  | 2.0  | 2.0  |
| Extension of Effective Green | 2.0  | 2.0  |      | 2.0  | 2.0  | 2.0  | 2.0  | 2.0  |      | 2.0  | 2.0  | 2.0  |
| Arrival Type                 | 3    | 3    |      | 3    | 3    | 3    | 3    | 3    |      | 3    | 3    | 3    |
| Unit Extension               | 3.0  | 3.0  |      | 3.0  | 3.0  | 3.0  | 3.0  | 3.0  |      | 3.0  | 3.0  | 3.0  |
| Ped/Bike/RTOR Volume         | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Lane Width                   | 12.0 | 12.0 |      | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 |      | 12.0 | 12.0 | 12.0 |
| Parking/Grade/Parking        | N    | 0    | N    | N    | 0    | N    | N    | 0    | N    | N    | 0    | N    |
| Parking/Hour                 |      |      |      |      |      |      |      |      |      |      |      |      |
| Bus Stops/Hour               | 0    | 0    |      | 0    | 0    | 0    | 0    | 0    |      | 0    | 0    | 0    |
| Minimum Pedestrian Time      |      | 3.2  |      |      | 3.2  |      |      | 3.2  |      |      | 3.2  |      |

|                                   |          |          |                        |     |          |     |     |     |
|-----------------------------------|----------|----------|------------------------|-----|----------|-----|-----|-----|
| Phasing                           | EB Only  | EW Perm  | 03                     | 04  | NS Perm  | 06  | 07  | 08  |
| Timing                            | G = 10.0 | G = 24.7 | G =                    | G = | G = 82.0 | G = | G = | G = |
|                                   | Y = 8.1  | Y = 8.1  | Y =                    | Y = | Y = 7.1  | Y = | Y = | Y = |
| Duration of Analysis (hrs) = 0.25 |          |          | Cycle Length C = 140.0 |     |          |     |     |     |

## Lane Group Capacity, Control Delay, and LOS Determination

|                                  | EB    |       |  | WB               |       |       | NB    |       |  | SB    |       |       |
|----------------------------------|-------|-------|--|------------------|-------|-------|-------|-------|--|-------|-------|-------|
| Adjusted Flow Rate               | 237   | 260   |  | 91               | 92    | 14    | 282   | 1027  |  | 29    | 626   | 499   |
| Lane Group Capacity              | 373   | 505   |  | 197              | 329   | 279   | 331   | 1079  |  | 53    | 1091  | 927   |
| v/c Ratio                        | 0.64  | 0.51  |  | 0.46             | 0.28  | 0.05  | 0.85  | 0.95  |  | 0.55  | 0.57  | 0.54  |
| Green Ratio                      | 0.31  | 0.31  |  | 0.18             | 0.18  | 0.18  | 0.59  | 0.59  |  | 0.59  | 0.59  | 0.59  |
| Uniform Delay d <sub>1</sub>     | 43.1  | 40.0  |  | 51.7             | 49.9  | 47.9  | 24.0  | 27.2  |  | 17.7  | 18.1  | 17.5  |
| Delay Factor k                   | 0.22  | 0.12  |  | 0.11             | 0.11  | 0.11  | 0.38  | 0.46  |  | 0.15  | 0.17  | 0.14  |
| Incremental Delay d <sub>2</sub> | 3.5   | 0.9   |  | 1.7              | 0.5   | 0.1   | 18.8  | 17.1  |  | 11.4  | 0.7   | 0.6   |
| PF Factor                        | 1.000 | 1.000 |  | 1.000            | 1.000 | 1.000 | 1.000 | 1.000 |  | 1.000 | 1.000 | 1.000 |
| Control Delay                    | 46.7  | 41.0  |  | 53.4             | 50.4  | 48.0  | 42.8  | 44.2  |  | 29.1  | 18.8  | 18.2  |
| Lane Group LOS                   | D     | D     |  | D                | D     | D     | D     | D     |  | C     | B     | B     |
| Approach Delay                   | 43.7  |       |  | 51.6             |       |       | 43.9  |       |  | 18.8  |       |       |
| Approach LOS                     | D     |       |  | D                |       |       | D     |       |  | B     |       |       |
| Intersection Delay               | 35.2  |       |  | Intersection LOS |       |       |       |       |  | D     |       |       |

# SHORT REPORT

## General Information

Analyst  
Agency or Co. *URS*  
Date Performed *3/21/2012*  
Time Period *AM*

## Site Information

Intersection *Alt US 19/Tarpon Ave*  
Area Type *All other areas*  
Jurisdiction *Pinellas County*  
Analysis Year *2038 w/out Bridge (Scenario 2)*

## Volume and Timing Input

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

## Lane Group Capacity, Control Delay, and LOS Determination

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

# SHORT REPORT

## General Information

Analyst  
Agency or Co. *URS*  
Date Performed *8/22/2012 (Revised)*  
Time Period *PM*

## Site Information

Intersection *Alt US 19/Tarpon Ave*  
Area Type *All other areas*  
Jurisdiction *Pinellas County*  
Analysis Year *2038 w/out Bridge (Scenario 2)*

## Volume and Timing Input

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

## Lane Group Capacity, Control Delay, and LOS Determination

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



## APPENDIX I

### *Whitcomb Boulevard Detour Route Analysis*

# SHORT REPORT

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

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

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

# SHORT REPORT

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

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

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



## APPENDIX J

### *Meres Boulevard Detour Route Analysis*

| SHORT REPORT   |          |          |                        |                  |          |       |   |       |      |       |       |       |
|--|----------|----------|------------------------|------------------|----------|-------|---|-------|------|-------|-------|-------|
| <b>General Information</b>   |          |          |                        |                  |          |       | <b>Site Information</b>   |       |      |       |       |       |
| Analyst<br>Agency or Co. <i>URS</i><br>Date Performed <i>10/18/2012 (Revised)</i><br>Time Period <i>AM</i> |          |          |                        |                  |          |       | Intersection <i>Alt US 19/Meres Blvd</i><br>Area Type <i>All other areas</i><br>Jurisdiction <i>Pinellas County</i><br>Analysis Year <i>2018 Meres Detour Route</i> |       |      |       |       |       |
| <b>Volume and Timing Input</b>   |          |          |                        |                  |          |       |   |       |      |       |       |       |
|  | EB       |          |                        | WB               |          |       | NB  |       |      | SB    |       |       |
|  | LT       | TH       | RT                     | LT               | TH       | RT    | LT  | TH    | RT   | LT    | TH    | RT    |
| Number of Lanes  | 1        | 1        | 0                      | 1                | 1        | 1     | 1   | 1     | 0    | 1     | 1     | 1     |
| Lane Group   | L        | TR       |                        | L                | T        | R     | L   | TR    |      | L     | T     | R     |
| Volume (vph)   | 376      | 71       | 220                    | 70               | 49       | 25    | 99  | 477   | 68   | 11    | 749   | 177   |
| % Heavy Vehicles   | 2        | 2        | 2                      | 2                | 2        | 2     | 2   | 2     | 2    | 2     | 2     | 2     |
| PHF  | 0.92     | 0.92     | 0.92                   | 0.92             | 0.92     | 0.92  | 0.92  | 0.92  | 0.92 | 0.93  | 0.93  | 0.93  |
| Pretimed/Actuated (P/A)  | A        | A        | A                      | A                | A        | A     | A   | A     | A    | A     | A     | A     |
| Startup Lost Time  | 2.0      | 2.0      |                        | 2.0              | 2.0      | 2.0   | 2.0   | 2.0   |      | 2.0   | 2.0   | 2.0   |
| Extension of Effective Green   | 2.0      | 2.0      |                        | 2.0              | 2.0      | 2.0   | 2.0   | 2.0   |      | 2.0   | 2.0   | 2.0   |
| Arrival Type   | 3        | 3        |                        | 3                | 3        | 3     | 3   | 3     |      | 3     | 3     | 3     |
| Unit Extension   | 3.0      | 3.0      |                        | 3.0              | 3.0      | 3.0   | 3.0   | 3.0   |      | 3.0   | 3.0   | 3.0   |
| Ped/Bike/RTOR Volume   | 0        | 0        | 0                      | 0                | 0        | 0     | 0   | 0     | 0    | 0     | 0     | 0     |
| Lane Width   | 12.0     | 12.0     |                        | 12.0             | 12.0     | 12.0  | 12.0  | 12.0  |      | 12.0  | 12.0  | 12.0  |
| Parking/Grade/Parking  | N        | 0        | N                      | N                | 0        | N     | N   | 0     | N    | N     | 0     | N     |
| Parking/Hour   |          |          |                        |                  |          |       |   |       |      |       |       |       |
| Bus Stops/Hour   | 0        | 0        |                        | 0                | 0        | 0     | 0   | 0     |      | 0     | 0     | 0     |
| Minimum Pedestrian Time  |          | 3.2      |                        |                  | 3.2      |       |   | 3.2   |      |       | 3.2   |       |
| Phasing  | EB Only  | EW Perm  | 03                     | 04               | NS Perm  | 06    | 07  | 08    |      |       |       |       |
| Timing   | G = 14.0 | G = 16.0 | G =                    | G =              | G = 66.7 | G =   | G =   | G =   |      |       |       |       |
|  | Y = 8.1  | Y = 8.1  | Y =                    | Y =              | Y = 7.1  | Y =   | Y =   | Y =   |      |       |       |       |
| Duration of Analysis (hrs) = 0.25  |          |          | Cycle Length C = 120.0 |                  |          |       |   |       |      |       |       |       |
| <b>Lane Group Capacity, Control Delay, and LOS Determination</b>   |          |          |                        |                  |          |       |   |       |      |       |       |       |
|  | 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 <sub>1</sub>   | 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 <sub>2</sub>   | 25.8     | 2.0      |                        | 4.1              | 0.4      | 0.3   | 7.1   | 0.9   |      | 0.0   | 3.8   | 0.1   |
| PF Factor  | 1.000    | 1.000    |                        | 1.000            | 1.000    | 1.000 | 1.000   | 1.000 |      | 1.000 | 1.000 | 1.000 |
| Control Delay  | 66.9     | 36.5     |                        | 52.7             | 46.8     | 46.1  | 25.3  | 18.4  |      | 12.1  | 24.6  | 13.6  |
| Lane Group LOS   | E        | D        |                        | D                | D        | D     | C   | B     |      | B     | C     | B     |
| Approach Delay   | 53.7     |          |                        | 49.5             |          |       | 19.4  |       |      | 22.4  |       |       |
| Approach LOS   | D        |          |                        | D                |          |       | B   |       |      | C     |       |       |
| Intersection Delay   | 32.0     |          |                        | Intersection LOS |          |       |   |       |      | C     |       |       |



| SHORT REPORT   |          |          |      |                  |          |       |   |       |                        |       |       |       |
|--|----------|----------|------|------------------|----------|-------|---|-------|------------------------|-------|-------|-------|
| General Information  |          |          |      |                  |          |       | Site Information  |       |                        |       |       |       |
| Analyst<br>Agency or Co. <i>URS</i><br>Date Performed <i>10/18/2012 (Revised)</i><br>Time Period <i>PM</i> |          |          |      |                  |          |       | Intersection <i>Alt US 19/Meres Blvd</i><br>Area Type <i>All other areas</i><br>Jurisdiction <i>Pinellas County</i><br>Analysis Year <i>2018 Meres Detour Route</i> |       |                        |       |       |       |
| Volume and Timing Input  |          |          |      |                  |          |       |   |       |                        |       |       |       |
|  | EB       |          |      | WB               |          |       | NB  |       |                        | SB    |       |       |
|  | LT       | TH       | RT   | LT               | TH       | RT    | LT  | TH    | RT                     | LT    | TH    | RT    |
| Number of Lanes  | 1        | 1        | 0    | 1                | 1        | 1     | 1   | 1     | 0                      | 1     | 1     | 1     |
| Lane Group   | L        | TR       |      | L                | T        | R     | L   | TR    |                        | L     | T     | R     |
| Volume (vph)   | 177      | 49       | 99   | 68               | 71       | 11    | 220   | 749   | 70                     | 25    | 477   | 376   |
| % Heavy Vehicles   | 2        | 2        | 2    | 2                | 2        | 2     | 2   | 2     | 2                      | 2     | 2     | 2     |
| PHF  | 0.92     | 0.92     | 0.92 | 0.92             | 0.92     | 0.92  | 0.93  | 0.93  | 0.93                   | 0.92  | 0.92  | 0.92  |
| Pretimed/Actuated (P/A)  | A        | A        | A    | A                | A        | A     | A   | A     | A                      | A     | A     | A     |
| Startup Lost Time  | 2.0      | 2.0      |      | 2.0              | 2.0      | 2.0   | 2.0   | 2.0   |                        | 2.0   | 2.0   | 2.0   |
| Extension of Effective Green   | 2.0      | 2.0      |      | 2.0              | 2.0      | 2.0   | 2.0   | 2.0   |                        | 2.0   | 2.0   | 2.0   |
| Arrival Type   | 3        | 3        |      | 3                | 3        | 3     | 3   | 3     |                        | 3     | 3     | 3     |
| Unit Extension   | 3.0      | 3.0      |      | 3.0              | 3.0      | 3.0   | 3.0   | 3.0   |                        | 3.0   | 3.0   | 3.0   |
| Ped/Bike/RTOR Volume   | 0        | 0        | 0    | 0                | 0        | 0     | 0   | 0     | 0                      | 0     | 0     | 0     |
| Lane Width   | 12.0     | 12.0     |      | 12.0             | 12.0     | 12.0  | 12.0  | 12.0  |                        | 12.0  | 12.0  | 12.0  |
| Parking/Grade/Parking  | N        | 0        | N    | N                | 0        | N     | N   | 0     | N                      | N     | 0     | N     |
| Parking/Hour   |          |          |      |                  |          |       |   |       |                        |       |       |       |
| Bus Stops/Hour   | 0        | 0        |      | 0                | 0        | 0     | 0   | 0     |                        | 0     | 0     | 0     |
| Minimum Pedestrian Time  |          | 3.2      |      |                  | 3.2      |       |   | 3.2   |                        |       | 3.2   |       |
| Phasing  | EB Only  | EW Perm  | 03   | 04               | NS Perm  | 06    | 07  | 08    |                        |       |       |       |
| Timing   | G = 10.0 | G = 25.7 | G =  | G =              | G = 81.0 | G =   | G =   | G =   |                        |       |       |       |
|  | Y = 8.1  | Y = 8.1  | Y =  | Y =              | Y = 7.1  | Y =   | Y =   | Y =   |                        |       |       |       |
| Duration of Analysis (hrs) = 0.25  |          |          |      |                  |          |       |   |       | Cycle Length C = 140.0 |       |       |       |
| Lane Group Capacity, Control Delay, and LOS Determination  |          |          |      |                  |          |       |   |       |                        |       |       |       |
|  | EB       |          |      | WB               |          |       | NB  |       |                        | SB    |       |       |
| Adjusted Flow Rate   | 192      | 161      |      | 74               | 77       | 12    | 237   | 880   |                        | 27    | 518   | 409   |
| Lane Group Capacity  | 396      | 524      |      | 224              | 342      | 291   | 404   | 1064  |                        | 142   | 1078  | 916   |
| v/c Ratio  | 0.48     | 0.31     |      | 0.33             | 0.23     | 0.04  | 0.59  | 0.83  |                        | 0.19  | 0.48  | 0.45  |
| Green Ratio  | 0.31     | 0.31     |      | 0.18             | 0.18     | 0.18  | 0.58  | 0.58  |                        | 0.58  | 0.58  | 0.58  |
| Uniform Delay d <sub>1</sub>   | 39.1     | 36.6     |      | 49.7             | 48.7     | 47.0  | 18.8  | 23.8  |                        | 14.0  | 17.2  | 16.8  |
| Delay Factor k   | 0.11     | 0.11     |      | 0.11             | 0.11     | 0.11  | 0.18  | 0.37  |                        | 0.11  | 0.11  | 0.11  |
| Incremental Delay d <sub>2</sub>   | 0.9      | 0.3      |      | 0.9              | 0.3      | 0.1   | 2.2   | 5.5   |                        | 0.7   | 0.3   | 0.3   |
| PF Factor  | 1.000    | 1.000    |      | 1.000            | 1.000    | 1.000 | 1.000   | 1.000 |                        | 1.000 | 1.000 | 1.000 |
| Control Delay  | 40.1     | 36.9     |      | 50.5             | 49.0     | 47.1  | 21.0  | 29.4  |                        | 14.6  | 17.6  | 17.1  |
| Lane Group LOS   | D        | D        |      | D                | D        | D     | C   | C     |                        | B     | B     | B     |
| Approach Delay   | 38.6     |          |      | 49.6             |          |       | 27.6  |       |                        | 17.3  |       |       |
| Approach LOS   | D        |          |      | D                |          |       | C   |       |                        | B     |       |       |
| Intersection Delay   | 26.7     |          |      | Intersection LOS |          |       |   |       |                        | C     |       |       |



## APPENDIX K

### *Traffic Data for Air Quality Analysis & Noise Studies*

## TRAFFIC DATA FOR AIR QUALITY ANALYSIS

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

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

Federal Aid Number(s):

Project Description: Beckett Bridge PD&E Study

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

Opening Year: 2018

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

Land Use: Urban: X Suburban: Rural:

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

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

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

Design Year: 2038

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

Land Use: Urban: X Suburban: Rural:

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

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

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

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

DISTRICT 7 PD&E  
TRAFFIC DATA FOR NOISE STUDIES

Project:

Beckett Bridge PD&E Study

Date:

7/11/2012 (rev)

County Project Number(s):

PID 2161

Prepared By:

URS Corporation

FDOT Financial Project ID:

424385-1-28-01

Federal Aid Number(s):

Segment Description:

Riverside Drive from Chesapeake Drive to Forest Avenue (0.3 miles)

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

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

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

| STAMINA/TNM INPUT   |             |     |  |  |             |   |  |   |             |     |  |
|---|-------------|-----|--|--|-------------|---|--|---|-------------|-----|--|
| The following are spreadsheet calculations based on the input above - do not enter data below this line |             |     |  |  |             |   |  |   |             |     |  |
| Existing Facility Model:  |             |     |  | No-Build <sup>1</sup> (Design Year) Model: |             |   |  | Build <sup>2</sup> (Design Year) Model: |             |     |  |
| Demand  |             |     |  | Demand                                     |             |   |  | Demand                                  |             |     |  |
| LOS (C)   |             |     |  | LOS (C)                                    |             |   |  | LOS (C)                                 |             |     |  |
| Peak:   | Autos       | 612 |  | Peak:                                      | Autos       | 0 |  | Peak:                                   | 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 (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 Peak:                               | Autos       | 432 |  |
| WB (AM)   | Med Trucks  | 4   |  | WB (AM)                                    | Med Trucks  | 0 |  | WB (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 |  | Peak:                                   | 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 (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 Peak:                               | Autos       | 378 |  |
| WB (AM)   | Med Trucks  | 3   |  | WB (AM)                                    | Med Trucks  | 0 |  | WB (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   |  |

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

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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 K<sub>30</sub>- factor and D<sub>30</sub>-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<sub>30</sub>-factors and D<sub>30</sub> factors in Section 3.1.3 will be replaced with "K-Factor" and D-Factor", as requested.

## **Section 4.1: Opening Year (2018) Intersection Analysis**

### **Section 4.1.1: Scenario 1**

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

#### **Alternate U.S. 19 / Tarpon Avenue intersection**

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

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

#### **Alternate U.S. 19 / Meres Boulevard intersection**

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

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

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

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

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

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



## **Appendix A – Alternate U.S. 19 Signal Timings**

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

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

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

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

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

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

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

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

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

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

## **ADDITIONAL COMMENTS**

### **Traffic Design**

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

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

### **Traffic Data for Air Quality Analysis & Noise Studies**

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

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

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

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

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

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

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

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

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

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

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

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