

Pinellas County Metropolitan Planning Organization 2008 Annual Level of Service Report

Pinellas County Metropolitan Planning Organization

2008 Level of Service Report Adopted September 10, 2008

Mayor Frank Hibbard
Chairman

Mayor Chris Arbutine
Vice Chairman

Commissioner Ronnie Duncan
Secretary/Treasurer

Don Skelton
FDOT District VII Secretary (ex officio)

Commissioner Harriet Crozier
Councilman Herbert Polson
Commissioner David Eggers
Commissioner Karen Seel

Mayor William P. Mischler
Councilman Jeff Danner
Commissioner Robin Saenger
Commissioner Robert B. Stewart

**MPO Membership as of last action on this report.*



Pinellas County Metropolitan Planning Organization 2008 Annual Level of Service Report

Welcome to the 2008 Edition of the Pinellas County Metropolitan Planning Organization's Annual Level of Service Report, adopted September 10, 2008.

The Pinellas County Metropolitan Planning Organization (MPO) prepares an Annual Level of Service Report each year. This report identifies roadway inventory and operating conditions for major roadways in Pinellas County. These roadways are categorized by characteristics to measure their performance, such as freeways (exclusive use of uninterrupted traffic), arterials (primarily serves thru traffic & secondary serves abutting property), and collector roads (providing land access & traffic circulation within a single or various land uses).

The MPO's Technical Coordinating Committee (TCC) reviews this report through a process that includes verifying the accuracy of roadway geometry assumptions and an evaluation of traffic count data as provided by the MPO, the Florida Department of Transportation and various local governmental agencies.

After approval, the TCC submits the report to the MPO Board for final adoption.

After adoption, the Annual Level of Service Report is provided to public and local government agencies for informational purposes and for assistance with local concurrency management systems.



Pinellas County Metropolitan Planning Organization 2008 Annual Level of Service Report

Section 1: Roadway Trend Analysis

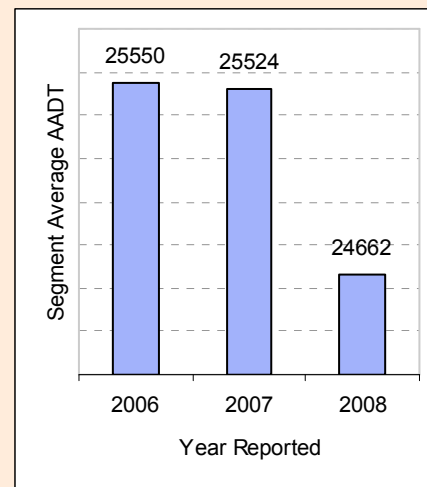
Roadway Trend Analysis (Reported 2006 - 2008)

One of the goals of the Pinellas County Metropolitan Planning Organization (MPO) is to continually improve the performance of the Pinellas County roadway network. The level of service indicators utilized in this report provide a gauge of whether and/or to what extent this goal is being met.

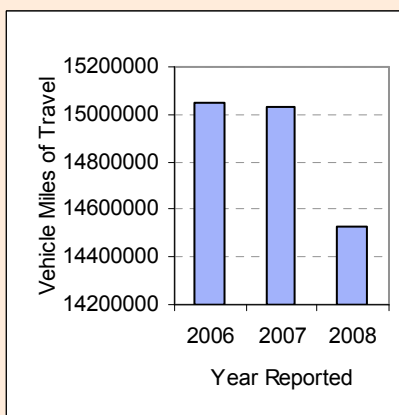
The Metropolitan Planning Organization uses key performance factors to identify roadways that are failing or about to fail. One key factor is the roadway's Volume to Capacity Ratio. The V/C Ratio shows how close travel demand is to reaching the roadway's physical capacity. A V/C Ratio of 1 indicates that the roadway is operating at 100% capacity.

NOTE: Due to changes in reporting methods the trends will differ from last years report. For more consistency we are reporting only from data that is available for the same roads during the past three years.

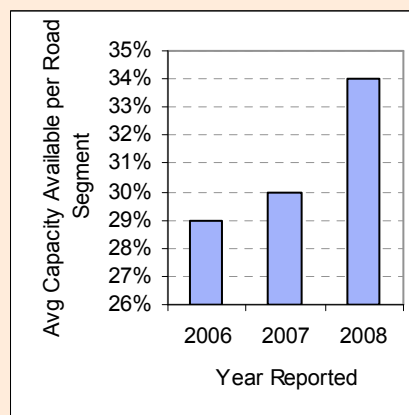
Shown below is information which demonstrates operating conditions on 589 center-line miles analyzed for trends of average annual daily traffic (AADT), vehicle miles of travel, vehicle miles of capacity and network wide V/C Ratio.



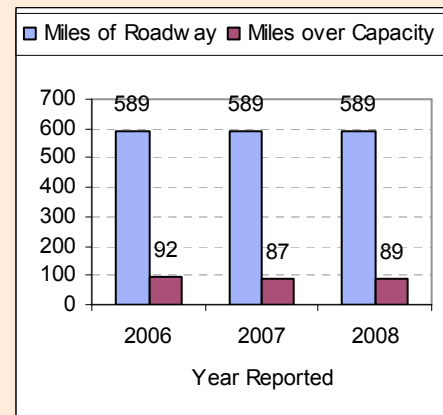
Each year was measured by facilities in common with 2008.



Roadway travel has decreased by 3% from year 2007 to 2008.



Roadway capacity available has increased due to less travel.



15% of the roadways were reported over physical capacity in 2008.

Note: charts show year reported, base data year is the previous year. Reported totals

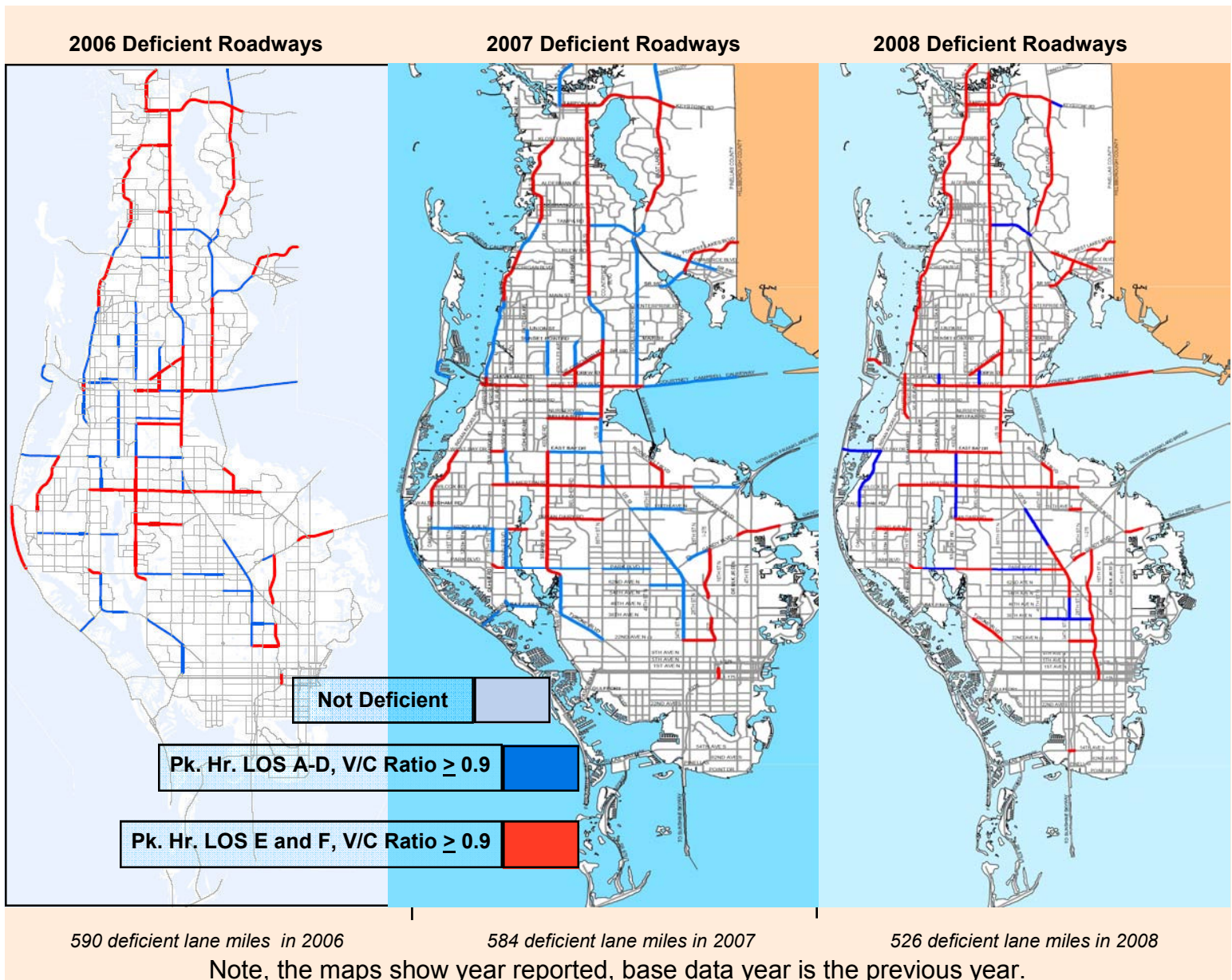
Pinellas County Metropolitan Planning Organization 2008 Annual Level of Service Report

Section 1: Roadway Trend Analysis (Continued)

Deficient Roadways (2006 - 2008)

Volume to Capacity Ratio (V/C Ratio) is a very useful indicator of the roadway system's operating characteristics. The Metropolitan Planning Organization (MPO) uses a corridor's V/C Ratio as well as a road's level of service letter grade when evaluating its performance level.

The maps below depict which of our monitored major roadways have been measured as deficient during the past three years. A more detail explanation of the analysis method used to identify deficient roadways can be found on page 9.



Pinellas County Metropolitan Planning Organization 2008 Annual Level of Service Report

Section 2: Methodology

Roadway Traffic Volume Estimation

Roadway traffic volume is monitored in Pinellas County on a regular basis. Mechanical traffic counters are used to count the number of vehicles that travel the roadway network. Hundreds of these counters are positioned across Pinellas County to collect data that is used for roadway performance evaluation.

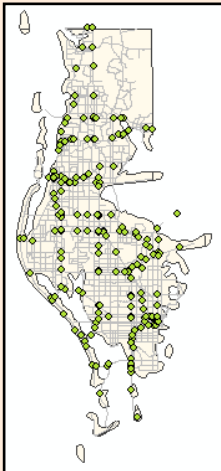
Each year, Average Daily Traffic (ADT) volume data is collected from counters by the Florida Department of Transportation (FDOT), the Pinellas County Metropolitan Planning Organization (MPO), and local government agencies. The MPO coordinates and manages the countywide count data collected. The MPO conducts

additional counts as needed to provide good network coverage.

Once collected, ADT data is assembled by the MPO staff. Adjustments are made to convert the count data to Annualized Average Daily Traffic (AADT) estimates using FDOT seasonal adjustment factors. Finally, the AADT values are applied to the corresponding roadway segments.

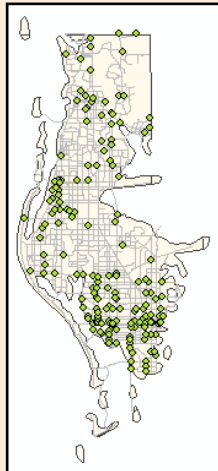
Due to construction on some roadways, it is not always feasible to collect traffic volumes in a specific year. When this happens, and count data from a recent year is not available, the roadway's AADT is extrapolated using regression trend analysis of historical traffic count data from the same count location.

FDOT



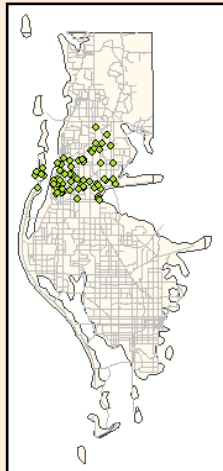
The Florida Department of Transportation has approximately 200 count stations in Pinellas County on freeways and state roads.

MPO



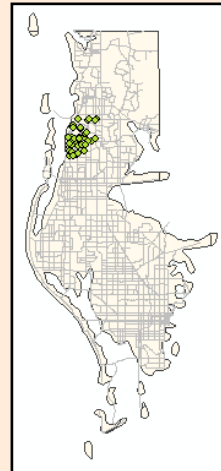
The Pinellas County Metropolitan Planning Organization also has approximately 200 count stations for county roads and major arterial roadways.

Clearwater



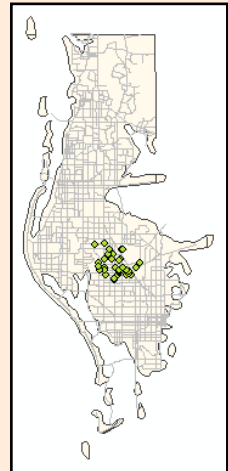
The City of Clearwater has approximately 50 count stations within its city's borders.

Dunedin



The City of Dunedin has approximately 50 count stations within its city's borders.

Pinellas Park



The City of Pinellas Park has approximately 50 count stations within its city's borders.

Section 2: Methodology (Continued)

Roadway Performance Determination

The Metropolitan Planning Organization (MPO) uses a database management software application “vTIMAS” to maintain its roadway inventory of over 2,100 individual roadway segments.

Each roadway segment represents a section of arterial, highway, or freeway roadway within Pinellas County. In the database, roadway geometry, volumes, and descriptions for each roadway segment are carefully identified so that an accurate evaluation of performance can be produced by the software. Level of service data contained in the report tables is reported by facility which typically are comprised by two or more segments. Some points regarding the methodology employed in compiling the tables are listed below.

- ◆ Roadway performance measures were evaluated for the monitored major roadway network as it existed in 2007.
- ◆ Roadway level of service grades were evaluated using PM peak-hour / peak-direction conditions. A roadway’s peak-hour condition is defined as the estimated 100th highest hour (K_{100}) of yearly traffic.
- ◆ Level of service for roadway segments was calculated using two defined methodologies:

◇ **Conceptual** - This is a more detailed analysis than a generalized method. It takes into account enhanced roadway geometry conditions and allows for bi-directional performance evaluation. Basic conceptual can be used for non-signalized arterials and signalized collector roads. *ArtPlan* is a conceptual analysis software program developed by the Florida Department of Transportation specifically for use with signalized roadways. *Artplan* can be utilized for signalized arterial roads.

◇ **Generalized** – This analysis method incorporates standardized default roadway values established by FDOT. It provides LOS analysis based on generalized capacity tables. As an example all traffic signals are analyzed and inputted with the same green-time & cycle lengths even though actual input values vary at each location.

The vTIMAS database allows the MPO to monitor roadway changes from one year to the next. Data for current and historical years are derived from physical observation. Roadway Geometry data for future year conditions is derived from planned improvements.

Additional information for Conceptual, ArtPlan and Generalized calculation methodologies can be obtained from:

Florida Department of Transportation Q/LOS Handbook:
http://www.dot.state.fl.us/planning/systems/sm/los/los_sw2.htm

Highway Capacities Manual (HCM):
http://www.trb.org/news/blurb_detail.asp?id=1166

Pinellas County Metropolitan Planning Organization 2008 Annual Level of Service Report

Section 3: Existing Conditions

2008 Level of Service

Critical roadway data is collected throughout the year and then compiled into this report. The conditions reported here represent physical roadway conditions as they existed during 2007. Roadway volumes represent annualized count data from collections that were performed throughout the county.

The Pinellas County monitored major roadway network includes a total of: 2,280 lane miles.

- ◆ 80% of the monitored network performs at or above LOS D.
- ◆ 20% of the monitored network performs at LOS E or F.
- ◆ LOS A – 50 lane miles
- ◆ LOS B – 614 lane miles
- ◆ LOS C – 820 lane miles
- ◆ LOS D – 351 lane miles
- ◆ LOS E – 41 lane miles
- ◆ LOS F – 404 lane miles

Jurisdictions are responsible for maintaining the major roadways in Pinellas County and includes the following:

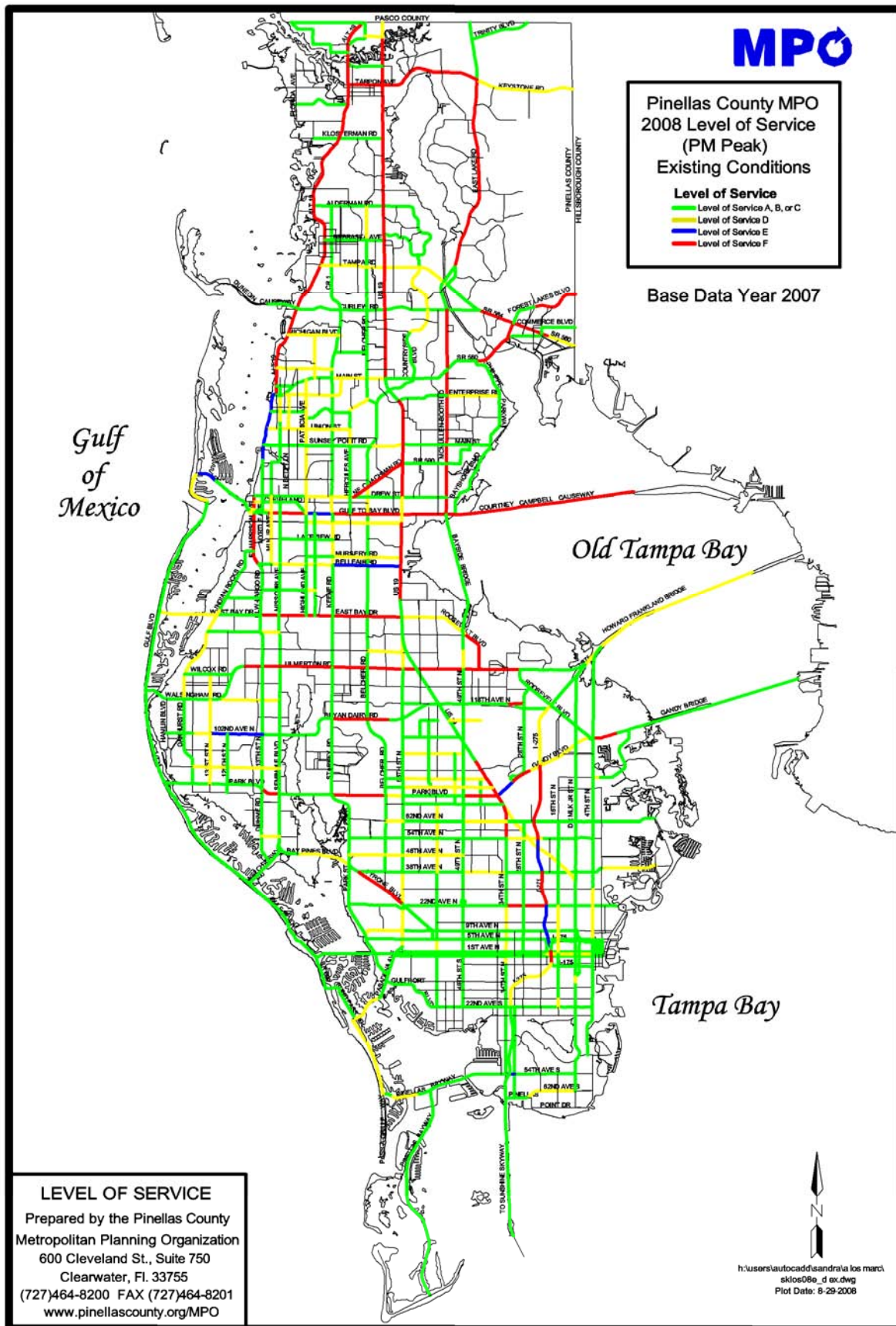
- ◆ State/Freeway - approximately 1,011 lane miles;
- ◆ County – approximately 845 lane miles; &
- ◆ Cities – approximately 424 lane miles.

Network wide statistical measures show that overall the roadway network is performing well considering that Pinellas County is the most densely populated county in Florida.

NOTE: Due to numerical rounding and averaging methods there is approximately a 1% margin of error for the lane mile totals. Also due to abatement of data collection on some low volume roadways the total lane miles for level of service analysis of the monitored major road network is approximately 105 miles less than the previous year.



Pinellas County Metropolitan Planning Organization 2008 Annual Level of Service Report



Pinellas County Metropolitan Planning Organization 2008 Annual Level of Service Report

Section 3: Existing Conditions (Continued)

2008 Deficient Roadways

The Pinellas County Metropolitan Planning Organization (MPO) uses a “deficient roadway” indicator to identify roadways that should be considered as deficient.

On page 7 we showed the lane miles by letter grade. On this page we show lane miles that is deficient by volume to capacity ratio and by LOS letter grade E or F. A road that operates at 90 percent capacity or more is considered deficient. And a roadway that operates at LOS E or F is considered deficient too.

NOTE: Both the LOS letter grade & volume to capacity ratio is derived from a calculated volume of PM peak/peak direction which is based from the Annualized Average Daily Traffic (AADT).

For 2008, the MPO is reporting a total of 526 lane miles or 23 percent of the Pinellas monitored roadway network as deficient in 2007.

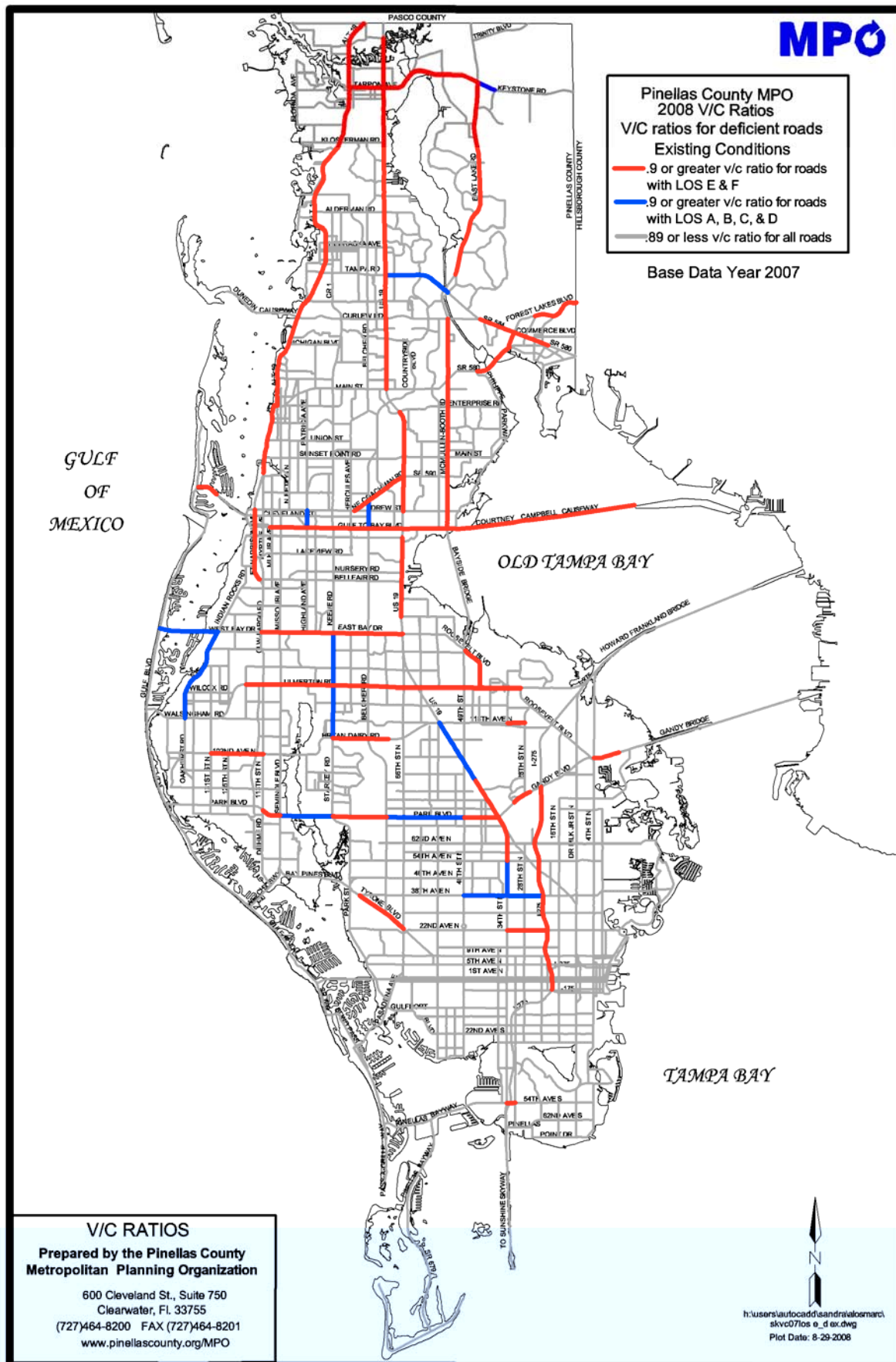
The following is a breakdown of monitored network roadway lane miles by the three levels of performance:

- ◆ Volume to Capacity Ratio < .9
 - ◇ LOS A-D - 1754 lane miles
- ◆ Volume to Capacity Ratio \geq .9
 - ◇ LOS A-D - 89 lane miles
 - ◇ LOS E, F - 445 lane miles*

* LOS E, F lane miles of 445 shown above also includes 8 lane miles that fail by LOS letter grade E & F but the volume to capacity ratio is <.9.



Pinellas County Metropolitan Planning Organization 2008 Annual Level of Service Report



Pinellas County Metropolitan Planning Organization 2008 Annual Level of Service Report

Section 3: Existing Conditions (Continued)

Facility Level of Service Report Pinellas County Format Peak Hour Directional Analysis

The following pages contain the Pinellas County Metropolitan Planning Organization's Year 2008 Level of Service with Existing Conditions Analysis Report tables.

Roadways included in this inventory are Arterials and Collectors as defined in the Highway Capacity Manual and published by the Transportation Research Board. Level of service (LOS) has been calculated using current guidelines as identified by the *2007 FDOT Quality/Level of Service (Q/LOS) Handbook*, *FDOT Generalized Tables*, *FDOT ArtPlan*, and the *Highway Capacity Manual (HCM)*.

The LOS input values shown in this report are at the facility level and do not fully represent values maintained by the database on a segment basis. A facility is the sum of the aggregated parts (segments) used for analysis between major intersections or a significant change in characteristic of the roadway. The facility values and attributes should not be used to reproduce LOS service results. A more complete listing of LOS input values and assumptions is available in the Standardized LOS Staff Inventory Report from the Pinellas County Metropolitan Planning Organization.

Legend for LOS tables (next 14 pages)

Fac Type:

- ◆ "F" = Freeway
- ◆ "SA" = Signalized Arterial
- ◆ "SC" = Signalized Collector
- ◆ "SMC" = Signalized Collector (Major)
- ◆ "NA" = Non-Signalized Arterial
- ◆ "NMC" = Non-Signalized Collector (Major)

LOS Method:

- ◆ "A" = Conceptual - ApCalc / ArtPlan
- ◆ "H" = Conceptual - Basic
- ◆ "T" = Generalized Tables

Abbreviations:

- ◆ "Fac" = Facility
- ◆ "V:Cap" = Volume to Physical Capacity

Def Flag (or Deficiency Identifier)

- ◆ "1" = Volume to Capacity Ratio $\geq .9$ and LOS=A, LOS=B, LOS=C, or LOS=D
- ◆ "2" = Volume to Capacity Ratio $\geq .9$ and LOS=E or LOS=F

The following tables were produced using vTIMAS v1.163 and reflect 2007 base year data.



Facility Level of Service Report (Pinellas County Format) (Peak Hour Directional)

Pinellas County MPO
Year 2008 LOS Analysis with Existing Conditions, Final Approved Facilities Report (9-10-08)

NOTE: Roadways included in this Inventory are Arterials and Collectors as defined in the Pinellas County Comprehensive Plan. Level of Service (LOS) has been calculated using the current guidelines of the FDOT Quality Level of Service (QLOS), FDOT Generalized Tables, FDOT Art Plan, and Highway Capacity Manual (HCM). The LOS Input values shown on this report do not fully represent values maintained by the database, please do not attempt to use these values to reproduce LOS results. A more complete listing of LOS input values and assumptions is available, if needed please request a copy of the Standardized LOS Report from the Pinellas County MPO.

Facility	Juris	Plan Area	Fac Type	Road Type	LOS Std	Length (mi)	Signals Per Mile	LOS Meth	AADT	Volume	Physical Capacity	V:Cap Ratio	Def Flag	Fac LOS
5 - 1ST AVE N: (1ST ST N -to- 4TH ST N)	SP	11	SA	3O	D	.274	10.95	T	7,357	699	2,941	.24	0	C
6 - 1ST AVE N: (4TH ST N -to- 20TH ST N)	SP	11	SA	3O	D	1.336	5.24	T	11,447	1,087	2,941	.37	0	C
7 - 1ST AVE N: (20TH ST N -to- 34TH ST N)	SP	11	SA	3O	D	1.172	4.27	T	12,392	1,177	3,089	.38	0	C
8 - 1ST AVE N: (34TH ST N -to- 49TH ST N)	SP	11	SA	3O	D	1.251	1.60	T	12,441	1,182	3,180	.37	0	B
9 - 1ST AVE N: (49TH ST N -to- 58TH ST N)	SP	11	SA	3O	D	.757	1.32	T	12,441	1,182	3,180	.37	0	B
10 - 1ST AVE N: (58TH ST N -to- 66TH ST N)	SP	11	SA	3O	D	.991	2.02	T	12,441	1,182	3,089	.38	0	C
11 - 1ST AVE S: (PASADENA AVE -to- 34TH ST S)	SP	11	SA	3O	D	3.247	1.54	T	13,743	1,306	3,180	.41	0	B
12 - 1ST AVE S: (34TH ST S -to- 16TH ST S)	SP	11	SA	3O	D	1.505	3.32	T	12,020	1,142	3,089	.37	0	C
13 - 1ST AVE S: (16TH ST S -to- 9TH ST S)	SP	11	SA	4O	D	.501	2.00	T	12,020	1,142	4,036	.28	0	B
14 - 1ST AVE S: (9TH ST S -to- 4TH ST S)	SP	11	SA	3O	D	.502	7.97	T	9,842	935	2,941	.32	0	C
15 - 1ST AVE S: (4TH ST S -to- 1ST ST S)	SP	11	SA	3O	D	.275	10.91	T	7,664	728	2,941	.25	0	C
23 - 1ST ST N: (CENTRAL AVE -to- 5TH AVE N)	SP	11	SA	3O	D	.439	11.39	T	4,136	393	2,941	.13	0	C
27 - 2ND ST N: (5TH AVE N -to- CENTRAL AVE)	SP	11	SA	3O	D	.438	11.42	T	3,062	291	2,941	.10	0	C
32 - 3RD ST N: (CENTRAL AVE -to- 5TH AVE N)	SR	11	SA	4O	D	.438	11.42	T	13,500	1,283	3,900	.33	0	C
36 - 4TH AV N: (I-375 ON-RAMP -to- 4TH ST N)	SR	11	SA	3O	D	.254	7.87	T	9,300	884	2,988	.30	0	C
47 - 4TH ST N: (5TH AVE N -to- CENTRAL AVE)	SR	11	SA	4O	D	.439	11.39	T	11,840	1,125	3,900	.29	0	C
48 - 4TH ST N: (5TH AVE N -to- 30TH AVE N)	SR	11	SA	4D	D	1.506	1.99	T	28,172	1,472	1,800	.82	0	D
49 - 4TH ST N: (30TH AVE N -to- 54TH AVE N)	SR	11	SA	6D	D	1.502	2.00	T	35,167	1,837	2,710	.68	0	C
50 - 4TH ST N: (54TH AVE N -to- 83RD AVE N)	SR	11	SA	6D	D	1.812	2.21	T	33,920	1,772	2,710	.65	0	C
51 - 4TH ST N: (83RD AVE N -to- GANDY BLVD)	SR	11	SA	6D	D	1.177	2.55	T	32,500	1,698	2,710	.63	0	C
52 - 4TH ST N: (GANDY BLVD -to- I-275)	SR	11	NA	4D	D	2.444	.00	T	22,980	1,201	3,670	.33	0	B
53 - 4TH ST S: (18TH AVE S -to- 6TH AVE S)	SP	11	SA	4D	D	.837	3.58	T	14,298	747	1,710	.44	0	C
55 - 4TH ST S: (6TH AVE S -to- CENTRAL AVE)	SR	11	SA	4O	D	.477	12.58	T	14,298	1,358	3,900	.35	0	C
56 - 4TH ST S 6TH ST CONNECTION: (45TH AVE S -to- 18TH AVE S)	SP	11	SA	4U	D	1.744	1.15	T	14,427	754	1,679	.45	0	B
57 - 5TH AVE N: (TYRONE BLVD -to- 49TH ST N)	SR	11	SA	4D	D	.878	2.28	T	21,500	1,123	1,800	.62	0	C
58 - 5TH AVE N: (49TH ST N -to- 34TH ST N)	SR	11	SA	4D	D	1.252	1.60	T	25,000	1,306	1,860	.70	0	B
59 - 5TH AVE N: (34TH ST N -to- 16TH ST N)	SR	11	SA	4D	D	1.503	3.99	T	23,002	1,202	1,800	.67	0	C
60 - 5TH AVE N: (16TH ST N -to- 9TH ST N)	SR	11	SA	2D	D	.502	1.99	T	10,100	528	892	.59	0	C
62 - 5TH AVE N: (4TH ST N -to- 9TH ST N)	SR	11	SA	2O	D	.500	4.00	T	10,380	986	2,160	.46	0	C
63 - 5TH AVE N: (TYRONE BLVD -to- 66TH ST N)	SP	11	SA	4D	D	.869	1.15	T	14,339	749	1,767	.42	0	B
64 - 5TH AVE N: (66TH ST N -to- 69TH ST N)	SP	11	SMC	4D	D	.347	2.88	T	7,178	375	1,254	.30	0	C

Fac Type: "F"=Freeway, "SA"=Signalized Arterial, "SC"=Signalized Collector, "SMC"=Signalized Collector (Major), "NA"=Non-Signalized Arterial, "NC"=Non-Signalized Collector, "NMC"=Non-Signalized Collector (Major)

LOS Meth: "A"=ApCalc, "H"=Conceptual, "T"=Generalized Tables

Abbreviations: "Fac"=Facility, "V:Cap"=Volume to Physical Capacity

Def Flag: "1"=V/C Ratio > .9 and LOS=A, LOS=B, LOS=C or LOS=D "2"=V/C Ratio > .9 and LOS=E or LOS=F

Facility	Juris	Plan Area	Fac Type	Road Type	LOS	Length (mi)	Signals Per Mile	LOS Meth	AADT	Volume	Physical Capacity	V:Cap Ratio	Def Flag	Fac LOS
65 - 5TH AVE N: (69TH ST N -to- PARK ST)	SP	11	NMC	4D	D	.709	.00	T	7,178	375	3,486	.11	0	A
87 - 8TH ST N: (CENTRAL AVE -to- 1ST AVE N)	SP	11	SA	4O	D	.062	16.13	T	8,106	770	3,797	.20	0	C
88 - 8TH ST N: (1ST AVE N -to- 9TH AVE N)	SP	11	SA	3O	D	.656	6.10	T	8,106	770	2,941	.26	0	C
89 - 8TH ST S: (9TH AVE S -to- 5TH AVE S)	SP	11	SA	4O	D	.324	6.17	T	8,106	770	3,797	.20	0	C
90 - 8TH ST S: (5TH AVE S -to- CENTRAL AVE)	SP	11	SA	4O	D	.380	13.16	T	8,106	770	3,797	.20	0	C
91 - 9TH AVE N: (66TH ST N -to- 49TH ST N)	SP	11	SA	4U	D	1.744	1.72	T	8,002	418	1,679	.25	0	B
92 - 9TH AVE N: (66TH ST N -to- PARK STREET)	SP	11	SMC	2D	D	1.157	1.73	T	5,083	266	658	.40	0	D
93 - 9TH AVE N: (49TH ST N -to- 34TH ST N)	SP	11	SA	4U	D	1.256	1.59	T	10,882	569	1,679	.34	0	B
95 - 9TH AVE N: (34TH ST N -to- 16TH ST N)	SP	11	SA	4U	D	1.504	1.33	T	10,882	569	1,679	.34	0	B
96 - 9TH AVE N: (16TH ST N -to- 9TH ST N)	SP	11	SA	4U	D	.499	2.00	T	10,882	569	1,624	.35	0	C
101 - 10TH ST S 14TH AVE S 4TH ST S 10TH AVE S: (MAIN ST -to- MCMULLEN BOOTH RD)	SR	05	NMC	2U	D	1.208	.00	T	7,300	381	1,440	.27	0	B
126 - 16TH ST N: (CENTRAL AVE -to- 5TH AVE N)	SP	11	SA	4D	D	.439	6.83	T	13,970	730	1,634	.45	0	D
128 - 16TH ST N: (5TH AVE N -to- 22ND AVE N)	SP	11	SA	4D	D	1.003	4.99	T	12,492	653	1,634	.40	0	D
129 - 16TH ST N: (22ND AVE N -to- 62ND AVE N)	SP	11	SA	4D	D	2.511	2.39	T	10,789	564	1,710	.33	0	C
134 - 16TH ST S: (22ND AVE S -to- 18TH AVE S)	SP	11	SA	2U	D	.247	4.05	T	11,179	584	808	.72	0	D
135 - 16TH ST S: (18TH AVE S -to- CENTRAL AVE)	SP	11	SA	4D	D	1.314	6.09	T	11,179	584	1,634	.36	0	C
150 - 20TH ST N: (1ST AVE N -to- 5TH AVE N)	SP	11	SMC	4U	D	.379	2.64	T	7,770	406	1,191	.34	0	C
155 - 22ND AVE N: (72ND ST N -to- 66TH ST N)	SP	11	SA	4D	D	.685	2.92	T	15,770	824	1,710	.48	0	C
156 - 22ND AVE N: (66TH ST N -to- 58TH ST N)	SP	11	SA	4D	D	1.016	1.97	T	22,380	1,169	1,767	.66	0	B
157 - 22ND AVE N: (I-275 -to- 34TH ST N)	SP	11	SA	4D	D	1.162	2.58	T	34,153	1,784	1,710	1.04	2	F
158 - 22ND AVE N: (58TH ST N -to- 34TH ST N)	SP	11	SA	4U	D	2.010	1.49	T	22,380	1,169	1,679	.70	0	B
159 - 22ND AVE N: (I-275 -to- 1ST ST N)	SP	11	SA	4U	D	1.598	2.50	T	22,701	1,186	1,624	.73	0	C
160 - 22ND AVE N: (72ND ST N -to- PARK ST)	SP	11	SA	2D	D	.897	1.11	T	7,328	383	888	.43	0	C
161 - 22ND AVE NE: (1ST ST N -to- BAY ST)	SP	11	NMC	2D	D	.091	.00	T	9,331	488	1,297	.38	0	C
162 - 22ND AVE NE: (BAY ST -to- COFFEE POT BLVD)	SP	11	NMC	2U	D	.380	.00	T	9,331	488	1,235	.40	0	C
163 - 22ND AVE S: (34TH ST S -to- 58TH ST S)	CR	11	SA	4U	D	2.005	2.00	T	19,305	1,009	1,679	.60	0	B
164 - 22ND AVE S: (34TH ST S -to- 31ST ST S)	SP	11	SA	6D	D	.253	7.91	T	12,389	647	2,451	.26	0	C
165 - 22ND AVE S: (31ST ST S -to- 4TH ST S)	SP	11	SA	4U	D	2.246	1.78	T	12,389	647	1,679	.39	0	B
187 - 28TH ST N: (CENTRAL AVE -to- 5TH AVE N)	SP	11	SA	4U	D	.438	4.57	T	5,934	310	1,552	.20	0	C
188 - 28TH ST N: (FRONTAGE RD -to- 118TH AVE N)	CR	11	SA	4D	D	2.045	.49	T	13,208	690	1,767	.39	0	B
189 - 28TH ST N: (5TH AVE N -to- 9TH AVE N)	SP	11	SA	4U	D	.250	4.00	T	5,934	310	1,624	.19	0	C
190 - 28TH ST N: (118TH AVE N -to- ROOSEVELT BLVD)	CR	10	SA	6D	D	.531	1.88	T	21,307	1,113	2,650	.42	0	B
191 - 28TH ST N: (9TH AVE N -to- 22ND AVE N)	SP	11	SA	2U	D	.754	2.65	T	7,434	388	808	.48	0	C
192 - 28TH ST N: (22ND AVE N -to- 38TH AVE N)	SP	11	SA	2U	D	1.005	1.99	T	8,933	467	846	.55	0	C
193 - 28TH ST N: (38TH AVE N -to- HAINES RD)	CR	14	SA	2U	D	1.193	1.68	T	7,220	377	846	.45	0	C
194 - 28TH ST N: (HAINES RD -to- 62ND AVE N)	CR	14	SA	2U	D	.312	3.21	T	7,220	377	808	.47	0	C
195 - 28TH ST N GRAND AVE: (GANDY BLVD -to- 28TH ST N)	CR	10	NMC	2U	D	.595	.00	T	5,109	267	1,235	.22	0	B
213 - 31ST ST S: (PINELLAS POINT DR -to- 54TH AVE S)	SP	11	SA	4D	D	.708	1.41	T	10,217	534	1,767	.30	0	B
214 - 31ST ST S: (54TH AVE S -to- 26TH AVE S)	SP	11	SA	2D	D	1.753	.57	T	10,217	534	888	.60	0	C
215 - 31ST ST S: (26TH AVE S -to- 22ND AVE S)	SP	11	SA	4D	D	.251	3.98	T	10,217	534	1,710	.31	0	C
241 - 38TH AVE N: (TYRONE BLVD -to- 66TH ST N)	CR	11	SA	4D	D	1.266	1.58	T	20,942	1,094	1,767	.62	0	B
242 - 38TH AVE N: (66TH ST N -to- 49TH ST N)	CR	11	SA	4D	D	1.750	1.14	T	25,408	1,328	1,767	.75	0	B
243 - 38TH AVE N: (49TH ST N -to- 34TH ST N)	CR	11	SA	4D	D	1.257	2.39	T	29,874	1,561	1,710	.91	1	D
244 - 38TH AVE N: (34TH ST N -to- I-275)	CR	11	SA	4D	D	1.042	1.92	T	30,750	1,607	1,767	.91	1	C

Fac Type: "F"=Freeway, "SA"=Signalized Arterial, "SC"=Signalized Collector, "SMC"=Signalized Collector (Major), "NA"=Non-Signalized Arterial, "NC"=Non-Signalized Collector, "NMC"=Non-Signalized Collector (Major)

LOS Meth: "A"=ApCalc, "H"=Conceptual, "T"=Generalized Tables

Abbreviations: "Fac"=Facility, "V:Cap"=Volume to Physical Capacity

Def Flag: "1"=V/C Ratio > .9 and LOS=A, LOS=B, LOS=C or LOS=D "2"=V/C Ratio > .9 and LOS=E or LOS=F

Facility	Juris	Plan Area	Fac Type	Road Type	LOS	Length (mi)	Signals Per Mile	LOS Meth	AADT	Volume	Physical Capacity	V:Cap Ratio	Def Flag	Fac LOS
245 - 38TH AVE N: (I-275 -to- 4TH ST N)	CR	11	SA	4D	D	1.477	2.71	T	23,700	1,238	1,710	.72	0	C
248 - 40TH AVE N 38TH AVE N: (4TH ST N -to- 1ST ST N)	SP	11	SA	4U	D	.303	3.30	T	16,650	870	1,624	.54	0	C
249 - 40TH AVE NE: (1ST ST N -to- SHORE ACRES BLVD)	SP	11	NA	2D	D	1.582	.00	T	16,650	870	1,297	.67	0	D
257 - 43RD ST N: (70TH AVE N -to- 78TH AVE N)	PP	10	NC	2U	D	.560	.00	T	3,790	198	1,235	.16	0	B
258 - 43RD ST N: (78TH AVE N -to- 82ND AVE N)	PP	10	NC	2U	D	.240	.00	T	4,430	231	1,235	.19	0	B
263 - 46TH AVE N: (PARK ST -to- 66TH ST N)	CR	14	SMC	2U	D	1.554	.64	T	7,227	378	627	.60	0	D
264 - 46TH AVE N: (66TH ST N -to- 49TH ST N)	CR	14	SMC	2U	D	1.748	1.14	T	5,390	282	627	.45	0	D
268 - 49TH ST N: (PARK BLVD -to- US 19)	CR	10	SA	6D	D	1.595	3.13	T	36,759	1,921	2,574	.75	0	C
269 - 49TH ST N: (CENTRAL AVE -to- 22ND AVE N)	CR	11	SA	4U	D	1.439	2.78	T	18,697	977	1,624	.60	0	C
270 - 49TH ST N: (US 19 -to- 118TH AVE N)	CR	10	SA	6D	D	1.144	2.62	T	34,510	1,803	2,574	.70	0	C
271 - 49TH ST N: (118TH AVE N -to- SR 688 ULMERTON RD)	CR	10	SA	6D	D	1.025	1.95	T	41,092	2,147	2,650	.81	0	B
272 - 49TH ST N: (SR 688 ULMERTON RD -to- 144TH AVE N)	CR	08	SA	6D	D	.616	3.25	T	42,898	2,241	2,574	.87	0	D
273 - 49TH ST N: (PARK BLVD -to- 54TH AVE N)	CR	14	SA	6D	D	1.253	2.39	T	33,462	1,748	2,574	.68	0	C
274 - 49TH ST N: (144TH AVE N -to- SR 686 ROOSEVELT BLVD)	CR	08	NA	6D	D	.492	.00	T	42,898	2,241	5,225	.43	0	B
275 - 49TH ST N: (54TH AVE N -to- 38TH AVE N)	CR	14	SA	6D	D	1.008	1.98	T	29,501	1,541	2,650	.58	0	B
276 - 49TH ST N: (38TH AVE N -to- 22ND AVE N)	CR	11	SA	4U	D	1.249	1.60	T	23,232	1,214	1,679	.72	0	B
278 - 49TH ST S: (GULFPORT BLVD -to- CENTRAL AVE)	GP	11	SA	4U	D	1.559	3.21	T	14,963	782	1,624	.48	0	C
279 - 52ND ST N: (70TH AVE N -to- PARK BLVD 74TH AVE N)	PP	10	SC	2U	D	.507	1.97	T	3,326	174	627	.28	0	C
280 - 52ND ST N: (PARK BLVD 74TH AVE N -to- 82ND AVE N)	PP	10	SC	2U	D	.500	4.00	T	5,310	277	627	.44	0	D
281 - 52ND ST N: (82ND AVE N -to- 94TH AVE N)	PP	10	NC	2U	D	.753	.00	T	2,750	144	1,235	.12	0	B
285 - 54TH AVE N: (DUHME RD -to- ALT US 19 SEMINOLE BLVD)	CR	09	SMC	2D	D	.508	1.97	T	7,967	416	658	.63	0	D
286 - 54TH AVE N: (PARK ST -to- 66TH ST N)	CR	14	SA	4D	D	1.558	1.93	T	17,905	936	1,767	.53	0	B
288 - 54TH AVE N: (66TH ST N -to- 49TH ST N)	CR	14	SA	4D	D	1.747	2.29	T	18,808	983	1,710	.58	0	C
289 - 54TH AVE N: (49TH ST N -to- US 19)	CR	14	SA	4U	D	1.250	1.60	T	18,808	983	1,679	.59	0	B
290 - 54TH AVE N: (US 19 -to- HAINES RD)	CR	14	SA	4U	D	.659	3.03	T	24,309	1,270	1,624	.78	0	D
291 - 54TH AVE N: (HAINES RD -to- I-275 RAMP E)	CR	11	SA	6D	D	.344	5.81	T	24,309	1,270	2,451	.52	0	D
292 - 54TH AVE N: (I-275 RAMP E -to- 4TH ST N)	CR	11	SA	4D	D	1.518	1.98	T	24,309	1,270	1,767	.72	0	B
294 - 54TH AVE S: (34TH ST S -to- 31ST ST S)	SP	11	SA	4D	D	.252	7.94	T	30,223	1,579	1,634	.97	2	E
295 - 54TH AVE S: (31ST ST S -to- 9TH ST S)	SP	11	SA	4D	D	1.761	1.70	T	16,641	869	1,767	.49	0	B
313 - 58TH ST N: (CENTRAL AVE -to- 5TH AVE N)	SP	11	SA	4D	D	.434	4.61	T	21,758	1,137	1,634	.70	0	D
314 - 58TH ST N: (5TH AVE N -to- 22ND AVE N)	SP	11	SA	4D	D	1.003	2.99	T	21,758	1,137	1,710	.67	0	C
316 - 58TH ST N: (70TH AVE N -to- 54TH AVE N)	PP	10	SMC	2U	D	1.001	2.00	T	6,174	323	627	.52	0	D
317 - 58TH ST N: (54TH AVE N -to- 38TH AVE N)	CR	11	SMC	2U	D	1.044	2.87	T	6,234	326	627	.52	0	D
318 - 58TH ST N: (38TH AVE N -to- 22ND AVE N)	SP	11	SA	4D	D	1.006	1.99	T	11,258	588	1,767	.33	0	B
320 - 58TH ST S: (CENTRAL AVE -to- 11TH AVE S)	GP	11	SA	4U	D	.809	2.47	T	10,948	572	1,624	.35	0	C
321 - 58TH ST S: (11TH AVE S -to- GULFPORT BLVD)	GP	11	SA	2U	D	.751	2.66	T	8,949	468	808	.58	0	C
325 - 60TH ST N: (78TH AVE N -to- 110TH AVE N)	PP	10	NC	2U	D	2.009	.00	T	3,544	185	1,235	.15	0	B
327 - 62ND AVE N: (66TH ST N -to- 49TH ST N)	CR	10	SA	2U	D	1.748	1.14	T	10,884	569	846	.67	0	C
328 - 62ND AVE N: (49TH ST N -to- US 19)	CR	10	SA	2U	D	1.242	.81	T	13,306	695	846	.82	0	D
329 - 62ND AVE N: (66TH ST N -to- 71ST ST N)	CR	14	SMC	2U	D	.503	1.99	T	5,938	310	627	.49	0	D
330 - 62ND AVE N: (US 19 -to- 16TH ST N)	CR	11	SA	4U	D	1.502	3.33	T	20,984	1,096	1,624	.68	0	C
332 - 62ND AVE N: (16TH ST N -to- 4TH ST N)	CR	11	SA	4D	D	1.004	1.99	T	20,272	1,059	1,767	.60	0	B
334 - 62ND AVE N: (4TH ST N -to- 1ST ST N)	SP	11	SA	4D	D	.253	3.95	T	15,171	793	1,710	.46	0	C
336 - 62ND AVE N: (1ST ST N -to- BAYOU GRANDE BLVD)	SP	11	NA	4D	D	1.549	.00	T	15,171	793	3,486	.23	0	A

Fac Type: "F"=Freeway, "SA"=Signalized Arterial, "SC"=Signalized Collector, "SMC"=Signalized Collector (Major), "NA"=Non-Signalized Arterial, "NC"=Non-Signalized Collector, "NMC"=Non-Signalized Collector (Major)

LOS Meth: "A"=ApCalc, "H"=Conceptual, "T"=Generalized Tables

Abbreviations: "Fac"=Facility, "V:Cap"=Volume to Physical Capacity

Def Flag: "1"=V/C Ratio > .9 and LOS=A, LOS=B, LOS=C or LOS=D "2"=V/C Ratio > .9 and LOS=E or LOS=F

Facility	Juris	Plan Area	Fac Type	Road Type	LOS Std	Length (mi)	Signals Per Mile	LOS Meth	AADT	Volume	Physical Capacity	V:Cap Ratio	Def Flag	Fac LOS
337 - 62ND AVE S: (PINELLAS PT DR -to- 9TH ST S)	SP	11	SMC	2U	D	1.466	2.05	T	7,710	403	627	.64	0	D
341 - 62ND ST N: (102ND AVE N -to- 110TH AVE N)	PP	10	NC	2U	D	.499	.00	T	2,293	120	1,235	.10	0	B
360 - 66TH ST N: (PASADENA AVE -to- TYRONE BLVD)	SR	11	SA	6D	D	1.279	4.69	T	39,322	2,055	2,580	.80	0	D
361 - 66TH ST N: (PARK BLVD -to- 54TH AVE N)	SR	10	SA	6D	D	1.254	2.39	T	39,000	2,038	2,710	.75	0	C
362 - 66TH ST N: (TYRONE BLVD -to- 38TH AVE N)	SR	11	SA	6D	D	.958	3.13	T	45,500	2,377	2,710	.88	0	D
363 - 66TH ST N: (54TH AVE N -to- 38TH AVE N)	SR	14	SA	6D	D	1.006	1.99	T	43,871	2,292	2,790	.82	0	B
364 - 66TH ST N: (PARK BLVD -to- BRYAN DAIRY RD)	SR	10	SA	6D	D	1.798	2.22	T	36,885	1,927	2,710	.71	0	C
365 - 66TH ST N: (BRYAN DAIRY RD -to- ULMERTON RD)	SR	07	SA	6D	D	1.498	2.00	T	38,000	1,986	2,710	.73	0	C
366 - 66TH ST N: (ULMERTON RD -to- US 19)	SR	07	SA	4D	D	.955	2.09	T	27,000	1,411	1,800	.78	0	D
367 - 66TH ST S: (CENTRAL AVE -to- 1ST AVE S)	SP	11	SA	4D	D	.062	16.13	T	10,429	545	1,634	.33	0	C
368 - 70TH AVE N: (US 19 -to- 49TH ST N)	PP	10	SA	4U	D	1.139	1.76	T	10,745	561	1,679	.33	0	B
370 - 70TH AVE N: (49TH ST N -to- 58TH ST N)	PP	10	SA	4U	D	.763	1.31	T	10,261	536	1,679	.32	0	B
371 - 70TH AVE N: (58TH ST N -to- 66TH ST N)	PP	10	SA	2D	D	.983	2.03	T	7,445	389	848	.46	0	C
377 - 71ST ST N: (PARK BLVD -to- 70TH AVE N)	CR	10	NA	6D	D	.249	.00	T	19,260	1,006	5,225	.19	0	A
378 - 71ST ST N: (70TH AVE N -to- 54TH AVE N)	CR	14	SA	4D	D	1.004	1.99	T	16,718	874	1,767	.50	0	B
379 - 71ST ST N: (54TH AVE N -to- 38TH AVE N)	CR	14	SA	2U	D	1.004	1.99	T	9,106	476	846	.56	0	C
385 - 78TH AVE N: (US 19 -to- 49TH ST N)	PP	10	SC	2D	D	.837	2.39	T	5,830	305	658	.46	0	D
386 - 78TH AVE N: (49TH ST N -to- 66TH ST N)	PP	10	SMC	2D	D	1.750	1.71	T	7,741	404	658	.61	0	D
387 - 78TH AVE N: (66TH ST N -to- BELCHER RD)	PP	10	SMC	2U	D	.506	1.98	T	4,214	220	627	.35	0	C
388 - 82ND AVE N: (US 19 -to- 49TH ST N)	PP	10	SMC	2U	D	.680	1.47	T	5,813	304	627	.49	0	D
389 - 82ND AVE N: (49TH ST N -to- 66TH ST N)	PP	10	SMC	2D	D	1.750	1.14	T	6,092	318	658	.48	0	D
390 - 82ND AVE N: (66TH ST N -to- BELCHER RD)	PP	10	NC	2U	D	.507	.00	T	2,407	126	1,235	.10	0	B
393 - 83RD AVE N: (4TH ST N -to- WAVERLY RD)	CR	11	SC	2D	D	.207	4.83	T	5,229	273	658	.42	0	D
399 - 86TH AVE N: (DUHME RD 113TH ST N -to- OAKHURST RD)	CR	09	SMC	2U	D	2.007	1.99	T	7,135	373	627	.60	0	D
401 - 86TH AVE N: (DUHME RD 113TH ST N -to- SEMINOLE BLVD)	CR	09	SMC	2U	D	.501	2.00	T	5,669	296	627	.47	0	D
413 - 94TH AVE N: (66TH ST -to- 49TH ST)	PP	10	SMC	2D	D	1.755	.57	T	6,197	324	658	.49	0	D
429 - 102ND AVE N: (ALT US 19 -to- 113TH ST N)	CR	09	SA	4D	D	.507	1.97	T	21,911	1,145	1,767	.65	0	B
430 - 102ND AVE N: (113TH ST N -to- VONN RD)	CR	09	SA	2U	D	1.512	1.98	T	15,884	830	846	.98	2	E
431 - 102ND AVE N: (VONN RD -to- 137TH ST N)	CR	09	NA	2U	D	.757	.00	T	14,893	778	1,235	.63	0	D
432 - 102ND AVE N: (66TH ST N -to- 60TH ST N)	PP	10	NMC	2D	D	.754	.00	T	8,508	445	1,297	.34	0	C
433 - 102ND AVE N: (137TH ST N -to- OAKHURST RD)	CR	09	SA	4D	D	.254	3.94	T	14,893	778	1,710	.46	0	C
434 - 102ND AVE N: (60TH ST N -to- US 19)	PP	10	NMC	2U	D	.981	.00	T	4,966	259	1,235	.21	0	B
435 - 102ND AVE N: (OAKHURST RD -to- HAMLIN BLVD)	CR	09	NA	4D	D	.505	.00	T	14,893	778	3,486	.22	0	A
439 - 110TH AVE N: (US 19 -to- 49TH ST N)	PP	10	SMC	2U	D	.877	1.14	T	6,066	317	627	.51	0	D
441 - 110TH AVE N: (49TH ST N -to- 43RD ST N)	PP	10	SMC	2U	D	.526	1.90	T	7,695	402	627	.64	0	D
442 - 110TH AVE N: (62ND ST N -to- 58TH ST N)	PP	10	NC	2U	D	.502	.00	T	2,293	120	1,235	.10	0	B
445 - 113TH ST N: (102ND AVE N -to- ULMERTON RD)	CR	09	SA	4D	D	2.011	.99	T	21,286	1,112	1,767	.63	0	B
446 - 113TH ST N RIDGE RD: (ULMERTON RD -to- W BAY DR)	CR	07	SA	6D	D	1.542	1.95	T	26,717	1,396	2,650	.53	0	B
449 - 118TH AVE N: (62ND ST N -to- 66TH ST N)	CR	10	SC	2U	D	.518	1.93	T	2,804	147	627	.23	0	C
455 - 125TH ST N: (74TH AVE N -to- PARK BLVD)	CR	09	SC	2U	D	.253	3.95	T	4,510	236	627	.38	0	C
456 - 125TH ST N: (PARK BLVD -to- 102ND AVE N)	CR	09	SC	2U	D	1.506	1.33	T	4,510	236	627	.38	0	C
481 - 142ND AVE N: (BELCHER RD -to- 66TH ST N)	CR	07	SMC	2U	D	1.020	.98	T	7,548	394	627	.63	0	D
495 - ALDERMAN RD: (US 19 -to- ALT US 19)	CR	03	SA	4D	D	2.013	.99	T	18,837	984	1,767	.56	0	B
496 - ALDERMAN RD: (US 19 -to- HIGHLANDS BLVD)	CR	03	NMC	2U	D	1.481	.00	T	7,090	370	1,235	.30	0	C

Fac Type: "F"=Freeway, "SA"=Signalized Arterial, "SC"=Signalized Collector, "SMC"=Signalized Collector (Major), "NA"=Non-Signalized Arterial, "NC"=Non-Signalized Collector, "NMC"=Non-Signalized Collector (Major)

LOS Meth: "A"=ApCalc, "H"=Conceptual, "T"=Generalized Tables

Abbreviations: "Fac"=Facility, "V:Cap"=Volume to Physical Capacity

Def Flag: "1"=V/C Ratio > .9 and LOS=A, LOS=B, LOS=C or LOS=D "2"=V/C Ratio > .9 and LOS=E or LOS=F

Facility	Juris	Plan Area	Fac Type	Road Type	LOS	Length (mi)	Signals Per Mile	LOS Meth	AADT	Volume	Physical Capacity	V:Cap Ratio	Def Flag	Fac LOS
499 - ALT US 19 BAY PINES BLVD: (SEMINOLE BLVD -to- 100TH WY)	SR	09	NA	6D	D	.636	.00	T	44,000	2,299	5,500	.42	0	B
500 - ALT US 19 BAY PINES BLVD: (W END OF BRIDGE -to- PARK ST)	SR	09	NA	4D	D	.927	.00	T	48,500	2,534	3,670	.69	0	D
501 - ALT US 19 BAY PINES BLVD: (100TH WY -to- W END OF BRIDG)	SR	09	SA	6D	D	.641	3.12	T	44,000	2,299	2,710	.85	0	D
502 - ALT US 19 BAYSHORE BLVD: (SKINNER BLVD -to- CURLEW RD)	SR	04	SA	2D	D	2.453	1.22	T	22,175	1,159	934	1.24	2	F
503 - ALT US 19 BAYSHORE BLVD: (CURLEW RD -to- TAMPA RD)	SR	04	SA	2D	D	1.479	.68	T	19,500	1,019	934	1.09	2	F
504 - ALT US 19 BROADWAY: (MAIN ST -to- SKINNER BLVD)	SR	04	SA	2U	D	.255	3.92	T	18,596	972	850	1.14	2	F
505 - ALT US 19 COURT ST: (MYRTLE AVE -to- CHESTNUT ST)	SR	06	SA	3O	D	.218	4.59	T	13,768	1,308	2,988	.44	0	D
506 - ALT US 19 COURT ST: (CHESTNUT ST -to- MISSOURI AVE)	SR	06	SA	4D	D	.318	3.14	T	35,000	1,829	1,800	1.02	2	F
507 - ALT US 19 EDGEWATER DR: (MYRTLE AVE -to- BROADWAY AVE)	SR	06	SA	2U	D	2.091	.96	T	16,597	867	890	.97	2	E
508 - ALT US 19 MISSOURI AVE: (E BAY DR -to- BELLEAIR RD)	SR	07	SA	6D	D	1.531	3.27	T	37,615	1,965	2,710	.73	0	C
509 - ALT US 19 MISSOURI AVE: (BELLEAIR RD -to- COURT ST)	SR	06	SA	6D	D	1.512	1.98	T	31,501	1,646	2,790	.59	0	B
510 - ALT US 19 MYRTLE AVE: (CHESTNUT ST -to- DREW ST)	SR	06	SA	4U	D	.500	6.00	T	7,660	400	1,577	.25	0	C
511 - ALT US 19 MYRTLE AVE: (DREW ST -to- FAIRMONT ST)	SR	06	SA	4U	D	.988	4.05	T	8,800	460	1,710	.27	0	C
512 - ALT US 19 MYRTLE AVE: (FAIRMONT ST -to- EDGEWATER DR)	SR	06	NA	2U	D	.091	.00	T	8,800	460	1,440	.32	0	C
513 - ALT US 19 PALM HARBOR BLVD: (TAMPA RD -to- ALDERMAN RD)	SR	03	SA	2D	D	1.916	.52	T	24,000	1,254	934	1.34	2	F
514 - ALT US 19 PALM HARBOR BLVD: (ALDERMAN RD -to- KLOSTERMAN RD)	SR	03	SA	2U	D	2.246	.45	T	22,000	1,150	890	1.29	2	F
515 - ALT US 19 PINELLAS AVE: (KLOSTERMAN RD -to- MERES BLVD)	SR	01	SA	2U	D	1.056	.95	T	17,900	935	890	1.05	2	F
516 - ALT US 19 PINELLAS AVE: (MERES BLVD -to- TARPON AVE)	SR	01	SA	2D	D	.595	3.36	T	17,900	935	892	1.05	2	F
517 - ALT US 19 PINELLAS AVE: (TARPON AVE -to- ANCLOTE BLVD)	SR	01	SA	2U	D	2.004	1.50	T	18,983	992	890	1.12	2	F
518 - ALT US 19 SEMINOLE BLVD: (BAY PINES BLVD -to- PARK BLVD)	SR	09	SA	6D	D	1.529	2.62	T	33,379	1,744	2,710	.64	0	C
519 - ALT US 19 SEMINOLE BLVD: (PARK BLVD -to- 102ND AVE N)	SR	09	SA	6D	D	1.766	1.70	T	37,357	1,952	2,790	.70	0	B
520 - ALT US 19 SEMINOLE BLVD: (102ND AVE N -to- ULMERTON RD)	SR	07	SA	6D	D	2.026	1.97	T	36,770	1,921	2,790	.69	0	B
521 - ALT US 19 SEMINOLE BLVD: (ULMERTON RD -to- E BAY DR)	SR	07	SA	6D	D	1.521	1.31	T	38,500	2,012	2,790	.72	0	B
522 - ALT US 19 TYRONE BLVD: (38TH AVE N -to- PARK ST)	SR	11	SA	6D	D	.299	3.34	T	40,000	2,090	2,710	.77	0	C
523 - ALT US 19 TYRONE BLVD: (38TH AVE N -to- 66TH ST N)	SR	11	SA	4D	D	1.651	1.21	T	37,127	1,940	1,860	1.04	2	F
524 - ALT US 19 TYRONE BLVD: (5TH AVE N -to- 9TH AVE N)	SR	11	SA	4D	D	.252	3.97	T	21,400	1,118	1,800	.62	0	C
525 - ALT US 19 TYRONE BLVD: (9TH AVE N -to- 66TH ST N)	SR	11	SA	4D	D	1.188	1.68	T	26,361	1,377	1,860	.74	0	B
526 - ANCLOTE BLVD: (ALT US 19 -to- ANCLOTE RD)	CR	01	NMC	2U	D	2.063	.00	T	7,613	398	1,235	.32	0	C
527 - ANCLOTE RD: (ALT US 19 -to- ANCLOTE BLVD)	CR	01	NC	2U	D	2.416	.00	T	3,434	179	1,235	.15	0	B
545 - BAYSHORE BLVD: (MAIN ST -to- SR 60)	CL	06	NMC	2U	D	2.463	.00	T	10,294	538	1,235	.44	0	C
552 - BAYSIDE BRIDGE: (SR 686 ROOSEVELT BLVD -to- GULF-TO-BAY BLVD)	CR	08	F	6F	D	3.598	.00	T	68,807	3,671	5,842	.63	0	C
565 - BECKETT WAY: (US 19 -to- OLD DIXIE HWY)	CR	01	SC	2U	D	.501	2.00	T	5,388	282	627	.45	0	D
567 - BELCHER RD: (PARK BLVD -to- BRYAN DAIRY RD)	CR	10	SA	6D	D	2.488	.80	T	24,042	1,256	2,650	.47	0	B
568 - BELCHER RD: (BRYAN DAIRY RD -to- ULMERTON RD)	CR	10	SA	6D	D	1.516	1.98	T	26,890	1,405	2,650	.53	0	B
569 - BELCHER RD: (ULMERTON RD -to- EAST BAY DR)	CR	07	SA	6D	D	1.527	1.31	T	32,046	1,674	2,650	.63	0	B
570 - BELCHER RD: (EAST BAY DR -to- NURSERY RD)	CR	07	SA	4D	D	1.773	1.69	T	22,136	1,157	1,767	.66	0	B
571 - BELCHER RD: (NURSERY RD -to- GULF-TO-BAY BLVD)	CR	06	SA	4D	D	1.266	3.95	T	22,136	1,157	1,710	.68	0	C
572 - BELCHER RD: (GULF-TO-BAY BLVD -to- NE COACHMAN RD)	CR	06	SA	4U	D	.805	3.73	T	28,125	1,470	1,624	.91	1	D
573 - BELCHER RD: (NE COACHMAN RD -to- SUNSET POINT RD)	CR	06	SA	4D	D	1.237	.81	T	30,025	1,569	1,767	.89	0	C
574 - BELCHER RD: (SUNSET POINT RD -to- COUNTRYSIDE BLVD)	CR	06	SA	6D	D	1.353	2.22	T	32,873	1,718	2,574	.67	0	C
575 - BELCHER RD: (COUNTRYSIDE BLVD -to- CURLEW RD)	CR	06	SA	4D	D	2.948	1.36	T	21,893	1,144	1,767	.65	0	B
576 - BELCHER RD: (CURLEW RD -to- TAMPA RD)	CR	03	SA	4D	D	1.293	.77	T	21,244	1,110	1,767	.63	0	B
577 - BELCHER RD: (TAMPA RD -to- ALDERMAN RD)	CR	03	SA	4D	D	.746	2.68	T	16,932	885	1,710	.52	0	C
582 - BELLEAIR BEACH CSWY: (INDIAN ROCKS RD -to- GULF BLVD)	CR	07	SA	2U	D	1.679	.60	T	14,936	780	846	.92	1	D

Fac Type: "F"=Freeway, "SA"=Signalized Arterial, "SC"=Signalized Collector, "SMC"=Signalized Collector (Major), "NA"=Non-Signalized Arterial, "NC"=Non-Signalized Collector, "NMC"=Non-Signalized Collector (Major)

LOS Meth: "A"=ApCalc, "H"=Conceptual, "T"=Generalized Tables

Abbreviations: "Fac"=Facility, "V:Cap"=Volume to Physical Capacity

Def Flag: "1"=V/C Ratio > .9 and LOS=A, LOS=B, LOS=C or LOS=D "2"=V/C Ratio > .9 and LOS=E or LOS=F

Facility	Juris	Plan Area	Fac Type	Road Type	LOS Std	Length (mi)	Signals Per Mile	LOS Meth	AADT	Volume	Physical Capacity	V:Cap Ratio	Def Flag	Fac LOS
583 - BELLEAIR RD: (US 19 -to- KEENE RD)	CR	06	SMC	2U	D	1.969	1.02	T	10,672	558	627	.89	0	E
584 - BELLEAIR RD: (KEENE RD -to- LAKE AVE)	CR	06	SMC	2U	D	.511	1.96	T	9,358	489	627	.78	0	D
585 - BELLEAIR RD: (LAKE AVE -to- MISSOURI AVE)	CR	06	SMC	2U	D	1.012	1.98	T	8,375	438	627	.70	0	D
586 - BELLEAIR RD: (MISSOURI AVE -to- MLK JR AVE)	CR	07	SMC	2U	D	.252	3.97	T	8,044	420	627	.67	0	D
587 - BELLEAIR RD: (MLK JR AVE -to- CLWTR-LARGO RD)	CR	07	NMC	2U	D	.374	.00	T	8,044	420	1,235	.34	0	C
588 - BELLEVIEW BLVD: (CLWTR-LARGO RD -to- INDIAN ROCKS RD)	BL	07	NMC	2U	D	.249	.00	T	7,848	410	1,235	.33	0	C
589 - BELTREES ST: (EDGEWATER DR -to- DOUGLAS AVE)	DN	04	SC	2U	D	.272	3.68	T	3,162	165	627	.26	0	C
590 - BELTREES ST: (DOUGLAS AVE -to- PATRICIA AVE)	DN	04	SC	2U	D	.755	1.32	T	3,162	165	627	.26	0	C
591 - BELTREES ST SCOTSDALE ST: (HIGHLAND AVE -to- KEENE RD)	DN	04	SC	2U	D	.915	1.09	T	1,982	104	627	.17	0	C
595 - BLIND PASS RD: (75TH AVE COREY AVE -to- W GULF BL)	SR	12	SA	4D	D	1.414	1.41	T	17,731	926	1,860	.50	0	B
604 - BRYAN DAIRY RD: (66TH ST N WEST RAMPS -to- STARKEY RD)	CR	09	SA	4D	D	2.038	2.45	T	40,409	2,111	1,710	1.24	2	F
605 - BRYAN DAIRY RD: (STARKEY RD -to- 98TH ST N)	CR	09	SA	6D	D	1.118	1.79	T	30,339	1,585	2,650	.60	0	B
606 - BRYAN DAIRY RD: (98TH ST N -to- ALT 19)	CR	09	SA	4D	D	.755	1.32	T	30,339	1,585	1,767	.90	0	C
607 - BRYAN DAIRY RD 118TH AVE N: (US 19 -to- 49TH ST N)	CR	10	SA	6D	D	.717	1.39	T	36,871	1,927	2,650	.73	0	B
608 - BRYAN DAIRY RD 118TH AVE N: (US 19 -to- 66TH ST N WEST RAMPS)	CR	10	NA	6D	D	1.193	.00	T	40,670	2,125	5,225	.41	0	B
609 - BRYAN DAIRY RD 118TH AVE N: (49TH ST N -to- 34TH ST N)	CR	10	NA	6D	D	1.258	.00	T	36,871	1,927	5,225	.37	0	B
610 - BRYAN DAIRY RD 118TH AVE N: (34TH ST N -to- 28TH ST N)	CR	10	SA	4D	D	.501	3.99	T	33,001	1,724	1,710	1.01	2	F
614 - CENTRAL AVE: (34TH ST N -to- 22ND ST N)	SP	11	SA	4U	D	1.001	4.00	T	9,525	498	1,624	.31	0	C
615 - CENTRAL AVE: (22ND ST N -to- 4TH ST N)	SP	11	SA	2U	D	1.506	4.65	T	5,420	283	770	.37	0	D
616 - CENTRAL AVE: (34TH ST N -to- 49TH ST N)	CR	11	SA	4D	D	1.251	2.40	T	12,173	636	1,710	.37	0	C
617 - CENTRAL AVE: (4TH ST N -to- 1ST ST N)	SP	11	SA	2U	D	.275	10.91	T	5,083	266	770	.35	0	C
618 - CENTRAL AVE: (49TH ST N -to- PASADENA AVE)	CR	11	SA	4D	D	1.834	2.18	T	13,236	692	1,710	.41	0	C
620 - CENTRAL AVE: (PASADENA AVE -to- PARK ST)	CR	11	SA	4D	D	.567	3.53	T	14,216	743	1,710	.44	0	C
625 - CHESTNUT ST: (MEMORIAL CSWY -to- FT HARRISON AVE)	SR	06	SA	2O	D	.225	8.89	T	17,411	1,654	1,992	.83	0	D
626 - CHESTNUT ST: (FT HARRISON AVE -to- MYRTLE ST)	SR	06	SA	4O	D	.252	3.97	T	14,096	1,339	4,200	.32	0	C
627 - CHESTNUT ST: (MYRTLE ST -to- COURT ST)	SR	06	NA	2O	D	.185	.00	T	14,096	1,339	4,404	.30	0	B
631 - CLEARWATER-LARGO RD: (W BAY DR -to- PONCE DE LEON)	LA	07	SA	4D	D	1.268	2.37	T	24,600	1,285	1,710	.75	0	C
632 - CLEARWATER-LARGO RD: (PONCE DE LEON -to- BELLEAIR RD)	LA	07	NA	4U	D	.296	.00	T	17,100	893	3,312	.27	0	A
635 - CLEVELAND ST: (FT HARRISON AVE -to- MYRTLE ST)	CL	06	SA	2D	D	.247	12.15	T	5,800	303	808	.38	0	D
636 - CLEVELAND ST: (MYRTLE ST -to- GULF-TO-BAY BLVD)	CL	06	SA	4D	D	.970	3.09	T	13,600	711	1,710	.42	0	C
645 - COMMERCE BLVD: (TAMPA RD -to- DOUGLAS RD)	OLD	05	NMC	2U	D	.235	.00	T	5,523	289	1,235	.23	0	B
653 - COREY CSWY 75TH AVE: (GULF BLVD -to- SHORE DR)	SR	12	SA	4U	D	1.072	2.80	T	26,919	1,407	1,710	.82	0	D
655 - COUNTRYSIDE BLVD: (BELCHER RD -to- US 19)	CL	06	SA	4D	D	.538	1.86	T	22,168	1,158	1,767	.66	0	B
656 - COUNTRYSIDE BLVD: (US 19 -to- SR 580)	CL	06	SA	6D	D	.833	2.40	T	17,966	939	2,574	.37	0	C
657 - COUNTRYSIDE BLVD: (SR 580 -to- N SIDE DR)	CL	06	NA	4D	D	1.414	.00	T	13,765	719	3,486	.21	0	A
658 - COUNTRYSIDE BLVD: (N SIDE DR -to- CURLEW RD)	CL	06	SA	2U	D	1.010	.99	T	13,765	719	846	.85	0	D
659 - COUNTRYSIDE BLVD: (CURLEW RD -to- LAKE ST GEORGE DR)	CR	03	SC	2U	D	.361	2.77	T	5,080	265	627	.42	0	D
661 - COURT ST: (CHESTNUT ST -to- FT HARRISON AVE)	SR	06	SA	3O	D	.154	12.99	T	17,197	1,634	2,988	.55	0	D
662 - COURT ST: (FT HARRISON AVE -to- MYRTLE AVE)	SR	06	SA	4O	D	.258	3.88	T	13,768	1,308	4,200	.31	0	C
663 - COURT ST: (S HILLCREST AVE -to- S HILLCREST AVE)	SR	06	SA	4D	D	.755	2.65	T	35,000	1,829	1,800	1.02	2	F
664 - COURTNEY CAMPBELL CSWY: (HILLSBOROUGH CL -to- BAYSHORE BLVD)	SR	06	SA	4D	D	5.235	.38	T	54,500	2,848	1,860	1.53	2	F
665 - CR 1: (SR 580 -to- CURLEW RD)	CR	04	SA	4D	D	2.039	1.96	T	22,813	1,192	1,767	.68	0	B
666 - CR 1 OMAHA ST: (CURLEW RD -to- TAMPA RD)	CR	03	SA	4D	D	1.448	.69	T	13,990	731	1,767	.41	0	B
667 - CR 1 OMAHA ST: (TAMPA RD -to- VIRGINIA AVE)	CR	03	NA	2D	D	.254	.00	T	10,805	565	1,297	.44	0	C

Fac Type: "F"=Freeway, "SA"=Signalized Arterial, "SC"=Signalized Collector, "SMC"=Signalized Collector (Major), "NA"=Non-Signalized Arterial, "NC"=Non-Signalized Collector, "NMC"=Non-Signalized Collector (Major)

LOS Meth: "A"=ApCalc, "H"=Conceptual, "T"=Generalized Tables

Abbreviations: "Fac"=Facility, "V:Cap"=Volume to Physical Capacity

Def Flag: "1"=V/C Ratio > .9 and LOS=A, LOS=B, LOS=C or LOS=D "2"=V/C Ratio > .9 and LOS=E or LOS=F

Facility	Juris	Plan Area	Fac Type	Road Type	LOS	Length (mi)	Signals Per Mile	LOS Meth	AADT	Volume	Physical Capacity	V:Cap Ratio	Def Flag	Fac LOS
668 - CR 1 OMAHA ST: (VIRGINIA AVE -to- NEBRASKA AVE)	CR	03	SA	2D	D	.498	2.01	T	10,805	565	848	.67	0	C
669 - CR 1 OMAHA ST: (NEBRASKA AVE -to- ALDERMAN RD)	CR	03	SA	2D	D	1.008	1.98	T	7,620	398	888	.45	0	C
671 - CR 296 CONNECTOR: (BRYAN DAIRY RD 118TH AVE N -to- I-275)	SR	11	NA	4G	D	1.332	.00	T	36,871	1,927	3,670	.53	0	C
675 - CR 611 BYPASS: (SOUTH SPLIT -to- NORTH SPLIT)	CR	03	NA	4D	D	.890	.00	T	37,372	1,953	3,486	.56	0	C
686 - CURLEW RD: (SR 584 TAMPA RD -to- MCMULLEN BOOTH RD)	SR	05	SA	6D	D	.939	3.19	T	24,000	1,254	2,710	.46	0	C
687 - CURLEW RD: (MCMULLEN BOOTH RD -to- US 19)	SR	06	SA	6D	D	1.815	1.65	T	35,693	1,865	2,790	.67	0	B
688 - CURLEW RD: (US 19 -to- CR 1 OMAHA ST)	SR	04	SA	4D	D	1.286	1.56	T	23,354	1,220	1,860	.66	0	B
689 - CURLEW RD: (CR 1 OMAHA ST -to- ALT 19)	SR	04	SA	2D	D	1.295	.77	T	12,348	645	934	.69	0	C
696 - DIXIE HWY: (ALT US 19 -to- BECKETT WAY)	CR	01	NC	2U	D	.625	.00	T	5,388	282	1,235	.23	0	B
697 - DIXIE HWY: (BECKETT WAY -to- PASCO CO LINE)	CR	01	NC	2U	D	.398	.00	T	5,388	282	1,235	.23	0	B
700 - DOUGLAS AVE: (SUNSET POINT RD -to- UNION ST)	CR	06	SMC	4U	D	.505	1.98	T	6,246	326	1,191	.27	0	C
702 - DOUGLAS AVE: (UNION ST -to- LEXINGTON ST)	DN	04	NMC	4U	D	.237	.00	T	6,246	326	3,312	.10	0	A
703 - DOUGLAS AVE: (LEXINGTON ST -to- BELTREES ST)	DN	04	SMC	2D	D	.269	3.72	T	6,246	326	658	.50	0	D
704 - DOUGLAS AVE: (BELTREES ST -to- MAIN ST)	DN	04	SMC	2U	D	.478	2.09	T	6,100	319	627	.51	0	D
705 - DOUGLAS AVE: (MAIN ST -to- SKINNER BLVD)	DN	04	NMC	2U	D	.282	.00	T	6,100	319	1,235	.26	0	B
706 - DOUGLAS AVE FAIRMONT ST: (HARBOR DR -to- SUNSET POINT RD)	CR	06	SMC	4U	D	.487	4.11	T	6,246	326	1,191	.27	0	C
707 - DOUGLAS RD: (RACE TRACK RD -to- COMMERCE BLVD)	OLD	05	NMC	2U	D	1.030	.00	T	5,523	289	1,235	.23	0	B
709 - DR MARTIN LUTHER KING JR ST N: (I-275 -to- GANDY BLVD)	CR	11	SA	4D	D	2.156	1.39	T	11,471	599	1,767	.34	0	B
710 - DR MARTIN LUTHER KING JR ST N: (9TH AVE N -to- 10TH AVE N)	SP	11	NA	4U	D	.065	.00	T	9,838	514	3,312	.16	0	A
711 - DR MARTIN LUTHER KING JR ST N: (9TH AVE N -to- CENTRAL AVE)	SP	11	SA	4D	D	.690	11.59	T	9,838	935	3,797	.25	0	C
712 - DR MARTIN LUTHER KING JR ST N: (10TH AVE N -to- 22ND AVE N)	SP	11	SA	4D	D	.688	1.45	T	15,112	790	1,767	.45	0	B
713 - DR MARTIN LUTHER KING JR ST N: (22ND AVE N -to- 38TH AVE N)	SP	11	SA	4D	D	1.022	2.94	T	15,413	805	1,710	.47	0	C
714 - DR MARTIN LUTHER KING JR ST N: (38TH AVE N -to- 62ND AVE N)	SP	11	SA	4D	D	1.484	1.35	T	17,065	892	1,767	.51	0	B
715 - DR MARTIN LUTHER KING JR ST N: (62ND AVE N -to- 83RD AVE N)	SP	11	SA	4D	D	1.312	2.29	T	20,299	1,061	1,710	.62	0	C
716 - DR MARTIN LUTHER KING JR ST N: (83RD AVE N -to- GANDY BLVD)	SP	11	SA	4D	D	.998	3.01	T	20,299	1,061	1,710	.62	0	C
718 - DR MARTIN LUTHER KING JR ST S: (62ND AVE S -to- 32ND AVE S)	SP	11	SA	4U	D	1.980	2.02	T	10,813	565	1,624	.35	0	C
719 - DR MARTIN LUTHER KING JR ST S: (32ND AVE S -to- 11TH AVE S)	SP	11	SA	4D	D	1.353	2.96	T	17,989	940	1,710	.55	0	C
720 - DR MARTIN LUTHER KING JR ST S: (11TH AVE S -to- 8TH ST S)	SP	11	SA	4D	D	.153	6.54	T	17,989	940	1,634	.58	0	D
721 - DR MARTIN LUTHER KING JR ST S: (8TH ST S -to- CENTRAL AVE)	SP	11	SA	4D	D	.656	10.67	T	13,284	1,262	3,797	.33	0	C
723 - DREW ST: (FT HARRISON AVE -to- MISSOURI AVE)	SR	06	SA	4U	D	.715	4.20	T	11,612	607	1,710	.36	0	C
724 - DREW ST: (MISSOURI AVE -to- HIGHLAND AVE)	SR	06	SA	4U	D	.794	2.52	T	20,200	1,055	1,710	.62	0	C
725 - DREW ST: (HIGHLAND AVE -to- N SATURN AVE)	SR	06	SA	4U	D	.634	3.15	T	28,500	1,489	1,710	.87	0	D
726 - DREW ST: (N SATURN AVE -to- NE COACHMAN RD)	SR	06	SA	4D	D	.738	4.07	T	27,567	1,440	1,800	.80	0	D
727 - DREW ST: (NE COACHMAN RD -to- US 19)	CR	06	SA	4D	D	1.406	2.13	T	24,593	1,285	1,710	.75	0	C
728 - DREW ST: (US 19 -to- MCMULLEN BOOTH RD)	CL	06	SA	4D	D	1.283	2.34	T	17,877	934	1,710	.55	0	C
735 - DRUID RD: (HIGHLAND AVE -to- KEENE RD)	CL	06	SMC	2U	D	.774	2.58	T	8,580	448	627	.72	0	D
736 - DRUID RD: (KEENE RD -to- BELCHER RD)	CL	06	SMC	2U	D	1.007	1.99	T	8,580	448	627	.72	0	D
737 - DRUID RD: (BELCHER RD -to- US 19)	CL	06	SMC	2D	D	1.090	.92	T	8,580	448	658	.68	0	D
741 - DUHME RD 113TH ST: (WELCH CSWY -to- PARK BLVD)	CR	09	SA	6D	D	2.262	1.77	T	18,472	965	2,650	.36	0	B
742 - DUHME RD 113TH ST: (PARK BLVD -to- 86TH AVE N)	CR	09	SA	6D	D	.614	1.63	T	25,302	1,322	2,650	.50	0	B
743 - DUHME RD 113TH ST: (86TH AVE N -to- 102ND AVE N)	CR	09	SA	4D	D	1.016	1.97	T	25,302	1,322	1,767	.75	0	B
745 - DUNEDIN CSWY BLVD: (DRAWBRIDGE -to- ALT US 19)	CR	04	SA	4D	D	.859	1.16	T	8,203	429	1,767	.24	0	B
746 - EAST LAKE RD: (NORTH SPLIT -to- WOODLANDS BLVD)	CR	02	SA	6D	D	.658	1.52	T	67,227	3,513	2,650	1.33	2	F
747 - EAST LAKE RD: (WOODLANDS BLVD -to- TARPON WOODS BLVD)	CR	02	SA	4D	D	.897	1.11	T	67,227	3,513	1,767	1.99	2	F

Fac Type: "F"=Freeway, "SA"=Signalized Arterial, "SC"=Signalized Collector, "SMC"=Signalized Collector (Major), "NA"=Non-Signalized Arterial, "NC"=Non-Signalized Collector, "NMC"=Non-Signalized Collector (Major)

LOS Meth: "A"=ApCalc, "H"=Conceptual, "T"=Generalized Tables

Abbreviations: "Fac"=Facility, "V:Cap"=Volume to Physical Capacity

Def Flag: "1"=V/C Ratio > .9 and LOS=A, LOS=B, LOS=C or LOS=D "2"=V/C Ratio > .9 and LOS=E or LOS=F

Facility	Juris	Plan Area	Fac Type	Road Type	LOS	Length (mi)	Signals Per Mile	LOS Meth	AADT	Volume	Physical Capacity	V:Cap Ratio	Def Flag	Fac LOS
748 - EAST LAKE RD: (TARPON WOODS BLVD -to- LANSBROOK PKWY)	CR	02	SA	4D	D	1.830	1.64	T	51,615	2,697	1,767	1.53	2	F
749 - EAST LAKE RD: (LANSBROOK PKWY -to- KEYSTONE RD)	CR	02	SA	4D	D	2.357	1.27	T	43,267	2,261	1,767	1.28	2	F
750 - EAST LAKE RD: (KEYSTONE RD -to- TRINITY BLVD)	CR	02	SA	4D	D	1.199	.83	T	29,815	1,558	1,767	.88	0	C
751 - EAST LAKE RD: (TRINITY BLVD -to- PASCO CO LINE)	CR	02	NA	4D	D	.516	.00	T	29,815	1,558	3,486	.45	0	B
752 - EAST LAKE RD EAST SERVICE RD: (TAMPA RD -to- NORTH SPLIT)	CR	02	SA	4D	D	.637	3.14	T	24,378	1,274	1,710	.75	0	C
763 - ENTERPRISE RD: (US 19 -to- MCMULLEN BOOTH RD)	CL	06	SA	4D	D	1.435	2.09	T	15,454	807	1,710	.47	0	C
764 - ENTERPRISE RD: (MCMULLEN BOOTH RD -to- PHILIPPE PKWY)	CR	05	SMC	2U	D	1.516	.66	T	8,096	423	627	.68	0	D
768 - FAIRMONT ST: (MLK JR AVE -to- HARBOR DR)	CL	06	NMC	4U	D	.230	.00	T	6,246	326	3,312	.10	0	A
785 - FOREST LAKES BLVD: (SR 580 -to- TAMPA RD)	CR	05	SA	2D	D	.467	2.14	T	17,447	912	848	1.08	2	F
786 - FOREST LAKES BLVD: (TAMPA RD -to- PINE AVE)	CR	05	SA	4D	D	.807	2.48	T	19,338	1,010	1,710	.59	0	C
787 - FOREST LAKES BLVD: (PINE AVE -to- HILLSBOROUGH COUNTY LINE)	CR	05	SA	2D	D	1.302	1.54	T	19,338	1,010	888	1.14	2	F
788 - FT HARRISON AVE: (BELLEAIR RD -to- CHESTNUT ST)	CL	06	SA	2D	D	1.551	4.51	T	19,974	1,044	808	1.29	2	F
789 - FT HARRISON AVE: (CHESTNUT ST -to- DREW ST)	CL	06	SA	2D	D	.498	8.03	T	21,930	1,146	808	1.42	2	F
794 - GANDY BLVD: (HILLSBOROUGH COUNTY LINE -to- SAN MARTIN BLVD)	SR	11	NA	4D	D	2.506	.00	T	33,752	1,764	3,670	.48	0	C
795 - GANDY BLVD: (4TH ST N -to- DR MARTIN LUTHER KING JR ST)	SR	11	SA	4D	D	.547	3.66	T	30,401	1,588	1,800	.88	0	D
796 - GANDY BLVD: (4TH ST N -to- BRIGHTON BLVD)	SR	11	SA	4D	D	.745	1.34	T	47,000	2,456	1,860	1.32	2	F
797 - GANDY BLVD: (DR MARTIN LUTHER KING JR ST -to- I-275 EAST RAMPS)	SR	11	SA	4D	D	.999	2.00	T	28,500	1,489	1,800	.83	0	D
798 - GANDY BLVD: (BRIGHTON BLVD -to- SAN MARTIN BLVD)	SR	11	NA	4D	D	.329	.00	T	47,000	2,456	3,670	.67	0	C
799 - GANDY BLVD: (I-275 EAST RAMPS -to- I-275 WEST RAMPS)	SR	11	NA	4D	D	.238	.00	T	52,000	2,717	3,670	.74	0	D
800 - GANDY BLVD: (I-275 WEST RAMPS -to- GRAND AVE GANDY ACCESS)	SR	10	SA	6D	D	.539	1.86	T	63,000	3,292	2,790	1.18	2	F
801 - GANDY BLVD: (GRAND AVE GANDY ACCESS -to- US 19)	SR	10	NA	4D	D	.986	.00	T	63,000	3,292	3,670	.90	0	E
815 - GREENBRIAR BLVD: (VIRGINIA AVE -to- BELCHER RD)	CR	04	SMC	2U	D	.688	1.45	T	9,580	501	627	.80	0	D
818 - GULF BLVD: (MADIERA BEACH CSWY -to- PARK BLVD)	SR	13	SA	4D	D	3.771	.80	T	15,891	830	1,860	.45	0	B
819 - GULF BLVD: (PARK BLVD -to- WALSINGHAM RD)	SR	13	SA	2U	D	2.992	.67	T	10,500	549	890	.62	0	C
820 - GULF BLVD: (WALSINGHAM RD -to- BELLEAIR CSWY)	CR	13	SA	2D	D	2.364	.42	T	12,479	652	888	.73	0	C
821 - GULF BLVD: (W GULF BL -to- TREASURE ISLAND CSWY)	SR	12	SA	4U	D	.968	1.03	T	17,100	893	1,767	.51	0	B
822 - GULF BLVD: (BELLEAIR CSWY -to- SAND KEY PARK)	CR	13	SA	2D	D	2.889	.35	T	11,693	611	888	.69	0	C
823 - GULF BLVD: (TREASURE ISLAND CSWY -to- MADEIRA BEACH CSWY)	SR	12	SA	4D	D	2.992	1.34	T	22,463	1,174	1,860	.63	0	B
824 - GULF BLVD: (SAND KEY PARK -to- GULFVIEW BLVD)	CL	06	NA	2D	D	.771	.00	T	11,693	611	1,297	.47	0	C
826 - GULF BLVD S: (BAYWAY -to- 75TH AVE)	SR	12	SA	4D	D	2.405	2.91	T	26,654	1,393	1,800	.77	0	D
829 - GULFPORT BLVD: (PASADENA AVE -to- 58TH ST S)	CR	11	SA	4D	D	1.852	2.16	T	16,548	865	1,710	.51	0	C
830 - GULF-TO-BAY BLVD: (CLEVELAND ST -to- HIGHLAND AVE)	CL	06	SA	4U	D	.446	4.48	T	9,200	481	1,624	.30	0	C
831 - GULF-TO-BAY BLVD: (HIGHLAND AVE -to- KEENE RD)	SR	06	SA	6D	D	.756	3.97	T	49,330	2,577	2,710	.95	2	E
832 - GULF-TO-BAY BLVD: (KEENE RD -to- BELCHER RD)	SR	06	SA	6D	D	1.026	2.92	T	53,500	2,795	2,710	1.03	2	F
833 - GULF-TO-BAY BLVD: (BELCHER RD -to- US 19)	SR	06	SA	6D	D	.986	2.03	T	53,500	2,795	2,710	1.03	2	F
834 - GULF-TO-BAY BLVD: (US 19 -to- BAYSHORE BLVD)	SR	06	SA	6D	D	1.512	3.31	T	63,500	3,318	2,710	1.22	2	F
835 - GULFVIEW BLVD: (CLEARWATER PASS -to- ROUNDABOUT)	CL	06	SA	2D	D	1.132	3.53	T	13,391	700	848	.83	0	D
838 - HAINES RD: (9TH ST N -to- 38TH AVE N)	SP	11	SMC	2U	D	.313	3.19	T	9,361	489	627	.78	0	D
839 - HAINES RD: (38TH AVE N -to- 54TH AVE N)	SP	11	SMC	2U	D	1.539	1.30	T	9,361	489	627	.78	0	D
840 - HAINES RD: (54TH AVE N -to- US 19)	CR	14	SMC	2U	D	1.208	2.48	T	9,361	489	627	.78	0	D
847 - HERCULES AVE: (GULF-TO-BAY BLVD -to- DREW ST)	CL	06	SA	4U	D	.509	3.93	T	12,168	636	1,624	.39	0	C
848 - HERCULES AVE: (DREW ST -to- SUNSET POINT RD)	CR	06	SA	4D	D	1.514	1.32	T	22,004	1,150	1,767	.65	0	B
849 - HERCULES AVE: (SUNSET POINT RD -to- UNION ST)	CR	06	SA	2D	D	.502	1.99	T	14,624	764	888	.86	0	D
850 - HERCULES AVE: (UNION ST -to- VIRGINIA AVE)	CR	06	SA	2U	D	.509	1.96	T	12,102	632	846	.75	0	C

Fac Type: "F"=Freeway, "SA"=Signalized Arterial, "SC"=Signalized Collector, "SMC"=Signalized Collector (Major), "NA"=Non-Signalized Arterial, "NC"=Non-Signalized Collector, "NMC"=Non-Signalized Collector (Major)

LOS Meth: "A"=ApCalc, "H"=Conceptual, "T"=Generalized Tables Abbreviations: "Fac"=Facility, "V:Cap"=Volume to Physical Capacity

Def Flag: "1"=V/C Ratio > .9 and LOS=A, LOS=B, LOS=C or LOS=D "2"=V/C Ratio > .9 and LOS=E or LOS=F

Facility	Juris	Plan Area	Fac Type	Road Type	LOS	Length (mi)	Signals Per Mile	LOS Meth	AADT	Volume	Physical Capacity	V:Cap Ratio	Def Flag	Fac LOS
852 - HIGHLAND AVE: (EAST BAY DR -to- BELLEAIR RD)	CR	07	SA	2U	D	1.527	1.96	T	11,820	618	846	.73	0	C
853 - HIGHLAND AVE: (BELLEAIR RD -to- DRUID RD)	CR	06	SA	2U	D	1.255	1.59	T	11,820	618	846	.73	0	C
854 - HIGHLAND AVE: (DRUID RD -to- GULF-TO-BAY BLVD)	CR	06	SA	4U	D	.253	3.95	T	11,820	618	1,624	.38	0	C
855 - HIGHLAND AVE: (GULF-TO-BAY BLVD -to- DREW ST)	CL	06	SA	2D	D	.506	3.95	T	14,887	778	848	.92	1	D
856 - HIGHLAND AVE: (DREW ST -to- SUNSET POINT RD)	CL	06	SA	2D	D	1.512	1.98	T	14,887	778	888	.88	0	D
857 - HIGHLAND AVE: (SUNSET POINT RD -to- UNION ST)	CL	06	SA	2U	D	.504	1.98	T	13,466	704	846	.83	0	D
862 - HIGHLAND ST N: (9TH AVE N -to- 9TH ST N)	SP	11	NA	2O	D	.083	.00	T	8,106	770	4,183	.18	0	A
864 - HIGHLANDS BLVD: (US 19 -to- ALDERMAN RD)	CR	03	NMC	2U	D	2.673	.00	T	7,090	370	1,235	.30	0	C
867 - I-175: (I-275 -to- 4TH ST N)	SR	11	F	4F	D	1.352	.00	T	28,755	1,471	3,910	.38	0	B
868 - I-275: (MANATEE COUNTY LINE -to- 54TH AVE S)	SR	11	F	4F	D	4.861	.00	T	50,082	2,672	3,980	.67	0	C
869 - I-275: (54TH AVE S -to- 22ND AVE S)	SR	11	F	6F	D	2.017	.00	T	75,562	3,865	6,150	.63	0	C
870 - I-275: (22ND AVE S -to- I-175)	SR	11	F	6F	D	2.002	.00	T	95,787	4,900	6,150	.80	0	D
871 - I-275: (I-175 -to- I-375)	SR	11	F	6F	D	.441	.00	T	124,000	6,343	6,150	1.03	2	F
872 - I-275: (I-375 -to- 5TH AVE N)	SR	11	F	8F	D	.445	.00	T	153,000	7,826	8,380	.93	2	E
873 - I-275: (5TH AVE N -to- 22ND AVE N)	SR	11	F	8F	D	.877	.00	T	153,000	7,826	8,380	.93	2	E
874 - I-275: (22ND AVE N -to- 38TH AVE N)	SR	11	F	6F	D	1.027	.00	T	157,000	8,031	6,150	1.31	2	F
875 - I-275: (38TH AVE N -to- 54TH AVE N)	SR	11	F	8F	D	.948	.00	T	159,000	8,133	8,380	.97	2	E
876 - I-275: (54TH AVE N -to- GANDY BLVD)	SR	11	F	6F	D	2.269	.00	T	149,000	7,949	6,150	1.29	2	F
877 - I-275: (GANDY BLVD -to- SR 686 ROOSEVELT BLVD)	SR	11	F	8F	D	1.929	.00	T	115,000	5,882	8,380	.70	0	D
878 - I-275: (SR 686 ROOSEVELT BLVD -to- 9TH ST N)	SR	11	F	8F	D	1.211	.00	T	85,500	4,373	8,380	.52	0	C
879 - I-275: (9TH ST N -to- 4TH ST N)	SR	11	F	8F	D	.718	.00	T	119,934	6,135	8,380	.73	0	D
880 - I-275: (4TH ST N -to- HILLSBOROUGH COUNTY LINE)	SR	11	F	8F	D	.735	.00	T	142,000	7,263	8,380	.87	0	D
881 - I-375: (I-275 -to- 7TH ST N)	SR	11	F	6F	D	2.333	.00	T	20,533	1,095	6,150	.18	0	A
882 - INDIAN ROCKS RD: (BELLEVIEW BLVD -to- MEHLENBACHER RD)	BL	07	SA	2U	D	1.550	1.29	T	9,892	517	846	.61	0	C
883 - INDIAN ROCKS RD: (MEHLENBACHER RD -to- SUNSET BLVD)	CR	07	NA	2D	D	.432	.00	T	9,892	517	1,297	.40	0	C
884 - INDIAN ROCKS RD: (SUNSET BLVD -to- W BAY DR)	CR	07	SA	4D	D	.142	7.04	T	12,648	661	1,634	.41	0	D
885 - INDIAN ROCKS RD: (W BAY DR -to- WALSINGHAM RD)	CR	07	SA	2U	D	2.793	1.07	T	15,404	805	846	.95	1	D
893 - KEENE RD: (E BAY DR -to- BELLEAIR RD)	CR	07	SA	4D	D	1.526	1.31	T	25,806	1,348	1,767	.76	0	B
894 - KEENE RD: (BELLEAIR RD -to- DRUID RD)	CR	06	SA	4D	D	1.255	2.39	T	24,993	1,306	1,710	.76	0	D
895 - KEENE RD: (DRUID RD -to- GULF-TO-BAY BLVD)	CR	06	SA	6D	D	.252	3.97	T	23,776	1,242	2,574	.48	0	C
896 - KEENE RD: (GULF-TO-BAY BLVD -to- DREW ST)	CR	06	SA	6D	D	.393	5.09	T	25,421	1,328	2,451	.54	0	D
897 - KEENE RD: (DREW ST -to- SUNSET POINT RD)	CR	06	SA	4D	D	1.518	.66	T	27,902	1,458	1,767	.83	0	C
898 - KEENE RD: (SUNSET POINT RD -to- SR 580)	CR	04	SA	4D	D	2.032	1.97	T	26,214	1,370	1,767	.78	0	B
899 - KEYSTONE RD: (HILLSBOROUGH CL -to- WOODFIELD BLVD)	CR	02	NA	2U	D	2.301	.00	T	12,853	672	1,235	.54	0	D
900 - KEYSTONE RD: (WOODFIELD BLVD -to- EAST LAKE RD)	CR	02	SA	2U	D	.543	1.84	T	14,866	777	846	.92	1	D
901 - KEYSTONE RD: (EAST LAKE RD -to- US 19)	CR	02	SA	2U	D	2.995	.67	T	25,328	1,323	846	1.56	2	F
904 - KLOSTERMAN RD: (ALT US 19 -to- US 19)	CR	01	SA	4D	D	1.275	.78	T	16,833	880	1,767	.50	0	B
905 - KLOSTERMAN RD: (ALT US 19 -to- CARLTON RD)	CR	01	NA	2U	D	.745	.00	T	11,575	605	1,235	.49	0	C
908 - LAKE AVE: (EAST BAY DR -to- BELLEAIR RD)	CR	07	SC	2U	D	1.534	.65	T	4,098	214	627	.34	0	C
909 - LAKE AVE: (BELLEAIR RD -to- GULF-TO-BAY BLVD)	CR	06	SC	2U	D	1.508	1.99	T	3,990	208	627	.33	0	C
916 - LAKE ST GEORGE DR: (HIGHLANDS BLVD -to- TAMPA RD)	CR	03	NMC	2U	D	.381	.00	T	5,080	265	1,235	.22	0	B
917 - LAKE ST GEORGE DR: (TAMPA RD -to- COUNTRYSIDE BLVD)	CR	03	SMC	2U	D	1.192	.84	T	5,080	265	627	.42	0	D
923 - LAKEVIEW RD: (MISSOURI AVE -to- KEENE RD)	CR	06	SA	2U	D	1.533	1.96	T	10,328	540	846	.64	0	C
942 - LIVE OAK ST: (US19 -to- ALT 19)	CR	01	NC	2U	D	.457	.00	T	3,785	198	1,235	.16	0	B

Fac Type: "F"=Freeway, "SA"=Signalized Arterial, "SC"=Signalized Collector, "SMC"=Signalized Collector (Major), "NA"=Non-Signalized Arterial, "NC"=Non-Signalized Collector, "NMC"=Non-Signalized Collector (Major)

LOS Meth: "A"=ApCalc, "H"=Conceptual, "T"=Generalized Tables

Abbreviations: "Fac"=Facility, "V:Cap"=Volume to Physical Capacity

Def Flag: "1"=V/C Ratio > .9 and LOS=A, LOS=B, LOS=C or LOS=D "2"=V/C Ratio > .9 and LOS=E or LOS=F

Facility	Juris	Plan Area	Fac Type	Road Type	LOS	Length (mi)	Signals Per Mile	LOS Meth	AADT	Volume	Physical Capacity	V:Cap Ratio	Def Flag	Fac LOS
953 - MAIN ST: (BAYSHORE DR -to- 10TH AVE N)	SH	05	NMC	2U	D	.603	.00	T	10,709	560	1,235	.45	0	C
954 - MAIN ST: (BROADWAY AVE -to- HIGHLAND AVE)	DN	04	SC	2U	D	.255	7.84	T	2,678	140	627	.22	0	C
955 - MAIN ST: (MCMULLEN BOOTH RD -to- 10TH AVE N)	CR	05	SA	2U	D	.671	1.49	T	10,709	560	846	.66	0	C
956 - MAIN ST: (HIGHLAND AVE -to- MILWAUKEE ST)	DN	04	NC	2U	D	.166	.00	T	2,678	140	1,235	.11	0	B
957 - MAIN ST: (MILWAUKEE ST -to- SKINNER BLVD)	DN	04	SC	4U	D	.179	5.59	T	2,678	140	1,191	.12	0	C
970 - MCMULLEN BOOTH RD: (GULF-TO-BAY BLVD -to- MAIN ST)	CR	06	SA	6D	D	2.267	1.76	T	62,893	3,286	2,650	1.24	2	F
971 - MCMULLEN BOOTH RD: (MAIN ST -to- SR 580)	CR	05	SA	6D	D	2.042	1.47	T	61,938	3,236	2,650	1.22	2	F
972 - MCMULLEN BOOTH RD: (SR 580 -to- SR 586 CURLEW RD)	CR	05	SA	6D	D	1.768	1.70	T	61,256	3,201	2,650	1.21	2	F
973 - MCMULLEN BOOTH RD: (SR 586 CURLEW RD -to- SOUTH SPLIT)	CR	03	NA	6D	D	.546	.00	T	49,314	2,577	5,225	.49	0	C
979 - MEHLENBACHER 8TH AVE NW: (CLWTR-LARGO RD -to- INDIAN ROCKS RD)	CR	07	SC	2U	D	1.009	.99	T	4,462	233	627	.37	0	C
980 - MEMORIAL CSWY: (COURT ST -to- MEMORIAL CSWY (WB/EB SPLIT))	SR	06	NA	2O	D	.165	.00	T	17,197	899	4,404	.20	0	A
981 - MEMORIAL CSWY: (CLEARWATER BEACH ENTRYWAY ROUNDABOUT -to- ISLAND WAY)	SR	06	SA	4D	D	.447	2.24	T	33,000	1,724	1,800	.96	2	E
982 - MEMORIAL CSWY: (MEMORIAL CSWY (WB/EB SPLIT) -to- CHESTNUT ST)	SR	06	NA	2O	D	.162	.00	T	17,411	910	4,404	.21	0	A
983 - MEMORIAL CSWY: (ISLAND WAY -to- MEMORIAL CSWY (WB/EB SPLIT))	SR	06	NA	4D	D	1.118	.00	T	33,000	1,724	3,670	.47	0	C
984 - MERES BLVD: (ALT 19 -to- FLORIDA AVE)	CR	01	NMC	2U	D	1.606	.00	T	6,354	332	1,235	.27	0	C
986 - MICHIGAN BLVD: (CR 1 -to- ALT 19)	DN	04	SMC	2U	D	1.537	1.30	T	5,247	274	627	.44	0	D
988 - MILWAUKEE AVE: (VIRGINIA ST -to- UNION ST)	DN	04	SMC	2U	D	1.020	1.96	T	5,613	293	627	.47	0	D
990 - MISSOURI AVE: (COURT ST -to- CLEVELAND ST)	CL	06	SA	4D	D	.328	3.05	T	13,665	714	1,710	.42	0	C
994 - MLK JR AVE: (BELLEAIR RD -to- DREW ST)	CL	06	SC	2U	D	2.015	2.98	T	5,436	284	627	.45	0	D
995 - MLK JR AVE: (DREW ST -to- FAIRMONT ST)	CL	06	SC	2U	D	1.004	1.99	T	3,796	198	627	.32	0	C
1009 - NE COACHMAN RD: (DREW ST -to- US 19)	SR	06	SA	2U	D	1.741	1.72	T	24,000	1,254	890	1.41	2	F
1010 - NE COACHMAN RD: (US 19 -to- MCMULLEN BOOTH RD)	SR	06	SA	2U	D	1.267	.79	T	13,100	684	890	.77	0	C
1011 - NEBRASKA AVE: (ALT 19 -to- BELCHER RD)	CR	03	SA	2U	D	1.203	1.66	T	9,621	503	846	.60	0	C
1012 - NEBRASKA AVE: (BELCHER RD -to- US 19)	CR	03	SA	4D	D	.515	1.94	T	14,156	740	1,767	.42	0	B
1020 - NURSERY RD: (US 19 -to- BELCHER RD)	CR	06	SMC	2U	D	.961	1.04	T	8,514	445	627	.71	0	D
1021 - NURSERY RD: (BELCHER RD -to- KEENE RD)	CR	06	SMC	2U	D	1.008	1.98	T	7,228	378	627	.60	0	D
1022 - NURSERY RD: (KEENE RD -to- HIGHLAND AVE)	CR	06	NMC	2U	D	.773	.00	T	5,941	310	1,235	.25	0	B
1029 - OAKHURST RD: (PARK BLVD -to- WALSINGHAM RD)	CR	09	SA	2U	D	2.624	1.91	T	9,896	517	846	.61	0	C
1060 - PARK BLVD: (GULF BLVD -to- OAKHURST RD)	CR	09	SA	4D	D	.777	1.29	T	17,122	895	1,767	.51	0	B
1061 - PARK BLVD: (OAKHURST RD -to- 113TH ST N)	CR	09	SA	4D	D	2.047	1.95	T	25,082	1,311	1,767	.74	0	B
1064 - PARK BLVD: (US 19 -to- 49TH ST N)	SR	10	SA	6D	D	.983	3.05	T	55,000	2,874	2,710	1.06	2	F
1065 - PARK BLVD: (49TH ST N -to- 66TH ST N)	SR	10	SA	6D	D	1.749	1.14	T	51,063	2,668	2,790	.96	1	C
1066 - PARK BLVD: (66TH ST N -to- 71ST ST N BELCHER RD)	CR	10	SA	6D	D	.505	1.98	T	49,994	2,612	2,650	.99	1	D
1067 - PARK BLVD: (71ST ST N BELCHER RD -to- STARKEY RD)	CR	09	SA	6D	D	1.553	1.29	T	51,482	2,690	2,650	1.02	2	F
1068 - PARK BLVD: (STARKEY RD -to- SEMINOLE BLVD)	CR	09	SA	6D	D	1.525	1.97	T	48,079	2,512	2,650	.95	1	C
1069 - PARK BLVD: (SEMINOLE BLVD -to- 113TH ST N)	CR	09	SA	4D	D	.552	5.43	T	34,816	1,819	1,634	1.11	2	F
1070 - PARK ST: (22ND AVE N -to- 9TH AVE N)	CR	11	SA	4U	D	1.029	.97	T	15,916	832	1,679	.50	0	B
1071 - PARK ST: (9TH AVE N -to- CENTRAL AVE)	CR	11	SA	4D	D	.673	2.97	T	15,916	832	1,710	.49	0	C
1072 - PARK ST: (22ND AVE N -to- BAY PINES BLVD)	CR	11	SA	4D	D	1.177	.85	T	23,421	1,224	1,767	.69	0	B
1073 - PARK ST: (CENTRAL AVE -to- PASADENA AVE)	SP	11	SA	2U	D	.729	2.74	T	9,647	504	808	.62	0	C
1074 - PARK ST: (BAY PINES BLVD -to- PARK BLVD 74TH AVE)	CR	09	SA	4D	D	2.347	1.70	T	28,437	1,486	1,767	.84	0	C
1075 - PASADENA AVE: (SHORE DR -to- 66TH ST N)	SR	11	SA	6D	D	1.673	4.18	T	34,483	1,802	2,710	.67	0	C
1076 - PATRICIA AVE HIGHLAND AVE: (UNION ST -to- MAIN ST)	DN	04	SA	2D	D	1.470	2.04	T	11,534	603	848	.71	0	D
1079 - PHILLIPPE PKWY: (SR 580 -to- CR 102)	SR	05	SA	2U	D	1.345	.74	T	11,900	622	890	.70	0	C

Fac Type: "F"=Freeway, "SA"=Signalized Arterial, "SC"=Signalized Collector, "SMC"=Signalized Collector (Major), "NA"=Non-Signalized Arterial, "NC"=Non-Signalized Collector, "NMC"=Non-Signalized Collector (Major)

LOS Meth: "A"=ApCalc, "H"=Conceptual, "T"=Generalized Tables

Abbreviations: "Fac"=Facility, "V:Cap"=Volume to Physical Capacity

Def Flag: "1"=V/C Ratio > .9 and LOS=A, LOS=B, LOS=C or LOS=D "2"=V/C Ratio > .9 and LOS=E or LOS=F

Facility	Juris	Plan Area	Fac Type	Road Type	LOS Std	Length (mi)	Signals Per Mile	LOS Meth	AADT	Volume	Physical Capacity	V:Cap Ratio	Def Flag	Fac LOS
1080 - PHILLIPPE PKWY: (CR 102 -to- MAIN ST)	SH	05	SA	2U	D	1.573	.64	T	11,793	616	846	.73	0	C
1085 - PINEHURST RD: (MICHIGAN AVE -to- SR 580)	DN	04	SC	2U	D	1.259	1.59	T	6,983	365	627	.58	0	D
1086 - PINELLAS BAYWAY SR 679: (ANDERSON BLVD -to- 1/2 MI N OF TOLL PLAZA)	CR	12	NA	2U	D	2.909	.00	T	8,700	455	1,235	.37	0	C
1087 - PINELLAS BAYWAY SR 679: (1/2 MI N OF TOLL PLAZA -to- MADONNA BLVD)	SR	12	NA	4D	D	2.170	.00	T	8,700	455	3,670	.12	0	A
1088 - PINELLAS BAYWAY SR 679: (MADONNA BLVD -to- DRAWBRIDGE)	SR	12	NA	2U	D	.217	.00	T	12,300	643	1,440	.45	0	C
1089 - PINELLAS BAYWAY SR 679: (DRAWBRIDGE -to- BAHIA DEL MAR BLVD)	SR	11	NA	2U	D	.869	.00	T	12,300	643	1,440	.45	0	C
1090 - PINELLAS BAYWAY SR 679: (BAHIA DEL MAR BLVD -to- PINELLAS BAYWAY SR 682)	SR	11	SA	4U	D	.379	2.64	T	15,900	831	1,710	.49	0	C
1091 - PINELLAS BAYWAY SR 682: (DOLPHIN CAY LN S -to- PINELLAS BAYWAY SR 679)	SR	11	SA	4D	D	1.098	1.82	T	30,044	1,570	1,860	.84	0	C
1092 - PINELLAS BAYWAY SR 682: (PINELLAS BAYWAY SR 679 -to- BAHIA DEL MAR BLVD)	SR	11	NA	4D	D	.411	.00	T	19,100	998	3,670	.27	0	A
1093 - PINELLAS BAYWAY SR 682: (BAHIA DEL MAR BLVD -to- DRAWBRIDGE)	SR	11	NA	2U	D	.231	.00	T	19,100	998	1,440	.69	0	D
1094 - PINELLAS BAYWAY SR 682: (DRAWBRIDGE -to- GRANADA ST)	SR	12	NA	2D	D	.492	.00	T	19,100	998	1,512	.66	0	D
1095 - PINELLAS BAYWAY SR 682 35TH AVE: (GRANADA ST -to- SR 699 GULF BLVD)	SR	12	SA	4D	D	.296	3.38	T	19,100	998	1,800	.55	0	C
1096 - PINELLAS BAYWAY SR 682 54TH AVE S: (34TH ST S -to- DOLPHIN CAY LN S)	SR	11	NA	6D	D	1.182	.00	T	35,500	1,855	5,500	.34	0	B
1098 - PINELLAS POINT DR: (ROY HANNA -to- 31ST ST S)	SP	11	NMC	2U	D	.366	.00	T	5,636	294	1,235	.24	0	B
1099 - PINELLAS POINT DR: (31ST ST S -to- 34TH ST S)	SP	11	SA	4D	D	.248	4.03	T	11,222	586	1,710	.34	0	C
1125 - ROSERY RD POINSETTIA RD: (LAKE AVE -to- HIGHLAND AVE)	LA	07	SA	2U	D	.261	3.83	T	12,788	668	808	.83	0	D
1127 - ROSERY RD POINSETTIA RD: (HIGHLAND AVE -to- MISSOURI AVE)	LA	07	SA	2D	D	.775	1.29	T	12,788	668	888	.75	0	C
1128 - ROSERY RD POINSETTIA RD: (CLWTR-LARGO RD -to- MISSOURI AVE)	LA	07	SA	2U	D	.513	1.95	T	12,788	668	846	.79	0	C
1135 - SAN CHRISTOPHER DR: (ALT US 19 -to- CR 1)	DN	04	SMC	2U	D	1.607	.62	T	7,121	372	627	.59	0	D
1137 - SAN MARTIN BLVD PATICA RD NE 83RD AVE NE: (GANDY BLVD -to- 86TH ST N)	CR	11	NMC	2U	D	2.102	.00	T	5,229	273	1,235	.22	0	B
1151 - SOLON AVE: (CR 1 -to- BELCHER RD)	DN	04	SC	2U	D	.929	1.08	T	4,345	227	627	.36	0	C
1155 - SR 580: (US 19 -to- MCMULLEN BOOTH RD)	SR	06	SA	6D	D	1.859	2.69	T	36,225	1,893	2,710	.70	0	C
1156 - SR 580: (MCMULLEN BOOTH RD -to- SR 590 PHILLIPPE PKWY)	SR	06	SA	6D	D	.945	1.06	T	37,500	1,959	2,790	.70	0	B
1157 - SR 580: (SR 590 PHILLIPPE PKWY -to- FOREST LAKES BLVD)	SR	05	SA	4D	D	1.216	.82	T	39,000	2,038	1,860	1.10	2	F
1158 - SR 580 MAIN ST: (SKINNER BLVD -to- PINEHURST RD)	SR	04	SA	4D	D	.658	3.04	T	21,643	1,131	1,800	.63	0	C
1159 - SR 580 MAIN ST: (PINEHURST RD -to- CR 1)	SR	04	SA	6D	D	.522	3.83	T	29,763	1,555	2,710	.57	0	C
1160 - SR 580 MAIN ST: (CR 1 -to- US 19)	SR	04	SA	6D	D	1.576	3.17	T	43,834	2,290	2,710	.85	0	D
1161 - SR 580 NEW 580: (FOREST LAKES BLVD -to- SR 584 TAMPA RD)	SR	05	SA	4D	D	1.126	1.78	T	28,224	1,475	1,860	.79	0	B
1162 - SR 580 SKINNER BLVD: (ALT US 19 BROADWAY -to- MAIN ST)	SR	04	SA	4D	D	.482	2.07	T	12,112	633	1,800	.35	0	C
1163 - SR 584 TAMPA RD: (HILLSBOROUGH COUNTY LINE -to- NEW SR 580)	SR	05	SA	8D	D	.856	2.34	T	55,606	2,905	3,500	.83	0	D
1164 - SR 584 TAMPA RD: (NEW SR 580 -to- CURLEW RD)	SR	05	SA	6D	D	2.105	1.90	T	61,000	3,187	2,790	1.14	2	F
1165 - SR 666 MADEIRA BEACH CSWY: (DUHME RD -to- SEMINOLE BLVD)	SR	09	NA	6D	D	.640	.00	T	26,000	1,359	5,500	.25	0	A
1166 - SR 666 MADEIRA BEACH CSWY 150TH AVE: (GULF BLVD -to- DUHME RD)	SR	13	SA	4D	D	.873	2.29	T	26,000	1,359	1,800	.76	0	C
1167 - SR 686 EAST BAY DR: (US 19 -to- BELCHER RD)	SR	07	SA	6D	D	.987	3.04	T	60,000	3,135	2,710	1.16	2	F
1168 - SR 686 EAST BAY DR: (BELCHER RD -to- KEENE RD)	SR	07	SA	6D	D	1.011	.99	T	61,000	3,187	2,790	1.14	2	F
1169 - SR 686 EAST BAY DR: (KEENE RD -to- SEMINOLE BLVD)	SR	07	SA	6D	D	1.551	2.58	T	51,951	2,714	2,710	1.00	2	F
1170 - SR 686 ROOSEVELT BLVD: (49TH ST NB RAMP -to- US 19)	SR	08	SA	6D	D	1.975	2.53	T	44,166	2,308	2,710	.85	0	D
1171 - SR 686 ROOSEVELT BLVD: (28TH ST N -to- ULMERTON RD)	SR	11	NA	4D	D	.626	.00	T	45,000	2,351	3,670	.64	0	C
1172 - SR 686 ROOSEVELT BLVD: (4TH ST N -to- 16TH ST N)	SR	11	SA	4D	D	1.274	1.57	T	27,026	1,412	1,860	.76	0	B
1173 - SR 686 ROOSEVELT BLVD: (28TH ST N -to- I-275)	SR	11	NA	6D	D	.805	.00	T	68,000	3,553	5,500	.65	0	C
1174 - SR 686 ROOSEVELT BLVD: (16TH ST N -to- I-275)	SR	11	NA	4D	D	.401	.00	T	38,000	1,986	3,670	.54	0	C
1175 - SR 686 ROOSEVELT BLVD: (49TH ST NB RAMP -to- ULMERTON RD)	SR	08	SA	4D	D	1.283	2.34	T	47,000	2,456	1,800	1.36	2	F
1176 - SR 688 ULMERTON RD: (I-275 -to- EGRET BLVD E)	SR	08	SA	6D	D	1.299	1.54	T	46,000	2,404	2,790	.86	0	C
1177 - SR 688 ULMERTON RD: (EGRET BLVD E -to- ROOSEVELT BLVD)	SR	08	NA	6D	D	.346	.00	T	63,750	3,331	5,500	.61	0	C

Fac Type: "F"=Freeway, "SA"=Signalized Arterial, "SC"=Signalized Collector, "SMC"=Signalized Collector (Major), "NA"=Non-Signalized Arterial, "NC"=Non-Signalized Collector, "NMC"=Non-Signalized Collector (Major)

LOS Meth: "A"=ApCalc, "H"=Conceptual, "T"=Generalized Tables

Abbreviations: "Fac"=Facility, "V:Cap"=Volume to Physical Capacity

Def Flag: "1"=V/C Ratio > .9 and LOS=A, LOS=B, LOS=C or LOS=D "2"=V/C Ratio > .9 and LOS=E or LOS=F

Facility	Juris	Plan Area	Fac Type	Road Type	LOS	Length (mi)	Signals Per Mile	LOS Meth	AADT	Volume	Physical Capacity	V:Cap Ratio	Def Flag	Fac LOS
1178 - SR 688 ULMERTON RD: (ROOSEVELT BLVD -to- ROOSEVELT BLVD)	SR	08	SA	6D	D	1.157	2.59	T	76,185	3,981	2,710	1.47	2	F
1179 - SR 688 ULMERTON RD: (WALSINGHAM RD -to- 119TH ST N)	SR	07	SA	6D	D	1.304	1.53	T	33,500	1,750	2,790	.63	0	B
1180 - SR 688 ULMERTON RD: (ALT US 19 SEMINOLE BLVD -to- STARKEY RD)	SR	07	SA	4D	D	1.512	1.98	T	56,000	2,926	1,860	1.57	2	F
1181 - SR 688 ULMERTON RD: (119TH ST N -to- ALT 19 SEMINOLE BLVD)	SR	07	SA	4D	D	1.004	1.99	T	37,029	1,935	1,800	1.08	2	F
1182 - SR 688 ULMERTON RD: (STARKEY RD -to- BELCHER RD)	SR	07	SA	4D	D	1.015	1.97	T	54,500	2,848	1,860	1.53	2	F
1183 - SR 688 ULMERTON RD: (BELCHER RD -to- US 19)	SR	07	SA	4D	D	1.529	1.31	T	47,716	2,493	1,860	1.34	2	F
1184 - SR 688 ULMERTON RD: (US 19 -to- ROOSEVELT BLVD)	SR	08	SA	4D	D	1.721	1.16	T	45,228	2,363	1,860	1.27	2	F
1185 - SR 688 WALSINGHAM RD: (INDIAN ROCKS RD -to- ULMERTON RD)	SR	07	SA	6D	D	1.042	1.92	T	22,708	1,186	2,790	.43	0	B
1186 - SR 688 WALSINGHAM RD 5TH AVE: (GULF BLVD -to- INDIAN ROCKS RD)	SR	09	SA	4D	D	1.193	1.68	T	17,839	932	1,860	.50	0	B
1188 - STARKEY RD: (PARK BLVD -to- BRYAN DAIRY RD)	CR	09	SA	4D	D	2.275	1.76	T	30,242	1,580	1,767	.89	0	C
1189 - STARKEY RD: (BRYAN DAIRY RD -to- ULMERTON RD)	CR	10	SA	4D	D	1.521	1.97	T	32,898	1,719	1,767	.97	1	C
1190 - STARKEY RD: (ULMERTON RD -to- EAST BAY DR)	CR	07	SA	4D	D	1.520	.66	T	32,366	1,691	1,767	.96	1	C
1195 - SUNSET POINT RD: (EDGEWATER DR ALT US 19 -to- KEENE RD)	CR	06	SA	2U	D	1.991	2.51	T	10,443	546	808	.68	0	C
1196 - SUNSET POINT RD: (KEENE RD -to- BELCHER RD)	CR	06	SA	4D	D	1.098	1.82	T	26,874	1,404	1,767	.80	0	B
1197 - SUNSET POINT RD: (BELCHER RD -to- US 19)	CR	06	SA	4D	D	.959	4.17	T	27,207	1,422	1,710	.83	0	D
1198 - SUNSET POINT RD MAIN ST: (US 19 -to- MCMULLEN BOOTH RD)	CR	06	SA	4D	D	1.260	.79	T	16,458	860	1,767	.49	0	B
1201 - TAMPA RD: (CURLEW RD -to- E LAKE E SERVICE RD)	CR	02	SA	6D	D	1.216	1.64	T	43,117	2,253	2,650	.85	0	C
1202 - TAMPA RD: (ALT 19 -to- US 19)	CR	03	SA	4D	D	1.853	2.70	T	26,157	1,367	1,710	.80	0	D
1203 - TAMPA RD: (US 19 -to- E LAKE E SERVICE RD)	CR	03	SA	6D	D	1.979	2.02	T	44,869	2,344	2,574	.91	1	D
1205 - TARPON AVE: (ALT US 19 -to- US 19)	SR	01	SA	2U	D	1.444	1.39	T	17,400	909	890	1.02	2	F
1213 - TAYLOR AVE 8TH AV S: (ALT US 19 SEMINOLE BLVD -to- CLWTR-LARGO RD)	CR	07	SC	2D	D	.542	3.69	T	9,777	511	658	.78	0	D
1214 - TAYLOR AVE 8TH AV S: (CLWTR-LARGO RD -to- INDIAN ROCKS RD)	CR	07	SA	2U	D	1.522	1.31	T	9,777	511	846	.60	0	C
1215 - TREASURE ISLAND CSWY: (GULF BLVD -to- PARK ST)	TI	11	SA	4D	D	1.754	1.71	T	15,589	815	1,767	.46	0	B
1216 - TRINITY BLVD: (COUNTY LINE -to- EAST LAKE RD)	CR	02	SA	4D	D	1.706	.59	T	16,357	855	1,767	.48	0	B
1221 - UNION ST: (EDGEWATER DR -to- KEENE RD)	CR	06	SMC	2U	D	1.912	1.05	T	5,505	288	627	.46	0	D
1222 - UNION ST: (KEENE RD -to- HERCULES AVE)	CR	06	SC	2U	D	.504	1.98	T	5,505	288	627	.46	0	D
1226 - US 19: (GANDY BLVD -to- MAINLANDS BLVD)	SR	10	SA	6D	D	1.266	1.58	T	69,500	3,631	2,790	1.30	2	F
1227 - US 19: (MAINLANDS BLVD -to- BRYAN DAIRY RD 118TH AVE N)	SR	10	SA	6D	D	1.969	1.02	T	50,616	2,645	2,790	.95	1	C
1228 - US 19: (GANDY BLVD -to- 54TH AVE N)	SR	10	SA	6D	D	1.065	3.76	T	54,429	2,844	2,710	1.05	2	F
1229 - US 19: (BRYAN DAIRY RD 118TH AVE N -to- ULMERTON RD)	SR	10	NA	6D	D	1.201	.00	T	50,616	2,645	5,500	.48	0	C
1230 - US 19: (54TH AVE N -to- 38TH AVE N)	SR	14	SA	6D	D	1.252	.80	T	48,500	2,534	2,790	.91	1	C
1231 - US 19: (ULMERTON RD -to- 66TH ST N)	SR	08	NA	6D	D	1.043	.00	T	60,425	3,157	5,500	.57	0	C
1232 - US 19: (66TH ST N -to- E BAY DR)	SR	08	NA	6D	D	.616	.00	T	67,691	3,537	5,500	.64	0	C
1233 - US 19: (E BAY DR -to- WHITNEY RD)	SR	08	NA	6D	D	.502	.00	T	57,000	2,978	5,500	.54	0	C
1234 - US 19: (WHITNEY RD -to- BELLEAIR RD)	SR	07	SA	6D	D	1.013	1.97	T	57,000	2,978	2,790	1.07	2	F
1235 - US 19: (BELLEAIR RD -to- DRUID RD)	SR	06	SA	6D	D	1.210	2.48	T	82,500	4,311	2,710	1.59	2	F
1236 - US 19: (DRUID RD -to- DREW ST)	SR	06	NA	6D	D	.860	.00	T	78,113	4,081	5,500	.74	0	D
1237 - US 19: (DREW ST -to- SUNSET POINT RD)	SR	06	SA	6D	D	1.581	1.27	T	75,967	3,969	2,790	1.42	2	F
1238 - US 19: (SUNSET POINT RD -to- ENTERPRISE RD)	SR	06	SA	6D	D	1.333	.75	T	77,075	4,027	2,790	1.44	2	F
1239 - US 19: (ENTERPRISE RD -to- SR 580 MAIN ST)	SR	06	NA	6D	D	.802	.00	T	70,538	3,686	5,500	.67	0	C
1240 - US 19: (SR 580 MAIN ST -to- CURLEW RD)	SR	06	SA	6D	D	2.035	.98	T	64,000	3,344	2,790	1.20	2	F
1241 - US 19: (CURLEW RD -to- TAMPA RD)	SR	03	SA	6D	D	1.253	.80	T	77,500	4,049	2,790	1.45	2	F
1242 - US 19: (TAMPA RD -to- ALDERMAN RD)	SR	03	SA	6D	D	1.818	1.10	T	84,430	4,411	2,790	1.58	2	F
1243 - US 19: (ALDERMAN RD -to- KLOSTERMAN RD)	SR	03	SA	6D	D	2.026	.99	T	81,000	4,232	2,790	1.52	2	F

Fac Type: "F"=Freeway, "SA"=Signalized Arterial, "SC"=Signalized Collector, "SMC"=Signalized Collector (Major), "NA"=Non-Signalized Arterial, "NC"=Non-Signalized Collector, "NMC"=Non-Signalized Collector (Major)

LOS Meth: "A"=ApCalc, "H"=Conceptual, "T"=Generalized Tables

Abbreviations: "Fac"=Facility, "V:Cap"=Volume to Physical Capacity

Def Flag: "1"=V/C Ratio > .9 and LOS=A, LOS=B, LOS=C or LOS=D "2"=V/C Ratio > .9 and LOS=E or LOS=F

Facility	Juris	Plan Area	Fac Type	Road Type	LOS Std	Length (mi)	Signals Per Mile	LOS Meth	AADT	Volume	Physical Capacity	V:Cap Ratio	Def Flag	Fac LOS
1244 - US 19: (KLOSTERMAN RD -to- TARPON AVE)	SR	01	SA	6D	D	1.603	1.25	T	84,000	4,389	2,790	1.57	2	F
1245 - US 19: (TARPON AVE -to- BECKETT WAY)	SR	01	SA	6D	D	1.417	.71	T	72,500	3,788	2,790	1.36	2	F
1246 - US 19: (BECKETT WAY -to- PASCO CNTY LINE)	SR	01	NA	6D	D	.438	.00	T	72,500	3,788	5,500	.69	0	D
1247 - US 19 34TH ST N: (CENTRAL AVE -to- 5TH AVE N)	SR	11	SA	6D	D	.435	4.60	T	42,500	2,221	2,580	.86	0	D
1248 - US 19 34TH ST N: (38TH AVE N -to- 22ND AVE N)	SR	11	SA	6D	D	1.009	1.98	T	45,500	2,377	2,790	.85	0	C
1249 - US 19 34TH ST N: (5TH AVE N -to- 22ND AVE N)	SR	11	SA	6D	D	1.003	2.99	T	42,000	2,195	2,710	.81	0	D
1251 - US 19 34TH ST S: (54TH AVE S -to- 22ND AVE S)	SR	11	SA	6D	D	2.011	2.49	T	27,313	1,427	2,710	.53	0	C
1252 - US 19 34TH ST S: (22ND AVE S -to- 5TH AVE S)	SR	11	SA	6D	D	1.246	2.41	T	33,000	1,724	2,710	.64	0	C
1253 - US 19 34TH ST S: (5TH AVE S -to- CENTRAL AVE)	SR	11	SA	6D	D	.312	6.41	T	33,000	1,724	2,580	.67	0	D
1257 - VIRGINIA AVE S: (HERCULES AVE -to- KEENE RD)	CR	04	SC	2U	D	.500	2.00	T	2,311	121	627	.19	0	C
1258 - VIRGINIA ST: (HIGHLAND AVE -to- KEENE RD)	CR	04	SMC	2U	D	1.392	1.44	T	9,340	488	627	.78	0	D
1259 - VIRGINIA ST: (KEENE RD -to- SR 580)	DN	04	SMC	2D	D	.700	1.43	T	9,430	493	658	.75	0	D
1260 - VONN RD: (130 AVE WILCOX RD -to- WALSINGHAM RD)	CR	07	SC	2U	D	.751	1.33	T	6,754	353	627	.56	0	D
1261 - VONN RD: (WALSINGHAM RD -to- PARK BLVD)	CR	09	SMC	2U	D	2.524	1.19	T	8,335	436	627	.70	0	D
1265 - WALSINGHAM RD: (ALT 19 SEMINOLE BLVD -to- 113TH ST N)	CR	09	SC	2U	D	.501	2.00	T	8,572	448	627	.72	0	D
1267 - WALSINGHAM RD: (113TH ST N -to- ULMERTON RD)	CR	09	SMC	2U	D	1.250	.80	T	8,572	448	627	.72	0	D
1271 - WEST BAY DR: (MISSOURI AVE -to- CLWTR-LARGO RD)	LA	07	SA	4D	D	.535	3.74	T	40,500	2,116	1,710	1.24	2	F
1272 - WEST BAY DR: (CLWTR-LARGO RD -to- INDIAN ROCKS RD)	CR	07	SA	4D	D	1.266	3.16	T	24,643	1,288	1,710	.75	0	C
1284 - WILCOX RD 130TH AVE: (ULMERTON RD -to- INDIAN ROCKS RD)	CR	07	NC	2U	D	1.386	.00	T	4,460	233	1,235	.19	0	B

Fac Type: "F"=Freeway, "SA"=Signalized Arterial, "SC"=Signalized Collector, "SMC"=Signalized Collector (Major), "NA"=Non-Signalized Arterial, "NC"=Non-Signalized Collector, "NMC"=Non-Signalized Collector (Major)

LOS Meth: "A"=ApCalc, "H"=Conceptual, "T"=Generalized Tables

Abbreviations: "Fac"=Facility, "V:Cap"=Volume to Physical Capacity

Def Flag: "1"=V/C Ratio > .9 and LOS=A, LOS=B, LOS=C or LOS=D "2"=V/C Ratio > .9 and LOS=E or LOS=F

Section 4: Support for Concurrency Management Systems

Level of Service and Concurrency Management

Local governments in Florida are required by Chapter 163, Florida Statutes, to implement concurrency management systems. The purpose of a concurrency management system is to ensure that public services and facilities needed to accommodate the impacts of development projects are in place prior to the project's completion.

The Minimum Criteria Rule: (Chapter 9J-5, F.A.C.), requires local governments to adopt a minimum level of service standard for public services and facilities. All adopted level of service standards are incorporated into the local government's concurrency management system. Proposed development along roads that operate below adopted LOS standards must comply with local concurrency requirements.

The Metropolitan Planning Organization's Annual Level of Service Report is utilized by local governments in Pinellas County to identify roads within their jurisdictions where concurrency requirements would apply based on their existing LOS.

Developer sponsored traffic impact studies are sometimes conducted in support of their project to measure the effect of development on Pinellas County roads and to determine mitigating improvements. The following four pages is an outline of an MPO approved traffic impact methodology report recommended for use by local agencies.



Pinellas County Metropolitan Planning Organization

2008 Annual Level of Service Report

MPO TRAFFIC IMPACT STUDY METHODOLOGY

1. Purpose

The purpose of a traffic impact study is to identify the potential impacts of new development on the Pinellas County transportation system and to provide information which will allow a concurrency determination to be made on each impacted segment. The traffic impact study will identify development traffic volumes on each impacted segment, identify those segments on which the adopted level of service cannot be maintained, include link and intersection analysis, and recommend potential solutions for those segments and intersections on which the adopted level of service is not being met.

2. Intent

The intent of this document is to define the requirements, procedures and methodology for the submission of a traffic impact study in Pinellas County and to provide an equitable, consistent and systematic means of determining the future impact of proposed developments while maintaining adopted service levels.

3. Applicability

The requirements, procedures and methodology for a traffic impact study contained in this report shall apply to all site plans proposed in Pinellas County within one-half mile of the road centerline or terminus of facilities designated as concurrency corridors and/or that would degrade the existing level of service or exceed locally established thresholds or "diminimus" criteria.

4. Study Contents

- a. Description and location of project, current and proposed zoning, parcel identification number, address and size of the project.
- b. Identification of traffic impact study area, described as all segments on the major road network that are impacted by the project's generated traffic at a level equal to or greater than one percent (1.0%) of the maximum service volume of the adopted level of service standard up to a maximum radius of two miles from the project site boundaries.
- c. Inventory of existing conditions (including listing of all segments within the study area, existing traffic volumes and identification of roadway characteristics).
- d. Local governments may apply percent new trip and capture rates from corresponding land use category in the fee schedule of the Transportation Impact Fee Ordinance. Otherwise, the applicant would need to provide this information in the study.
- e. Traffic distribution and assignment methodology.
- f. Projected traffic volumes within the study area.
- g. Intersection analysis as deemed necessary by the local government.
- h. Improvement needs for roads and/or other transportation facilities (identification of proposed improvements and cost).

- i. Internal site circulation and access needs.
- j. Appendix (as applicable to the specific traffic impact study) including information listed below.
 1. Traffic count data
 2. Trip generation, internal and adjacent street capture worksheets
 3. Trip distribution and assignment worksheets
 4. Intersection capacity analysis worksheets using the 2000 Highway Capacity Manual or latest edition.
 5. Link capacity analyses
 6. Computerized modeling documentation
 7. Other analysis worksheets

5. Level of Service Standards

- (a) The level of service standards applied in the study shall be consistent with the applicable local comprehensive plans.
- (b) When two (2) roads of differing classification or performance standards intersect and an intersection analysis is required, the lower level of service performance standard shall govern the intersection.

6. Traffic Impact Area

- (a) The following procedure will be used to determine the extent of the Traffic Impact Area.
 1. Peak hour traffic attributable to the development will be assigned to all segments on the major road network that are impacted by the development traffic at a level equal to or greater than one percent (1.0%) of the maximum service volume of the adopted level of service standard up to a maximum radius of two miles from the project site boundaries.
 2. Additional impacted segments, over and above those required in this section may be added to the study network when determined by the local government to be necessary to maintain adopted level of service standards.
 3. Phased projects will be required to perform a traffic study which analyzes both the impact of the phase(s) and the ultimate build out of the entire project. The analysis of the total build out of the project will be performed as part of the concurrency application for the first phase of the project to assess the ultimate transportation needs of the entire project, but shall not be used as a basis for determining whether the project complies with concurrency requirements.

Pinellas County Metropolitan Planning Organization 2008 Annual Level of Service Report

4. The methodology for performing the analysis shall be based on the following:

- a. The study area of the total build out of the project will be determined by the extent of all impacted segments for the total project, including future phases and phases that were previously approved. The phase(s) of the project seeking a concurrency determination will be evaluated for transportation concurrency based on the above for the phase(s) seeking development approval.
- b. Projects that consist of an expansion or an addition to existing development will be analyzed based upon the cumulative impact of all development on the site.

7. The projected traffic will be assigned only to the following roadways and future roadways:

- a. Shown on the major road network (i.e., functionally classified as arterials and collector facilities);
- b. Proposed for inclusion as part of the major road network and scheduled for construction within the first three (3) years of the MPO's Transportation Improvement Program or local capital improvements elements; and
- c. Scheduled for completion prior to the initial date of project impact on the roadway, if such roadway or improvement is to be completed pursuant to a local government development agreement or binding contract and proposed for inclusion as part of the major road network.

8. Where an improvement based on a local government development agreement or order is relied upon to achieve the acceptable levels of service, default on any such agreement by any party other than the local government, shall be identified as a basis for reconsideration and, if necessary, invalidation of the concurrency approval.

9. Traffic Counts

Traffic count data used should be consistent with the MPO Level of Service Report. The data and procedures shown below shall apply for studies relying on independent sources for this information.

- a. Provide segment traffic counts, by direction, for a minimum of seventy-two (72) consecutive hours between 12:00 p.m. Monday and 12:00 p.m. Friday. Legal holidays or other days as specified by the local government shall be excluded. Friday, weekend, or holiday counts may be required for land uses active on weekends, as determined by the local government.

The data should include a summary of traffic volumes by direction in fifteen (15) minute increments. The a.m., p.m. and other peak hours should be identified as well as the peak hour-to-daily traffic ratio and peak hour directional split. The average daily traffic counts will be adjusted to annual average daily traffic (AADT) using appropriate FDOT seasonal adjustment factors and truck axle adjustment factors.

The peak hour segment volume will be determined by applying the approved K-factor for that segment to the AADT volume. All data will be subject to review and acceptance by the local government.

- b. The applicant shall provide intersection turning movement counts if deemed necessary by the local government. These turning movement counts shall be made on one (1) typical weekday (Tuesday, Wednesday or Thursday) from 7:00 a.m. to 9:00 a.m., and 4:00 p.m. to 6:00 p.m., or as otherwise specified. Legal holidays or other days, as specified by the local government, shall be excluded.

Friday, weekend, or holiday turning movement counts may be required for Development proposals for land uses active on weekends, as determined by the local government. The data will include a summary of traffic volumes in fifteen (15) minute increments, with a.m., p.m. and other peak hours being identified. All data will be subject to review and acceptance by the local government.

10. Trip Generation

- a. Each traffic impact study will list all project land uses, applicable ITE land use code, building size(s) and/or dwelling units.
- b. Traffic impact study data from a similar land use previously approved by a local government, or the MPO in Pinellas County.
- c. A site specific trip generation study of the same type or similar land use shall be conducted at three (3) separate similar land use sites. The survey data will be collected for at least a continuous seventy-two (72) hour period between Monday 6:00 p.m. and Friday at 6:00 a.m., or as otherwise determined by the local government. Legal holidays or other days specified by the local government will be excluded. Selection of other trip generation study times will be made when it is determined by the local government that collection of the data between the above times will not result in a reasonable estimation of the trip generation characteristics of the proposed land use. The data will include the following:

Pinellas County Metropolitan Planning Organization

2008 Annual Level of Service Report

1. Summary of traffic count data by fifteen (15) minute increments;
2. Average daily volume, volume during the a.m. and p.m. peak hours of the adjacent street;
3. The accuracy of the traffic counts will be verified by performing manual counts and comparing them to machine count volumes twice daily, once in the a.m. and once in the p.m. for each day of the traffic counts; and
4. All data will be subject to review and acceptance by the local government. This review will be based on currently accepted traffic engineering principals.

11. Percent New Trips

- a. The percent new trips factor represents the percent by which the trip rate is multiplied to obtain only those new trips that are added to the roadway by the proposed development. Thus, those trips going to the proposed development that would have been on the roadway anyway and are included in the trip rate must be deducted from the total trips.
- b. Each traffic impact study will list all land uses, applicable ITE land use code, building size and/or number of dwelling units.
- c. Allowable sources for the percent new trips factor for each land use are listed below:
 1. The percent new trips factor identified in the Pinellas County Transportation Impact Fee Ordinance.
 2. Percent new trips factor from a previously approved study of a similar land use or a published study as approved by a local government or the MPO.
 3. A site specific origin/destination survey of an identical or similar land use as approved by a local government or the MPO in Pinellas County.
 - a. The origin/destination survey shall collect, at a minimum, the following information:
 1. Date
 2. Location
 3. Time of Interview
 4. Time of the interviewee trip
 5. From where did the interviewee trip begin immediately prior to arriving? (1) home (2) work (3) retail (4) other
 6. The city, area or zip code where the trip began (the last destination before arriving at the site being studied).
 7. The nearest intersecting streets closest to the location of where the trip began (the last destination before arriving at the site being studied).
 8. Where the interviewee trip will end immediately upon leaving (1) home (2) work (3) retail (4) other.
 9. The city, area or zip code nearest the trip's next destination

10. The nearest intersecting streets closest to the trip's next destination.

- b. The location at each origin and destination should be plotted graphically on a map and the trip lengths calculated. To determine whether the trip is to be considered a new trip, a rectangle will be drawn on the map in such a manner so as to locate the origin of the trip in one (1) corner and the destination of the trip in the opposite corner. If the interview location is outside the rectangle, the trip is considered to be a new trip and if the interview site is inside the rectangle, then the trip is not classified as a new trip. The percent new trips are computed by dividing the number of new trips by the total number of trips generated by the site.
- c. Copies of the original surveys and maps indicating trip ends will be submitted as part of the study. All data will be subject to review and acceptance by the local government. This review will be based on currently accepted traffic engineering principles.

12. Traffic Distribution and Assignment

- a. The distribution and assignment of project traffic shall be made in accordance with the procedures listed below and in conformity with accepted traffic engineering principles, such as those documented in NCHRP Report 187, "Quick-Response Urban Travel Estimation Techniques and Transferable Parameters - Users Guide".
 1. Use of a gravity model as approved by the local government.
 2. Observations of similar developments in the vicinity of the proposed development.
 3. Traffic distribution may be based upon a previously approved traffic impact study of a similar land use in the vicinity of the proposed development. Such use of a prior study must be justified based upon sound traffic engineering principles and techniques and approved for use by the local government.
- b. The traffic distribution and assignment technique must be approved by the local government. Local government review shall be based on currently accepted traffic engineering principles.

13. Internal Capture

- a. The use of an internal capture factor will be allowed for certain types and sizes of mixed-use developments.
- b. Allowable sources for internal capture rates are identified below.
 1. The internal capture rate from a previous traffic impact study of a similar land use approved by a local government or the MPO.

Pinellas County Metropolitan Planning Organization 2008 Annual Level of Service Report

2. The internal capture rates or equations contained in the most recent version of the ITE *Trip Generation Handbook* as approved for use by the local government.
3. A site specific internal capture study of the same type or similar development approved by the local government. Such a site specific study will be conducted at three (3) separate similar land use sites. The survey data will be collected for at least a two consecutive hour period each day for three (3) days between Tuesday at 12:00 p.m. and Thursday at 8:00 p.m., or as otherwise determined by the local government. Legal holidays or other days specified by the local government will be excluded. Selection of other internal capture study times will be made when it is determined by the local government that collection of the data between the above times will not result in a reasonable estimation of the internal capture characteristics of the proposed project.

The data will include a summary of internal capture data by fifteen (15) minute increments during the p.m. peak hours of the adjacent street. All data will be subject to review and acceptance by the local government. This review will be based on currently accepted traffic engineering principals.

- c. Requests for use of internal capture factors other than those identified above must be submitted along with justification to the local government. All data will be subject to review and acceptance by the local government. This review will be based on currently accepted traffic engineering principles.
- d. The total internal capture trip ends shall not exceed twenty-five percent (25%) of the gross project trip ends.

14. Intersection Analysis

- a. An intersection analysis must be performed on each major intersection (including signalized intersections, unsignalized intersections and those proposed to be signalized), where the total peak hour traffic volume on one (1) or more links forming a leg of the intersection is projected to equal or exceed ninety percent (90%) of the maximum service volume of the adopted level of service standard for any phase of the project for which a concurrency approval is being sought.
- b. The procedure for performing an intersection analysis will be based upon the methodology contained in the most recent edition of the Highway Capacity Manual, Transportation Research Board Special Report 209, or other professionally accepted methodology. Any questions, issues or methodology other than that referenced in the above publication will be subject to the review and approval by the local government.

- c. For each intersection at which the total traffic results in a level of service below the acceptable adopted level of service, the applicant will recommend improvements to the intersection analysis by including:
 1. Printouts and worksheets for all highway capacity analysis performed on the intersections or roadway links;
 2. Copies of any traffic counts performed or used in the analysis, including the source of count data;
 3. Documentation of any assumptions used in the analysis including trip generation data, if not already specified for the analysis;
 4. Turning movement volumes and documentation of methodology used to project existing, prior vested and project traffic; and
 5. Any other applicable data or information.

15. Segment Analysis

- a. If the peak hour traffic on an impacted segment is projected to exceed the maximum service volume of the adopted level of service standard for any phase of the project for which a concurrency determination is being sought, a transportation analysis must be performed to determine if the actual roadway segment operating characteristics are such that additional capacity is available.

The applicant will submit, in writing, the methodology and approach to be used for each segment analysis prior to conducting the analysis, and will be subject to review and approval by the local government. This review will be based on currently accepted traffic engineering principles.

- b. A segment capacity analysis may be performed to review signal spacing and timing, as well as signal coordination. Such segment capacity analysis shall be performed in accordance with accepted traffic engineering principles and techniques using such computer software programs as the Highway Capacity Software, ART_TAB, ART_PLAN, Transyt-7F, Passer II, or Traf_Netsim at the discretion of the local government.
- c. A travel study may be performed to determine the operating speed and corresponding level of service at which the roadway is operating. The methodology for conducting a travel time study, including the number of sample runs, time periods, and length of the relevant roadway link, must be submitted in writing and receive approval by the local government prior to conducting the study.

MPOtrafficstudymethodology.doc
5/1/06

Pinellas County Metropolitan Planning Organization 2008 Annual Level of Service Report

Section 5: Roadway Improvement Constraints

Constrained Facilities

Constrained facilities are roadways that cannot be expanded as necessary to alleviate a substandard level of service (LOS) condition due to a policy or physical constraint.

In 2006, the Pinellas County Metropolitan Organization (MPO) initiated an effort to develop countywide standards for local concurrency management systems. These applied to LOS Standards, methodologies, review of developer-sponsored traffic impact studies and the adoption of a countywide constrained corridors map. As directed by the MPO, this map will be updated as necessary, and adopted annually as part of the MPO Level of Service Report. Prior to MPO action, the map will be reviewed by the Technical Coordinating Committee (TCC).

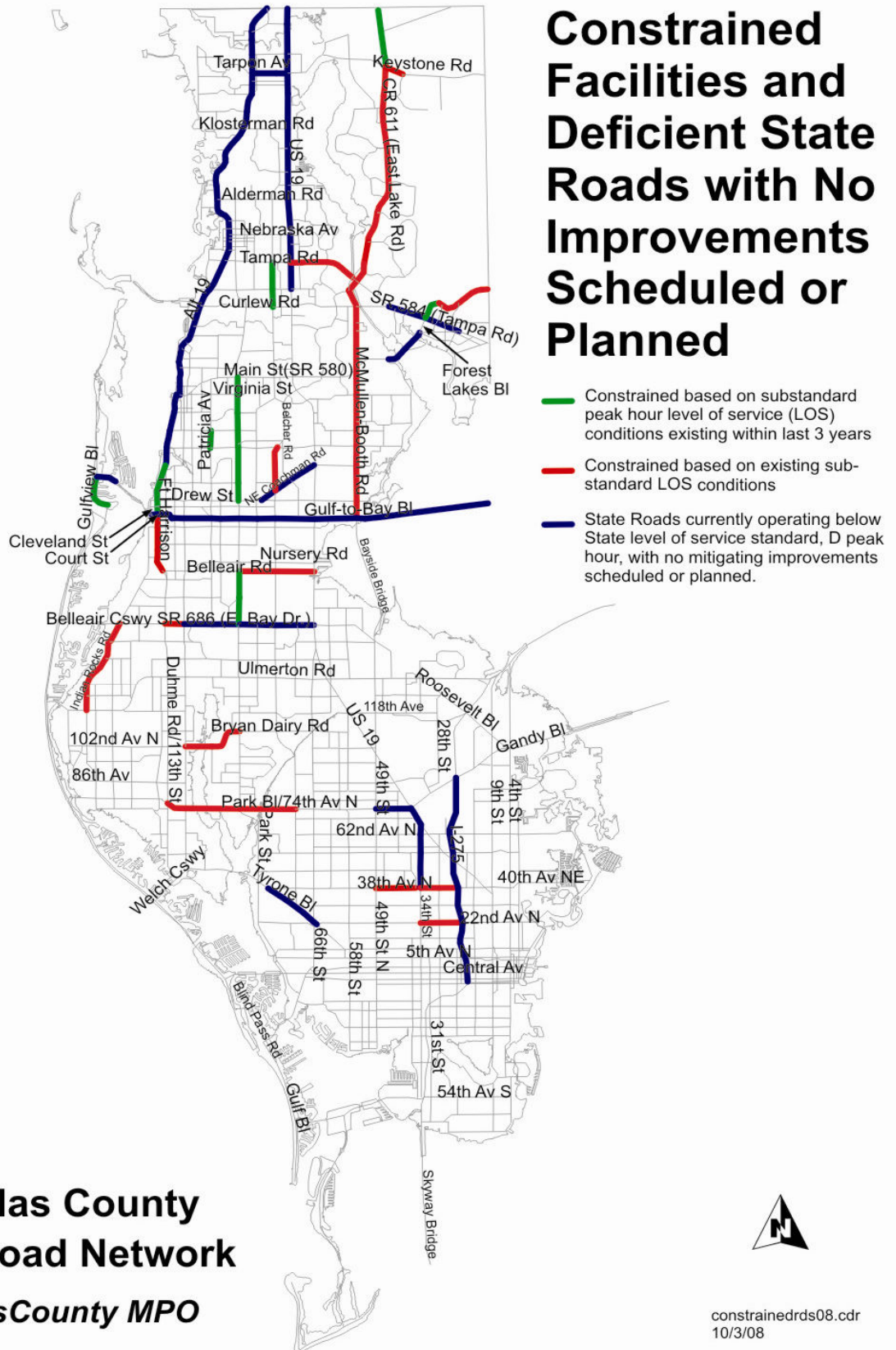
In Pinellas County 435 major roadway network lane miles have been designated as either a constrained facility or as a deficient state road with no improvements scheduled or planned.

The map on the following page highlights the constrained facilities within Pinellas County.



Pinellas County Metropolitan Planning Organization 2008 Annual Level of Service Report

Constrained Facilities and Deficient State Roads with No Improvements Scheduled or Planned



Pinellas County Metropolitan Planning Organization

2008 Annual Level of Service Report

Section 6: Scheduled Improvements

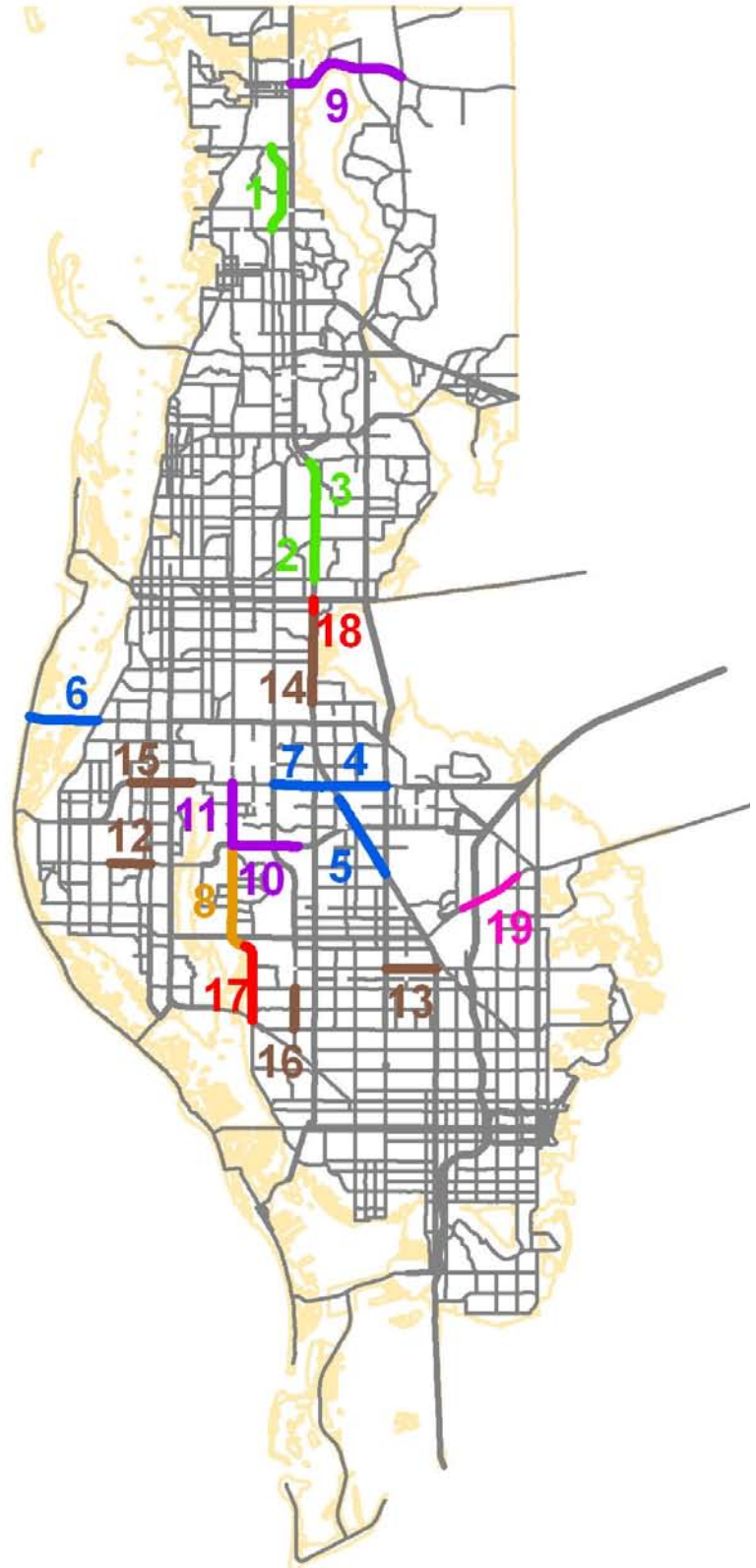
Recently Completed, Current and Future Projects Thru Year 2010/11

1.) Completed Year 2007	BELCHER RD	ALDERMAN RD	KLOSTERMAN RD	NEW 4 LANE DIVIDED ROAD
2.) Completed Year 2007	SR55 / US19HW	NE COACHMAN (overpass)	S OF SUNSET PT RD	OVERPASS/FRONTAGE RDS
3.) Completed Year 2007	SR55 / US19HW	SUNSET PT RD (overpass)	S OF ENTERPRISE RD	OVERPASS/FRONTAGE RDS
4.) Under Con- struction	SR688 / ULMERTON RD	E OF US19HW	E OF 49TH ST N	WIDEN - 6 LANE DIVIDED
5.) Under Con- struction	SR55 / US19HW	S OF 126 AVE N (118 AVE overpass)	NW OF 49 ST N (110 AVE overpass)	OVERPASS/FRONTAGE RDS
6.) Under Con- struction	BELLEAIR CAUSE- WAY BRIDGE	W OF INDIAN ROCKS RD	E OF GULF BLVD	BRIDGE REPLACEMENT & WIDEN TO 2LD
7.) Under Con- struction	SR688 / ULMERTON RD	ELCENTRO/RANCHERO (E OF BELCHER RD)	W OF US19HW	WIDEN - 6 LANE DIVIDED
8.) 2008 - 07/08	STARKEY RD	84 LN	BRYAN DAIRY RD	WIDEN - 6 LANE DIVIDED
9.) 2009 - 08/09	KEYSTONE RD	US19HW	EAST LAKE RD	WIDEN - 4 LANE DIVIDED
10.) 2009 - 08/09	BRYAN DAIRY RD	STARKEY RD	72 ST N (E OF BELCHER RD)	WIDEN - 6 LANE DIVIDED
11.) 2009 - 08/09	STARKEY RD	BRYAN DAIRY RD	ULMERTON RD	WIDEN - 6 LANE DIVIDED
12.) 2010 - 09/10	102 AV N	TO BE DETERMINED Location west of 113 ST	113 ST N / RIDGE RD	TO BE DETERMINED
13.) 2010 - 09/10	62 AV N	49 ST N	34 ST N	WIDEN - 4 LANE DIVIDED
14.) 2010 - 09/10	SR55 / US19HW	N OF EAST BAY DR	S OF SEVILLE/DRUID RD	OVERPASS/FRONTAGE RDS
15.) 2010 - 09/10	SR688 / ULMERTON RD	E OF 119 ST	W OF SEMINOLE BYPASS CANAL	WIDEN - 6 LANE DIVIDED
16.) 2010 - 09/10	71 ST / BELCHER RD	38 AV N	54 AV N	WIDEN - 2 LANE DIVIDED
17.) 2011 - 10/11	PARK ST / STARKEY RD	TYRONE BLVD	84 LN	WIDEN - 6 LANE DIVIDED
18.) 2011 - 10/11	SR55 / US19HW	S OF SEVILLE/DRUID RD	GULF TO BAY BLVD	OVERPASS/FRONTAGE RDS
YR. PENDING 19.) 2009 - 08/09	GANDY BLVD	28 ST N	DR ML KING ST N (9 ST N)	WIDEN - 6 LANE DIVIDED

Note: The above listed items are transportation projects that are expected to improve the level of service for roadway facilities. Only transportation projects scheduled for construction within the next three years that are anticipated to increase roadway capacity are listed. Also the numbers in the first column correspond with the following map.

Prepared by the Pinellas County MPO

Section 6:
Scheduled Improvements (continued)



Note: The improvements listed on the previous page are transportation projects that are expected to improve the level of service for roadway facilities. Only transportation projects scheduled for construction within the next three years that are anticipated to increase roadway capacity are listed.

Pinellas County Metropolitan Planning Organization 2008 Annual Level of Service Report

Section 6: Scheduled Improvements *(continued)*

Planning for the Future

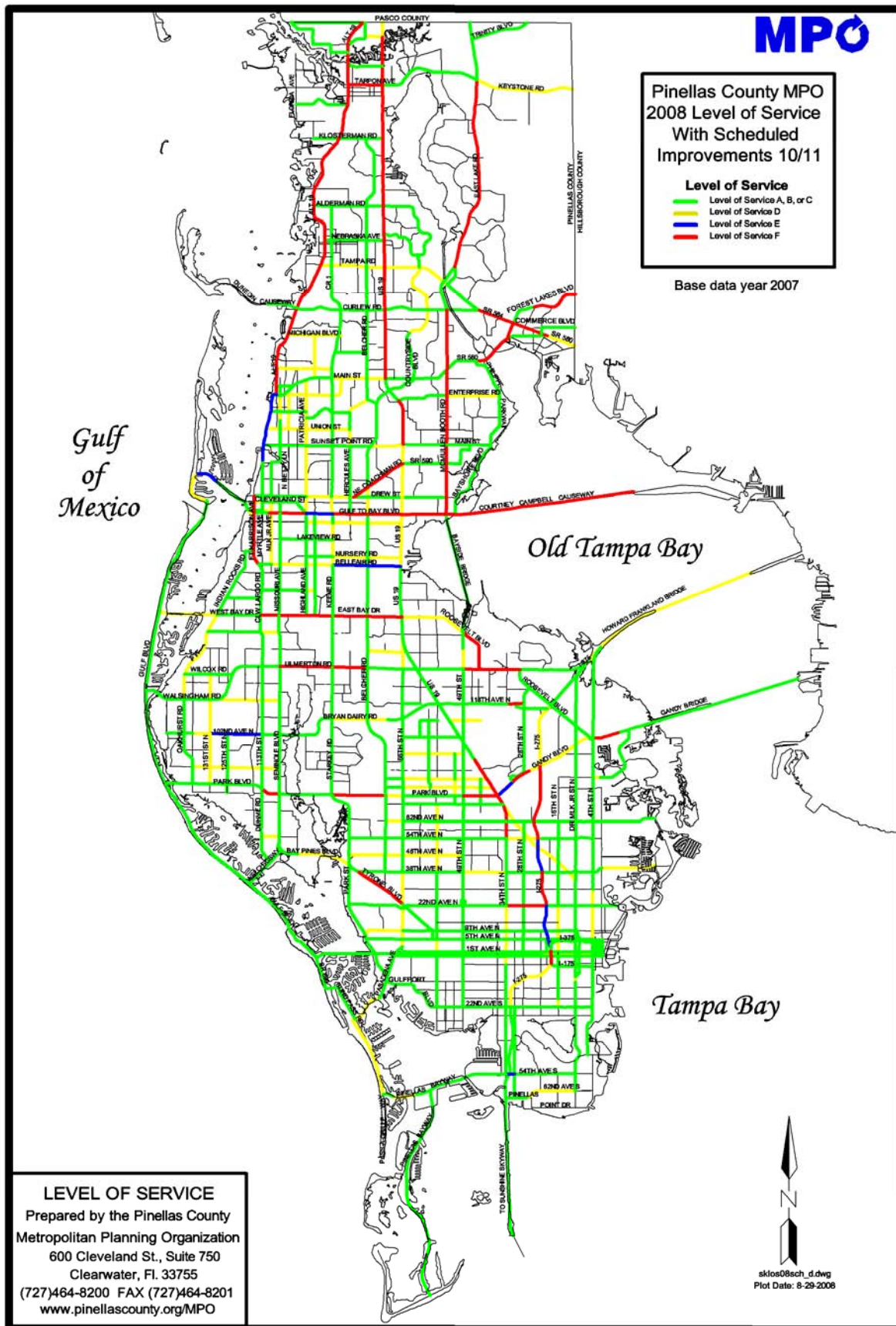
Using the assistance of computer based scenario analysis tools; the Pinellas County Metropolitan Planning Organization is able to anticipate the performance of the roadway network into any future year.

Scenario analysis tools were used to create the LOS and V/C ratio maps with scheduled improvements on the following page.

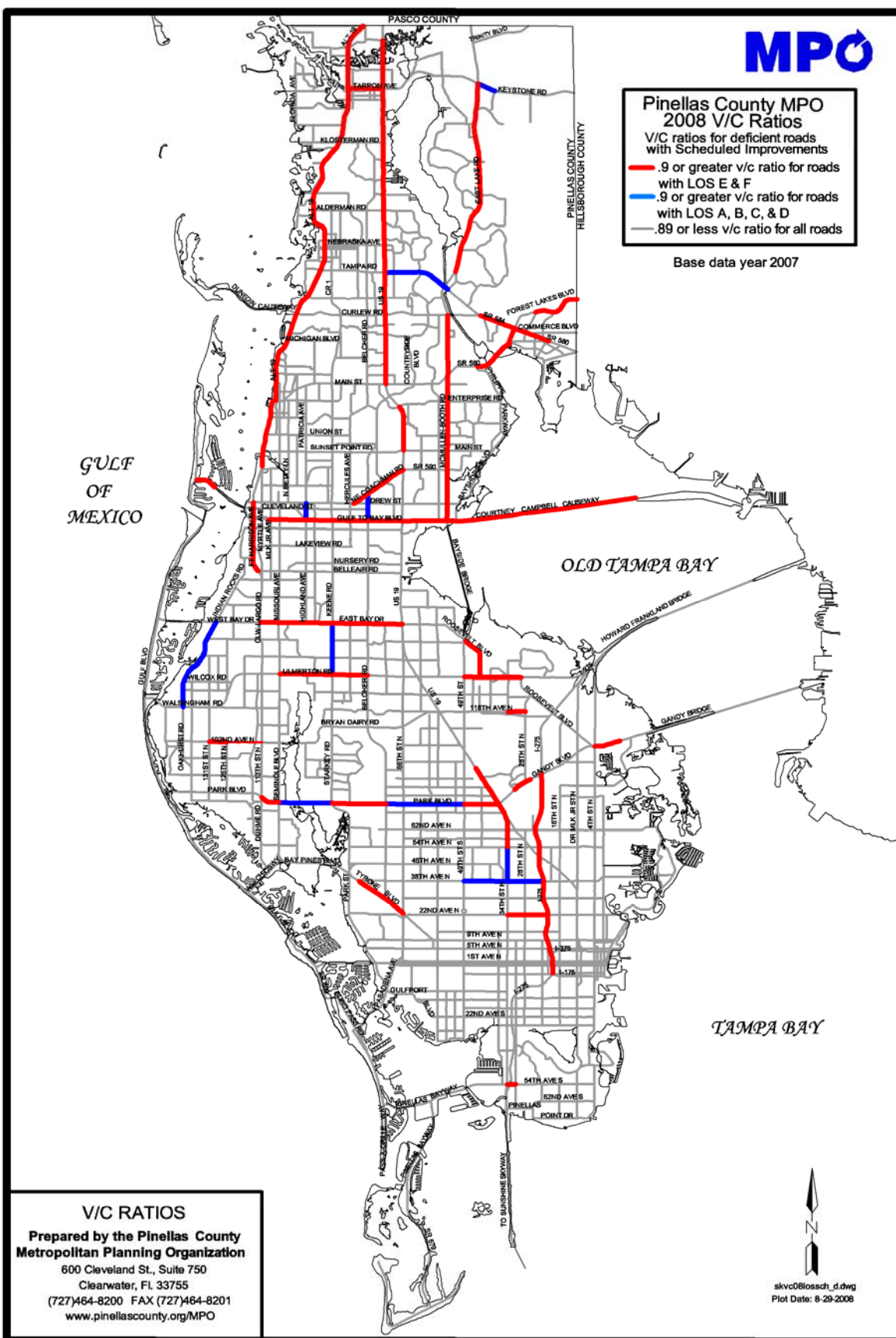
The map depicts how the roadway network would perform after all 2010/2011 scheduled improvements have been completed.



Pinellas County Metropolitan Planning Organization 2008 Annual Level of Service Report



Pinellas County Metropolitan Planning Organization 2008 Annual Level of Service Report



Section 7: Roadway Updates

2008 Scenario Roadways

During the year after adoption of the Annual Level of Service Report the Pinellas County Metropolitan Planning Organization (MPO) continues to improve LOS analysis of monitored major roadways.

Most facilities are analyzed using the general tables method which is the most inexpensive method & is commonly acceptable. However conceptual is considered a more accurate method because more detailed data is collected for analyzing the facility. See page 6 for more information of these two methods.

As more detail data becomes available on a facility a scenario report is modeled using the conceptual method to provide a more accurate analysis of a roadway. This section will provide you information of some facilities that are expected to have a significant change of LOS measures on the next annual level of service report.



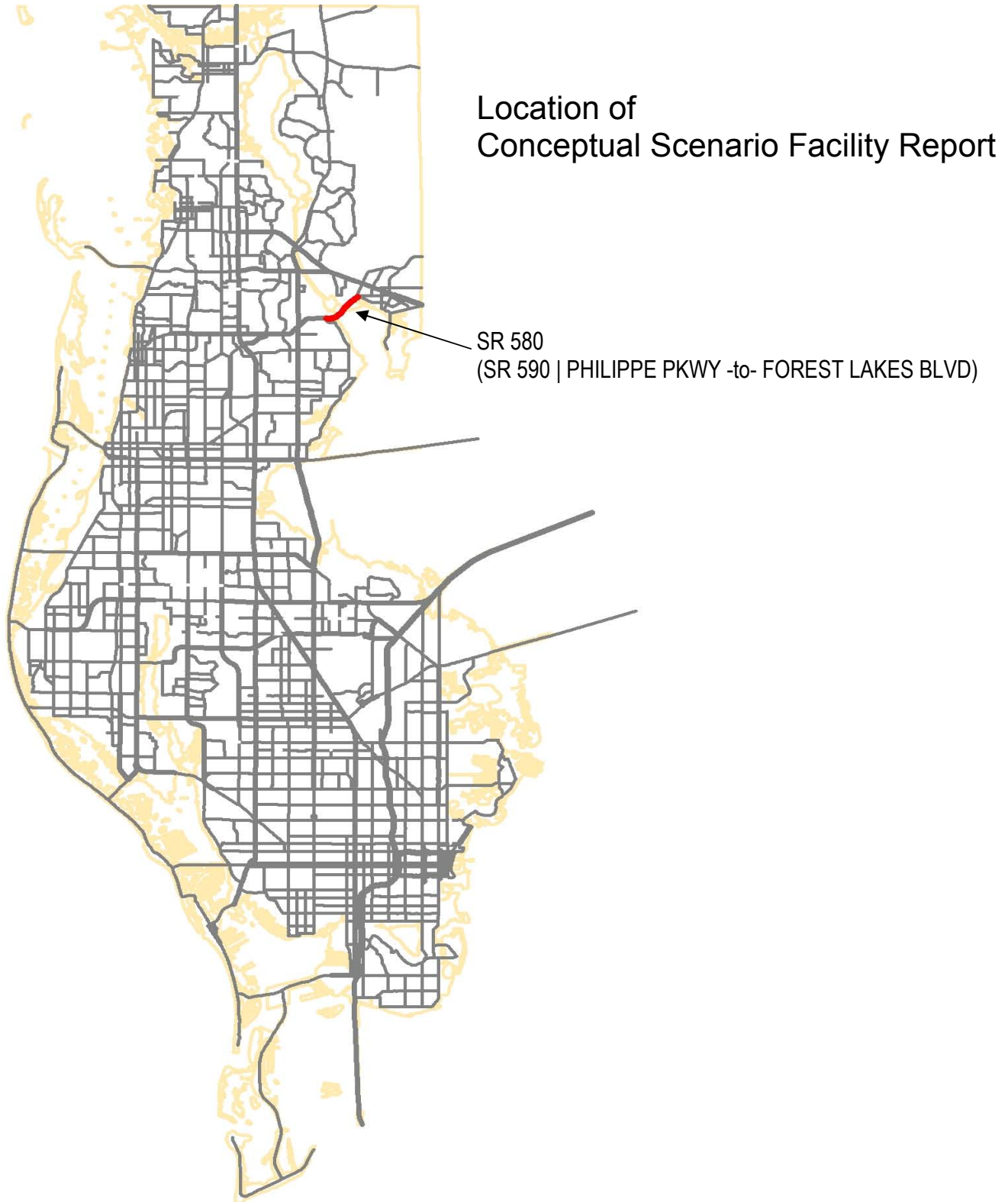
2008 LOS Analysis with Existing Conditions, Conceptual Scenario Facility Report

FACILITY 1157 - SR 580: (SR 590 | PHILIPPE PKWY -to- FOREST LAKES BLVD)

Juris	Fac Type	Road Type	Length (mi)	Signals Per Mile	AADT	Volume	Physical Capacity	V:Cap Ratio	Def Flag	Fac LOS
SR	SA	4D	1.216	.80	38,250	1,999	1,873	.58	0	B

Pinellas County Metropolitan Planning Organization 2008 Annual Level of Service Report

Section 7: Roadway Updates (continued)



Pinellas County Metropolitan Planning Organization 2008 Annual Level of Service Report

Contact Information

**The Pinellas County
Metropolitan Planning Organization**
600 Cleveland St., Suite 750
Clearwater, Florida 33755

Phone (727) 464-8200
Fax (727) 464-8201

Website: www.pinellascounty.org/mpo

Color hard copy available upon request.

