FORWARD PINELLAS

Integrating Land Use & Transportation

2019 Annual Level of Service Report

2018 Data Year

Forward Pinellas

The Planning Council and Metropolitan Planning Organization for Pinellas County

Commissioner Dave Eggers
Chair

Councilmember Darden Rice
Vice Chair

Commissioner Janet C. Long
Secretary

Mayor Joanne "Cookie" Kennedy
Treasurer

Commissioner Kenneth Welch
Commissioner Karen Seel
Councilmember David Allbritton
Vice Mayor Townsend Tarapani

Mayor Sandra Bradbury
Councilmember Brandi Gabbard
Mayor Julie Ward Bujalski
Vice Mayor Michael Smith
Commissioner Suzy Sofer

**Forward Pinellas Membership as of publication of this report.*

The preparation of this report has been financed in part through grant [s] from the Federal Highway Administration and Federal Transit Administration, U.S. Department of Transportation, under the State Planning and Research Program, Section 505 [or Metropolitan Planning Program, Section 104 (f)] of Title 23, U.S. Code. The contents of this report do not necessarily reflect the official views or policy of the U.S. Department of Transportation.

Welcome to the 2019 Edition of the Forward Pinellas Annual Level of Service Report, data compilation completed October 2019

Forward Pinellas staff prepares a Level of Service Report each year. Roadways included in the inventory are defined by their facility type (e.g., freeway, signalized arterial, signalized collector, signalized major collector, non-signalized arterial, non-signalized collector and non-signalized major collector). These roadways are categorized by characteristics used to measure their performance, such as freeways (exclusive use of uninterrupted traffic), arterials (primarily serves through traffic & secondarily serves abutting property) and collector roads (providing land access & traffic circulation from local roads to arterial roads).

The Forward Pinellas 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 Forward Pinellas, the Florida Department of Transportation and various local government agencies.

After review and approval of the roadway performance data, the report is available for distribution to local governments for planning purposes and land development review processes. The report is also utilized by agencies, organizations and citizens interested in roadway performance data.

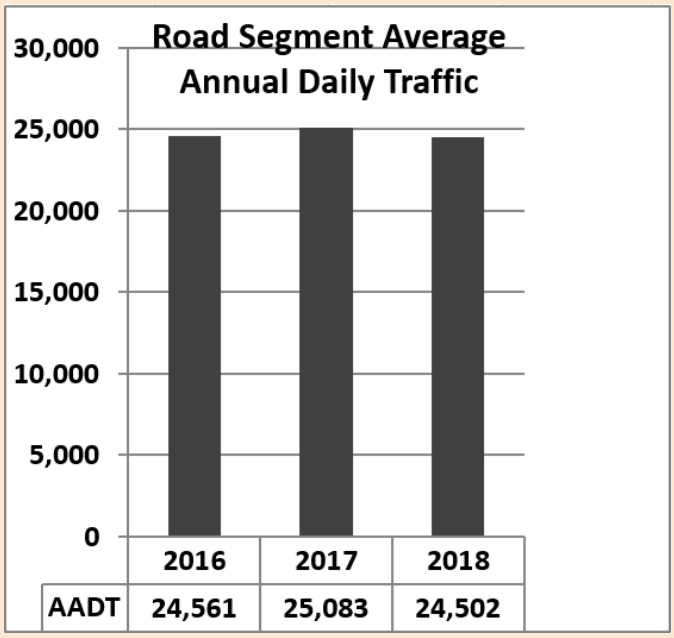
Section 1: Roadway Trend Analysis

Roadway Trend Analysis (Reported 2016 - 2018)

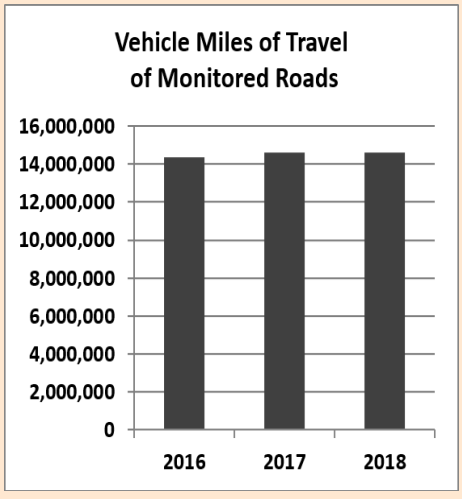
One of the goals of Forward Pinellas is to continually improve the performance of the Pinellas County roadway network. The level of service indicators utilized in this report provide a gauge of whether and/or to what extent this goal is being met.

Forward Pinellas uses key performance factors to identify roadways that are failing or about to fail. A key factor is the roadway's volume to capacity ratio (v/c). 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.

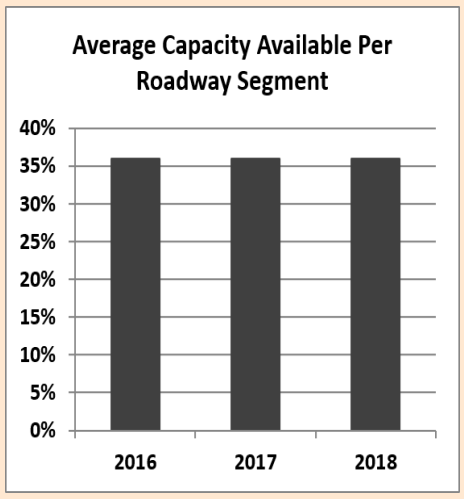
NOTE: For consistency in showing annual trends, only data that is available for the same roads monitored during the past three years is being reported in this section. Shown below is information that demonstrates operating conditions on 589 center-line miles of major roads. The information includes analysis on average annual daily traffic (AADT), vehicle miles traveled (VMT), average capacity available per roadway facility and miles of roadway over capacity.



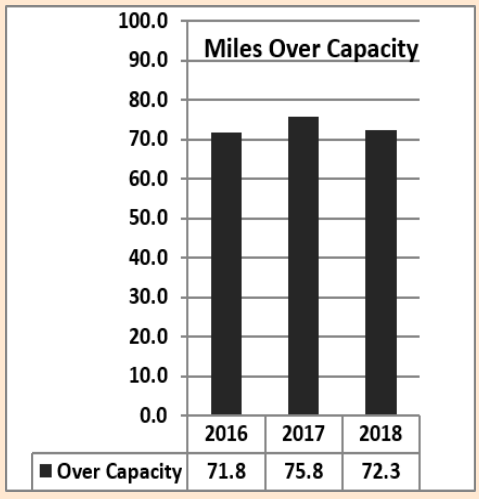
1.7% decrease in daily traffic shown from 2017 to 2018 reports



.15% increase in roadway travel reported from 2017 to 2018



No change reported with available road capacity from 2017 to 2018



13% of monitored roadways were reported over physical capacity in 2018

Note: Charts show year reported. Base data year is the previous year.

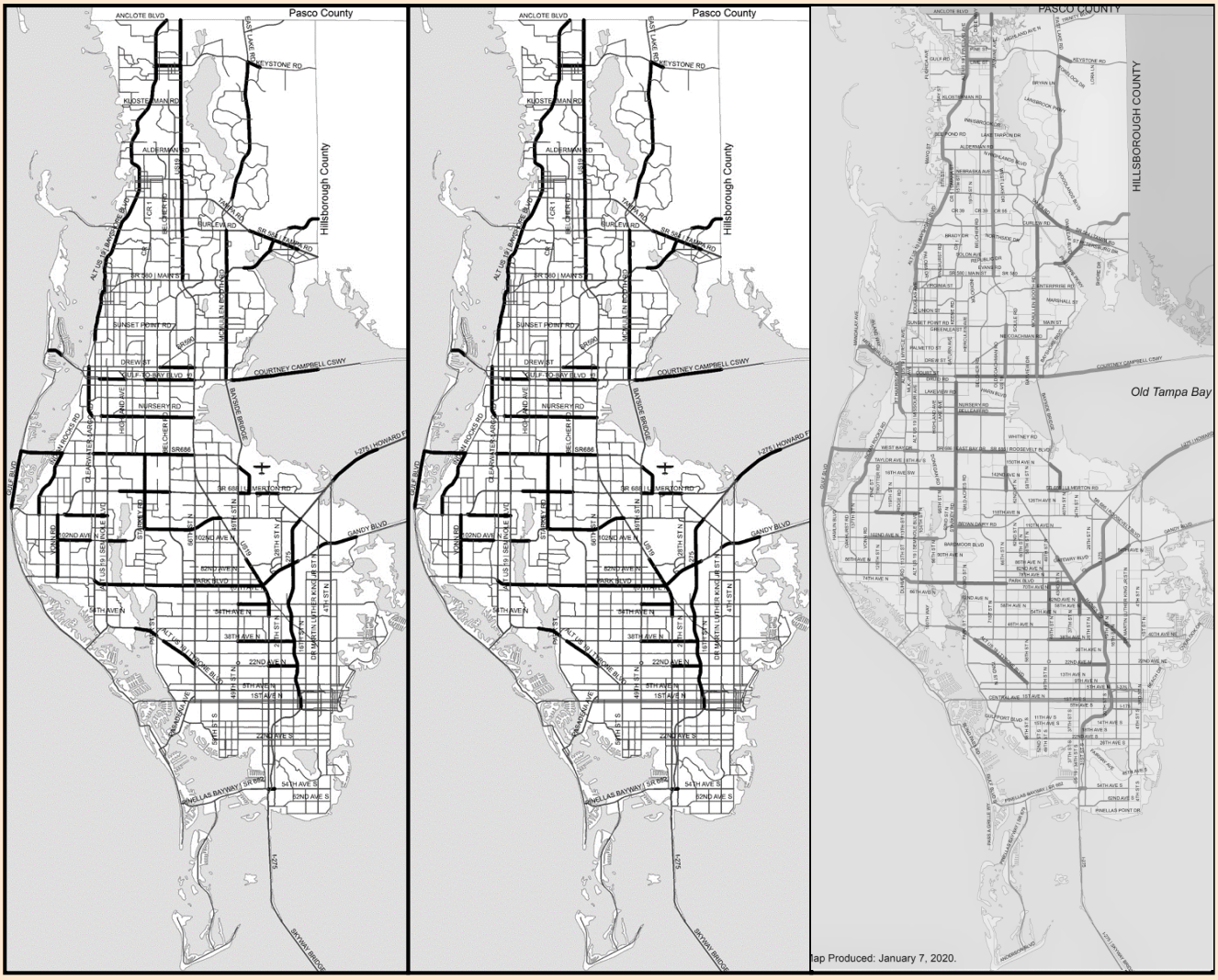
Section 1:
Roadway Trend Analysis (Continued)

Deficient Roadways (Reported 2016 - 2018)

Volume to capacity ratio (v/c ratio) is a very useful indicator of the roadway system's operating characteristics. Forward Pinellas uses a facility v/c ratio as well as a road's level of service letter grade when evaluating its performance level.

The maps below depict major roadways that have been operating under deficient LOS conditions during the three past years. A more detailed explanation of the analysis method used to identify deficient roadways and a map illustrating deficient LOS and v/c ratios can be found on pages 10 - 12.

2016 Deficient Roadways | **2017 Deficient Roadways** | **2018 Deficient Roadways**



496 deficient lane miles in 2016 | *511 deficient lane miles in 2017* | *505 deficient lane miles in 2018*

Note, the maps show year reported, base data year is the previous year.

Section 2: Methodology

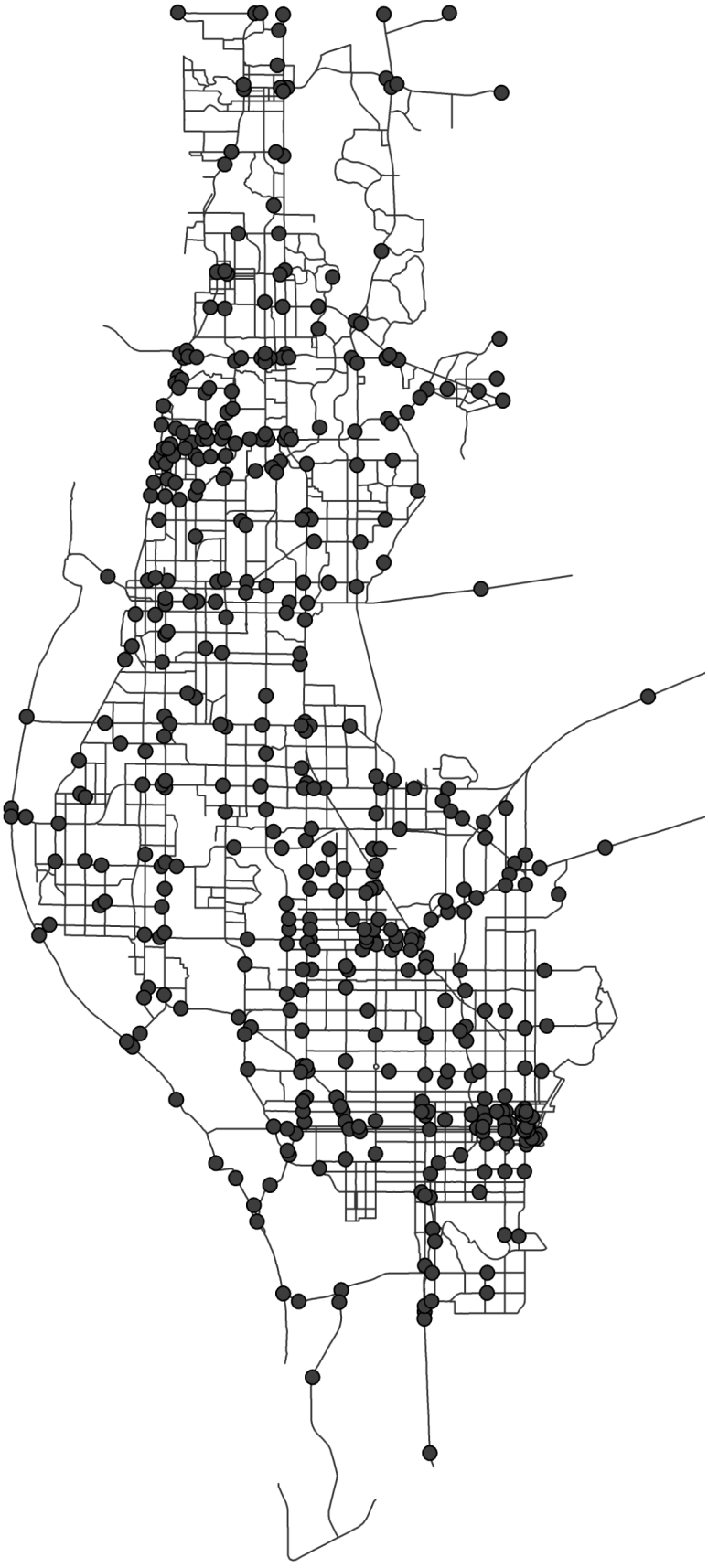
Roadway Traffic Volume Estimation of Traffic Count Station Data

Roadway traffic volume is monitored in Pinellas County on a regular basis. Traffic counters are used to count the number of vehicles that travel the roadway network. 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) and local governments. Forward Pinellas coordinates and manages the countywide count data collected. Approximately 435 locations on the major road network are monitored using these counters.

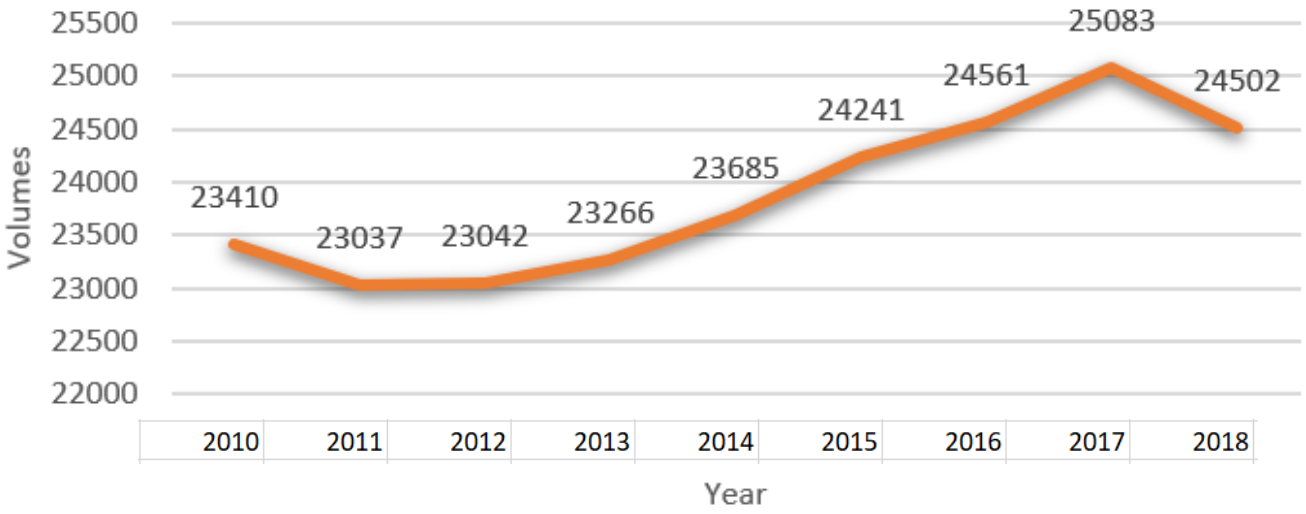
Typically, the traffic counters are programmed for a two or three day study during normal mid-week business days. Once collected, ADT data is assembled by the Forward Pinellas staff. Adjustments are made to convert the count data to annualized average daily traffic (AADT) estimates using FDOT seasonal adjustment factors. Finally, the AADT values are applied to the corresponding roadway segments.

Due to circumstances such as construction on some roadways, it is not always feasible to collect traffic volumes in a specific year. When this happens, and if 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.



Nine Year Annual Average Daily Traffic (AADT) Comparison Chart

(for Monitored Roads)



Countywide traffic from 2017 to 2018 decreased approximately 2.31%

Section 2: Methodology (Continued)

Roadway Performance Determination

Forward Pinellas previously used a database management software application known as "vTIMAS" to maintain its roadway inventory of over 2,200 individual roadway segments. The vTIMAS database, however, is now functionally obsolete, and a new traffic data management database has been developed to handle traffic count data and roadway level of service information.

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 table is sorted by facility. Most of the facilities contain two or more segments. Some points regarding the methodology employed in compiling the table are listed below.

- Roadway performance measures were evaluated for the monitored major roadway network as it existed in 2018.
- 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 can be calculated using one of two methodologies (conceptual or generalized) described in this section.

◊ **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 analysis 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 (assumptions) established by FDOT. It provides LOS analysis based on generalized capacity tables. As an example all traffic signals are analyzed with the same green-time and cycle lengths even though actual input values vary at each location. Generalized is the method used for analysis for this report on all the roadways.

Also the database allows Forward Pinellas to monitor roadway changes from one year to the next. Data for current and previous years is derived from physical observation.

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

Florida Department of Transportation Q/LOS Handbook:
http://www.dot.state.fl.us/planning/systems/programs/SM/los/pdfs/2013%20QLOS%20Handbook.pdf

Highway Capacity Manual (HCM):
http://www.http://hcm.trb.org/?qr=1

Section 3:
Existing Conditions

2019 Level of Service

Critical 2018 roadway data was collected throughout the year and then compiled into this report. The conditions reported here represent physical roadway conditions as they existed during 2018. Roadway volumes represent annualized count data from collections that were performed throughout the county.

There are 2285 lane miles of major road facilities monitored by Forward Pinellas.

- 81% of the monitored network performs at or better than LOS D.
- 19% of the monitored network performs poorly at LOS E or F.

- LOS B, & C – 1394 lane miles
- LOS D – 450 lane miles
- LOS E – 25 lane miles
- LOS F – 416 lane miles

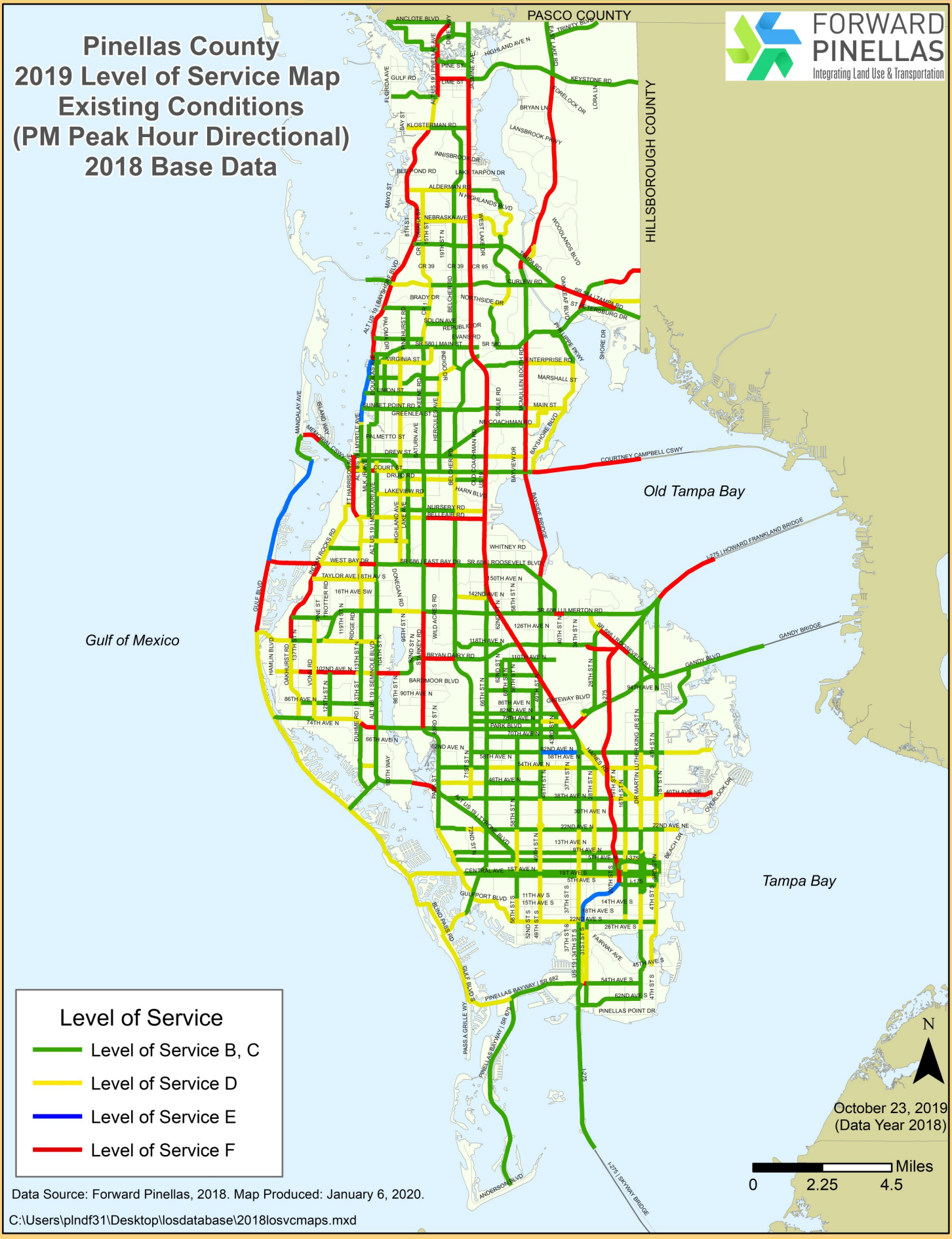
State, County and municipal jurisdictions are responsible for maintaining the major roadways in Pinellas County. Monitored lane miles corresponding with each jurisdiction are shown below.

- State - approximately 1004 lane miles;
- County – approximately 872 lane miles;
- Cities – approximately 409 lane miles.

Below are the lane miles of roadways operating at LOS E or F corresponding with State, County and municipal jurisdiction.

- State – 291 lane miles
- County – 134 lane miles
- Cities – 16 lane miles

Pinellas County 2019 Level of Service Map Existing Conditions (PM Peak Hour Directional) 2018 Base Data



Data Source: Forward Pinellas, 2018. Map Produced: January 6, 2020.

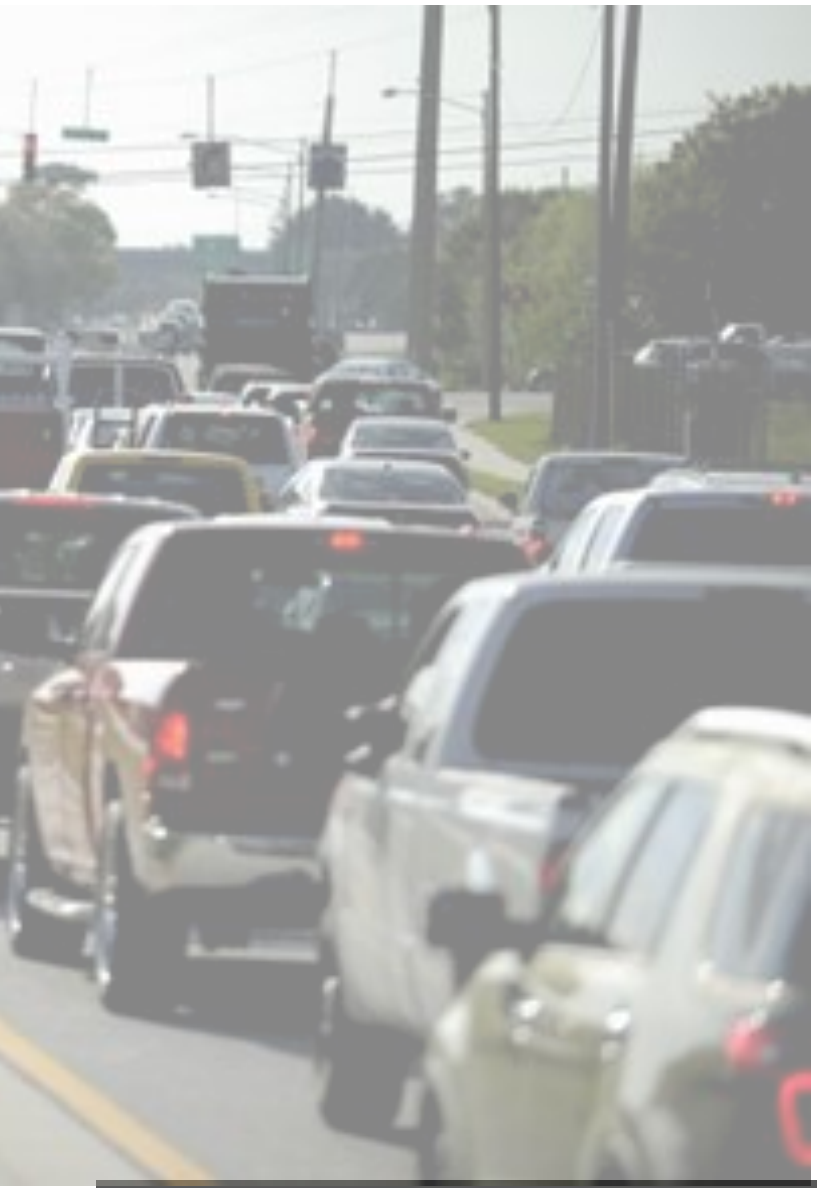
C:\Users\plndf31\Desktop\losdatabase\2018losvcmaps.mxd

Section 3:
Existing Conditions (Continued)

2018 Deficient Roadways

Forward Pinellas uses a "deficient roadway" indicator to identify roadways operating below local and state standards.

This page indicates lane miles of roadways operating at 0.9 v/c ratio along with their letter grade. According to Pinellas County's LOS standard, a facility operating at peak hour LOS E,F, or a v/c ratio of 0.9 or higher is also considered deficient.



The 2019 report shows there were 505 lane miles or 22 percent of the Pinellas County major road network operating under deficient LOS conditions in 2018.

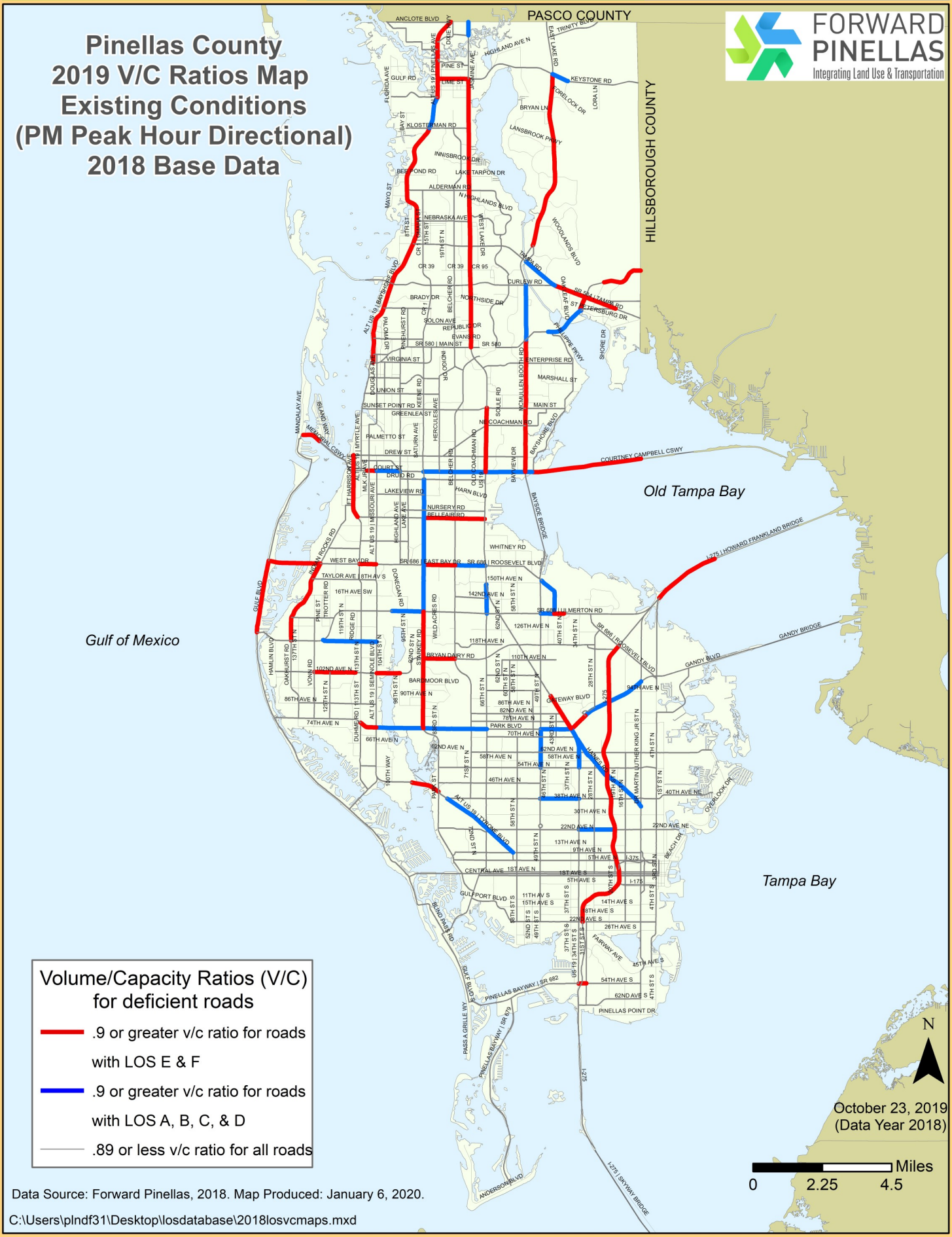
- Volume to Capacity Ratio < .9
  - LOS A-D - 1780 lane miles
- Volume to Capacity Ratio >= .9
  - LOS A-D - 390 lane miles
  - LOS E, F - 115 lane miles

Below are the lane miles of major roadways operating under deficient conditions and corresponding jurisdiction.

- State – 309 lane miles
- County – 180 lane miles
- Cities – 16 lane miles

NOTE: Both the LOS letter grade and v/c ratio are derived from the calculation of PM peak hour peak directional volumes are based upon the AADT and *FDOT 2012 Generalized Tables.*

Pinellas County 2019 V/C Ratios Map Existing Conditions (PM Peak Hour Directional) 2018 Base Data



Data Source: Forward Pinellas, 2018. Map Produced: January 6, 2020.

C:\Users\plndf31\Desktop\losdatabase\2018losvcmaps.mxd

Section 3:
Existing Conditions (Continued)

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

The following pages contain the Forward Pinellas Year 2019 Level of Service / Existing Conditions Analysis Report table. The table in the report was produced using 2018 base year data. Also the next page contains a map depicting the PM peak hour travel direction of the traffic volumes used for analysis.

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 guidelines as identified by the *FDOT Quality/Level of Service (Q/LOS) Handbook*, *FDOT Generalized Tables*, *FDOT ArtPlan*, and the *Highway Capacity Manual (HCM)*.

The LOS conditions included in this report are based on the operating conditions of individual road facilities. These facilities are separated by intersections or by a point where there is a change in the lane configuration.

NOTE: The analysis method of roadway performance measures is based upon *FDOT 2012 General Tables* and using the statewide K and D factors. Also any specific road projects submitted to FDOT would need to adhere to the 2013 Q/LOS Handbook which can be found on the website as shown on page 7. The results of performance measures utilizing 2013 Q/LOS for a specific project may be different from this report.

Legend for LOS tables

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:
- "H" = Conceptual - Basic (only used for Memorial Causeway bridge)
- "T" = Generalized Tables

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

Def Flag (or Deficiency Identifier)
- "1" = Volume to Capacity Ratio >= .9 and LOS=A, LOS=B, LOS=C, or LOS=D

General Tables is the primary analysis method of roadway performance measures used for this report. *General Tables* is the most cost effective tool for LOS analysis when batch processing, it simplifies the reporting. A more detail analysis method may be needed for specific projects.

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

Forward Pinellas

2019 LOS Analysis with Existing Conditions (DY 2018) Utilizing FDOT 2009 and 2012 General Tables

Facility	Facility Type	Road Type	Juris	Length (miles)	Signals per Mile	LOS Meth.	AADT	Vol.	Physical Capacity	V:Cap Ratio	Def. Flag	Fac. LOS
3 - 1ST AVE N: (3RD ST N -to- 20TH ST N)	SA	3O	SP	1.421	7.178	T	10000	950	2776	0.342	0	C
4 - 1ST AVE N: (20TH ST N -to- 34TH ST N)	SA	3O	SP	1.172	5.812	T	10000	950	3056	0.311	0	C
5 - 1ST AVE N: (34TH ST N -to- 66TH ST N)	SA	3O	SP	2.999	1.539	T	12487	1186	3175	0.374	0	C
9 - 1ST AVE S: (PASADENA AVE -to- 34TH ST S)	SA	3O	SP	3.247	2.084	T	12785	1214	3175	0.382	0	C
10 - 1ST AVE S: (34TH ST S -to- 16TH ST S)	SA	3O	SP	1.505	3.769	T	12000	1140	3056	0.373	0	D
11 - 1ST AVE S: (16TH ST S -to- DR ML KING JR ST S)	SA	4O	SP	0.501	1.998	T	12000	1140	4082	0.279	0	C
12 - 1ST AVE S: (DR ML KING JR ST S -to- 3RD ST S)	SA	3O	SP	0.587	9.224	T	12000	1140	2776	0.411	0	D
30 - 3RD ST N: (CENTRAL AVE -to- 5TH AVE N)	SA	4O	SR	0.438	11.854	T	11500	1092	3900	0.28	0	C
37 - 4TH AVE N: (I-375 RAMP -to- 4TH ST N)	SA	3O	SR	0.213	9.415	T	11500	1092	2988	0.365	0	C
43 - 4TH ST N: (5TH AVE N -to- 30TH AVE N)	SA	4D	SR	1.506	3.895	T	28300	1410	1870	0.754	0	D
44 - 4TH ST N: (30TH AVE N -to- 38TH AVE N)	SA	6D	SR	0.501	3.995	T	33500	1750	2830	0.618	0	D
45 - 4TH ST N: (I-275 -to- GANDY BLVD)	SA	4D	SR	2.552	0.392	T	27554	1439	1960	0.734	0	C
46 - 4TH ST N: (GANDY BLVD -to- 62ND AVE N)	SA	6D	SR	1.795	7.17	T	34333	1724	2830	0.609	0	C
47 - 4TH ST N: (62ND AVE N -to- 38TH AVE N)	SA	6D	SR	1.5	1.503	T	41000	2142	2940	0.729	0	C
48 - 4TH ST N: (5TH AVE N -to- 2ND AVE N)	SA	4O	SR	0.279	10.815	T	13292	1235	3900	0.317	0	C
50 - 4TH ST N: (2ND AVE N -to- 1ST AVE N)	SA	3O	SR	0.099	10.06	T	13000	1235	2988	0.413	0	D
51 - 4TH ST N: (1ST AVE N -to- CENTRAL AVE)	SA	4O	SR	0.06	16.611	T	13000	1235	3900	0.317	0	C
53 - 4TH ST S: (CENTRAL AVE -to- 4TH AVE S)	SA	4O	SR	0.279	14.961	T	13000	1235	3900	0.317	0	C
54 - 4TH ST S: (4TH AVE S -to- 6TH AVE S)	SA	3U	SP	0.198	10.119	T	14750	679	1577	0.431	0	D
55 - 4TH ST S: (6TH AVE S -to- 9TH AVE S)	SA	4D	SP	0.21	4.753	T	16500	862	1530	0.563	0	D
56 - 4TH ST S: (9TH AVE S -to- 18TH AVE S)	NA	4D	SP	0.626	0	T	16500	862	3760	0.229	0	D
57 - 4TH ST S | 6TH ST CONNECTION: (18TH AVE S -to- 39TH AVE S)	SA	4U	SP	1.306	1.581	T	15869	730	1676	0.436	0	D
58 - 4TH ST S | 6TH ST CONNECTION: (39TH AVE S -to- 45TH AVE S)	NA	4U	SP	0.41	0	T	13978	730	3572	0.204	0	D
61 - 5TH AVE N: (4TH ST N -to- DR MLK JR ST N)	SA	2O	SR	0.5	5.292	T	9500	522	2244	0.233	0	C
63 - 5TH AVE N: (DR ML KING JR ST -to- 16TH ST N)	SA	3U	SR	0.502	1.159	T	9900	465	1776	0.262	0	D
65 - 5TH AVE N: (16TH ST N -to- 34TH ST N)	SA	4D	SR	1.503	5.84	T	24000	1254	1870	0.671	0	C
66 - 5TH AVE N: (34TH ST N -to- 49TH ST N)	SA	4D	SR	1.252	2.503	T	23500	1227	1960	0.626	0	C
67 - 5TH AVE N: (49TH ST N -to- TYRONE BLVD)	SA	4D	SR	0.878	4.829	T	28500	1489	1870	0.796	0	C
68 - 5TH AVE N: (TYRONE BLVD -to- 66TH ST N)	SA	4D	SP	0.869	1.151	T	28500	1489	1764	0.844	0	C
69 - 5TH AVE N: (66TH ST N -to- 69TH ST N)	SMC	4D	SP	0.347	2.884	T	9784	511	1216	0.42	0	C
70 - 5TH AVE N: (69TH ST N -to- PARK ST)	NMC	4D	SP	0.709	0	T	9784	511	3760	0.136	0	C
84 - 8TH ST N: (CENTRAL AVE -to- 1ST AVE N)	SA	4O	SP	0.062	16.234	T	8049	764	3726	0.205	0	C
85 - 8TH ST N: (1ST AVE N -to- 9TH AVE N)	SA	3O	SP	0.641	8.633	T	8049	764	2776	0.275	0	C
86 - 8TH ST S: (9TH AVE S -to- 6TH AVE S)	SA	3O	SP	0.215	4.651	T	8049	764	3056	0.25	0	C
87 - 8TH ST S: (6TH AVE S -to- CENTRAL AVE)	SA	4O	SP	0.478	13.347	T	8049	764	3726	0.205	0	C
88 - 9TH AVE N: (34TH ST N -to- 16TH ST N)	SA	4U	SP	1.504	1.509	T	10396	543	1676	0.324	0	C
89 - 9TH AVE N: (16TH ST N -to- DR ML KING JR ST N)	SA	4U	SP	0.499	2.004	T	10396	543	1599	0.34	0	C
91 - 9TH AVE N: (34TH ST N -to- 49TH ST N)	SA	4U	SP	1.256	2.491	T	10396	543	1676	0.324	0	C
94 - 9TH AVE N: (49TH ST N -to- 66TH ST N)	SA	4U	SP	1.744	3.547	T	8764	287	1676	0.171	0	C
95 - 9TH AVE N: (66TH ST N -to- PARK ST)	SMC	2D	SP	1.105	0.915	T	5500	287	601	0.478	0	C
96 - 10TH AVE S | 4TH ST S | 14TH AVE S | 10TH ST S: (MCMULLEN BOOTH RD -to- MAIN ST)	NMC	2U	SH	0.916	0	T	6600	344	1440	0.239	0	D

Facility	Facility Type	Road Type	Juris	Length (miles)	Signals per Mile	LOS Meth.	AADT	Vol.	Physical Capacity	V:Cap Ratio	Def. Flag	Fac. LOS
116 - 16TH ST N: (CENTRAL AVE -to- 5TH AVE N)	SA	4D	SP	0.439	11.053	T	14500	757	1530	0.495	0	D
117 - 16TH ST N: (5TH AVE N -to- 22ND AVE N)	SA	4D	SP	1.002	5.584	T	14500	757	1530	0.495	0	D
118 - 16TH ST N: (22ND AVE N -to- 62ND AVE N)	SA	4D	SP	2.511	2.789	T	7880	411	1683	0.244	0	C
122 - 16TH ST S: (CENTRAL AVE -to- 18TH AVE S)	SA	4D	SP	1.314	7.69	T	9803	512	1530	0.335	0	C
123 - 16TH ST S: (18TH AVE S -to- 22ND AVE S)	SA	2U	SP	0.247	4.052	T	9803	512	774	0.661	0	D
134 - 20TH ST N: (1ST AVE N -to- 5TH AVE N)	SMC	4U	SP	0.379	2.64	T	7485	391	1155	0.339	0	C
138 - 22ND AVE N: (I-275 -to- 34TH ST N)	SA	4D	SP	1.162	2.815	T	31441	1642	1683	0.976	0	C
139 - 22ND AVE N: (34TH ST N -to- 58TH ST N)	SA	4U	SP	2.01	1.551	T	24500	1280	1676	0.764	0	C
140 - 22ND AVE N: (72ND ST N -to- 66TH ST N)	SA	4D	SP	0.677	2.955	T	18500	966	1683	0.574	0	D
141 - 22ND AVE N: (58TH ST N -to- 66TH ST N)	SA	4D	SP	0.999	5.878	T	24500	1280	1764	0.726	0	C
142 - 22ND AVE N: (72ND ST N -to- PARK ST)	SA	2D	SP	0.893	1.12	T	6249	326	832	0.392	0	C
143 - 22ND AVE N: (I-275 -to- 1ST ST N)	SA	4U	SP	1.597	2.718	T	20354	570	1599	0.356	0	C
144 - 22ND AVE NE: (1ST ST N -to- COFFEE POT BLVD)	NMC	2U	SP	0.463	0	T	10916	570	1512	0.377	0	D
145 - 22ND AVE S: (4TH ST S -to- 31ST ST S)	SA	4U	SP	2.245	2.004	T	9365	489	1676	0.292	0	C
146 - 22ND AVE S: (31ST ST S -to- 34TH ST S)	SA	6D	SP	0.253	7.912	T	21500	1123	2313	0.486	0	D
147 - 22ND AVE S: (34TH ST S -to- 58TH ST S)	SA	4U	CR	2.004	2.343	T	21500	1123	1599	0.702	0	D
160 - 28TH ST N: (ROOSEVELT BLVD -to- 118TH AVE N)	SA	6D	CR	0.511	1.116	T	10200	532	2646	0.201	0	C
161 - 28TH ST N: (38TH AVE N -to- HAINES RD)	SA	2U	CR	1.193	3.135	T	7044	368	792	0.465	0	D
162 - 28TH ST N: (118TH AVE N -to- FRONTAGE RD)	NA	4D	CR	2.033	0	T	8117	315	3760	0.084	0	C
163 - 28TH ST N: (HAINES RD -to- 62ND AVE N)	NA	2U	CR	0.311	0	T	7044	368	1440	0.256	0	D
164 - 28TH ST N: (38TH AVE N -to- 22ND AVE N)	SA	2U	SP	1.004	1.992	T	8800	459	774	0.593	0	D
165 - 28TH ST N: (22ND AVE N -to- 9TH AVE N)	SA	2U	SP	0.754	2.988	T	7850	360	774	0.465	0	D
166 - 28TH ST N: (9TH AVE N -to- CENTRAL AVE)	SA	4U	SP	0.688	7.606	T	6900	360	1599	0.225	0	C
182 - 31ST ST S: (22ND AVE S -to- 26TH AVE S)	SA	4D	SP	0.251	3.986	T	10703	559	1683	0.332	0	C
183 - 31ST ST S: (26TH AVE S -to- 54TH AVE S)	SA	2D	SP	1.753	0.427	T	10703	559	832	0.672	0	D
184 - 31ST ST S: (54TH AVE S -to- PINELLAS POINT DR)	SA	4D	SP	0.708	1.412	T	10703	559	1764	0.317	0	C
196 - 38TH AVE N: (I-275 -to- 34TH ST N)	SA	4D	CR	1.037	1.952	T	30049	1570	1764	0.89	0	C
197 - 38TH AVE N: (I-275 -to- 4TH ST N)	SA	4D	CR	1.471	3.155	T	26787	888	1683	0.528	0	D
198 - 38TH AVE N: (34TH ST N -to- 49TH ST N)	SA	4D	CR	1.257	2.65	T	30049	1570	1683	0.933	0	C
199 - 38TH AVE N: (49TH ST N -to- 66TH ST N)	SA	4D	CR	1.749	1.168	T	19023	993	1764	0.563	0	C
200 - 38TH AVE N: (66TH ST N -to- TYRONE BLVD)	SA	4D	CR	1.26	1.648	T	19023	993	1764	0.563	0	C
203 - 40TH AVE N | 38TH AVE N: (4TH ST N -to- 1ST ST N)	SA	4U	SP	0.284	3.52	T	17000	888	1599	0.555	0	D
204 - 40TH AVE NE: (1ST ST N -to- SHORE ACRES BLVD)	NA	2D	SP	1.567	0	T	17000	888	1512	0.587	0	F
210 - 43RD ST N: (78TH AVE N -to- 82ND AVE N)	NC	2U	PP	0.25	0	T	3627	189	1440	0.131	0	C
211 - 43RD ST N: (78TH AVE N -to- PARK BLVD)	SMC	2D	PP	0.251	3.982	T	3627	189	587	0.322	0	C
212 - 43RD ST N: (PARK BLVD -to- 70TH AVE N)	SMC	2D	PP	0.252	3.964	T	2946	153	587	0.261	0	C
216 - 46TH AVE N: (PARK ST -to- 66TH ST N)	SMC	2U	CR	1.554	1.058	T	6500	339	572	0.593	0	D
217 - 46TH AVE N: (49TH ST N -to- 66TH ST N)	SMC	2U	CR	1.748	1.78	T	5166	235	572	0.411	0	C
220 - 49TH ST N: (SR 688/ULMERTON RD -to- BRYAN DAIRY RD/118TH AVE N)	SA	6D	CR	1.025	1.952	T	39500	2063	2646	0.78	0	C
221 - 49TH ST N: (CENTRAL AVE -to- 22ND AVE N)	SA	4U	CR	1.438	6.124	T	16455	859	1599	0.537	0	D
222 - 49TH ST N: (BRYAN DAIRY RD -to- 94TH AVE N)	SA	6D	CR	1.485	1.914	T	27769	1315	2547	0.516	0	C
223 - 49TH ST N: (94TH AVE N -to- PARK BLVD)	SA	6D	CR	1.254	3.489	T	38266	1856	2547	0.729	0	C
224 - 49TH ST N: (SR 688/ULMERTON RD -to- 144TH AVE N)	SA	6D	CR	0.616	3.354	T	39500	2063	2547	0.81	0	C
225 - 49TH ST N: (PARK BLVD -to- 54TH AVE N)	SA	6D	CR	1.253	2.648	T	46500	2429	2547	0.954	0	C
226 - 49TH ST N: (144TH AVE N -to- SR 686/ ROOSEVELT BLVD)	NA	6D	CR	0.518	0	T	39500	2063	5650	0.365	0	C
227 - 49TH ST N: (54TH AVE N -to- 38TH AVE N)	SA	6D	CR	1.008	1.984	T	20412	1066	2646	0.403	0	C
228 - 49TH ST N: (38TH AVE N -to- 22ND AVE N)	SA	4U	CR	1.185	2.095	T	20412	1066	1676	0.636	0	D
229 - 49TH ST S: (CENTRAL AVE -to- GULFPORT BLVD)	SA	4D	GP	1.559	5.057	T	16492	859	1599	0.537	0	D
231 - 52ND ST N: (PARK BLVD | 74TH AVE N -to- 70TH AVE N)	NC	2U	PP	0.252	0	T	2431	127	1440	0.088	0	C
232 - 52ND ST N: (PARK BLVD | 74TH AVE N -to- 82ND AVE N)	SC	2U	PP	0.502	3.988	T	4508	235	559	0.42	0	C
233 - 52ND ST N: (82ND AVE N -to- 94TH AVE N)	NC	2U	PP	0.754	0	T	2358	123	1440	0.085	0	C

Facility	Facility Type	Road Type	Juris	Length (miles)	Signals per Mile	LOS Meth.	AADT	Vol.	Physical Capacity	V:Cap Ratio	Def. Flag	Fac. LOS
236 - 54TH AVE N: (US 19 -to- HAINES RD)	SA	4U	CR	0.659	4.194	T	20500	1071	1599	0.67	0	C
237 - 54TH AVE N: (HAINES RD -to- I-275 RAMP E)	SA	6D	CR	0.343	5.851	T	20500	1071	2313	0.463	0	D
238 - 54TH AVE N: (I-275 RAMP E -to- 4TH ST N)	SA	4D	CR	1.516	1.979	T	20500	1071	1764	0.607	0	D
241 - 54TH AVE N: (US 19 -to- 49TH ST N)	SA	4U	CR	1.25	1.77	T	17075	892	1676	0.532	0	D
242 - 54TH AVE N: (ALT US 19/SEMINOLE BLVD -to- DUHME RD)	SMC	2D	CR	0.508	1.969	T	7357	384	601	0.639	0	D
243 - 54TH AVE N: (49TH ST N -to- 66TH ST N)	SA	4D	CR	1.747	2.889	T	16268	836	1683	0.497	0	D
244 - 54TH AVE N: (66TH ST N -to- PARK ST)	SA	4D	CR	1.558	1.968	T	16000	836	1764	0.474	0	C
245 - 54TH AVE S: (DR MLK JR ST S -to- 31ST ST S)	SA	4D	SP	1.761	1.765	T	22466	977	1764	0.554	0	C
246 - 54TH AVE S: (34TH ST S -to- 31ST ST S)	SA	4D	SP	0.249	8.523	T	30000	1567	1530	1.024	0	F
260 - 58TH ST N: (70TH AVE N -to- 54TH AVE N)	SMC	2U	CR	1.001	1.999	T	5300	276	559	0.494	0	C
261 - 58TH ST N: (CENTRAL AVE -to- 5TH AVE N)	SA	4D	SP	0.435	9.509	T	19399	1013	1530	0.662	0	D
262 - 58TH ST N: (54TH AVE N -to- 38TH AVE N)	SMC	2U	CR	1.043	3.256	T	5300	276	559	0.494	0	C
263 - 58TH ST N: (5TH AVE N -to- 22ND AVE N)	SA	4D	SP	1.003	3.323	T	19399	1013	1683	0.602	0	D
264 - 58TH ST N: (38TH AVE N -to- 22ND AVE N)	SA	4D	SP	1.006	1.989	T	10077	526	1764	0.298	0	C
265 - 58TH ST S: (CENTRAL AVE -to- 11TH AVE S)	SA	4D	GP	0.808	8.919	T	15199	574	1599	0.359	0	C
267 - 58TH ST S: (11TH AVE S -to- GULFPORT BLVD)	SA	2U	GP	0.751	2.993	T	11000	574	774	0.742	0	D
271 - 60TH ST N: (78TH AVE N -to- 110TH AVE N)	NC	2U	PP	2.005	0	T	2718	142	1440	0.099	0	C
274 - 62ND AVE N: (US 19 -to- 49TH ST N)	SA	2U	CR	1.242	0.805	T	13497	705	792	0.89	0	E
275 - 62ND AVE N: (49TH ST N -to- 66TH ST N)	SA	2U	CR	1.748	1.789	T	7430	388	792	0.49	0	C
276 - 62ND AVE N: (US 19 -to- 16TH ST N)	SA	4U	CR	1.495	2.854	T	20000	1045	1599	0.654	0	C
277 - 62ND AVE N: (66TH ST N -to- 71ST ST N)	SMC	2U	CR	0.503	1.989	T	3703	193	572	0.337	0	C
278 - 62ND AVE N: (16TH ST N -to- 1ST ST N)	SA	4D	CR	1.263	2.638	T	16000	731	1683	0.434	0	C
280 - 62ND AVE N: (1ST ST N -to- BAYOU GRANDE BLVD)	NA	4D	SP	1.533	0	T	14000	731	3760	0.194	0	D
281 - 62ND AVE S: (PINELLAS PT DR -to- DR MARTIN LUTHER KING ST S)	SMC	2U	SP	1.447	2.084	T	6322	330	559	0.59	0	C
288 - 62ND ST N: (102ND AVE N -to- 110 AVE N)	NC	2U	PP	0.499	0	T	1125	58	1440	0.04	0	C
296 - 66TH ST N: (BRYAN DAIRY RD -to- PARK BLVD)	SA	6D	SR	2.317	2.623	T	37100	1907	2830	0.674	0	C
297 - 66TH ST N: (PARK BLVD -to- 54TH AVE N)	SA	6D	SR	1.254	2.654	T	39500	2063	2830	0.729	0	C
299 - 66TH ST N: (54TH AVE N -to- 38TH AVE N)	SA	6D	SR	1.006	1.988	T	39000	2037	2940	0.693	0	C
300 - 66TH ST N: (PASADENA AVE -to- TYRONE BLVD)	SA	6D	SR	1.279	4.965	T	39833	2037	2570	0.793	0	C
301 - 66TH ST N: (BRYAN DAIRY RD -to- ULMERTON RD)	SA	6D	SR	1.438	2.096	T	34500	1802	2830	0.637	0	C
302 - 66TH ST N: (TYRONE BLVD -to- 38TH AVE N)	SA	6D	SR	0.958	3.62	T	39000	2037	2830	0.72	0	C
303 - 66TH ST N: (ULMERTON RD -to- US 19)	SA	4D	SR	0.95	2.109	T	34000	1776	1870	0.95	0	C
306 - 70TH AVE N: (US 19 -to- 49TH ST N)	SA	4U	PP	1.139	1.786	T	10135	523	1676	0.312	0	C
307 - 70TH AVE N: (49TH ST N -to- 58TH ST N)	SA	4U	PP	0.763	1.311	T	7794	407	1676	0.243	0	C
308 - 70TH AVE N: (58TH ST N -to- 66TH ST N)	SA	2D	PP	0.983	0.636	T	5584	291	832	0.35	0	C
310 - 71ST ST N: (PARK BLVD -to- 70TH AVE N)	NA	6D	CR	0.253	0	T	17403	909	5650	0.161	0	C
312 - 71ST ST N: (70TH AVE N -to- 54TH AVE N)	SA	4D	CR	1.004	1.992	T	12712	419	1683	0.249	0	C
313 - 71ST ST N: (54TH AVE N -to- 38TH AVE N)	SA	2U	CR	1.004	1.993	T	8022	419	774	0.541	0	D
322 - 78TH AVE N: (US 19 -to- 49TH ST N)	SC	2D	PP	0.837	1.002	T	6648	347	601	0.577	0	D
323 - 78TH AVE N: (49TH ST N -to- 66TH ST N)	SMC	2D	PP	1.75	2.232	T	6922	260	601	0.433	0	C
324 - 78TH AVE N: (66TH ST N -to- BELCHER RD)	SMC	2U	PP	0.506	1.977	T	3926	205	572	0.358	0	C
325 - 82ND AVE N: (US 19 -to- 49TH ST N)	SMC	2U	PP	0.681	1.47	T	5212	272	572	0.476	0	C
326 - 82ND AVE N: (49TH ST N -to- 66TH ST N)	SMC	2D	PP	1.75	0.447	T	4683	230	601	0.383	0	C
327 - 82ND AVE N: (66TH ST N -to- BELCHER RD)	NC	2U	PP	0.507	0	T	1231	64	1440	0.044	0	C
334 - 86TH AVE N: (SEMINOLE BLVD -to- DUHME RD/113TH ST N)	SMC	2U	CR	0.501	1.996	T	4455	232	559	0.415	0	C
335 - 86TH AVE N: (DUHME RD/113TH ST N -to- OAKHURST RD)	SMC	2U	CR	2.007	1.338	T	6307	329	572	0.575	0	C
349 - 94TH AVE N: (49TH ST N -to- 66TH ST N)	SMC	2D	PP	1.754	0.443	T	5957	311	601	0.517	0	C
361 - 102ND AVE N: (66TH ST N -to- US 19)	NMC	2D	PP	1.681	0	T	6610	161	1512	0.106	0	C
362 - 102ND AVE N: (ALT US 19 -to- 113TH ST N)	SA	4D	CR	0.506	1.975	T	25545	1334	1764	0.756	0	D
363 - 102ND AVE N: (113TH ST N -to- RIDGE RD)	NA	4D	CR	0.18	0	T	25545	1334	3760	0.355	0	D
364 - 102ND AVE N: (RIDGE RD -to- VONN RD)	SA	2U	CR	1.332	2.008	T	18181	757	792	0.956	0	F

Facility	Facility Type	Road Type	Juris	Length (miles)	Signals per Mile	LOS Meth.	AADT	Vol.	Physical Capacity	V:Cap Ratio	Def. Flag	Fac. LOS
365 - 102ND AVE N: (VONN RD -to- 137TH ST N)	NA	2U	CR	0.506	0	T	14500	757	1440	0.526	0	F
366 - 102ND AVE N: (137TH ST N -to- OAKHURST RD)	SA	4D	CR	0.249	4.01	T	14500	757	1683	0.45	0	D
367 - 102ND AVE N: (OAKHURST RD -to- HAMLIN BLVD)	NA	4D	CR	0.504	0	T	14500	757	3760	0.201	0	D
373 - 110TH AVE N: (43RD ST N -to- 49TH ST N)	SMC	2U	PP	0.5	2.002	T	5202	271	572	0.474	0	C
374 - 110TH AVE N: (49TH ST N -to- US 19)	SMC	2U	PP	0.412	2.428	T	5118	267	572	0.467	0	C
375 - 110TH AVE N: (US 19 -to- 62ND ST)	NC	2U	PP	0.839	0	T	2456	58	1440	0.04	0	C
376 - 113TH ST N: (ULMERTON RD -to- 102ND AVE N)	SA	4D	CR	2.01	0.995	T	21000	1097	1764	0.622	0	C
378 - 118TH AVE N: (BELCHER RD -to- 66TH ST N)	SC	2U	CR	1.054	1.9	T	4412	230	572	0.402	0	C
381 - 118TH AVE N: (62ND ST N -to- 66TH ST N)	SC	2U	CR	0.517	1.934	T	4127	215	572	0.376	0	C
388 - 125TH ST N: (PARK BLVD -to- 102ND AVE N)	SC	2U	CR	1.506	1.488	T	3617	189	572	0.33	0	C
410 - 142ND AVE N: (66TH ST N -to- BELCHER RD)	SMC	2U	CR	1.02	0.98	T	8700	454	572	0.794	0	D
421 - ALDERMAN RD: (ALT US 19 -to- US 19)	SA	4D	CR	2.013	1.667	T	16500	757	1764	0.429	0	D
422 - ALDERMAN RD: (US 19 -to- HIGHLANDS BLVD)	NMC	2U	CR	1.186	0	T	11400	595	1440	0.413	0	C
425 - ALT US 19/BAY PINES BLVD: (W END OF BRIDGE -to- PARK ST)	SA	4D	SR	0.92	0.984	T	47000	2455	1960	1.253	0	F
426 - ALT US 19/BAY PINES BLVD: (W END OF BRIDGE -to- 100TH WY)	SA	6D	SR	0.64	3.721	T	39500	2063	2830	0.729	0	C
427 - ALT US 19 | BAY PINES BLVD: (100TH WY -to- SEMINOLE BLVD)	NA	6D	SR	0.543	0	T	39500	2063	5650	0.365	0	C
428 - ALT US 19 | BAYSHORE BLVD: (SKINNER BLVD -to- CURLEW RD)	SA	2D	SR	2.415	1.792	T	21150	1034	924	1.119	0	F
429 - ALT US 19 | BAYSHORE BLVD: (CURLEW RD -to- TAMPA RD)	SA	2D	SR	1.467	0.354	T	19033	903	924	0.977	0	F
430 - ALT US 19 | BROADWAY: (MAIN ST -to- SKINNER BLVD)	SA	2U	SR	0.256	3.914	T	19800	1034	860	1.202	0	F
431 - ALT US 19 | CHESTNUT ST: (MYRTLE AVE -to- COURT ST)	NA	3O	SR	0.185	0	T	17000	1615	6780	0.238	0	D
432 - ALT US 19/COURT ST: (CHESTNUT ST -to- FT HARRISON AVE)	SA	4O	SR	0.454	4.469	T	14500	1377	4536	0.304	0	C
433 - ALT US 19/COURT ST: (CHESTNUT ST -to- MISSOURI AVE)	SA	4D	SR	0.318	1.972	T	33000	1724	1870	0.922	0	F
434 - ALT US 19 | EDGEWATER DR: (MYRTLE AVE -to- BROADWAY AVE)	SA	2U	SR	2.041	0.996	T	15325	773	880	0.878	0	E
435 - ALT US 19 | MISSOURI AVE: (COURT ST -to- BELLEAIR RD)	SA	6D	SR	1.511	3.975	T	26250	1332	2830	0.471	0	C
436 - ALT US 19 | MISSOURI AVE: (BELLEAIR RD -to- E BAY DR)	SA	6D	SR	1.532	3.507	T	30700	1384	2830	0.489	0	C
437 - ALT US 19 | MYRTLE AVE: (CHESTNUT ST -to- DREW ST)	SA	4U	SR	0.5	7.039	T	14100	736	1577	0.467	0	D
438 - ALT US 19 | MYRTLE AVE: (DREW ST -to- FAIRMONT ST)	SA	4U	SR	0.981	5.681	T	12025	621	1776	0.35	0	C
439 - ALT US 19 | MYRTLE AVE: (FAIRMONT ST -to- EDGEWATER DR)	NA	2U	SR	0.098	0	T	12151	634	1440	0.44	0	D
440 - ALT US 19 | PALM HARBOR BLVD: (TAMPA RD -to- ALDERMAN RD)	SA	2D	SR	1.812	0.604	T	21500	1123	924	1.215	0	F
441 - ALT US 19/PALM HARBOR BLVD: (ALDERMAN RD -to- KLOSTERMAN RD)	SA	2D	SR	2.203	0.247	T	17800	930	924	1.006	0	F
442 - ALT US 19 | PINELLAS AVE: (KLOSTERMAN RD -to- MERES BLVD)	SA	2U	SR	1.043	0.976	T	16300	851	880	0.967	0	D
443 - ALT US 19 | PINELLAS AVE: (MERES BLVD -to- TARPON AVE)	SA	2D	SR	0.595	7.141	T	16300	851	830	1.025	0	F
444 - ALT US 19/PINELLAS AVE: (TARPON AVE -to- ANCLOTE AVE)	SA	2U	SR	1.98	3.52	T	16460	809	880	0.919	0	F
445 - ALT US 19 | SEMINOLE BLVD: (BAY PINES BLVD -to- PARK BLVD)	SA	6D	SR	1.651	2.96	T	36500	1907	2830	0.674	0	C
446 - ALT US 19 | SEMINOLE BLVD: (PARK BLVD -to- 102ND AVE N)	SA	6D	SR	1.766	2.934	T	37833	1854	2940	0.631	0	C
447 - ALT US 19 | SEMINOLE BLVD: (102ND AVE N -to- ULMERTON RD)	SA	6D	SR	2.027	2.777	T	35200	1776	2830	0.628	0	C
448 - ALT US 19 | SEMINOLE BLVD: (ULMERTON RD -to- E BAY DR)	SA	6D	SR	1.517	1.323	T	33666	1724	2940	0.586	0	C
449 - ALT US 19 | TYRONE BLVD: (5TH AVE N -to- 9TH AVE N)	SA	4D	SR	0.253	3.96	T	20500	1071	1870	0.573	0	C
450 - ALT US 19 | TYRONE BLVD: (9TH AVE N -to- 66TH ST N)	SA	4D	SR	1.18	4.564	T	34000	1776	1960	0.906	0	C
451 - ALT US 19 | TYRONE BLVD: (66TH ST N -to- 38TH AVE N)	SA	4D	SR	1.586	1.63	T	33500	1750	1960	0.893	0	C
452 - ALT US 19 | TYRONE BLVD: (38TH AVE N -to- PARK ST)	SA	6D	SR	0.36	2.776	T	39000	2037	2830	0.72	0	C
453 - ANCLOTE BLVD: (ANCLOTE RD -to- ALT US 19)	SMC	2U	CR	2.051	0.354	T	7500	391	572	0.684	0	C
454 - ANCLOTE RD: (ALT US 19 -to- ANCLOTE BLVD)	NC	2U	CR	1.897	0	T	3600	188	1440	0.131	0	C
470 - BAYSHORE BLVD: (SR 60 -to- MAIN ST)	NMC	2U	CL	2.345	0	T	7996	417	1440	0.29	0	D
476 - BAYSIDE BRIDGE: (SR 686 | ROOSEVELT BLVD -to- GULF-TO-BAY BLVD)	NA	6D	CR	3.564	0	T	60437	3157	5650	0.559	0	F
487 - BECKETT WAY: (US 19 -to- OLD DIXIE HWY)	SC	2U	CR	0.501	1.998	T	4300	224	559	0.401	0	C
489 - BELCHER RD: (BRYAN DAIRY RD -to- PARK BLVD)	SA	6D	CR	1.516	2.477	T	23500	1227	2547	0.482	0	C
490 - BELCHER RD: (BRYAN DAIRY RD -to- ULMERTON RD)	SA	6D	CR	2.434	1.597	T	23500	1227	2646	0.464	0	C
491 - BELCHER RD: (ULMERTON RD -to- EAST BAY DR)	SA	6D	CR	1.526	1.474	T	25500	1332	2646	0.503	0	C
492 - BELCHER RD: (EAST BAY DR -to- BELLEAIR RD)	SA	4D	CR	1.522	1.469	T	21000	1097	1764	0.622	0	C
493 - BELCHER RD: (BELLEAIR RD -to- GULF-TO-BAY BLVD)	SA	4D	CR	1.516	4.886	T	21000	1097	1683	0.652	0	D

Facility	Facility Type	Road Type	Juris	Length (miles)	Signals per Mile	LOS Meth.	AADT	Vol.	Physical Capacity	V:Cap Ratio	Def. Flag	Fac. LOS
494 - BELCHER RD: (GULF-TO-BAY BLVD -to- NE COACHMAN RD)	SA	4U	CR	0.805	4.018	T	25000	1306	1599	0.817	0	D
495 - BELCHER RD: (NE COACHMAN RD -to- SUNSET POINT RD)	SA	4D	CR	1.222	1.034	T	25323	1306	1764	0.74	0	C
496 - BELCHER RD: (SUNSET POINT RD -to- COUNTRYSIDE BLVD)	SA	6D	CR	1.349	2.463	T	25646	1340	2547	0.526	0	C
497 - BELCHER RD: (COUNTRYSIDE BLVD -to- CURLEW RD)	SA	4D	CR	2.946	1.452	T	19849	1013	1764	0.574	0	C
498 - BELCHER RD: (CURLEW RD -to- TAMPA RD)	SA	4D	CR	1.291	0.645	T	19099	997	1764	0.565	0	C
499 - BELCHER RD: (TAMPA RD -to- ALDERMAN RD)	SA	4D	CR	1.805	1.121	T	24000	1254	1764	0.711	0	C
500 - BELCHER RD: (ALDERMAN RD -to- KLOSTERMAN RD)	SA	4D	CR	2.135	0.455	T	18500	966	1764	0.548	0	C
501 - BELLEAIR BEACH CSWY: (INDIAN ROCKS RD -to- GULF BLVD)	SA	2D	CR	1.675	0.597	T	17500	914	832	1.099	0	F
502 - BELLEAIR RD: (CLEARWATER LARGO RD -to- MISSOURI AVE)	SMC	2U	CR	0.626	2.63	T	8600	449	559	0.803	0	D
503 - BELLEAIR RD: (MISSOURI AVE -to- KEENE RD)	SMC	2U	CR	1.523	2.402	T	8600	449	572	0.785	0	D
504 - BELLEAIR RD: (US 19 -to- KEENE RD)	SA	2U	CR	1.969	1.016	T	16000	836	792	1.056	0	F
505 - BELLEVIEW BLVD: (CLWTR-LARGO RD -to- INDIAN ROCKS RD)	NMC	2U	BL	0.249	0	T	8800	459	1440	0.319	0	D
506 - BELTREES ST: (EDGEWATER DR -to- PATRICIA AVE)	SC	2U	DN	1.027	3.193	T	2306	120	559	0.215	0	C
507 - BELTREES ST | SCOTSDALE ST: (KEENE RD -to- PATRICIA AVE)	SC	2U	DN	0.858	1.166	T	1408	73	572	0.128	0	C
511 - BLIND PASS RD: (75TH AVE/COREY AVE -to- W GULF BL)	SA	4D	SR	1.392	1.705	T	17100	851	1960	0.434	0	D
517 - BRYAN DAIRY RD: (BELCHER RD -to- STARKEY RD)	SA	6D	CR	1.026	4.566	T	55000	2873	2547	1.128	0	F
518 - BRYAN DAIRY RD: (STARKEY RD -to- 98TH ST N)	SA	6D	CR	0.964	2.163	T	37310	1949	2646	0.737	0	C
519 - BRYAN DAIRY RD: (98TH ST N -to- ALT 19)	SA	4D	CR	0.755	1.325	T	37310	1949	1764	1.105	0	F
520 - BRYAN DAIRY RD/118TH AVE N: (28TH ST N -to- 34TH ST N)	SA	4D	CR	0.5	4.005	T	14605	763	1683	0.453	0	C
521 - BRYAN DAIRY RD/118TH AVE N: (US 19 -to- BELCHER RD)	SA	6D	CR	2.15	0.43	T	46792	1672	2646	0.632	0	C
522 - BRYAN DAIRY RD | 118TH AVE N: (34TH ST N -to- 40TH ST N)	NA	4D	CR	0.493	0	T	32000	1672	3760	0.445	0	C
523 - BRYAN DAIRY RD | 118TH AVE N: (40TH ST N -to- 49TH ST N)	SA	6D	CR	0.764	1.139	T	42950	2244	2646	0.848	0	C
526 - CENTRAL AVE: (34TH ST N -to- 58TH ST N)	SA	4D	CR	2.009	2.669	T	12310	643	1683	0.382	0	C
527 - CENTRAL AVE: (58TH ST N -to- PARK ST)	SA	4D	CR	1.763	3.148	T	16103	643	1683	0.382	0	C
528 - CENTRAL AVE: (34TH ST N -to- 31ST ST N)	SA	4U	SP	0.252	8.41	T	9300	485	1454	0.334	0	C
529 - CENTRAL AVE: (31ST ST N -to- 3RD ST N)	SA	2U	SP	2.341	5.987	T	5953	267	774	0.345	0	C
533 - CHESTNUT ST: (COURT ST CONNECTION -to- FT HARRISON AVE)	SA	2O	SR	0.205	9.785	T	17000	1615	1992	0.811	0	D
534 - CHESTNUT ST: (FT HARRISON AVE -to- MYRTLE AVE)	SA	4O	SR	0.252	3.97	T	17000	1615	4536	0.356	0	D
538 - CLEARWATER-LARGO RD: (BELLEAIR RD -to- W BAY DR)	SA	4D	LA	1.556	2.857	T	22125	783	1683	0.465	0	D
539 - CLEARWATER-LARGO RD: (W BAY DR -to- ULMERTON RD)	SA	6D	CR	1.529	2.076	T	24500	1280	2646	0.484	0	D
542 - CLEVELAND ST: (MYRTLE AVE -to- MISSOURI AVE)	SA	2D	CL	0.505	3.962	T	5100	266	813	0.327	0	C
543 - CLEVELAND ST: (MISSOURI AVE -to- GULF-TO-BAY BLVD)	SA	4D	CL	0.465	2.151	T	3310	172	1683	0.102	0	C
549 - COMMERCE BLVD: (TAMPA RD -to- DOUGLAS RD)	NMC	2U	OLD	0.182	0	T	6700	350	1440	0.243	0	D
555 - COREY CSWY/75TH AVE: (GULF BLVD -to- SHORE DR)	SA	4D	SR	1.043	6.095	T	23900	1045	1615	0.647	0	D
556 - CORONADO DR: (ROUNDABOUT -to- HAMDEN DR)	SA	2D	CL	0.647	11.36	T	5624	293	774	0.379	0	C
558 - COUNTRYSIDE BLVD: (BELCHER RD -to- US 19)	SA	4D	CL	0.526	4.616	T	20431	1067	1683	0.634	0	C
559 - COUNTRYSIDE BLVD: (US 19 -to- SR 580)	SA	6D	CL	0.785	3.082	T	20431	1067	2547	0.419	0	C
560 - COUNTRYSIDE BLVD: (SR 580 -to- N SIDE DR)	NA	4D	CL	1.387	0	T	11500	600	3760	0.16	0	C
561 - COUNTRYSIDE BLVD: (N SIDE DR -to- CURLEW RD)	SA	2U	CL	0.875	1.142	T	11500	600	792	0.758	0	D
562 - COUNTRYSIDE BLVD: (CURLEW RD -to- LAKE ST GEORGE DR)	SC	2U	CR	0.354	2.823	T	4364	228	559	0.408	0	C
564 - COURT ST: (MISSOURI AVE -to- HIGHLAND AVE)	SA	4D	SR	0.755	2.982	T	38000	1985	1870	1.061	0	D
565 - COURT ST: (FT HARRISON AVE -to- OAK AVE)	SA	3O	SR	0.105	9.533	T	14500	1377	2988	0.461	0	D
566 - COURT ST: (OAK AVE -to- CHESTNUT ST CONNECTION)	NA	2O	SR	0.041	0	T	14500	1377	4512	0.305	0	D
568 - COURTNEY CAMPBELL CSWY: (HILLSBOROUGH CL -to- BAYSHORE BLVD)	SA	4D	SR	3.554	1.313	T	64000	3344	1960	1.706	0	F
569 - CR 1: (SR 580 -to- CURLEW RD)	SA	4D	CR	2.032	2.145	T	20059	1048	1764	0.594	0	D
570 - CR 1 | OMAHA ST: (CURLEW RD -to- TAMPA RD)	SA	4D	CR	1.397	0.6	T	13500	705	1764	0.4	0	D
571 - CR 1 | OMAHA ST: (TAMPA RD -to- NEBRASKA AVE)	SA	2D	CR	0.751	1.002	T	10482	390	832	0.469	0	D
572 - CR 1 | OMAHA ST: (NEBRASKA AVE -to- ALDERMAN RD)	SA	2D	CR	1.005	2.334	T	7464	390	832	0.469	0	D
574 - CR 296 CONNECTOR: (GATEWAY EXPRESS -to- I-275)	NA	4G	SR	0.985	0	T	42027	2195	3760	0.584	0	F
580 - CR 611 BYPASS: (SOUTH SPLIT -to- NORTH SPLIT)	NA	4D	CR	0.888	0	T	35500	1854	3760	0.493	0	F
589 - CURLEW RD: (SR 584 | TAMPA RD -to- MCMULLEN BOOTH RD)	SA	6D	SR	0.939	4.112	T	18800	982	2830	0.347	0	C

Facility	Facility Type	Road Type	Juris	Length (miles)	Signals per Mile	LOS Meth.	AADT	Vol.	Physical Capacity	V:Cap Ratio	Def. Flag	Fac. LOS
590 - CURLEW RD: (MCMULLEN BOOTH RD -to- US 19)	SA	6D	SR	1.805	2.678	T	36166	1854	2940	0.631	0	C
591 - CURLEW RD: (US 19 -to- CR 1 | OMAHA ST)	SA	4D	SR	1.283	1.612	T	29000	1332	1960	0.68	0	C
592 - CURLEW RD: (CR 1 | OMAHA ST -to- ALT 19)	SA	2D	SR	1.282	0.78	T	14200	741	924	0.802	0	D
602 - DIXIE HWY: (ALT US 19 -to- BECKETT WAY)	NC	2U	CR	0.561	0	T	4300	224	1440	0.156	0	C
603 - DIXIE HWY: (BECKETT WAY -to- PASCO CO LINE)	NC	2U	CR	0.398	0	T	4300	224	1440	0.156	0	C
607 - DOUGLAS AVE: (STEVENSONS CREEK -to- SUNSET POINT RD)	SMC	4U	CL	0.482	4.673	T	3752	196	1155	0.17	0	C
608 - DOUGLAS AVE: (SUNSET POINT RD -to- UNION ST)	NMC	4U	CR	0.509	0	T	3752	196	3572	0.055	0	C
609 - DOUGLAS AVE: (UNION ST -to- BELTREES ST)	SMC	2D	DN	0.506	1.861	T	3752	196	601	0.326	0	C
610 - DOUGLAS AVE: (BELTREES ST -to- MAIN ST)	SMC	2U	DN	0.478	2.09	T	4072	212	559	0.379	0	C
611 - DOUGLAS AVE: (MAIN ST -to- SKINNER BLVD)	NMC	2U	DN	0.282	0	T	4072	212	1440	0.147	0	C
613 - DOUGLAS RD: (COMMERCE BLVD -to- RACE TRACK RD)	SMC	2U	OLD	0.962	1.04	T	6700	350	572	0.612	0	D
614 - DR MARTIN LUTHER KING JR ST N: (9TH AVE N -to- CENTRAL AVE)	SA	4O	SP	0.69	13.833	T	9231	876	3726	0.235	0	C
615 - DR MARTIN LUTHER KING JR ST N: (9TH AVE N -to- 22ND AVE N)	SA	4D	SP	0.753	0.727	T	13615	482	1676	0.288	0	C
616 - DR MARTIN LUTHER KING JR ST N: (I-275 -to- GANDY BLVD)	SA	4D	CR	2.108	2.518	T	14750	522	1764	0.296	0	C
617 - DR MARTIN LUTHER KING JR ST N: (22ND AVE N -to- 38TH AVE N)	SA	4D	SP	1.022	3.231	T	17700	924	1683	0.549	0	D
618 - DR MARTIN LUTHER KING JR ST N: (GANDY BLVD -to- 62ND AVE N)	SA	4D	SP	2.312	3.564	T	19500	1018	1683	0.605	0	C
619 - DR MARTIN LUTHER KING JR ST N: (62ND AVE N -to- 38TH AVE N)	SA	4D	SP	1.482	1.51	T	18600	924	1764	0.524	0	D
621 - DR MLK JR ST S: (CENTRAL AVE -to- 8TH ST S)	SA	4O	SP	0.656	12.259	T	10932	876	3726	0.235	0	C
622 - DR MARTIN LUTHER KING JR ST S: (8TH ST S -to- 26TH AVE S)	SA	4D	SP	1.153	3.311	T	15186	793	1683	0.471	0	D
623 - DR MARTIN LUTHER KING JR ST S: (26TH AVE S -to- 45TH AVE S)	NA	4D	SP	1.283	0	T	13576	625	3572	0.175	0	C
624 - DR MARTIN LUTHER KING JR ST S: (45TH AVE S -to- 62ND AVE S)	SA	4U	SP	1.02	4.615	T	11967	625	1599	0.391	0	C
627 - DREW ST: (MCMULLEN BOOTH RD -to- US 19)	SA	4D	CL	1.283	3.221	T	22500	1175	1683	0.698	0	D
628 - DREW ST: (FT HARRISON AVE -to- MISSOURI AVE)	SA	4U	CL	0.754	3.981	T	10389	259	1776	0.146	0	C
629 - DREW ST: (US 19 -to- NE COACHMAN RD)	SA	4D	CR	1.405	2.589	T	32166	1175	1683	0.698	0	C
630 - DREW ST: (MISSOURI AVE -to- HIGHLAND AVE)	SA	4U	SR	0.756	3.014	T	19400	1013	1776	0.57	0	C
631 - DREW ST: (HIGHLAND AVE -to- N SATURN AVE)	SA	4U	SR	0.634	1.306	T	25000	1306	1862	0.701	0	C
632 - DREW ST: (N SATURN AVE -to- NE COACHMAN RD)	SA	4D	SR	0.738	7.156	T	24166	1175	1870	0.628	0	C
636 - DRUID RD: (US 19 -to- BELCHER RD)	SMC	2D	CL	1.009	0.991	T	6674	348	601	0.579	0	C
637 - DRUID RD: (BELCHER RD -to- KEENE RD)	SMC	2U	CL	1.007	1.987	T	6674	348	572	0.608	0	D
638 - DRUID RD: (KEENE RD -to- HIGHLAND AVE ')	SMC	2U	CL	0.774	2.938	T	6674	348	559	0.623	0	D
641 - DUHME RD | 113TH ST: (WELCH CSWY -to- PARK BLVD)	SA	6D	CR	2.219	2.908	T	16564	705	2646	0.266	0	C
642 - DUHME RD | 113TH ST: (PARK BLVD -to- 86TH AVE N)	SA	6D	CR	0.614	6.001	T	19629	1025	2547	0.402	0	C
643 - DUHME RD | 113TH ST: (86TH AVE N -to- 102ND AVE N)	SA	4D	CR	1.016	1.986	T	21000	1097	1764	0.622	0	C
645 - DUNEDIN CSWY BLVD: (DRAWBRIDGE -to- ALT US 19)	SA	4D	CR	0.861	1.162	T	9843	514	1764	0.291	0	C
646 - EAST LAKE RD: (NORTH SPLIT -to- WOODLANDS BLVD)	SA	6D	CR	0.657	1.523	T	63500	3317	2646	1.254	0	F
647 - EAST LAKE RD: (WOODLANDS BLVD -to- TARPON WOODS BLVD)	SA	4D	CR	0.892	1.121	T	63500	3317	1764	1.88	0	F
648 - EAST LAKE RD: (TARPON WOODS BLVD -to- LANSBROOK PKWY)	SA	4D	CR	1.813	2.015	T	63500	3317	1764	1.88	0	F
649 - EAST LAKE RD: (LANSBROOK PKWY -to- KEYSTONE RD)	SA	4D	CR	2.354	1.276	T	39500	2063	1764	1.17	0	F
650 - EAST LAKE RD: (KEYSTONE RD -to- TRINITY BLVD)	SA	4D	CR	1.197	0.835	T	29000	1515	1764	0.859	0	C
651 - EAST LAKE RD: (TRINITY BLVD -to- PASCO CO LINE)	NA	4D	CR	0.516	0	T	29000	1515	3760	0.403	0	C
652 - EAST LAKE RD EAST SERVICE RD: (TAMPA RD -to- NORTH SPLIT)	SA	4D	CR	0.629	3.203	T	23000	1201	1683	0.714	0	D
660 - ENTERPRISE RD: (US 19 -to- MCMULLEN BOOTH RD)	SA	4D	CL	1.416	4.956	T	14500	757	1683	0.45	0	C
661 - ENTERPRISE RD: (MCMULLEN BOOTH RD -to- PHILIPPE PKWY)	SMC	2U	CR	1.515	0.491	T	7900	412	572	0.72	0	D
666 - FAIRMONT ST: (MLK JR AVE -to- STEVENSONS CREEK)	NMC	2D	CL	0.225	0	T	3752	196	1512	0.13	0	C
679 - FOREST LAKES BLVD: (TAMPA RD -to- PINE AVE)	SA	4D	CR	0.841	2.441	T	23500	1227	1683	0.729	0	C
680 - FOREST LAKES BLVD: (TAMPA RD -to- SR 580)	SA	2D	CR	0.47	2.13	T	19923	1041	813	1.28	0	F
681 - FOREST LAKES BLVD: (PINE AVE -to- HILLSBOROUGH COUNTY LINE)	SA	2D	CR	1.305	2.474	T	23500	1227	832	1.475	0	F
682 - FT HARRISON AVE: (BELLEAIR RD -to- CHESTNUT ST)	SA	2D	CL	1.538	5.657	T	15000	783	747	1.048	0	F
684 - FT HARRISON AVE: (CHESTNUT ST -to- DREW ST)	SA	2D	CL	0.499	8.416	T	15000	783	747	1.048	0	F
689 - GANDY BLVD: (PINELLAS SHORELINE -to- SAN MARTIN BLVD)	NA	4D	SR	2.55	0	T	25976	1357	3760	0.361	0	C
690 - GANDY BLVD: (SAN MARTIN BLVD -to- BRIGHTON BLVD)	SA	4D	SR	0.329	3.036	T	26000	1358	1870	0.726	0	C

Facility	Facility Type	Road Type	Juris	Length (miles)	Signals per Mile	LOS Meth.	AADT	Vol.	Physical Capacity	V:Cap Ratio	Def. Flag	Fac. LOS
691 - GANDY BLVD: (BRIGHTON BLVD -to- 4TH ST N)	SA	4D	SR	0.74	0	T	26000	1358	3760	0.361	0	C
692 - GANDY BLVD: (4TH ST N -to- DR ML KING JR ST N)	SA	4D	SR	0.54	0	T	31028	1621	3760	0.431	0	C
693 - GANDY BLVD: (DR ML KING JR ST N -to- I-275 EAST RAMPS)	SA	6D	SR	0.997	2.436	T	51500	2690	2830	0.951	0	C
694 - GANDY BLVD: (I-275 EAST RAMPS -to- GRAND AVE/GANDY ACCESS)	SA	6D	SR	1.137	0.911	T	59500	2690	2940	0.915	0	C
695 - GANDY BLVD: (GRAND AVE/ GANDY ACCESS -to- US 19)	NA	4D	SR	0.619	0	T	67500	3526	3760	0.938	0	F
705 - GATEWAY EXPRESS/BRYAN DAIRY RD: (US 19 -to- 49TH ST N)	SA	6D	CR	0.717	1.395	T	32000	1672	2646	0.632	0	C
706 - GATEWAY EXPRESS/ROOSEVELT BLVD: (ULMERTON -to- 49TH ST NB RAMP)	SA	4D	SR	1.255	1.703	T	35000	1828	1960	0.933	0	C
711 - GRAND AVE: (N GANDY BLVD/FRONTAGE RD -to- GANDY BLVD)	SA	4D	CR	0.147	6.789	T	14742	770	1530	0.503	0	D
715 - GREENBRIAR BLVD: (VIRGINIA AVE -to- BELCHER RD)	SMC	2U	CR	0.653	1.531	T	7536	393	572	0.687	0	D
718 - GULF BLVD: (W GULF BL -to- TREASURE ISLAND CSWY)	SA	4U	SR	0.959	3.678	T	18700	977	1776	0.55	0	D
719 - GULF BLVD: (TREASURE ISLAND CSWY -to- MADEIRA BEACH CSWY)	SA	4D	SR	2.95	1.758	T	23950	1065	1960	0.543	0	D
720 - GULD BLVD: (MADIERA BEACH CSWY -to- PARK BLVD)	SA	4D	SR	3.847	2.261	T	17658	872	1960	0.445	0	D
721 - GULF BLVD: (PARK BLVD -to- WALSINGHAM RD)	SA	2U	SR	2.89	0.791	T	11500	600	880	0.682	0	D
722 - GULF BLVD: (WALSINGHAM RD -to- BELLEAIR CSWY)	SA	2D	CR	2.36	0.424	T	14817	774	832	0.93	0	F
723 - GULF BLVD: (BELLEAIR CSWY -to- SAND KEY PARK)	NA	2D	CR	2.861	0	T	13586	709	1512	0.469	0	E
724 - GULF BLVD: (SAND KEY PARK -to- GULFVIEW BLVD)	NA	2D	CL	0.751	0	T	13586	709	1512	0.469	0	E
725 - GULF BLVD S: (BAYWAY -to- 75TH AVE)	SA	4D	SR	2.403	5.079	T	25357	1201	1870	0.642	0	D
728 - GULFPORT BLVD: (PASADENA AVE -to- 58TH ST S)	SA	4D	CR	1.753	3.068	T	15500	809	1683	0.481	0	D
729 - GULF-TO-BAY BLVD: (CLEVELAND ST -to- HIGHLAND AVE)	SA	4U	CL	0.446	10.832	T	5100	266	1599	0.166	0	C
730 - GULF-TO-BAY BLVD: (HIGHLAND AVE -to- KEENE RD)	SA	6D	SR	0.756	3.968	T	49833	2429	2830	0.858	0	C
731 - GULF-TO-BAY BLVD: (BAYSHORE BLVD -to- US 19)	SA	6D	SR	1.51	5.431	T	56000	2926	2830	1.034	0	C
732 - GULF-TO-BAY BLVD: (KEENE RD -to- BELCHER RD)	SA	6D	SR	1.026	3.242	T	53500	2795	2830	0.988	0	C
733 - GULF-TO-BAY BLVD: (US 19 -to- BELCHER RD)	SA	6D	SR	0.988	2.705	T	53500	2795	2830	0.988	0	C
734 - GULFVIEW BLVD: (HAMDEN DR -to- GULF BLVD)	NA	3U	CL	0.427	0	T	5624	293	3572	0.082	0	C
737 - HAINES RD: (DR ML KING JR ST N -to- 54TH AVE N)	SMC	2U	CR	1.851	2.159	T	9900	517	572	0.904	0	D
738 - HAINES RD: (54TH AVE N -to- US 19)	SMC	2U	CR	1.197	2.776	T	9900	517	559	0.925	0	D
744 - HERCULES AVE: (GULF-TO-BAY BLVD -to- DREW ST)	SA	4U	CL	0.509	4.365	T	8200	428	1599	0.268	0	C
745 - HERCULES AVE: (DREW ST -to- RR TRACKS)	NA	4D	CR	0.917	0	T	12500	653	3760	0.174	0	C
746 - HERCULES AVE: (RR TRACKS -to- CALUMET ST)	SA	3U	CR	0.266	3.758	T	12500	653	1599	0.408	0	C
747 - HERCULES AVE: (CALUMET ST -to- SUNSET POINT RD)	SA	4U	CR	0.331	3.024	T	12500	653	1599	0.408	0	C
748 - HERCULES AVE: (SUNSET POINT RD -to- VIRGINIA AVE)	SA	2D	CR	1.01	1.974	T	10845	393	832	0.472	0	D
750 - HIGHLAND AVE: (EAST BAY DR -to- BELLEAIR RD)	SA	2U	CR	1.527	2.591	T	10178	531	792	0.67	0	D
751 - HIGHLAND AVE: (BELLEAIR RD -to- DRUID RD)	SA	2U	CR	1.255	1.991	T	9932	518	792	0.654	0	D
752 - HIGHLAND AVE: (DRUID ST -to- GULF-TO-BAY BLVD)	SA	4U	CR	0.253	3.956	T	9932	518	1599	0.324	0	C
753 - HIGHLAND AVE: (GULF-TO-BAY -to- DREW ST)	SA	2D	CL	0.506	4.364	T	11223	586	813	0.721	0	D
754 - HIGHLAND AVE: (DREW ST -to- SUNSET POINT RD)	SA	2D	CL	1.512	2.431	T	11223	586	832	0.704	0	D
755 - HIGHLAND AVE: (SUNSET POINT RD -to- UNION ST)	SA	2U	CL	0.504	1.984	T	8870	463	792	0.585	0	D
758 - HIGHLAND ST N: (9TH AVE N -to- DR ML KING JR ST N)	NMC	2O	SP	0.083	0	T	8049	764	4512	0.169	0	D
761 - HIGHLANDS BLVD: (US 19 -to- ALDERMAN RD)	NMC	2U	CR	2.335	0	T	11400	595	1440	0.413	0	D
766 - I-175: (I-275 -to- 4TH ST S)	F	4F	SR	1.303	0	T	35500	1048	4020	0.261	0	B
767 - I-275: (I-175 -to- 22ND AVE S)	F	6F	SR	1.932	0	T	113666	5779	6200	0.932	0	E
768 - I-275: (38TH AVE N -to- 22ND AVE N)	F	6F	SR	1.017	0	T	176000	9002	6200	1.452	0	F
769 - I-275: (SR 686/ROOSEVELT BLVD -to- GANDY BLVD)	F	6F	SR	1.851	0	T	139000	7109	6200	1.147	0	F
770 - I-275: (22ND AVE N -to- I-375)	F	8F	SR	1.314	0	T	175500	8976	8400	1.069	0	F
771 - I-275: (I-375 -to- I-175)	F	6F	SR	0.441	0	T	126500	6470	6200	1.044	0	F
772 - I-275: (PINELLAS SHORELINE -to- 4TH ST N)	F	8F	SR	2.203	0	T	165000	8439	8400	1.005	0	F
773 - I-275: (4TH ST N -to- SR 686 | ROOSEVELT BLVD)	F	8F	SR	2.038	0	T	131750	5933	8400	0.706	0	C
774 - I-275: (GANDY BLVD -to- 54TH AVE N)	F	6F	SR	2.184	0	T	162500	8311	6200	1.34	0	F
775 - I-275: (54TH AVE N -to- 38TH AVE N)	F	8F	SR	1.001	0	T	167500	8567	8400	1.02	0	F
776 - I-275: (22ND AVE S -to- 54TH AVE S)	F	6F	SR	2.013	0	T	100000	5115	6200	0.825	0	D
777 - I-275: (54TH AVE S -to- PINELLAS SHORELINE)	F	4F	SR	5.41	0	T	49665	2540	4020	0.632	0	C

Facility	Facility Type	Road Type	Juris	Length (miles)	Signals per Mile	LOS Meth.	AADT	Vol.	Physical Capacity	V:Cap Ratio	Def. Flag	Fac. LOS
780 - I-375: (I-275 -to- 7TH ST N)	F	6F	SR	1.093	0	T	36500	1866	6200	0.301	0	B
781 - INDIAN ROCKS RD: (BELLEVIEW BLVD -to- MEHLENBACHER RD)	SA	2U	BL	1.514	0.574	T	8900	465	792	0.587	0	D
782 - INDIAN ROCKS RD: (MEHLENBACHER RD -to- SUNSET BLVD)	NA	2D	CR	0.431	0	T	8900	465	1512	0.308	0	D
783 - INDIAN ROCKS RD: (SUNSET BLVD -to- W BAY DR)	SA	4D	CR	0.142	7.042	T	16500	862	1530	0.563	0	D
784 - INDIAN ROCKS RD: (W BAY DR -to- WALSINGHAM RD)	SA	2U	CR	2.766	1.758	T	16500	862	792	1.088	0	F
797 - KEENE RD: (E BAY DR -to- BELLEAIR DR)	SA	4D	CR	1.526	1.312	T	31000	1619	1764	0.918	0	C
798 - KEENE RD: (BELLEAIR RD -to- DRUID RD)	SA	4D	CR	1.256	2.659	T	31000	1619	1683	0.962	0	C
799 - KEENE RD: (DRUID RD -to- GULF-TO-BAY BLVD)	SA	6D	CR	0.251	3.986	T	31000	1619	2547	0.636	0	C
800 - KEENE RD: (GULF-TO-BAY BLVD -to- DREW ST)	SA	6D	CR	0.511	4.317	T	31000	1619	2313	0.7	0	C
801 - KEENE RD: (DREW ST -to- SUNSET POINT RD)	SA	4D	CR	1.517	0.759	T	26000	1358	1764	0.77	0	C
802 - KEENE RD: (SUNSET POINT RD -to- SR 580)	SA	4D	CR	2.031	1.97	T	25184	1301	1764	0.738	0	C
803 - KEYSTONE RD: (US 19 -to- EAST LAKE RD)	SA	4D	CR	2.898	1.2	T	27878	1110	1764	0.629	0	C
804 - KEYSTONE RD: (HILLSBOROUGH CL -to- WOODFIELD BLVD)	NA	2U	CR	2.296	0	T	14000	731	1440	0.508	0	C
805 - KEYSTONE RD: (WOODFIELD BLVD -to- EAST LAKE RD)	SA	2U	CR	0.542	1.844	T	14000	731	792	0.923	0	C
808 - KLOSTERMAN RD: (ALT US 19 -to- US 19)	SA	4D	CR	1.275	1.652	T	17000	888	1764	0.503	0	C
809 - KLOSTERMAN RD: (ALT US 19 -to- CARLTON RD)	NA	2U	CR	0.745	0	T	10512	549	1440	0.381	0	D
813 - LAKE AVE: (EAST BAY DR -to- BELLEAIR RD)	SC	2U	CR	1.528	0.432	T	3500	182	572	0.318	0	C
814 - LAKE AVE: (BELLEAIR RD -to- GULF-TO-BAY BLVD)	SC	2U	CR	1.508	1.988	T	3500	182	572	0.318	0	C
819 - LAKE ST GEORGE DR: (HIGHLANDS BLVD -to- TAMPA RD)	NMC	2U	CR	0.371	0	T	4364	228	1440	0.158	0	C
820 - LAKE ST GEORGE DR: (TAMPA RD -to- COUNTRYSIDE BLVD)	SMC	2U	CR	1.135	0.881	T	4364	228	572	0.399	0	C
825 - LAKEVIEW RD: (MISSOURI AVE -to- KEENE RD)	SA	2U	CR	1.532	2.391	T	8400	438	792	0.553	0	D
839 - LIVE OAK ST: (ALT 19 -to- US 19)	SC	2D	CR	1.048	1.287	T	3264	170	572	0.297	0	C
848 - MAIN ST: (BROADWAY AVE -to- SKINNER BLVD)	SC	2U	DN	0.594	5.415	T	3353	175	514	0.34	0	C
849 - MAIN ST: (MCMULLEN BOOTH RD -to- BAYSHORE DR)	NA	2U	CR	1.274	0	T	9000	470	1440	0.326	0	D
861 - MCMULLEN BOOTH RD: (GULF-TO-BAY BLVD -to- SUNSET PT RD/MAIN ST)	SA	6D	CR	2.075	1.995	T	61502	3157	2646	1.193	0	F
862 - MCMULLEN BOOTH RD: (SUNSET PT RD | MAIN ST -to- SR 580)	SA	6D	CR	2.233	2.505	T	58500	3056	2646	1.155	0	F
863 - MCMULLEN BOOTH RD: (SR 580 -to- CURLEW RD)	SA	6D	CR	1.768	2.994	T	50000	2612	2646	0.987	0	C
864 - MCMULLEN BOOTH RD: (CURLEW RD -to- SOUTH SPLIT)	NA	6D	CR	0.541	0	T	42750	1854	5650	0.328	0	C
869 - MEHLENBACHER/8TH AVE NW: (CLEARWATER-LARGO RD -to- INDIAN ROCKS RD)	SC	2U	CR	1.008	0.992	T	4714	246	572	0.43	0	C
870 - MEMORIAL CSWY: (CLEARWATER BEACH ROUNDABOUT -to- ISLAND WAY)	SA	4D	CL	0.565	0.97	T	36500	1907	1870	1.02	0	F
871 - MEMORIAL CSWY: (CHESTNUT ST CONNECTION -to- MEMORIAL CSWY | WB/EB SPLIT)	NA	2O	SR	0.163	0	T	14500	1377	3400	0.405	0	C
872 - MEMORIAL CSWY: (ISLAND WAY -to- MEMORIAL CSWY | WB/EB SPLIT)	NA	4D	SR	1.156	0	T	36500	1907	3760	0.507	0	C
873 - MEMORIAL CSWY: (MEMORIAL CSWY | WB/EB SPLIT -to- COURT ST CONNECTION)	NA	2O	SR	0.167	0	T	17000	1615	3400	0.475	0	C
875 - MERES BLVD: (ALT 19 -to- FLORIDA AVE)	NMC	2U	CR	1.594	0	T	6300	329	1440	0.228	0	C
877 - MICHIGAN BLVD: (CR 1 -to- ALT 19)	SMC	2U	DN	1.535	1.303	T	4654	180	572	0.315	0	C
879 - MILWAUKEE AVE: (VIRGINIA ST -to- UNION ST)	SMC	2U	DN	1.02	3.28	T	4785	250	572	0.437	0	C
881 - MISSOURI AVE: (COURT ST -to- CLEVELAND ST)	SA	4D	CL	0.328	3.051	T	12856	671	1683	0.399	0	D
885 - MLK JR AVE: (BELLEAIR RD -to- DREW ST)	SC	2U	CL	2.014	4.357	T	5173	194	559	0.347	0	C
886 - MLK JR AVE: (DREW ST -to- FAIRMONT ST)	SC	2U	CL	1.004	1.993	T	3720	194	559	0.347	0	C
894 - N GANDY BLVD/FRONTAGE RD: (28TH ST N -to- GRAND AVE)	NA	2U	CR	0.45	0	T	6035	315	1440	0.219	0	C
898 - NE COACHMAN RD: (DREW ST -to- US 19)	SA	2U	SR	1.738	1.744	T	11500	600	880	0.682	0	C
899 - NE COACHMAN RD: (US 19 -to- MCMULLEN BOOTH RD)	SA	2U	SR	1.266	2.126	T	14300	747	880	0.849	0	C
900 - NEBRASKA AVE: (ALT 19 -to- BELCHER RD)	SA	2U	CR	1.207	4.065	T	6900	360	774	0.465	0	D
901 - NEBRASKA AVE: (BELCHER RD -to- US 19)	SA	4D	CR	0.511	1.95	T	16060	839	1764	0.476	0	D
907 - NURSERY RD: (US 19 -to- BELCHER RD)	SMC	2U	CR	0.961	1.041	T	7200	376	572	0.657	0	D
908 - NURSERY RD: (BELCHER RD -to- KEENE RD)	SMC	2U	CR	1.008	0.809	T	6350	287	572	0.502	0	C
909 - NURSERY RD: (KEENE RD -to- HIGHLAND AVE)	NMC	2U	CR	0.772	0	T	5500	287	1440	0.199	0	C
916 - OAKHURST RD: (PARK BLVD -to- WALSINGHAM)	SA	2U	CR	2.618	2.456	T	8454	441	792	0.557	0	D
940 - PARK BLVD: (US 19 -to- 49TH ST N)	SA	6D	SR	0.983	3.412	T	56000	2926	2830	1.034	0	C
942 - PARK BLVD: (49TH ST N -to- 66TH ST N)	SA	6D	SR	1.748	1.705	T	51666	2560	2940	0.871	0	C
944 - PARK BLVD: (66TH ST N -to- 71ST ST N/ BELCHER RD)	SA	6D	CR	0.502	1.993	T	49000	2560	2646	0.967	0	C

Facility	Facility Type	Road Type	Juris	Length (miles)	Signals per Mile	LOS Meth.	AADT	Vol.	Physical Capacity	V:Cap Ratio	Def. Flag	Fac. LOS
945 - PARK BLVD: (71ST ST N | BELCHER RD -to- STARKEY RD)	SA	6D	CR	1.557	1.461	T	45500	2377	2646	0.898	0	C
946 - PARK BLVD: (STARKEY RD -to- SEMINOLE BLVD)	SA	6D	CR	1.525	2.427	T	45500	2377	2646	0.898	0	C
947 - PARK BLVD: (SEMINOLE BLVD -to- 113TH ST N)	SA	4D	CR	0.548	4.694	T	38500	2011	1683	1.195	0	F
948 - PARK BLVD: (113TH ST N -to- 131ST ST N)	SA	4D	CR	1.532	2.313	T	30648	780	1764	0.442	0	D
949 - PARK BLVD: (131ST ST N -to- GULF BLVD)	SA	4D	CR	1.282	2.536	T	14946	780	1764	0.442	0	C
951 - PARK ST: (22ND AVE N -to- BAY PINES BLVD)	SA	4D	CR	1.177	0.85	T	23000	1201	1764	0.681	0	C
952 - PARK ST: (BAY PINES BLVD -to- PARK BLVD)	SA	4D	CR	2.325	3.346	T	26041	1360	1683	0.808	0	C
953 - PARK ST: (22ND AVE N -to- CENTRAL AVE)	SA	4D	CR	1.681	0.957	T	14500	757	1764	0.429	0	D
954 - PARK ST: (CENTRAL AVE -to- PASADENA AVE)	SA	2D	SP	0.718	0.828	T	7800	407	792	0.514	0	D
955 - PASADENA AVE: (SHORE DR -to- 66TH ST N)	SA	6D	SR	1.669	6.227	T	32785	1541	2830	0.545	0	C
957 - PATRICIA AVE: (UNION ST -to- MAIN ST)	SA	2D	DN	1.47	2.471	T	8924	463	813	0.569	0	D
961 - PHILLIPPE PKWY: (MAIN ST -to- ENTERPRISE RD/CR 102	SA	2D	SH	1.526	0.56	T	10500	548	792	0.692	0	D
962 - PHILLIPPE PKWY: (ENTERPRISE/CR 102 -to- SR 580)	SA	2U	SR	1.228	0.814	T	10600	553	880	0.628	0	C
967 - PINEHURST RD: (MICHIGAN AVE -to- SR 580	SC	2U	DN	1.258	2.482	T	6367	240	572	0.42	0	C
968 - PINELLAS BAYWAY | SR 679: (PINELLAS BAYWAY | SR 682 -to- BAHIA DEL MAR BLVD)	NA	4U	SR	0.412	0	T	15800	825	3572	0.231	0	C
969 - PINELLAS BAYWAY | SR 679: (ANDERSON BLVD -to- 1/2 MILE OF TOLL PLAZA)	NA	2U	CR	2.847	0	T	5200	271	1440	0.188	0	C
970 - PINELLAS BAYWAY | SR 679: (BAHIA DEL MAR BLVD -to- MADONNA BLVD)	NA	2U	SR	1.152	0	T	10500	271	1440	0.188	0	C
971 - PINELLAS BAYWAY | SR 679: (1/2 MI N OF TOLL PLAZA -to- MADONNA BLVD)	NA	4D	SR	2.019	0	T	5200	271	3760	0.072	0	C
972 - PINELLAS BAYWAY | SR 682: (DOLPHIN CAY LN S -to- PINELLAS BAYWAY | SR 679)	SA	4D	SR	1.544	1.327	T	31500	1645	1960	0.839	0	C
973 - PINELLAS BAYWAY | SR 682: (PINELLAS BAYWAY | SR 679 -to- SR 699 | GULF BLVD)	SA	4D	SR	1.419	0.835	T	20500	1071	1960	0.546	0	D
974 - PINELLAS BAYWAY | SR 682 | 54TH AVE S: (34TH ST S -to- AVENUE OF STATES DR)	SA	6D	SR	0.476	2.102	T	38000	1985	2940	0.675	0	C
975 - PINELLAS BAYWAY | SR 682 | 54TH AVE S: (AVENUE OF STATES DR -to- DOLPHIN CAY)	NA	6D	SR	0.244	0	T	38000	1985	5650	0.351	0	C
976 - PINELLAS POINT DR: (34TH ST S -to- 31ST ST S)	SA	4D	SP	0.249	4.01	T	11312	591	1683	0.351	0	C
977 - PINELLAS POINT DR: (31ST ST S -to- ROY HANNA)	NMC	2U	SP	0.366	0	T	6322	330	1440	0.229	0	C
999 - ROSERY RD / PONSETTIA RD: (LAKE AVE -to- MISSOURI AVE)	SA	2U	LA	1.036	2.559	T	12000	627	832	0.754	0	D
1000 - ROSERY RD/POINSETTIA RD: (CLWTR-LARGO RD -to- MISSOURI AVE)	SA	2U	LA	0.513	1.95	T	12000	627	792	0.792	0	D
1005 - SAN CHRISTOPHER DR: (PINEHURST RD -to- ALT US 19)	NMC	2U	DN	1.103	0	T	4753	248	1440	0.172	0	C
1006 - SAN CHRISTOPHER DR: (PINEHURST RD -to- CR 1)	SMC	2U	DN	0.501	1.996	T	5893	307	559	0.549	0	C
1009 - SAN MARTIN BLVD/83RD AVE NE: (GANDY BLVD -to- 4TH ST N)	SC	2U	CR	2.073	2.42	T	3833	200	601	0.333	0	C
1021 - SOLON AVE: (CR 1 -to- BELCHER RD)	SC	2U	DN	0.929	1.076	T	3259	170	572	0.297	0	C
1024 - SR 580: (US 19 -to- MCMULLEN BOOTH RD)	SA	6D	SR	1.857	3.048	T	38166	1802	2830	0.637	0	C
1025 - SR 580: (MCMULLEN BOOTH RD -to- KENDALE DR)	NA	6D	SR	0.757	0	T	36500	1907	5650	0.338	0	C
1026 - SR 580: (KENDALE DR -to- FOREST LAKES BLVD)	SA	4D	SR	1.338	3.12	T	39700	1907	1960	0.973	0	C
1027 - SR 580 | MAIN ST: (SKINNER BLVD -to- PINEHURST RD)	SA	4D	SR	0.676	3.177	T	22800	919	1870	0.491	0	C
1028 - SR 580 | MAIN ST: (US 19 -to- BELCHER RD)	SA	6D	SR	0.538	1.393	T	48500	2534	2940	0.862	0	C
1029 - SR 580 | MAIN ST: (PINEHURST RD -to- CR 1)	SA	6D	SR	0.499	5.095	T	31500	1645	2830	0.581	0	C
1030 - SR 580 | MAIN ST: (CR 1 -to- BELCHER RD)	SA	6D	SR	1.019	4.06	T	47500	2481	2830	0.877	0	C
1031 - SR 580 | NEW 580: (FOREST LAKES BLVD -to- SR 584 | TAMPA RD)	SA	4D	SR	1.119	1.946	T	20900	1092	1960	0.557	0	C
1032 - SR 580 | SKINNER BLVD: (MAIN ST -to- ALT US 19 | BROADWAY)	SA	4D	SR	0.48	4.436	T	10800	564	1870	0.302	0	C
1033 - SR 584 | TAMPA RD: (HILLSBOROUGH COUNTY LINE -to- NEW SR 580)	SA	8D	SR	0.856	2.446	T	58500	2873	3780	0.76	0	C
1034 - SR 584 | TAMPA RD: (NEW SR 580 -to- CURLEW RD)	SA	6D	SR	2.105	2.548	T	58500	3056	2830	1.08	0	F
1035 - SR 666 | MADEIRA BEACH CSWY: (SEMINOLE BLVD -to- DUHME RD)	SA	6D	SR	0.531	1.883	T	30000	1567	2940	0.533	0	C
1036 - SR 666 | MADEIRA BEACH CSWY: (DUHME RD -to- GULF BLVD)	SA	4D	SR	0.892	4.066	T	30000	1567	1870	0.838	0	C
1037 - SR 686 | EAST BAY DR: (US 19 -to- BELCHER RD)	SA	6D	SR	0.987	3.136	T	55000	2873	2830	1.015	0	C
1038 - SR 686 | EAST BAY DR: (BELCHER RD -to- KEENE RD)	SA	6D	SR	1.011	2.007	T	63500	3317	2940	1.128	0	F
1039 - SR 686 | EAST BAY DR: (KEENE RD -to- SEMINOLE BLVD)	SA	6D	SR	1.551	2.914	T	49000	2194	2830	0.775	0	C
1040 - SR 686 | ROOSEVELT BLVD: (28TH ST N -to- ULMERTON RD)	NA	4D	SR	0.601	0	T	37500	1959	3760	0.521	0	D
1041 - SR 686 | ROOSEVELT BLVD: (49TH ST NB RAMP -to- US 19)	SA	6D	SR	1.947	3.934	T	40795	1793	2830	0.634	0	C
1042 - SR 686 | ROOSEVELT BLVD: (16TH ST N -to- 4TH ST N)	SA	4D	SR	1.252	1.621	T	29100	924	1960	0.471	0	C
1043 - SR 686 | ROOSEVELT BLVD: (16TH ST N -to- I-275)	NA	4D	SR	0.401	0	T	40500	2116	3760	0.563	0	F
1044 - SR 686 | ROOSEVELT BLVD: (28TH ST N -to- I-275)	NA	6D	SR	0.805	0	T	58500	3056	5650	0.541	0	F

Facility	Facility Type	Road Type	Juris	Length (miles)	Signals per Mile	LOS Meth.	AADT	Vol.	Physical Capacity	V:Cap Ratio	Def. Flag	Fac. LOS
1045 - SR 688 | ULMERTON RD: (I-275 -to- EGRET BLVD E)	SA	6D	SR	1.62	1.914	T	46500	2429	2940	0.826	0	C
1046 - SR 688 | ULMERTON RD: (EGRET BLVD E -to- ROOSEVELT BLVD)	NA	6D	SR	0.336	0	T	46500	2429	5650	0.43	0	C
1047 - SR 688 | ULMERTON RD: (ROOSEVELT BLVD -to- 40TH ST)	SA	6D	SR	0.881	3.787	T	70833	2429	2830	0.858	0	C
1048 - SR 688 | ULMERTON RD: (ROOSEVELT BLVD -to- 49TH ST N)	SA	4D	SR	0.44	2.274	T	49500	2586	2830	0.914	0	C
1049 - SR 688 | ULMERTON RD: (US 19 -to- BELCHER RD)	SA	6D	SR	1.43	1.746	T	55666	2455	2940	0.835	0	C
1050 - SR 688 | ULMERTON RD: (STARKEY RD -TO-101ST ST)	SA	4D	SR	1.018	1.965	T	57000	2978	2830	1.052	0	D
1051 - SR 688 | ULMERTON RD: (49TH ST N -to- US 19)	SA	6D	SR	1.351	1.498	T	46500	2429	2940	0.826	0	C
1052 - SR 688 | ULMERTON RD: (101ST ST -to- 113TH ST/RIDGE RD)	SA	6D	SR	1	3.361	T	53500	2429	2830	0.858	0	C
1053 - SR 688 | ULMERTON RD: (40TH ST -to- ROOSEVELT BLVD)	NA	6D	SR	0.314	3.181	T	83000	4336	2830	1.532	0	F
1054 - SR 688 | ULMERTON RD: (BELCHER RD -to- STARKEY RD)	SA	4D	SR	1.015	2.586	T	48933	2556	2940	0.869	0	C
1055 - SR 688 | ULMERTON RD: (113TH ST | RIDGE RD -to- WALSINGHAM RD)	SA	6D	SR	1.747	1.077	T	35500	1854	2940	0.631	0	C
1056 - SR 688/WALSINGHAM RD: (ULMERTON RD -to- INDIAN ROCKS RD)	SA	6D	SR	1.04	3.127	T	28000	1463	2830	0.517	0	C
1057 - SR 688 | WALSINGHAM RD: (INDIAN ROCKS RD -to- GULF BLVD)	SA	4D	SR	1.177	1.728	T	16300	851	1960	0.434	0	D
1059 - STARKEY RD: (ULMERTON RD -to- EAST BAY DR)	SA	4D	CR	1.52	0.492	T	31147	1627	1764	0.922	0	C
1060 - STARKEY RD: (ULMERTON RD -to- BRYAN DAIRY RD)	SA	4D	CR	1.521	1.972	T	37500	1959	1764	1.111	0	F
1061 - STARKEY RD: (BRYAN DAIRY RD -to- PARK BLVD)	SA	4D	CR	2.275	2.681	T	37500	1959	1683	1.164	0	F
1066 - SUNSET POINT RD: (US 19 -to- BELCHER RD)	SA	4D	CR	0.954	4.817	T	24432	1276	1683	0.758	0	C
1067 - SUNSET POINT RD: (EDGEWATER DR/US ALT 19 -to- KEENE RD)	SA	2U	CR	1.991	3.059	T	4300	224	774	0.289	0	C
1068 - SUNSET POINT RD: (BELCHER RD -to- KEENE RD)	SA	4D	CR	1.098	1.831	T	24432	1276	1764	0.723	0	C
1069 - SUNSET POINT RD | MAIN ST: (MCMULLEN BOOTH RD -to- US 19)	SA	4D	CR	1.26	0.492	T	19801	1034	1764	0.586	0	C
1071 - TAMPA RD: (CURLEW RD -to- EAST LAKE RD)	SA	6D	CR	1.215	1.74	T	49500	2586	2646	0.977	0	C
1072 - TAMPA RD: (EAST LAKE RD -to- US 19)	SA	6D	CR	1.959	3.222	T	39500	2063	2547	0.81	0	C
1073 - TAMPA RD: (US 19 -to- ALT 19)	SA	4D	CR	1.852	2.809	T	20500	1071	1683	0.636	0	C
1076 - TARPON AVE: (ALT 19 -to- US 19)	SA	2D	TS	0.992	2.895	T	15200	794	792	1.003	0	F
1081 - TAYLOR AVE | 8TH AV S: (US ALT 19 -to- CLWTR-LARGO RD)	SC	2D	CR	0.542	3.695	T	9700	506	587	0.862	0	D
1083 - TAYLOR AVE | 8TH AV S: (CLWTR-LARGO RD -to- INDIAN ROCKS RD)	SA	2U	CR	1.522	0.859	T	9700	506	792	0.639	0	D
1084 - TREASURE ISLAND CSWY: (PARK ST -to- GULF BLVD)	SA	4D	CR	1.739	3.274	T	19392	1013	1764	0.574	0	D
1085 - TRINITY BLVD: (EAST LAKE RD -to- COUNTY LINE)	SA	4D	CR	1.681	0.595	T	22000	1149	1764	0.651	0	C
1091 - UNION ST: (EDGEWATER DR -to- KEENE RD)	SMC	2U	CR	1.912	0.88	T	4651	243	572	0.425	0	C
1092 - UNION ST: (KEENE RD -to- HERCULES AVE	SC	2U	CR	0.504	1.983	T	4651	243	572	0.425	0	C
1093 - US 19: (GANDY BLVD -to- 54TH AVE N)	SA	6D	SR	1.328	6.041	T	51500	2612	2570	1.016	0	C
1094 - US 19: (54TH AVE N -to- 38TH AVE N)	SA	6D	SR	1.01	0.99	T	41500	2168	2940	0.737	0	C
1095 - US 19: (GANDY BLVD -to- MAINLANDS BLVD)	SA	6D	SR	1.243	2.638	T	65000	3396	2940	1.155	0	F
1096 - US 19: (MAINLANDS BLVD -to- BRYAN DAIRY RD/118TH AVE N)	NA	6P	SR	1.968	0	T	65833	3056	5650	0.541	0	F
1097 - US 19: (BRYAN DAIRY RD | 118TH AVE N -to- E BAY DR)	NA	6P	SR	2.85	0	T	76500	3866	5650	0.684	0	F
1098 - US 19: (E BAY DR -to- GULF-TO-BAY BLVD)	NA	6P	SR	3.047	0	T	101000	4571	5650	0.809	0	F
1099 - US 19: (GULF-TO-BAY BLVD -to- SUNSET POINT RD)	NA	6P	SR	2.086	0	T	105000	5120	5650	0.906	0	F
1100 - US 19: (SUNSET POINT RD -to- SR 580 | MAIN ST)	NA	6P	SR	2.103	0	T	107666	4911	5650	0.869	0	F
1101 - US 19: (SR 580 | MAIN ST -to- CURLEW RD)	SA	6D	SR	2.034	0.89	T	94000	4911	2940	1.67	0	F
1102 - US 19: (CURLEW RD -to- TAMPA RD)	SA	6D	SR	1.253	0.666	T	74500	3892	2940	1.324	0	F
1103 - US 19: (TAMPA RD -to- ALDERMAN RD)	SA	6D	SR	1.818	0.819	T	83500	4362	2940	1.484	0	F
1104 - US 19: (ALDERMAN RD -to- KLOSTERMAN RD)	SA	6D	SR	2.025	0.999	T	72000	3762	2940	1.28	0	F
1105 - US 19: (KLOSTERMAN RD -to- TARPON AVE)	SA	6D	SR	1.602	1.886	T	77500	4049	2940	1.377	0	F
1106 - US 19: (TARPON AVE -to- BECKETT WAY)	SA	6D	SR	1.417	1.125	T	49671	2595	2940	0.883	0	C
1107 - US 19: (BECKETT WAY -to- PASCO CNTY LINE)	SA	6D	SR	0.438	2.281	T	49671	2595	2830	0.917	0	C
1108 - US 19 | 34TH ST N: (38TH AVE N -to- 22ND AVE N)	SA	6D	SR	1.009	1.982	T	41500	2168	2940	0.737	0	C
1109 - US 19/34TH ST N: (CENTRAL AVE -to- 5TH AVE N)	SA	6D	SR	0.435	9.64	T	37500	1959	2570	0.762	0	D
1110 - US 19 | 34TH ST N: (5TH AVE N -to- 22ND AVE N)	SA	6D	SR	1.003	3.33	T	37500	1959	2830	0.692	0	D
1112 - US 19/34TH ST S: (54TH AVE S -to- 22ND AVE S)	SA	6D	SR	2.015	3.448	T	26000	1358	2830	0.48	0	C
1113 - US 19/34TH ST S: (22ND AVE S -to- CENTRAL AVE)	SA	6D	SR	1.559	5.628	T	26000	1358	2830	0.48	0	D
1117 - VIRGINIA AVE S: (HERCULES AVE -to- KEENE RD	SC	2U	CR	0.5	2.002	T	1408	73	559	0.131	0	C

Facility	Facility Type	Road Type	Juris	Length (miles)	Signals per Mile	LOS Meth.	AADT	Vol.	Physical Capacity	V:Cap Ratio	Def. Flag	Fac. LOS
1118 - VIRGINIA ST: (HIGHLAND AVE -to- KEENE RD)	SMC	2U	CR	1.392	1.45	T	8169	426	572	0.745	0	D
1119 - VIRGINIA ST: (KEENE RD -to- SR 580	SMC	2D	DN	0.577	1.735	T	8035	419	601	0.697	0	D
1120 - VONN RD: (130TH AVE/WILCOX RD -to- WALSINGHAM RD)	SC	2U	CR	0.75	1.333	T	6600	344	572	0.601	0	D
1122 - VONN RD: (PARK BLVD -to- WALSINGHAM RD)	SMC	2U	CR	2.524	1.321	T	8773	458	572	0.801	0	D
1126 - WALSINGHAM RD: (ALT 19/SEMINOLE BLVD -to- 113TH ST N)	SC	2U	CR	0.501	1.996	T	11631	607	559	1.086	0	D
1127 - WALSINGHAM RD: (113TH ST N -to- ULMERTON RD)	SMC	2U	CR	1.24	3.7	T	11631	607	572	1.061	0	D
1129 - WEST BAY DR: (MISSOURI AVE -to- CLWTR-LARGO RD)	SA	4D	LA	0.536	3.736	T	42000	2194	1683	1.304	0	F
1130 - WEST BAY DR: (CLWTR-LARGO RD -to- INDIAN ROCKS RD)	SA	4D	CR	1.266	4.16	T	22000	1149	1683	0.683	0	D
1138 - WILCOX RD/130TH AVE: (ULMERTON RD -to- INDIAN ROCKS RD)	NC	2U	CR	1.385	0	T	3700	193	1440	0.134	0	C

Section 4:
Support for Local Government and Development Review

Since the first edition of this Level of Service Report in 1994, it has been utilized by local governments in Pinellas County as a data source to identify roads within their jurisdictions operating under substandard level of service conditions. Local concurrency systems applied by local governments require development projects impacting these roads to address their impacts as part of their site plan approval.

The 2011 Community Planning Act eliminated State mandated transportation concurrency in Florida. In response to this legislation, the MPO endorsed the Pinellas County Mobility Plan in 2013. The Mobility Plan provides a framework for a coordinated multi-modal approach to managing the traffic impacts of development projects as a replacement for local transportation concurrency systems.

The Plan calls for establishing a tiered development review approach requiring larger scale projects adding new trips to the surrounding road network to implement transportation management plans (TMPs) as credit toward their impact fee assessment. Transportation management plans include strategies such as trail, sidewalk, bus stop and intersection improvements or trip reduction programs such as vanpooling or telecommuting. Smaller scale projects with limited impact on the transportation system only require payment of an impact fee commensurate with the number of new trips they generate. The Plan is also intended to ensure consistency between County and municipal site plan review processes as they pertain to reviewing and managing the traffic impacts of development projects while increasing mobility for all users of the transportation system.

Transportation management plan requirements apply to development projects that impact major roads identified as deficient. They also apply to projects causing level of service conditions to degrade on roads that are not identified as deficient. The Mobility Plan identifies "deficient roads" as facilities operating at peak hour level of service E or F and/or volume to capacity ratios of 0.9 or greater. In order to identify deficient facilities, the Mobility Plan will rely on the Level of Service Report for its implementation. Implementation of the Mobility Plan in Pinellas County requires the amendment of the countywide Transportation Impact Fee Ordinance as well as local comprehensive plans and land development codes. It is anticipated that these amendments will occur soon. Until the necessary amendments are adopted, local governments will continue to implement transportation concurrency in accordance with their comprehensive plans.

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 major road network and to assist local governments in their efforts to manage these impacts through their site plan review processes. This methodology is intended to define the requirements and procedures for submission of a traffic impact study in Pinellas County while providing an equitable, consistent and systematic means of determining the impact of proposed development projects.

2. Applicability

The requirements, procedures and methodology contained in this report shall apply to all site plans where a traffic study is required by the presiding local government.

3. 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 peak hour level of service D 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 Pinellas County 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
   5. Link capacity analysis
   6. Computerized modeling documentation
   7. Other analysis worksheets

4. Traffic Impact Area

The following procedure will be used to determine the extent of the Traffic Impact Area.

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 peak hour level of service D up to a maximum radius of two miles from the project site boundaries.

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 adequately address the impacts of the development project.

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 site plan review 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 local site plan requirements.

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

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.

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.

5. The projected traffic will be assigned only to the following 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

MPO TRAFFIC IMPACT STUDY METHODOLOGY

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.

6. Traffic Counts

a. 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.

1. 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.
2. 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.
3. 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.

7. 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:

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.

8. Percent New Trips

a. The percent new trips factor represents the percent by which the trip rate is multiplied to account for only those new trips that are added to the roadway by the proposed development. Thus, diverted or secondary trips going to the proposed development should not be included in the trip total.
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.

MPO TRAFFIC IMPACT STUDY METHODOLOGY

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 the interviewee trip began immediately prior to arriving (e.g., home, work, retail site, other location).
      6. The city, area or zip code where the trip began (i.e., the last destination before arriving at the site being studied).
      7. The nearest intersecting streets closest to the location of where the trip began (i.e., the last destination before arriving at the site being studied).
      8. Where the interviewee trip will end immediately upon leaving home, work, retail site, other location.
      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 of 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.

9. 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.

10. 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.
   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.

MPO TRAFFIC IMPACT STUDY METHODOLOGY

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.

11. 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 peak hour level of service D for any phase of the project for which 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 peak hour level of service D, 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.

12. Segment Analysis

a. 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.
b. 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.

Section 6:
Scheduled Improvements

LIST of SCHEDULED ROAD IMPROVEMENTS for 2019 LOS REPORT

Current & Future Capacity Projects through FY 2019/20

Project ID	Roadway and Limits	Phase	Description	Est. Start of Construction	Est. Completion
002106A	Haines Road - 60th Avenue to US 19 roadway and drainage improvements	Construction	Reconstruction/ drainage improvements	FY 2018	FY 2020
00147A	Haines Road from 51st Avenue to 60th Avenue	Construction	Reconstruct to 2-lane urban roadway	FY 2016	FY 2018
002110A	Forest Lakes Boulevard Pavement Rehabilitation - Phase II	Construction	Pavement Reconstruction and Road Widening 2 to 4 lanes	FY 2018	FY 2020
001039A	Park Street/Starkey Road from 84th Lane North to 82nd Avenue Road widening, sidewalks, mast arms	Construction	Reconstruct/Road Widening (4 to 6 lanes)	Underway	FY 2018
437643-1	66th Street North from 30th Avenue North to 58th Avenue North	Design	Add left turn lanes		FY 2020
43380-1	CR 296 (Future SR 690)/East-West CST 2017/18 Underway 118th Avenue Expressway/Gateway Express	Design-Build	Construction of grade separated toll facility linking US 19 and the Bayside Bridge with I-275	Underway	

NOTE: The above listed items are transportation projects that are expected to improve the level of service for monitored roadway facilities. Only transportation projects scheduled for construction within the next three years that are anticipated to increase roadway capacity are listed. Also, due to utilizing generalized tables and GIS for LOS analysis some projects such as intersection improvements, auxiliary lanes, add-on/drop-off lanes, frontage roads, ramps, and ITS devices are not included.

Prepared by Forward Pinellas

Contact Information

Forward Pinellas
310 Court Street
Clearwater, Florida 33756

Phone (727) 464-8250
Email: info@forwardpinellas.org
Website: http://forwardpinellas.org

Color hard copy available upon request.

American Disabilities Act Statement: Should an impaired user of this document have difficulty obtaining any part of the information, please contact our office and we will make it available in a alternative format.