



**TECHNICAL COORDINATING
COMMITTEE (TCC) MEETING AGENDA**

October 23, 2019 – 2:00 p.m.
310 Court Street, 1st Floor Conf. Room
Clearwater, FL 33756

THE PLANNING COUNCIL AND METROPOLITAN PLANNING ORGANIZATION FOR PINELLAS COUNTY

1. **CALL TO ORDER AND INTRODUCTIONS**
2. **APPROVAL OF MEETING SUMMARY – September 25, 2019**
3. **TRANSPORTATION IMPROVEMENT PROGRAM AMENDMENTS**
4. **ADVANTAGE PINELLAS PLAN ADOPTION**
5. **FDOT 5-YEAR DRAFT TENTATIVE WORK PROGRAM**
6. **FALL UPDATE OF THE TRANSPORTATION IMPROVEMENT PROGRAM**
7. **COUNTYWIDE TRENDS AND CONDITIONS REPORT**
8. **LEVEL OF SERVICE REPORT**
9. **INFORMATIONAL ITEMS**
 - A. SPOTLight Emphasis Areas Update
 - B. Forward Pinellas Board Executive Summary – October 9, 2019
 - C. Traffic Fatalities Map
 - D. Tentative Future Agenda Topics
10. **OTHER BUSINESS**
11. **ADJOURNMENT**

NEXT MEETING – DECEMBER 4, 2019

Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability, or family status. Persons who require special accommodations under the Americans with Disabilities Act or persons who require translation services (free of charge) should contact the Office of Human Rights, 400 South Fort Harrison Avenue, Suite 300, Clearwater, Florida 33756; [(727) 464-4062 (V/TDD)] at least seven days prior to the meeting.

Appeals: Certain public meetings result in actions taken by the public board, commission or agency that may be appealed; in such case persons are advised that, if they decide to appeal any decision made at a public meeting/hearing, they will need a record of the proceedings, and, for such purposes, they may need to ensure that a verbatim record of the proceedings is made, which record includes the testimony and evidence upon which the appeal is to be based.

Technical Coordinating Committee – October 23, 2019

2. Approval of Meeting Summary



SUMMARY

The meeting summary for the September 25, 2019 meeting is attached for review and approval.

ATTACHMENT(S): TCC Meeting Summary – September 25, 2019

ACTION: Provide recommendation regarding meeting summary.

**SUMMARY OF
THE
TECHNICAL COORDINATING COMMITTEE
MEETING SEPTEMBER 25, 2019**

The following is a summary of Forward Pinellas' Technical Coordinating Committee meeting held September 25, 2019 in the Pinellas County Planning Department Conference Room, First Floor, 310 Court Street, Clearwater, Florida.

Members Present

| | |
|----------------------------|---|
| Joan Rice, Chair | Pinellas County Public Works Traffic |
| Heather Sobush, Vice Chair | PSTA |
| Stephanie Carrier | Pinellas County Schools Transportation |
| Ric Hartman | City of Clearwater Planning |
| Brandon Henry | City of Safety Harbor |
| Caroline Lanford | Pinellas County Planning |
| Cory Martens | City of Clearwater Traffic |
| Michele Parisano | City of Oldsmar |
| Rick Perez | City of Largo Planning |
| Brian Pessaro | TBARTA |
| Frances Leong Sharp | City of Dunedin Planning |
| Cheryl Stacks | City of St. Petersburg – Transportation and Parking |
| Barry Westmark | City of Largo Engineering |

Members Absent

| | |
|------------------|---|
| Bob Bray | City of Treasure Island |
| Brian Ellis | TBRPC |
| Mark Ely | City of Seminole |
| Lucy Fuller | City of Dunedin Planning |
| Brent Hall | Pinellas County Public Works (Eng.) |
| Hetty Harmon | City of Indian Rocks Beach |
| Dan Hubbard | City of Pinellas Park Stormwater &Transp. |
| Patricia McNeese | City of Tarpon Springs |
| Leonard Rowe | City of St. Petersburg Traffic |
| Sheila Schneider | Pinellas County Air Quality |
| Tom Whalen | City of St. Petersburg Planning and Eco. Dev. |
| Ben Ziskal | City of Pinellas Park Planning |

Others Present

| | |
|----------------|-----------------------|
| Jensen Hackett | FDOT |
| Derek Reeves | City of Pinellas Park |
| Anna Quinones | THEA |
| Al Bartolotta | Forward Pinellas |
| Chelsea Favero | Forward Pinellas |
| Linda Fisher | Forward Pinellas |
| Maria Kelly | Forward Pinellas |

1. CALL TO ORDER

Chair Joan Rice called the meeting to order at 2:00 p.m. and asked everyone to introduce themselves.

2. APPROVAL OF SUMMARY

The summary of the August 28, 2019 meeting was approved with no corrections.

3. FY 2018/19 – FY 2022/23 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

There were no proposed TIP amendments.

4. FLORIDA TRANSPORTATION PLAN

Jensen Hackett, Florida Department of Transportation (FDOT), shared a presentation with the committee on the Florida Transportation Plan (FTP). The FTP defines FDOT's goals, objectives and strategies for Florida's transportation system. The FTP is the overarching transportation plan for all of Florida – and affects every resident, business and visitor. This first segment of the FTP is more technology focused, looking at how changes in technology are shaping the future of transportation. The FTP is essentially Florida's Long-Range Transportation Plan for the entire state, providing the policy framework for expenditure of state and federal transportation funds. The FTP's Vision Element covers trends, uncertainties and themes that will shape the future of transportation in Florida over the next 50 years. The Policy Element covers the goals and objectives to guide the FDOT and its partners toward the vision covering the next 25 years. The Implementation Element identifies emphasis areas and key actions covering the next 5 to 25 years. FTP Cross-Cutting Topics include technology, resilience, statewide and interregional and regional and local. These correspond with seven goals. The Resilience Campaign will be covered in the next couple of months. The Statewide and Interregional Campaign is planned to occur in the spring of 2020 and the Regional and Local Campaign is scheduled for implementation in January and February 2020. FDOT has launched a campaign to collect feedback from its local and regional partners with a general survey, a technology campaign survey and a resiliency campaign survey. The FTP development process can be followed on the FDOT website www.floridatransportationplan.com. Questions were taken and appropriately answered.

5. ADVANTAGE PINELLAS UPDATE

Chelsea Favero, Forward Pinellas Planning Manager, addressed the committee regarding the Advantage Pinellas Plan. Forward Pinellas has been involved in developing and talking about this latest edition of the Long-Range Transportation Plan (LRTP) for two years. She stated that any project that does not appear in the LRTP cannot get funded with state or federal dollars. This is the first long range transportation plan developed since the merger of the PPC and the MPO to form Forward Pinellas and it seeks to further align and reinforce land use and transportation policy and decision-making. This LRTP is being developed in partnership with other initiatives including the Pinellas Suncoast Transit Authority's (PSTA) Community Bus Plan, the Pinellas County Active Transportation Plan, and a climate hazard assessment of the regional transportation system. Ms. Favero referred to the draft list of cost feasible transportation projects provided to the committee. Forward Pinellas Staff has been working to match these transportation projects with revenues that are projected to be available through 2045 to develop a draft cost feasible plan. After a review of project list, committee members provided comments where questions were taken and appropriately answered.

6. INFORMATIONAL ITEMS

A. SPOTlight Emphasis Areas update: The Gateway Master Plan Project is wrapping up with final documentation expected to be completed in the next few weeks. A For US 19, FDOT will be kicking off a study assessing the design of the service roads. Regarding the Enhancing Beach Access Area, staff is currently working with the City of Indian Rocks Beach on a vision plan for the city.

B. Board Action Sheets – September 11, 2019, summary was provided.

C. Traffic Fatalities Map – attached

D. Tentative Future Agenda Topics

- Final Cost Feasible Plan
- 2019 Level of Service Report
- 2019 Trends and Conditions Report
- FDOT 5-Year Draft Tentative Work Program

7. OTHER BUSINESS

The next meeting October 23, 2019.

8. ADJOURNMENT – 2:55 pm

SUMMARY

The Florida Department of Transportation (FDOT) is proposing an amendment to the FY 2019/20 – 2023/24 Transportation Improvement Program (TIP). The amendment advances construction funding for a bridge replacement project at 40th Avenue North east over Placido Bayou from year five to the current year. The projects total cost is \$9,636,304. This funding is new and will not affect projects already included in the TIP.

ATTACHMENT(S): TIP Amendment 443600-1

ACTION: Provide a recommendation to the Board for TIP amendments

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.

**Transportation Improvement Program Amendment
FY2019/20 - 2023 /24**

STIP Amendment Number:

**** This STIP is in an MPO Area ****

TIP Page Number: Attached

On **Wednesday, November 13, 2019**, the **Pinellas MPO** Metropolitan Planning Organization amended the Transportation Improvement Program that was developed and adopted in compliance with Title 23 and Title 49 in a continuing, cooperative and comprehensive transportation planning process as a condition to the receipt of federal assistance. By signature below, the MPO representative certifies that the TIP amendment was adopted by the MPO Board as documented in the supporting attachments. **This amendment will be subsequently incorporated into the MPOs TIP for public disclosure.**

The amendment does not adversely impact the air quality conformity or financial constraints of the STIP.

The STIP Amendment is consistent with the Adopted Long Range Transportation Plan. (Page Number:**TBD**)

This document has not been approved

Metropolitan Planning Organization Chairman or Designee
[Pinellas MPO](#)

This document has not been approved

FDOT District Representative or Designee District **07**

This document has not been approved

Federal Aid Management Manager or Designee

This document has not been approved

Federal Authorization

STIP amendment criteria:

A - The change adds new individual projects to the current STIP

An air conformity determination must be made by the MPO on amended projects within the non-attainment or maintenance areas

E - The MPO is not in an air quality non-attainment or maintenance area.

Project Name 443600-1, 40TH AVENUE NE OVER PLACIDO BAYOU

| Status | ITEM | Ver | Description | < FY 2020 | FY 2020 | FY 2021 | FY 2022 | FY 2023 | FY 2024 | > FY 2024 | All Years |
|--------------------------------------|----------|-----|--|---------------|--------------|------------|------------|---------------|--------------|-----------|----------------|
| Original STIP | | | | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Proposed Project | 443600 1 | AM | 40TH AVENUE NE OVER PLACIDO BAYOU BRIDGE REPLACEMENT #157154 MANAGED BY FDOT | | | | | | | | |
| | ACBR | CST | | 0.00 | 15,895.00 | 0.00 | 0.00 | 0.00 | 3,269,190.00 | 0.00 | 3,285,085.00 |
| | DIH | CST | | 0.00 | 1,000.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 1,000.00 |
| | LF | CST | | 0.00 | 487,352.00 | 0.00 | 0.00 | 0.00 | 2,332,202.00 | 0.00 | 2,819,554.00 |
| | LFF | CST | | 0.00 | 1,250,000.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 1,250,000.00 |
| | LFR | CST | | 0.00 | 3,734,105.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 3,734,105.00 |
| Funding Source After Change | 254483 1 | AD | BRIDGE CONTINGENCY MANAGED BY FDOT | | | | | | | | |
| | BRRP | CST | | 0.00 | 2,000,226.00 | 180,192.00 | 247,157.00 | 900,103.00 | 1,357,080.00 | 0.00 | 4,684,758.00 |
| | DSB1 | CST | | 0.00 | 351,606.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 351,606.00 |
| | LFB | CST | | 0.00 | 4,599,940.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 4,599,940.00 |
| Funding Source Balance Before Change | | | | 12,440,124.00 | 180,192.00 | 247,157.00 | 900,103.00 | 6,958,472.00 | | | 20,726,048.00 |
| Funding Source Balance After Change | | | | 6,951,772.00 | 180,192.00 | 247,157.00 | 900,103.00 | 1,357,080.00 | | | 9,636,304.00 |
| Net Change to Funding Source | | | | -5,488,352.00 | | | | -5,601,392.00 | | | -11,089,744.00 |
| Proposed Project Before Change | | | | | | | | | | | |
| Proposed Project After Change | | | | 5,488,352.00 | | | | 5,601,392.00 | | | 11,089,744.00 |
| Net Change to Project | | | | 5,488,352.00 | | | | 5,601,392.00 | | | 11,089,744.00 |
| Net Change to Funding Source | | | | -5,488,352.00 | | | | -5,601,392.00 | | | -11,089,744.00 |
| Net Change to Proposed Project | | | | 5,488,352.00 | | | | 5,601,392.00 | | | 11,089,744.00 |
| Net Change to STIP | | | | | | | | | | | |

Notes:

STIP Added on: **9/5/2019**; By: **Jensen Hackett**; Of: **FI DOT**
 STIP Updated on: **9/19/2019**; By: **Jensen Hackett**; Of: **FI DOT**

SUMMARY

“Advantage Pinellas” is the 2045 Long Range Transportation Plan (LRTP) for Pinellas County. It is the first countywide transportation plan developed since the merger of the Pinellas County Metropolitan Planning Organization (MPO) and the Pinellas Planning Council (PPC) and seeks to further align and reinforce land use/redevelopment and transportation policy and decision-making. This LRTP is being developed in partnership with other initiatives including the Pinellas Suncoast Transit Authority’s (PSTA) Community Bus Plan, the Pinellas County Active Transportation Plan, and a climate hazard assessment of the regional transportation system.

Forward Pinellas staff has been working to finalize the cost feasible plan, transportation network needs with available revenues, while taking into consideration the limitations on how the various revenue sources can be expended. A public comment period on the draft plan was opened on Thursday, October 10th and will close with a public hearing at the Forward Pinellas Board meeting on November 13th. Staff will provide the Board with an overview of the draft cost feasible plan, including the projected phasing of the transportation projects, and demonstrate how the projected spending of revenues align with the input received from the public over the course of the plan development. Following the public hearing and staff presentations, the Board will take action on the Advantage Pinellas Plan.

A summary draft of the Advantage Pinellas Plan that includes the cost feasible project information is provided at the link below.

<http://forwardpinellas.org/wp-content/uploads/2019/10/Draft-Cost-Feasible-Plan.pdf>

ATTACHMENT(S): None

ACTION: Recommendation of approval

Technical Coordinating Committee – October 23, 2019

5. FDOT FY 2020/21 – 2024/25 Draft Tentative Work Program



SUMMARY

The Florida Department of Transportation (FDOT) District 7 Office is developing the Five-Year Tentative Work Program for Fiscal Years 2020/21 through 2024/25. The Work Program outlines the state and federally-funded transportation projects for the next five years, including new projects introduced in the fifth year (2024/25). Development of the Tentative Work Program considers the project priorities adopted by Forward Pinellas.

A representative from FDOT will provide an overview of the projects included in the Draft Tentative Work Program, highlight the schedule for finalizing the Work Program and invite TCC member comments on the Draft.

ATTACHMENT(S): FDOT FY 2020/21 – 2024/25 Five-Year Draft Tentative Work Program Highlights

ACTION: None required; informational item



| | FPN | Phase | Description | Work Mix | Project Movement |
|----|----------|----------|--|--------------------------------|--|
| P | 424501-5 | ROW/CST | I-275 (SR 93) FROM 54TH AVE S TO S OF ROOSEVELT BLVD | ADD LANES & RECONSTRUCT | Advanced ROW from 2023 to 2021; Deferred CST from 2024 to 2025; SIS |
| 1 | 439338-5 | Planning | PINELLAS COUNTY FY 2024/2025-2025/2026 UPWP | TRANSPORTATION PLANNING | Added Planning to 2025; SU |
| 2 | 438747-2 | Study | PINELLAS COUNTY MODEL STUDIES | PLANNING MODELS/DATA UPDATE | Added funds to 2025; SU |
| 3 | 445649-1 | CST | 22ND ST S FROM 11TH AVE S TO 5TH AVE S | URBAN CORRIDOR IMPROVEMENTS | Added CST to 2025; MPO Complete Streets Project MAX SU \$1M |
| 4 | 446142-1 | Transit | PSTA - FHWA SURFACE TRANSPORTATION PROGRAM | PURCHASE VEHICLES/EQUIPMENT | Added \$1.5M SU in 2025 |
| 8 | 433799-1 | CST | US 19 (SR 55) FROM N OF CR 95 TO S OF PINE RIDGE WAY S | NEW INTERCHANGE | Deferred ROW from 2021 to 2026 Deferred CST from 2025 to 2028 SIS |
| 15 | 433797-1 | ROW/CST | US 19 (SR 55) FROM N OF NEBRASKA AVE TO S OF TIMBERLANE RD | ADD LANES & RECONSTRUCT | Deferred ROW from 2022 to 2026 Deferred CST from 2026 to 2028 SIS |
| 16 | 433796-1 | ROW | US 19 (SR 55) FROM S OF TIMBERLANE RD TO S OF LAKE ST | ADD LANES & RECONSTRUCT | Deferred ROW from 2023 to 2027 SIS |
| 19 | 437636-1 | ROW/CST | ALT US 19/SR 595/PALM HARBOR BLVD @ FLORIDA AVE | ROUNDAABOUT | Added ROW to 2021, CST to 2022; SU |
| | 443412-1 | PE/ROW | FOREST LAKES BLVD FROM SR 580 TO SR 584/TAMPA RD | ADD LANES & REHABILITATE PVMNT | Added PE to 2023, CST to 2025; CIGP |
| | 443580-1 | CST | TARPON AVENUE FROM S HUEY AVENUE TO US HWY 19 | INTERSECTION IMPROVEMENT | Added CST to 2022; Safety |
| | 440248-1 | PE/CST | SR 580 FROM SHORE BLVD TO TAMPA RD | RESURFACING | Added PE to 2021, CST to 2023 |
| | 440254-1 | PE/CST | SR 693/PASADENA AVE/66TH ST N FROM PARK ST TO N TYRONE BLVD | RESURFACING | Added PE to 2021, CST to 2023 |
| | 443806-1 | PE/CST | US 19A/SR 595 FROM S END OF LONG BAYOU BRIDGE TO HOOVER BLVD/95TH ST N | RESURFACING | Added PE to 2021, CST to 2023 |
| | 443807-1 | PE/CST | SR 694 FROM E OF GRAND AVE/S FRONTAGE RD TO E OF SR 93/I-275 | RESURFACING | Added PE to 2021, CST to 2023 |
| | 441653-1 | PE/CST | SR 699/GULF BLVD FROM N OF 183RD TERRACE W TO N OF 192ND AVE | RESURFACING | Added PE to 2021, CST to 2023 |
| | 441656-1 | PE/CST | SR 590 FROM NE OF LEONARD DR TO DELAWARE | RESURFACING | Added PE to 2021, CST to 2023; Urban Corridor improvements Candidate |
| | 445886-1 | PE/CST | I-275/SR 93 FROM N END OF SKYWAY BRIDGE TO N OF MAXIMO POINT BRIDGES | RESURFACING | Added PE to 2021, CST to 2023; SIS |
| | 445864-1 | PE/CST | I-175/SR 594 FROM E 16TH STREET S TO 4TH STREET S | RIGID PAVEMENT REHABILITATION | Added PE to 2021, CST to 2023; SIS |
| | 445865-1 | PE/CST | I-375/SR 592 FROM I-275 TO SR 595/4TH AVE N | RIGID PAVEMENT REHABILITATION | Added PE to 2021, CST to 2023; SIS |
| | 446009-1 | CST | I-275/SR 93 FROM 54TH AVE S TO 5TH AVE S | RIGID PAVEMENT REHABILITATION | Added CST to 2023; SIS |
| | 434807-3 | ROW/CST | US 19(SR 55) FROM N OF ANCLOTE RIVER BRIDGE TO S OF BRITTANY PARK BLVD | DRAINAGE IMPROVEMENTS | Removed ROW from 2021 and advanced CST from 2023 to 2021 |
| | 443600-1 | PE/CST | 40TH AVENUE NE OVER PLACIDO BAYOU | BRIDGE REPLACEMENT | Advanced CST to 2020 with local funds and payback in 2022 and 2024 |

| <i>FPN</i> | <i>Phase</i> | <i>Description</i> | <i>Work Mix</i> | <i>Project Movement</i> |
|------------|--------------|--|------------------------------|---|
| 445437-1 | PE/CST | RIDGEMOOR BLVD & BROOKER CREEK AT BROOKER CREEK BRIDGE #154153 | BRIDGE REPLACEMENT | Added PE to 2023, CST to 2025 |
| 438785-1 | PE/CST | SUBSTRUCTURE REPAIR I-275 HOWARD FRANKLAND BRIDGE SB #150210 | BRIDGE-REPAIR/REHABILITATION | Added PE to 2024, CST to 2025 |
| 439549-1 | PE/CST | US 92/SR 600/GANDY BRIDGE EB FROM OLD TAMPA BAY TO BRIDGE # 100300 | BRIDGE-REPAIR/REHABILITATION | Project dropped, work being done under 443833-1 PINELLAS COUNTY BEARING PAD REPAIRS VARIOUS LOCATIONS |
| 445830-1 | PE/CST | PINELLAS COUNTY DRAINAGE REPAIRS VARIOUS LOCATIONS | BRIDGE-REPAIR/REHABILITATION | Add PE to 2023, CST to 2024 |
| 445834-1 | PE/CST | PINELLAS COUNTY SUBSTRUCTURE REPAIR VARIOUS LOCATIONS | BRIDGE-REPAIR/REHABILITATION | Added PE to 2024, CST to 2025 |
| 445981-1 | PE/CST | I-275 SB RAMP TO I-375 EB BRIDGE 150124 | BRIDGE-REPAIR/REHABILITATION | Added PE to 2023, CST to 2024 |
| 445410-1 | PE | US 19/SR 55 FROM 126TH AVE N TO S OF SEVILLE BLVD | MISCELLANEOUS STRUCTURE | Added CST to 2021; Safety |

DRAFT

SUMMARY

Each year in the fall, Forward Pinellas, in its role as the Metropolitan Planning Organization (MPO), updates its Transportation Improvement Program (TIP) to include the most recently adopted transportation work programs of the local governments. Although MPOs are only required to provide Federal and State funded project information, Forward Pinellas has always included local government work programs through its annual fall update. This is intended to provide citizens, businesses and other public agencies that utilize the TIP with a more comprehensive report of scheduled transportation improvements located throughout the County.

Pinellas County's transportation work program is adopted each year as part of its Capital Improvement Program (CIP). It is the largest local government work program contained in the TIP from the standpoint of budget and scope of projects. Summary tables representing the transportation section of the CIP are attached. The summary tables include information on the status of the projects and any changes that have occurred from the previous year's work program. Projects that have changed since the prior year are shaded. Also attached are the work program tables of the local airports, Port of St. Petersburg, Pinellas Suncoast Transit Authority (PSTA) and Federal Transit Administration (FTA) Section 5310 Grant Program allocations. Pending approval by the Forward Pinellas Board on November 13, the attached maps and tables will be included in the TIP. Any updated information on municipal work programs provided by the cities by October 30 will also be included.

In addition to the project information included in the annual fall update, the TIP contains the work programs of the Florida Department of Transportation (FDOT), Florida Commission for the Transportation Disadvantaged (CTD), and the Tampa Bay Area Transit Authority (TBARTA). Updated work programs associated with these agencies are incorporated in the TIP when it was approved by the TCC in May. Projects identified in the TIP include capital and operational improvements, equipment purchases, maintenance and grant allocations relating to all modes of transportation.

ATTACHMENT(S):

- Summary Table of Pinellas County Major Transportation/Advanced Transportation Management System (ATMS) Projects
- Map of Pinellas County Major Transportation/Advanced Transportation Management System (ATMS) Projects
- Summary Table of Pinellas County Bridge, Sidewalk and Trail Projects
- Map of Pinellas County Bridge, Sidewalk and Trail Projects
- Pinellas County, Local Government and Agency Capital Improvement Program Tables

ACTION: None, informational item only

**SUMMARY TABLE OF MAJOR TRANSPORTATION/ATMS PROJECTS IN THE
FY 2019/20 – 2024/25 PINELLAS COUNTY CAPITAL IMPROVEMENT PROGRAM**

| PROJECT NUMBER | LOCATION | PROJECT DESCRIPTION | STATUS |
|-----------------------|---|--|-------------------------------|
| 2110A | Forest Lakes Blvd from Pine Ave to Pinellas/Hillsborough County Line (Phase II) | Pavement Reconstruction and Road Widening 2 to 4 lanes | Design Build Underway |
| *297A/ FPN 4338801 | Gateway Expressway/118 th Ave N/CR 296 (Future SR 690) from US 19 (SR 55) to E of 28 th St N | New Road/Bridge Construction 0 to 4 lanes | CST Underway |
| *147A | Haines Rd from 51 st Ave N to 60 th Ave N | Road and Intersection Improvements | CST Complete |
| 2106A | Haines Rd from 60 th Ave N to US 19 (SR 55) | Reconstruction, including bike lanes | Design Build Underway |
| 1018A | Betty Lane at Sunset Point Road | Intersection Improvements | Design Build Underway |
| 1020A | N.E. Coachman Rd at Coachman Rd | Intersection Improvements | Design Build Underway |
| 1022A | 102 nd Ave N at Antilles Dr | Intersection Improvements | CST Underway |
| 1023A | 131 st St N at 82 nd Ave N and 86 th Ave N | Intersection Improvements | 60% Design Phase |
| 097A | 62 nd Ave N from 49 th St N to 34 th St N | Roadway Improvements, | Design Phase |
| 1038A | Park St from Tyrone Blvd to 54 th Ave N | Intersection Improvements/Road Widening | Design Phase |
| 1039A/ FPN 437138 | Park St/Starkey Rd from 84 th Ln N to 82 nd Ave N | Reconstruct/Road Widening (4 to 6 lanes) | CST Underway |
| 206A | Starkey Rd from Ulmerton Rd to East Bay Drive | Roadway Improvements | Design Phase |
| 2109A | Whitney Rd at Wolford Rd | Intersection Improvements | Design Phase, CST Start: 2020 |
| 2131A | 46 th Ave N from 49 th St N. (CR 611) to 38 th St N | Roadway Improvements | Design Start: 2020 |
| 2925A | 126 th Ave N from 34 th St to US 19 | Roadway and Intersection Improvements | Design Phase Underway |
| 2540A | Belcher Rd at SR 60/Gulf-to-Bay Blvd | PD&E Study | PD&E Phase |
| 087A | 22 nd Ave S - 58 th St S to 34 th St S | Roadway Improvement | Design Phase Underway |
| 957A | 62 nd Avenue North at 58 th Street N | Intersection Improvements | Design Build: 2019-2020 |
| *958A | 49 th St N at 38 th Ave N and 30 th Ave N, 58 th St N at 38 th Ave N | ADA Ramps Upgrade, Sidewalk, and Intersection Improvements | Design Build: 2020 |

**SUMMARY TABLE OF MAJOR TRANSPORTATION/ATMS PROJECTS IN THE
FY 2019/20 – 2024/25 PINELLAS COUNTY CAPITAL IMPROVEMENT PROGRAM**

| PROJECT NUMBER | LOCATION | PROJECT DESCRIPTION | STATUS |
|-----------------------|---|--|-------------------------------------|
| *1177A | Lakeshore Estates | Roadway and Drainage Improvements | Construction Underway |
| *1177B | Lakeshore Estates Phase 2 | Roadway and Drainage Improvements | Design Underway |
| 2063A | Starkey Road from Flamevine to Bryan Dairy Road | Road Reconstruction and Widening | Design Start: 2020 |
| 2069A | 62 nd Avenue N & 25 th Street N | Intersection Improvements | Design Build Underway |
| 2702A | 67 th Street N. from 48 th Ave N to 50 th Avenue N, and 67 th Street N. from 54 th Avenue N. to south Dead End | Roadway Improvements | Design and Construction Start: 2020 |
| 3862A | Belleair Road | Complete Streets Improvements | Design Underway |
| 3876A | 49th St N. (CR 611) at 70th Ave N. | Intersection Improvements | Design Start: 2020 |
| 3877A | Sunset Point Rd. from Alt. US 19 to Keene Rd | Roadway Improvements | Design Underway |
| 3880A | 102nd Ave from 137th St to 113th St | Roadway Improvements | Design Start: 2020 |
| 3882A | 54th Ave. N. from 49th St. N. to 34th St. N. | Roadway Improvements | Preliminary Engineering |
| 3884A | Highland Ave (CR 375) from Belleair Rd (CR 464) to E. Bay Dr (CR 686) | Roadway Improvements | Design Start: 2020 |
| 3897A | Anclote Road | Roadway Improvements | Preliminary Engineering |
| 3914A | Forest Lakes Blvd Phase III - From Tampa Rd. to SR 580 | Pavement Reconstruction and Road Widening 2 to 4 lanes | Preliminary Engineering |
| 4182A | Nebraska Ave from Alt US 19 to West Lake Rd | Roadway Improvement | Design Start: 2020 |
| 4200A | Gulf Blvd Improvements – Penny IV | Roadway Improvements | CST Start: 2020 |
| 175A | Park Blvd (SR 694) from Gulf Blvd to Grand Ave | ATMS Improvements | CST Complete |
| 197A | Main St (SR 580), Curlew Rd (SR 586) and Tampa Rd (SR 584) from Alt US 19 (SR 595) to the Hillsborough County Line | ATMS/ITS Improvements | CST Underway |
| 1030A | Belcher Rd from Druid Rd to Park Blvd N | ATMS Improvements | CST Underway |
| 1031A | Gulf Blvd from Belleair Beach Causeway (SR 686) to S of 35 th | ATMS Improvements | Design Build Underway |

**SUMMARY TABLE OF MAJOR TRANSPORTATION/ATMS PROJECTS IN THE
FY 2019/20 – 2024/25 PINELLAS COUNTY CAPITAL IMPROVEMENT PROGRAM**

| PROJECT NUMBER | LOCATION | PROJECT DESCRIPTION | STATUS |
|-----------------------|--|----------------------------|---------------------------------------|
| | Ave/Pinellas Bayway | | |
| *1032A | Regional ATMS/ITS Improvements | ATMS/ITS Improvements | CST Start: 2020 |
| 2156A/ FPN 4335811 | Keene Rd (CR 1) from Gulf-to-Bay Blvd (SR 60) to Alderman Rd | ITS Communication System | Design Build Underway |
| 2598A/ FPN 4348911 | Alt US 19 S (SR 595) from SR 60 to 34 th St S | ITS Improvements | CST Underway |
| 2599A | Downtown St. Petersburg ATMS | ATMS Improvements | Design Underway, CST Planned for FY21 |
| 2600A/ FPN 4370471 | CR 611 (49 th St N) from 46 th Ave N to Gulf-to-Bay Blvd (SR 60) | ATMS Improvements | CST Planned: 2019-2020 |
| 3145A | 66 th St N (SR 693) from Park Blvd to US Hwy 19 N (SR 55) | ATMS Improvements | Construction Underway |
| *2601A | ATMS (Phase 3) Expansion | ATMS Improvements | Design Build Underway |
| 3771A | ATMS Keystone Rd - US19 to E of East Lake Rd | ATMS Improvements | CST Planned: 2019-2020 |
| *106A | ATMS/ITS Countywide System Program | ATMS Improvements | CST Planned: 2019-2020 |
| | | | |

* Project is not mapped on Pinellas County Work Program maps

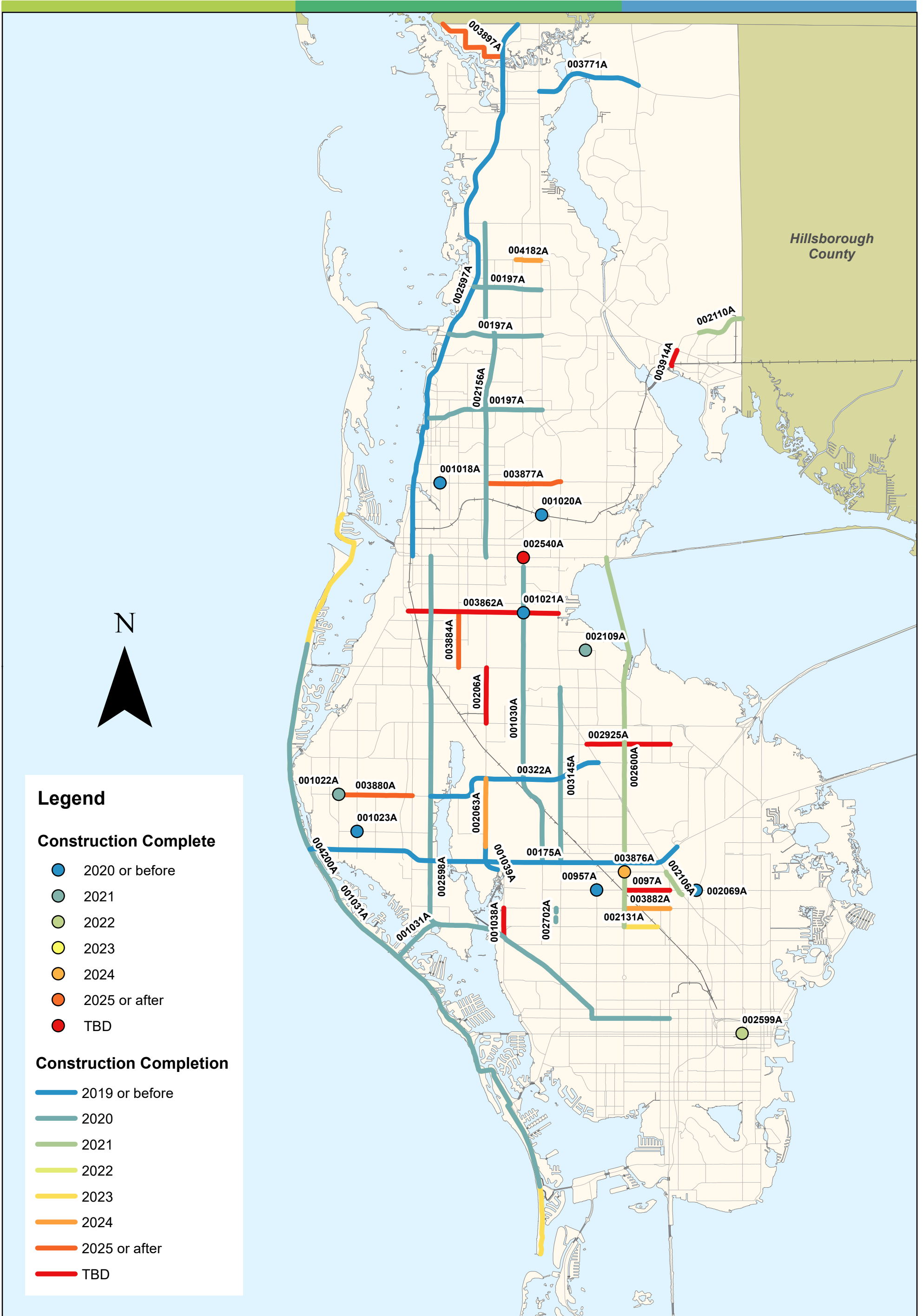
Notes:

- 1) FPN = Federal Project Number; CST = Construction; PE = Preliminary Engineering; PD&E = Project Development & Environment Study
- 2) Shaded projects indicate changes in the FY 2018/19 – 2022/23 Pinellas County Capital Improvement Program (CIP) compared to the adopted FY 2017/18 – 2021/22 CIP. The status column summarizes changes from the previous year.
- 3) This project summary table does not include projects such as drainage work, railroad crossings and routine maintenance and repairs.
- 4) Regarding 297A, the Gateway Expressway project will ultimately provide a partially-controlled access facility connecting I-275 (SR 93) to US Highway 19 and I-275 (SR 93) to the Bayside Bridge via an elevated tolled expressway.
- 5) Federal Project Numbers (FPN) have been added, where applicable, as a cross-reference to the FDOT State Work Program. Some projects may appear in both the local and state work programs due to funding sources from both local and state government.

PINELLAS COUNTY WORK PROGRAM FY 2020 - FY2025



MAJOR TRANSPORTATION AND ATMS PROJECTS



*Project completion date is based on allocation of construction funds in the current FY 2020-2025 County CIP. Construction completion is subject to change.

**SUMMARY TABLE OF BRIDGES/SIDEWALKS PROJECTS IN THE
FY 2019/20 – 2024/25 PINELLAS COUNTY CAPITAL IMPROVEMENT PROGRAM**

| PROJECT NUMBER | LOCATION | PROJECT DESCRIPTION | STATUS |
|-----------------------|--|---|-----------------------|
| 186B | Pinellas/Duke Energy Trail Extension (Phase 2) from NE Coachman Rd (SR 590) to Sunset Point Rd on the Duke Energy right-of-way | Shared Use Bike Path/Trail | Design Build Underway |
| 967A | Pinellas/Duke Energy Trail Extension North Loop Gap | Shared Use Bike Path/Trail | CST Underway |
| 2686A/ FPN 4245647 | Hercules Ave/Greenbriar Blvd (Phase II) from Sherwood St to Sunset Point Rd | Sidewalk | CST Start: 2020 |
| 1512A/ FPN 4245644 | CR 694 (Park Blvd) from Starkey Rd to 66th St N | Sidewalk | CST Underway |
| 2102A/ FPN 4245646 | Haines Bayshore Rd from US 19 N to Sunrise Blvd | Sidewalk | CST Underway |
| 2232A | Indian Rocks Rd (Phase 2) from Wilcox Rd to 8 th Ave SW | Sidewalk | Design Build Underway |
| 087A | 22 nd Ave S from 58 th St S to 34 St S | Sidewalk | Design Underway |
| 146A | Gulf Blvd Improvements from SR 60 at Clearwater Beach to Pass-A-Grille Beach | Improvements include pedestrian crosswalks and streetlights | Ongoing |
| 3306A | 62 nd Ave N from 55 th St N to 62 nd St N | Sidewalk | Design Phase |
| 2128A | 42nd Avenue from 35th Street N to 46th Street N | Drainage and Sidewalk Improvements | Design Underway |
| 2927A | 46th Ave. N. from 49th St. N. to 55th St. N. | Sidewalk Improvements | Design Underway |
| 700A | Westwinds Dr Bridge over Westwind Canal | Bridge Replacement | Final Design Phase |
| 702A | Crosswinds Dr Bridge over Crosswinds Canal | Bridge Replacement | Final Design Phase |
| 1034A | Old Coachman Rd over Alligator Creek | Bridge Replacement | Design Phase |
| 1035A | Oakwood Dr over Stephanie's Channel | Bridge Replacement | Final Design Phase |
| 1036A | San Martin Blvd over Riviera Bay | Bridge Replacement | Design Phase |
| 1037A | Beckett Bridge | Bridge Replacement | Design Phase |
| 423A | Dunedin Causeway Bridge | Bridge Replacement PD&E Study | Design Phase |
| *1142A | Park Boulevard Drawbridge | Bridge Rehabilitation | Construction Underway |

**SUMMARY TABLE OF BRIDGES/SIDEWALKS PROJECTS IN THE
FY 2019/20 – 2024/25 PINELLAS COUNTY CAPITAL IMPROVEMENT PROGRAM**

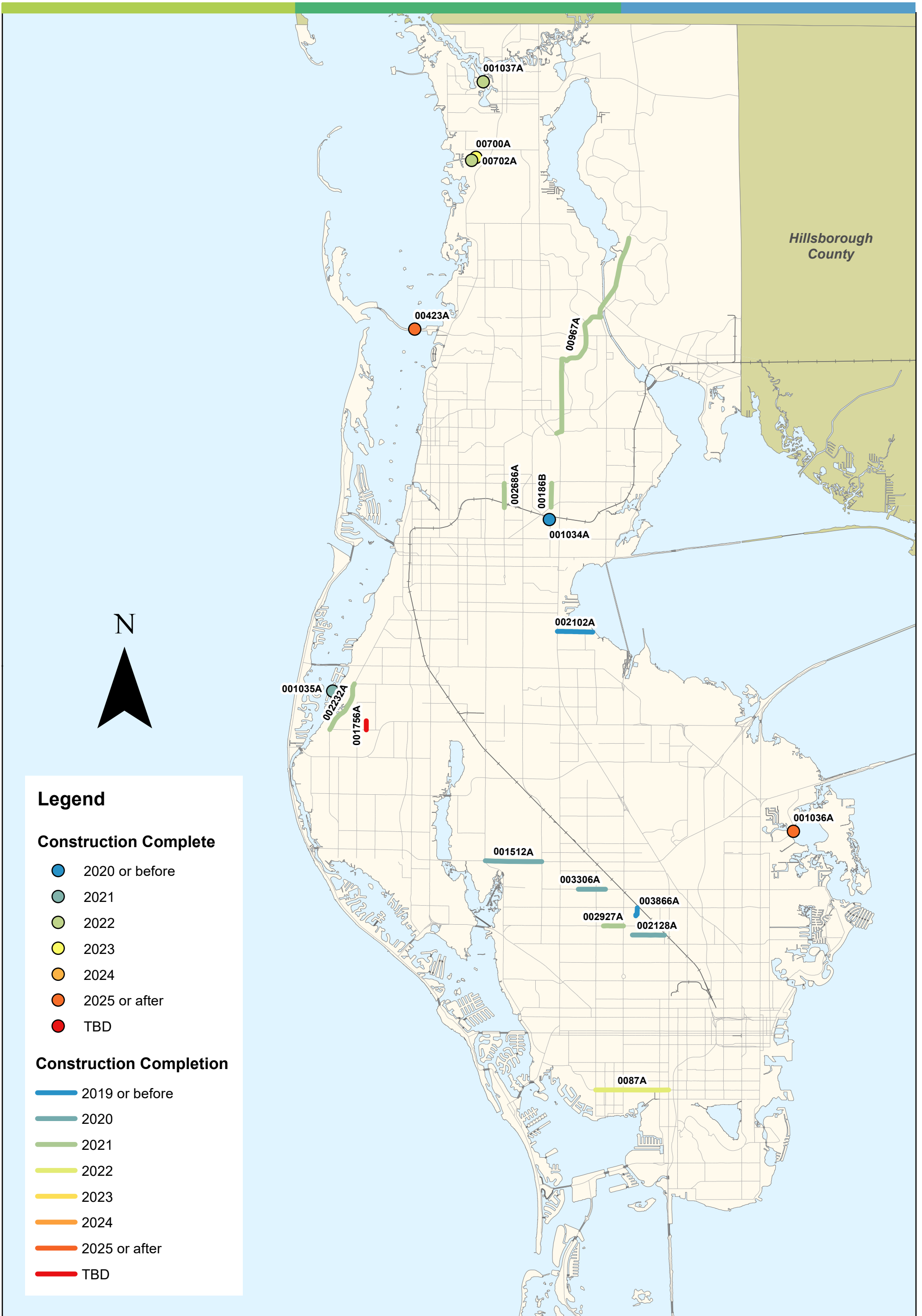
| PROJECT NUMBER | LOCATION | PROJECT DESCRIPTION | STATUS |
|-----------------------|--|----------------------------|-----------------------|
| 3866A | 45th St. N. Sidewalk from Duval Park Blvd to South of 54th Ave | Sidewalk Project | Construction Underway |

* Project is not mapped on Pinellas County Work Program maps

Notes:

- 1) FPN = Federal Project Number; DSB = Design-Build (combines construction and design/preliminary engineering phases to reduce costs and expedite construction); CST = Construction; PE = Preliminary Engineering; PD&E = Project Development and Environment; SRTS = Safe Routes to School.
- 2) Shaded projects indicate changes in the FY 2018/19 – 2022/23 Pinellas County Capital Improvement Program (CIP) compared to the adopted FY 2017/18 – 2021/22 CIP. The status column summarizes changes from the previous year.
- 3) This project summary table does not include projects such as drainage work, landscaping, railroad crossings and routine maintenance and repairs.
- 4) Federal Project Numbers (FPN) have been added, where applicable, as a cross-reference to the FDOT State Work Program. Some projects may appear in both the local and state work programs due to funding sources from both local and state government.

PINELLAS COUNTY WORK PROGRAM FY 2020 - FY2025 BRIDGES, SIDEWALKS AND TRAILS



*Project completion date is based on allocation of construction funds in the current FY 2020-2025 County CIP. Construction completion is subject to change.

Pinellas County Capital Improvement Program Budget Report by Function and Program

| Current Year Estimate | | 2020 | 2021 | 2022 | 2023 | 2024 | 2025 | Line Total |
|--|------------------|----------------|--------------------|-------------|-------------|-------------|-------------|-------------------|
| Total For Project: 004152A Intersection Program PIV | | | | | | | | |
| 0 | 1,500,000 | 1,500,000 | 1,500,000 | 1,500,000 | 1,500,000 | 1,500,000 | 9,000,000 | |
| Total For Function: Transportation Program: 3021 Intersection Improvements Projects | | | | | | | | |
| 4,945,810 | | 7,870,400 | 4,832,000 | 2,585,000 | 3,000,000 | 8,750,000 | 4,550,000 | 36,533,210 |
| Function: Transportation Program: 3022 Local Streets/Collector Projects | | | | | | | | |
| Current Year Estimate | | 2020 | 2021 | 2022 | 2023 | 2024 | 2025 | Line Total |
| Project: 002106A Haines Road - 60th Avenue to US 19 Roadway and Drainage Improvements | | | | | | | | |
| Fund: 3001 | Capital Projects | Center: 414100 | CIP-Transportation | | | | | |
| | 520,000 | | 1,920,000 | 3,000,000 | 0 | 0 | 0 | 5,440,000 |
| Total For Project: 002106A Haines Road - 60th Avenue to US 19 Roadway and Drainage Improvements | | | | | | | | |
| | 520,000 | 1,920,000 | 3,000,000 | 0 | 0 | 0 | 0 | 5,440,000 |
| Project: 002109A Whitney Road and Wolford Road intersection and Roadway Improvements | | | | | | | | |
| Fund: 3001 | Capital Projects | Center: 414100 | CIP-Transportation | | | | | |
| | 140,000 | | 770,000 | 1,936,200 | 0 | 0 | 0 | 2,846,200 |
| Total For Project: 002109A Whitney Road and Wolford Road intersection and Roadway Improvements | | | | | | | | |
| | 140,000 | 770,000 | 1,936,200 | 0 | 0 | 0 | 0 | 2,846,200 |
| Project: 002131A 46th Ave N from 49th St N. (CR 611) to 38th St N. Roadway Improvements | | | | | | | | |
| Fund: 3001 | Capital Projects | Center: 414100 | CIP-Transportation | | | | | |
| | 0 | | 125,000 | 200,000 | 650,000 | 1,550,000 | 0 | 2,525,000 |
| Total For Project: 002131A 46th Ave N from 49th St N. (CR 611) to 38th St N. Roadway Improvements | | | | | | | | |
| | 0 | 125,000 | 200,000 | 650,000 | 1,550,000 | 0 | 0 | 2,525,000 |
| Project: 002925A 126th Avenue N Improvements from 34th Street N to US Hwy 19 | | | | | | | | |
| Fund: 3001 | Capital Projects | Center: 414100 | CIP-Transportation | | | | | |
| | 732,340 | | 250,000 | 250,000 | 500,000 | 0 | 0 | 1,732,340 |
| Total For Project: 002925A 126th Avenue N Improvements from 34th Street N to US Hwy 19 | | | | | | | | |
| | 732,340 | 250,000 | 250,000 | 500,000 | 0 | 0 | 0 | 1,732,340 |
| Project: 003862A Belleair Road Complete Street Improvements | | | | | | | | |
| Fund: 3001 | Capital Projects | Center: 414100 | CIP-Transportation | | | | | |
| | 150,000 | | 50,000 | 0 | 0 | 0 | 0 | 200,000 |
| Total For Project: 003862A Belleair Road Complete Street Improvements | | | | | | | | |
| | 150,000 | | 50,000 | 0 | 0 | 0 | 0 | 200,000 |
| Project: 003882A 54th Ave. N. Roadway Improvements from 49th St. N. to 34th St. N. | | | | | | | | |
| Fund: 3001 | Capital Projects | Center: 414100 | CIP-Transportation | | | | | |
| | 50,000 | | 400,000 | 250,000 | 250,000 | 2,000,000 | 2,500,000 | 5,450,000 |
| Total For Project: 003882A 54th Ave. N. Roadway Improvements from 49th St. N. to 34th St. N. | | | | | | | | |
| | 50,000 | 400,000 | 250,000 | 250,000 | 2,000,000 | 2,500,000 | 0 | 5,450,000 |
| Project: 003884A Highland Ave (CR 375) from Belleair Rd (CR 464) to E. Bay Dr (CR 686) Roadway Improvements | | | | | | | | |
| Fund: 3001 | Capital Projects | Center: 414100 | CIP-Transportation | | | | | |
| | 0 | | 25,000 | 15,000 | 125,000 | 375,000 | 250,000 | 1,500,000 |
| Total For Project: 003884A Highland Ave (CR 375) from Belleair Rd (CR 464) to E. Bay Dr (CR 686) Roadway Improvements | | | | | | | | |
| | 0 | 25,000 | 15,000 | 125,000 | 375,000 | 250,000 | 2,290,000 | 2,290,000 |
| Project: 003914A Forest Lakes Blvd Phase III - From Tampa Rd. to SR 580 - PER | | | | | | | | |
| Current Year Estimate | | 2020 | 2021 | 2022 | 2023 | 2024 | 2025 | Line Total |
| Fund: 3001 | Capital Projects | Center: 414100 | CIP-Transportation | | | | | |
| | 100,000 | | 200,000 | 0 | 400,000 | 200,000 | 400,000 | 1,300,000 |
| Total For Project: 003914A Forest Lakes Blvd Phase III - From Tampa Rd. to SR 580 - PER | | | | | | | | |
| | 100,000 | 200,000 | 0 | 400,000 | 200,000 | 400,000 | 0 | 1,300,000 |
| Project: 004182A Nebraska Ave Roadway Improvement from Alt US 19 to West Lake Rd | | | | | | | | |
| Fund: 3001 | Capital Projects | Center: 414100 | CIP-Transportation | | | | | |
| | 0 | | 25,000 | 0 | 175,000 | 975,000 | 2,250,000 | 3,425,000 |
| Total For Project: 004182A Nebraska Ave Roadway Improvement from Alt US 19 to West Lake Rd | | | | | | | | |
| | 0 | 25,000 | 0 | 175,000 | 975,000 | 2,250,000 | 0 | 3,425,000 |
| Total For Function: Transportation Program: 3022 Local Streets/Collector Projects | | | | | | | | |
| 1,692,340 | | 3,765,000 | 5,651,200 | 2,100,000 | 5,100,000 | 5,400,000 | 1,500,000 | 25,208,540 |
| Function: Transportation Program: 3023 Pinellas Trail Projects | | | | | | | | |
| Project: 000186B Pinellas/Duke Energy Trail Extension Phase II | | | | | | | | |
| Fund: 3001 | Capital Projects | Center: 414100 | CIP-Transportation | | | | | |
| | 687,000 | | 2,120,000 | 500,000 | 0 | 0 | 0 | 3,307,000 |

Pinellas County Capital Improvement Program

Budget Report by Function and Program

October 4, 2019

| Current Year Estimate | 2020 | 2021 | 2022 | 2023 | 2024 | 2025 | Line Total |
|---|--|----------------|--------------------|------------|------------|------------|------------|
| Total For Project: 000186B | Pinellas/Duke Energy Trail Extension Phase II | | | | | | |
| 687,000 | 2,120,000 | 500,000 | 0 | 0 | 0 | 0 | 3,307,000 |
| Project: 000967A | Pinellas Trail Loop North Segment | | | | | | |
| Fund: 3001 | Capital Projects | Center: 414100 | CIP-Transportation | | | | |
| 800,000 | | | 4,767,100 | 2,700,000 | 0 | 0 | 8,267,100 |
| Total For Project: 000967A | Pinellas Trail Loop North Segment | | | | | | |
| 800,000 | | 4,767,100 | 2,700,000 | 0 | 0 | 0 | 8,267,100 |
| Project: 003682A | Trail Projects | | | | | | |
| Fund: 3001 | Capital Projects | Center: 414100 | CIP-Transportation | | | | |
| 0 | | | 600,000 | 1,400,000 | 1,000,000 | 1,000,000 | 6,000,000 |
| Total For Project: 003682A | Trail Projects | | | | | | |
| 0 | 600,000 | 1,400,000 | 1,000,000 | 1,000,000 | 1,000,000 | 6,000,000 | |
| Project: 003883A | Pinellas Trail Loop (Duke Energy) South Gap from Haines Bayshore to San Martin Bridge | | | | | | |
| Fund: 3001 | Capital Projects | Center: 414100 | CIP-Transportation | | | | |
| 50,000 | | | 250,000 | 200,000 | 200,000 | 0 | 700,000 |
| Total For Project: 003883A | Pinellas Trail Loop (Duke Energy) South Gap from Haines Bayshore to San Martin Bridge | | | | | | |
| 50,000 | 250,000 | 200,000 | 200,000 | 0 | 0 | 0 | 700,000 |
| Total For Function: Transportation | Program: 3023 Pinellas Trail Projects | | | | | | |
| 1,537,000 | | 7,737,100 | 4,800,000 | 1,200,000 | 1,000,000 | 1,000,000 | 18,274,100 |
| Function: Transportation | Program: 3024 Road & Street Support Projects | | | | | | |
| Project: 000146A | Gulf Blvd Improvements | | | | | | |
| Fund: 3001 | Capital Projects | Center: 414100 | CIP-Transportation | | | | |
| 18,063,600 | | 0 | 0 | 0 | 0 | 0 | 18,063,600 |
| Total For Project: 000146A | Gulf Blvd Improvements | | | | | | |
| 18,063,600 | 0 | 0 | 0 | 0 | 0 | 18,063,600 | |
| Project: 004183A | Countywide Traffic Signalization Improvements | | | | | | |
| Fund: 3001 | Capital Projects | Center: 414100 | CIP-Transportation | | | | |
| 0 | | | 100,000 | 850,000 | 850,000 | 850,000 | 4,350,000 |
| Total For Project: 004183A | Countywide Traffic Signalization Improvements | | | | | | |
| 0 | 100,000 | 850,000 | 850,000 | 850,000 | 850,000 | 4,350,000 | |
| Project: 004200A | Gulf Blvd Improvements Penny IV | | | | | | |
| Fund: 3001 | Capital Projects | Center: 414100 | CIP-Transportation | | | | |
| 0 | | | 500,000 | 12,000,000 | 12,000,000 | 10,500,000 | 35,000,000 |
| Total For Project: 004200A | Gulf Blvd Improvements Penny IV | | | | | | |
| 0 | 500,000 | 12,000,000 | 12,000,000 | 10,500,000 | 0 | 0 | 35,000,000 |
| Total For Function: Transportation | Program: 3024 Road & Street Support Projects | | | | | | |
| 18,063,600 | 600,000 | 12,850,000 | 12,850,000 | 11,350,000 | 850,000 | 850,000 | 57,413,600 |
| Function: Transportation | Program: 3026 Sidewalks Projects | | | | | | |
| Project: 000144A | General Sidewalk and ADA Program | | | | | | |
| Fund: 3001 | Capital Projects | Center: 414100 | CIP-Transportation | | | | |
| 2,276,970 | | 0 | 0 | 0 | 0 | 0 | 2,276,970 |
| Total For Project: 000144A | General Sidewalk and ADA Program | | | | | | |
| 2,276,970 | | 0 | 0 | 0 | 0 | 0 | 2,276,970 |
| Project: 001512A | Park Blvd SRTS Sidewalk Improvements | | | | | | |
| Fund: 3001 | Capital Projects | Center: 414100 | CIP-Transportation | | | | |
| 500,000 | | | 1,300,000 | 0 | 0 | 0 | 1,800,000 |
| Total For Project: 001512A | Park Blvd SRTS Sidewalk Improvements | | | | | | |
| 500,000 | | 1,300,000 | 0 | 0 | 0 | 0 | 1,800,000 |
| Project: 002069A | 62nd Avenue N & 25th Street N Intersection Improvements | | | | | | |
| Fund: 3001 | Capital Projects | Center: 414100 | CIP-Transportation | | | | |
| 410,000 | | | 400,000 | 0 | 0 | 0 | 810,000 |
| Total For Project: 002069A | 62nd Avenue N & 25th Street N Intersection Improvements | | | | | | |
| 410,000 | 400,000 | 0 | 0 | 0 | 0 | 0 | 810,000 |
| Project: 002102A | Haines Bayshore Sidewalk Improvements | | | | | | |
| Fund: 3001 | Capital Projects | Center: 414100 | CIP-Transportation | | | | |
| 769,500 | | | 0 | 0 | 0 | 0 | 769,500 |
| Total For Project: 002102A | Haines Bayshore Sidewalk Improvements | | | | | | |
| 769,500 | 0 | 0 | 0 | 0 | 0 | 0 | 769,500 |

Pinellas County Capital Improvement Program Budget Report by Function and Program

| Current Year Estimate | | 2020 | 2021 | 2022 | 2023 | 2024 | 2025 | Line Total |
|--|------------------|--|--------------------|-----------|-----------|-----------|------------|------------|
| Project: 002128A 42nd Avenue from 35th Street N to 46th Street N Drainage and Sidewalk | | | | | | | | |
| Fund: 3001 | Capital Projects | Center: 414100 | CIP-Transportation | | | | | |
| | 230,000 | | 960,000 | 1,260,000 | 0 | 0 | 0 | 2,450,000 |
| Total For Project: 002128A | | 42nd Avenue from 35th Street N to 46th Street N Drainage and Sidewalk | | | | | | |
| | 230,000 | 960,000 | 1,260,000 | 0 | 0 | 0 | 0 | 2,450,000 |
| Project: 002232A Indian Rocks Road Phase 2B - from Kent Drive to 8th Avenue Southwest - Sidewalk & Drainage Improvements | | | | | | | | |
| Fund: 3001 | Capital Projects | Center: 414100 | CIP-Transportation | | | | | |
| | 450,000 | | 958,000 | 2,213,400 | 0 | 0 | 0 | 3,621,400 |
| Total For Project: 002232A | | Indian Rocks Road Phase 2B - from Kent Drive to 8th Avenue Southwest - Sidewalk & Drainage Improvements | | | | | | |
| | 450,000 | 958,000 | 2,213,400 | 0 | 0 | 0 | 0 | 3,621,400 |
| Project: 002686A Sidewalk Hercules Avenue Phase II from Sherwood Street to Sunset Point Road | | | | | | | | |
| Fund: 3001 | Capital Projects | Center: 414100 | CIP-Transportation | | | | | |
| | 0 | | 560,000 | 1,20,000 | 0 | 0 | 0 | 1,580,000 |
| Total For Project: 002686A | | Sidewalk Hercules Avenue Phase II from Sherwood Street to Sunset Point Road | | | | | | |
| | 0 | 560,000 | 1,020,000 | 0 | 0 | 0 | 1,580,000 | |
| Project: 002927A 46th Ave. N. Sidewalk Improvements from 49th St. N. to 55th St. N. | | | | | | | | |
| Fund: 3001 | Capital Projects | Center: 414100 | CIP-Transportation | | | | | |
| | 165,000 | | 385,000 | 500,000 | 0 | 0 | 0 | 1,050,000 |
| Total For Project: 002927A | | 46th Ave. N. Sidewalk Improvements from 49th St. N. to 55th St. N. | | | | | | |
| | 165,000 | 385,000 | 500,000 | 0 | 0 | 0 | 0 | 1,050,000 |
| Project: 003306A Sidewalk on 62nd Avenue North from 58th Street North to 62nd Street North | | | | | | | | |
| Fund: 3001 | Capital Projects | Center: 414100 | CIP-Transportation | | | | | |
| | 20,000 | | 562,100 | 0 | 0 | 0 | 0 | 582,100 |
| Total For Project: 003306A | | Sidewalk on 62nd Avenue North from 58th Street North to 62nd Street North | | | | | | |
| | 20,000 | 562,100 | 0 | 0 | 0 | 0 | 0 | 582,100 |
| Current Year Estimate | | 2020 | 2021 | 2022 | 2023 | 2024 | 2025 | Line Total |
| Project: 003866A 45th St. N. Sidewalk - Duval Park Blvd to South of 54th Ave | | | | | | | | |
| Fund: 3001 | Capital Projects | Center: 414100 | CIP-Transportation | | | | | |
| | 43,000 | | 0 | 0 | 0 | 0 | 0 | 43,000 |
| Total For Project: 003866A | | 45th St. N. Sidewalk - Duval Park Blvd to South of 54th Ave | | | | | | |
| | 43,000 | 0 | 0 | 0 | 0 | 0 | 0 | 43,000 |
| Project: 004144A Sidewalk and ADA Program PIV | | | | | | | | |
| Fund: 3001 | Capital Projects | Center: 414100 | CIP-Transportation | | | | | |
| | 0 | | 3,350,000 | 4,100,000 | 5,200,000 | 5,200,000 | 5,200,000 | 28,250,000 |
| Total For Project: 004144A | | Sidewalk and ADA Program PIV | | | | | | |
| | 0 | 3,350,000 | 4,100,000 | 5,200,000 | 5,200,000 | 5,200,000 | 5,200,000 | 28,250,000 |
| Total For Function: Transportation | | Program: 3026 Sidewalks Projects | | | | | | |
| | 4,864,470 | 8,475,100 | 9,093,400 | 5,200,000 | 5,200,000 | 5,200,000 | 5,200,000 | 43,232,970 |
| Function: Transportation | | Program: 3031 Bridges-Repair & Improvement | | | | | | |
| Project: 000125A Bridge Rehabilitation Program | | | | | | | | |
| Fund: 3001 | Capital Projects | Center: 414100 | CIP-Transportation | | | | | |
| | 640,300 | | 0 | 0 | 0 | 0 | 0 | 640,300 |
| Total For Project: 000125A | | Bridge Rehabilitation Program | | | | | | |
| | 640,300 | 0 | 0 | 0 | 0 | 0 | 0 | 640,300 |
| Project: 000423A Dunedin Causeway Bridge Project Development & Environment (PD&E) Study | | | | | | | | |
| Fund: 3001 | Capital Projects | Center: 414100 | CIP-Transportation | | | | | |
| | 225,000 | | 50,000 | 0 | 0 | 800,000 | 12,875,000 | 13,950,000 |
| Total For Project: 000423A | | Dunedin Causeway Bridge Project Development & Environment (PD&E) Study | | | | | | |
| | 225,000 | 50,000 | 0 | 0 | 0 | 800,000 | 12,875,000 | 13,950,000 |
| Project: 000700A Westwinds Drive Bridge Replacement over Westwind Canal | | | | | | | | |
| Fund: 3001 | Capital Projects | Center: 414100 | CIP-Transportation | | | | | |
| | 20,000 | | 905,000 | 895,000 | 0 | 0 | 0 | 1,820,000 |
| Total For Project: 000700A | | Westwinds Drive Bridge Replacement over Westwind Canal | | | | | | |
| | 20,000 | 905,000 | 895,000 | 0 | 0 | 0 | 0 | 1,820,000 |
| Project: 000702A Crosswinds Drive Bridge Replacement over Crosswinds Canal | | | | | | | | |
| Fund: 3001 | Capital Projects | Center: 414100 | CIP-Transportation | | | | | |
| | 20,000 | | 980,000 | 970,000 | 0 | 0 | 0 | 1,970,000 |

Pinellas County Capital Improvement Program Budget Report by Function and Program

| Current Year Estimate | 2020 | | 2021 | | 2022 | 2023 | 2024 | 2025 | Line Total |
|---|--|----------------|--|-----------|-------------|-------------|-------------|-------------|-------------------|
| Total For Project: 000702A | Crosswinds Drive Bridge Replacement over Crosswinds Canal | | | | | | | | |
| | 20,000 | 980,000 | | 970,000 | | 0 | 0 | 0 | 1,970,000 |
| Current Year Estimate | 2020 | | 2021 | | 2022 | 2023 | 2024 | 2025 | Line Total |
| Project: 001034A | Old Coachman Road over Alligator Creek Bridge Replacement | | | | | | | | |
| Fund: 3001 | Capital Projects | Center: 414100 | CIP-Transportation | | | | | | |
| | 300,000 | | 1,30,000 | | 2,190,000 | 0 | 0 | 0 | 3,520,000 |
| Total For Project: 001034A | Old Coachman Road over Alligator Creek Bridge Replacement | | | | | | | | |
| | 300,000 | 1,030,000 | | 2,190,000 | | 0 | 0 | 0 | 3,520,000 |
| Project: 001035A | Oakwood Drive over Stephanie's Channel Bridge Replacement | | | | | | | | |
| Fund: 3001 | Capital Projects | Center: 414100 | CIP-Transportation | | | | | | |
| | 20,000 | | 20,000 | | 1,330,000 | 0 | 0 | 0 | 1,370,000 |
| Total For Project: 001035A | Oakwood Drive over Stephanie's Channel Bridge Replacement | | | | | | | | |
| | 20,000 | 20,000 | | 1,330,000 | | 0 | 0 | 0 | 1,370,000 |
| Project: 001036A | San Martin Blvd. over Riviera Bay Bridge Replacement | | | | | | | | |
| Fund: 3001 | Capital Projects | Center: 414100 | CIP-Transportation | | | | | | |
| | 150,000 | | 100,000 | | 100,000 | 200,000 | 500,000 | 250,000 | 4,475,000 |
| Total For Project: 001036A | San Martin Blvd. over Riviera Bay Bridge Replacement | | | | | | | | |
| | 150,000 | 100,000 | | 100,000 | 200,000 | 500,000 | 250,000 | 4,475,000 | 5,775,000 |
| Project: 001037A | Beckett Bridge Replacement | | | | | | | | |
| Fund: 3001 | Capital Projects | Center: 414100 | CIP-Transportation | | | | | | |
| | 553,000 | | 547,000 | | 4,660,000 | 13,360,000 | 0 | 0 | 19,120,000 |
| Total For Project: 001037A | Beckett Bridge Replacement | | | | | | | | |
| | 553,000 | 547,000 | | 4,660,000 | 13,360,000 | 0 | 0 | 0 | 19,120,000 |
| Project: 001142A | Park Boulevard Drawbridge Rehabilitation | | | | | | | | |
| Fund: 3001 | Capital Projects | Center: 414100 | CIP-Transportation | | | | | | |
| | 550,000 | | 1,600,000 | | 0 | 0 | 0 | 0 | 2,150,000 |
| Total For Project: 001142A | Park Boulevard Drawbridge Rehabilitation | | | | | | | | |
| | 550,000 | | 1,600,000 | | 0 | 0 | 0 | 0 | 2,150,000 |
| Project: 004125A | Bridge Program PIV | | | | | | | | |
| Fund: 3001 | Capital Projects | Center: 414100 | CIP-Transportation | | | | | | |
| | 0 | | 1,000,000 | | 1,500,000 | 1,500,000 | 1,500,000 | 2,000,000 | 2,000,000 |
| Total For Project: 004125A | Bridge Program PIV | | | | | | | | |
| | 0 | 1,000,000 | | 1,500,000 | 1,500,000 | 2,000,000 | 2,000,000 | 9,500,000 | |
| Total For Function: Transportation | Program: 3031 | | Bridges-Repair & Improvement | | | | | | |
| | 2,478,300 | | 6,232,000 | | 11,645,000 | 15,060,000 | 2,000,000 | 3,050,000 | 19,350,000 |
| Function: Transportation | Program: 3032 | | Road Resurfacing & Rehabilitation | | | | | | |
| Current Year Estimate | 2020 | | 2021 | | 2022 | 2023 | 2024 | 2025 | Line Total |
| Project: 000192A | Road Resurfacing & Rehabilitation Program | | | | | | | | |
| Fund: 3001 | Capital Projects | Center: 414100 | CIP-Transportation | | | | | | |
| | 6,491,040 | | 0 | | 0 | 0 | 0 | 0 | 6,491,040 |
| Total For Project: 000192A | Road Resurfacing & Rehabilitation Program | | | | | | | | |
| | 6,491,040 | | 0 | | 0 | 0 | 0 | 0 | 6,491,040 |
| Project: 000192B | Road Resurfacing & Rehabilitation Program TTF | | | | | | | | |
| Fund: 3001 | Capital Projects | Center: 414100 | CIP-Transportation | | | | | | |
| | 2,557,130 | | 1,500,000 | | 0 | 0 | 0 | 0 | 4,057,130 |
| Total For Project: 000192B | Road Resurfacing & Rehabilitation Program TTF | | | | | | | | |
| | 2,557,130 | | 1,500,000 | | 0 | 0 | 0 | 0 | 4,057,130 |
| Project: 001177A | Lakeshore Estates Roadway & Drainage Improvements | | | | | | | | |
| Fund: 3001 | Capital Projects | Center: 414100 | CIP-Transportation | | | | | | |
| | 755,000 | | 364,000 | | 0 | 0 | 0 | 0 | 1,119,000 |
| Total For Project: 001177A | Lakeshore Estates Roadway & Drainage Improvements | | | | | | | | |
| | 755,000 | 364,000 | | 0 | 0 | 0 | 0 | 0 | 1,119,000 |
| Project: 001177B | Lakeshore Estates Phase 2 Roadway and Drainage Improvements | | | | | | | | |
| Fund: 3001 | Capital Projects | Center: 414100 | CIP-Transportation | | | | | | |
| | 0 | | 700,000 | | 0 | 0 | 0 | 0 | 700,000 |
| Total For Project: 001177B | Lakeshore Estates Phase 2 Roadway and Drainage Improvements | | | | | | | | |
| | 0 | 700,000 | | 0 | 0 | 0 | 0 | 700,000 | |

Pinellas County Capital Improvement Program Budget Report by Function and Program

| Current Year Estimate | | 2020 | 2021 | 2022 | 2023 | 2024 | 2025 | Line Total |
|---|------------------|----------------|--------------------|------------|------------|------------|------------|------------|
| Project: 004192A Road Resurfacing & Rehabilitation PIV | | | | | | | | |
| Fund: 3001 | Capital Projects | Center: 414100 | CIP-Transportation | | | | | |
| | 0 | 11,425,000 | 13,000,000 | 13,000,000 | 13,000,000 | 13,000,000 | 13,000,000 | 76,425,000 |
| Total For Project: 004192A Road Resurfacing & Rehabilitation PIV | | | | | | | | |
| 0 | 11,425,000 | 13,000,000 | 13,000,000 | 13,000,000 | 13,000,000 | 13,000,000 | 13,000,000 | 76,425,000 |
| Total For Function: Transportation Program: 3032 Road Resurfacing & Rehabilitation | | | | | | | | |
| 9,803,170 | | 13,989,000 | 13,000,000 | 13,000,000 | 13,000,000 | 13,000,000 | 13,000,000 | 88,792,170 |
| Function: Transportation Program: 3033 Advanced Traffic Management System | | | | | | | | |
| Project: 000106A ATMS/ITS Countywide System Program | | | | | | | | |
| Fund: 3001 | Capital Projects | Center: 414100 | CIP-Transportation | | | | | |
| | 91,000 | 300,000 | 300,000 | 300,000 | 300,000 | 300,000 | 300,000 | 1,891,000 |
| Total For Project: 000106A ATMS/ITS Countywide System Program | | | | | | | | |
| 91,000 | | 300,000 | 300,000 | 300,000 | 300,000 | 300,000 | 300,000 | 1,891,000 |
| Current Year Estimate 2020 2021 2022 2023 2024 2025 Line Total | | | | | | | | |
| Project: 000175A ATMS Park Boulevard from Gulf Blvd to Grand Ave | | | | | | | | |
| Fund: 3001 | Capital Projects | Center: 414100 | CIP-Transportation | | | | | |
| | 25,000 | 0 | 0 | 0 | 0 | 0 | 0 | 25,000 |
| Total For Project: 000175A ATMS Park Boulevard from Gulf Blvd to Grand Ave | | | | | | | | |
| 25,000 | | 0 | 0 | 0 | 0 | 0 | 0 | 25,000 |
| Project: 000197A ATMS NORTH COUNTY | | | | | | | | |
| Fund: 3001 | Capital Projects | Center: 414100 | CIP-Transportation | | | | | |
| | 300,000 | 300,000 | 0 | 0 | 0 | 0 | 0 | 600,000 |
| Total For Project: 000197A ATMS NORTH COUNTY | | | | | | | | |
| 300,000 | | 300,000 | 0 | 0 | 0 | 0 | 0 | 600,000 |
| Project: 001030A ATMS South Belcher Road - Druid to Park Blvd | | | | | | | | |
| Fund: 3001 | Capital Projects | Center: 414100 | CIP-Transportation | | | | | |
| | 988,000 | 312,000 | 0 | 0 | 0 | 0 | 0 | 1,300,000 |
| Total For Project: 001030A ATMS South Belcher Road - Druid to Park Blvd | | | | | | | | |
| 988,000 | | 312,000 | 0 | 0 | 0 | 0 | 0 | 1,300,000 |
| Project: 001031A ATMS Gulf Boulevard | | | | | | | | |
| Fund: 3001 | Capital Projects | Center: 414100 | CIP-Transportation | | | | | |
| | 210,000 | 1,460,700 | 0 | 0 | 0 | 0 | 0 | 1,670,700 |
| Total For Project: 001031A ATMS Gulf Boulevard | | | | | | | | |
| 210,000 | | 1,460,700 | 0 | 0 | 0 | 0 | 0 | 1,670,700 |
| Project: 001032A ATMS/ITS Regional Improvements | | | | | | | | |
| Fund: 3001 | Capital Projects | Center: 414100 | CIP-Transportation | | | | | |
| | 0 | 250,000 | 400,000 | 500,000 | 500,000 | 250,000 | 500,000 | 2,400,000 |
| Total For Project: 001032A ATMS/ITS Regional Improvements | | | | | | | | |
| 0 | 250,000 | 400,000 | 500,000 | 500,000 | 250,000 | 500,000 | 2,400,000 | |
| Project: 002156A ATMS CR 1 from SR 60 to Alderman Road | | | | | | | | |
| Fund: 3001 | Capital Projects | Center: 414100 | CIP-Transportation | | | | | |
| | 510,980 | 294,020 | 0 | 0 | 0 | 0 | 0 | 805,000 |
| Total For Project: 002156A ATMS CR 1 from SR 60 to Alderman Road | | | | | | | | |
| 510,980 | | 294,020 | 0 | 0 | 0 | 0 | 0 | 805,000 |
| Project: 002598A ATMS Alt US 19 South - SR60 to 34th St N | | | | | | | | |
| Fund: 3001 | Capital Projects | Center: 414100 | CIP-Transportation | | | | | |
| | 1,610,000 | 1,370,000 | 0 | 0 | 0 | 0 | 0 | 2,980,000 |
| Total For Project: 002598A ATMS Alt US 19 South - SR60 to 34th St N | | | | | | | | |
| 1,610,000 | | 1,370,000 | 0 | 0 | 0 | 0 | 0 | 2,980,000 |
| Project: 002599A ATMS St Pete Downtown | | | | | | | | |
| Fund: 3001 | Capital Projects | Center: 414100 | CIP-Transportation | | | | | |
| | 50,000 | 250,000 | 750,000 | 2,850,000 | 0 | 0 | 0 | 3,900,000 |
| Total For Project: 002599A ATMS St Pete Downtown | | | | | | | | |
| 50,000 | 250,000 | 750,000 | 2,850,000 | 0 | 0 | 0 | 0 | 3,900,000 |
| Project: 002600A ATMS 49th St - SR60 to 46th Ave N | | | | | | | | |
| Fund: 3001 | Capital Projects | Center: 414100 | CIP-Transportation | | | | | |
| | 322,000 | 900,000 | 2,296,600 | 0 | 0 | 0 | 0 | 3,518,600 |

Pinellas County Capital Improvement Program Budget Report by Function and Program

| Current Year Estimate | 2020 | 2021 | 2022 | 2023 | 2024 | 2025 | Line Total | |
|---|-------------|-------------|-------------|-------------|-------------|-------------|-------------|---------------|
| Project: 002086A MSTU Paving Huston Lane and Pinecrest Drive | | | | | | | | |
| Fund: 3001 Capital Projects Center: 414100 CIP-Transportation | 50,000 | 0 | 400,000 | 600,000 | 0 | 0 | 1,100,000 | |
| Total For Project: 002086A MSTU Paving Huston Lane and Pinecrest Drive | 50,000 | 0 | 400,000 | 600,000 | 0 | 0 | 1,100,000 | |
| Project: 002702A 67th Street N. Roadway Improvements from 48th Ave. N. to 50th Avenue N and 67th Street N. from 54th Avenue N. to south Dead End | | | | | | | | |
| Fund: 3001 Capital Projects Center: 414100 CIP-Transportation | 0 | 0 | 0 | 0 | 0 | 0 | 475,000 | |
| Total For Project: 002702A 67th Street N. Roadway Improvements from 48th Ave. N. to 50th Avenue N and 67th Street N. from 54th Avenue N. to south Dead End | 0 | 0 | 0 | 0 | 0 | 0 | 475,000 | |
| Project: 002932A MSTU Crystal Beach Paving & Drainage Improvements | | | | | | | | |
| Fund: 3001 Capital Projects Center: 414100 CIP-Transportation | 0 | 650,000 | 0 | 0 | 0 | 0 | 1,081,000 | |
| Total For Project: 002932A MSTU Crystal Beach Paving & Drainage Improvements | 0 | 650,000 | 0 | 0 | 0 | 0 | 1,081,000 | |
| Total For Function: Transportation Program: 3036 MSTU Paving Projects | 700,000 | 1,606,000 | 1,300,000 | 1,050,000 | 1,250,000 | 650,000 | 650,000 | 7,206,000 |
| Report Total: | 170,523,020 | 268,454,750 | 227,042,850 | 157,713,800 | 179,364,000 | 155,660,200 | 129,388,800 | 1,288,147,420 |

**PINELLAS COUNTY METROPOLITAN PLANNING ORGANIZATION
TRANSPORTATION IMPROVEMENT PROGRAM
(PUBLIC TRANSPORTATION)
FISCAL YEARS 2019/20– 2023/24**

ALBERT WHITTED AIRPORT

FUNDS SHOWN ARE IN THOUSANDS

| WORK ITEM # | PROJECT DESCRIPTION | 2019/20 | 2020/21 | 2021/22 | 2022/23 | 2023/24 |
|--------------------|-------------------------------|-----------------|----------------|-----------------|----------------|----------------|
| 2821001 | Airport PAPI/REILS | DES 18 ACPF | | | | |
| 2821002 | Airport Airfield Improvements | | | | | |
| 2821003 | Design Runway 18/36 | DES 225 ACPF | | | | |
| | Runway 18/36 Rehab | | 2,160 ACPF | | | |
| | Taxiway “A” Rehab | | | | | 1,350 ACPF |
| | PAPIs/PEILs Runway 18/36 | | 90 ACPF | | | |
| 2821004 | Rehab Airfield Vault | | | CST 540 ACPF | | |
| 2821005 | Taxiway “A” Design | | | | DES 10 ACPF | |

ACPF = Airport Capital Projects Fund; PAPI = Precision Approach Path Indicators; REILS = Runway End Identifier Lights

**PINELLAS COUNTY METROPOLITAN PLANNING ORGANIZATION
TRANSPORTATION IMPROVEMENT PROGRAM
(PUBLIC TRANSPORTATION)
FISCAL YEARS 2019/20 – 2023/24**

CAP = Capital Grant

| CLEARWATER AIRPARK | | FUNDS SHOWN IN THOUSANDS | | | | |
|---------------------------|--|---------------------------------|--------------|--------------|--------------|--------------|
| WORK ITEM # | PROJECT DESCRIPTION | 2019/20 | 20/21 | 21/22 | 22/23 | 23/24 |
| 4317931 | Update Masterplan | | | | | |
| 4317941 | New Hangar | | | | | |
| 4329771 | Airport Ground Support Equipment Replacement | | | | | |
| 4352221 | Replace Airplane Hangar C | CAP 1,200 | | | | |
| 4352271 | Construct Permanent Terminal | | | | CAP 3,600 | |
| 4385121 | Upgrade Security System | | CAP 100 | | | |

**PINELLAS COUNTY METROPOLITAN PLANNING ORGANIZATION
TRANSPORTATION IMPROVEMENT PROGRAM
(PUBLIC TRANSPORTATION)
FISCAL YEARS 2019/20 – 2023/24**

PORT OF ST. PETERSBURG

FUNDS SHOWN ARE IN THOUSANDS

| WORK ITEM # | PROJECT DESCRIPTION | 2019/20 | 2020/21 | 2021/22 | 2022/23 | 2023/24 |
|------------------------|---|----------------|----------------|----------------|----------------|----------------|
| FPN# 4225011 | Seaport Renovation and Replacement Port and Wharf Rehabilitation and Utilities | | | | | |

CST=Construction; NCIF – Neighborhood and Citywide Infrastructure Capital Improvement Fund; PCPF – Port Capital Projects Fund

**PINELLAS COUNTY METROPOLITAN PLANNING ORGANIZATION
TRANSPORTATION IMPROVEMENT PROGRAM
(PUBLIC TRANSPORTATION)
FISCAL YEARS 2019/20 – 2023/24**

ST. PETE CLEARWATER INTERNATIONAL AIRPORT

FUNDS SHOWN IN THOUSANDS

| Proj. # | Project Title | 2019/20 | 2020/21 | 2021/22 | 2022/2023 | 2023/24 |
|----------------|--|----------------|----------------|----------------|------------------|----------------|
| 000033A | Cargo Apron Construction/Convert Rwy 9/27 | \$1,000 | \$8,000 | | | |
| 000034A | New GA Taxiways (Airco) and Roads Environmental Assessment | \$142 | | \$1,150 | \$7,500 | \$4,500 |
| 000035A | Runway 18/36 Rehabilitation | \$11,900 | \$12,100 | | | |
| 000037A | New ARFF Vehicle | | | \$1,000 | | |
| 001546A | Airport Landside, Roadway & Parking Lot Improvements | \$4,200 | | | | |
| 001548A | Master Plan | \$156 | | | | |
| 001583A | Security System Rehab – Access Control | \$170 | | | | |
| 002111A | Inline Baggage Handling System | \$541 | | | | |
| 002877A | New Parking Garage | | | | \$1,400 | \$20,000 |
| 002878A | Customs/Border Control Improvements | \$1,100 | | | | |
| 003343A | Passenger Terminal Improvements and Ramp Expansion | | | | \$3,000 | \$186,000 |
| TBD | Tier 3 Drainage Improvements | | \$250 | \$1,250 | | |

AARF – Air Rescue and Fire Fighting

**PINELLAS COUNTY METROPOLITAN PLANNING ORGANIZATION
TRANSPORTATION IMPROVEMENT PROGRAM
(PUBLIC TRANSPORTATION)
FISCAL YEARS 2018/19 THROUGH 2023/24
PINELLAS SUNCOAST TRANSIT AUTHORITY**

| FDOT NO. | PROJECT DESCRIPTION | FY 2018/19 | FY 2019/20 | FY 2020/21 | FY 2021/22 | FY 2022/23 | FY 2023/24 |
|-----------------|---|--|--------------------------------------|--------------------------------------|--------------------------------------|--------------------------------------|--------------------------------------|
| 402520-1-94- | PSTA Section 5307 Formula Funds: The application will include: preventive maintenance, tire lease, replacement revenue vehicles, computer hardware and software, passenger amenities, misc. support equipment, 3rd party contracts, heavy duty vehicles lifts., short range planning, employee education/training, project administration, and contingency. | Capital FTA (100%) 13,121,174 | Capital FTA (100%) 14,214,937 | Capital FTA (100%) 14,609,171 | Capital FTA (100%) 14,609,171 | Capital FTA (100%) 14,609,171 | Capital FTA (100%) 14,609,171 |
| 434367-1-94 | PSTA Section 5307 (Funding to be passed through to TBARTA) – Regional Commuter Vanpool Program to contract for vehicles, acquire computer hardware/software, 3 rd party contracts, short range planning, employee training/education, force account, contingency and project administration. | Capital Equipment and Operating Activities FTA (100%) \$3,679,734 | | | | | |
| 434304-1-94- | PSTA Section 5339 Bus & Bus Facilities Formula Funds: The application will be used for the purchase of replacement revenue vehicles. | Capital FTA (100%) \$1,789,844 | Capital FTA (100%) \$1,750,080 | Capital FTA (100%) \$1,750,000 | Capital FTA (100%) \$1,750,000 | Capital FTA (100%) \$1,750,000 | Capital FTA (100%) \$1,750,000 |
| 439004-1-94- | PSTA Section 5337 State of Good Repair Formula Funds: The application will be used for the purchase Miscellaneous maintenance equipment. | Capital FTA (100%) \$7,276 | Capital FTA (100%) \$7,396 | Capital FTA (100%) \$10,000 | Capital FTA (100%) \$10,000 | Capital FTA (100%) \$10,000 | Capital FTA (100%) \$10,000 |
| 443490-1-94 | PSTA Section 5339 Bus & Bus Facilities Low-No Discretionary Funds: This application will be for the purchase of four electric vehicles and needed equipment. This is funding awarded in 2017 and 2018 | Capital FTA \$2,000,000 | | | | | |
| | PSTA Section 20005(b) - Pilot Transit Oriented Development Planning Grant (TOD): This application is for eligible short-range planning expenses related to PSTA's Central Avenue BRT project. | | FTA (100%) \$1,200,000 | | | | |
| | PSTA Section 3006(b) - Innovative Coordinated Access and Mobility: This application will be used for Wheelchair accessible vehicle integration into on-demand dispatch platform. | | FTA (100%) 100,000 | | | | |
| 402513-1-84- | PSTA State Block Grant Operating Assistance | Operating FDOT \$4,322,748 | Operating FDOT \$4,709,570 | Operating FDOT \$4,945,137 | Operating FDOT \$5,192,392 | Operating FDOT \$5,204,349 | Operating FDOT \$5,204,349 |

**PINELLAS COUNTY METROPOLITAN PLANNING ORGANIZATION
TRANSPORTATION IMPROVEMENT PROGRAM
(PUBLIC TRANSPORTATION)
FISCAL YEARS 2018/19 THROUGH 2023/24
PINELLAS SUNCOAST TRANSIT AUTHORITY**

| FDOT NO. | PROJECT DESCRIPTION | FY 2018/19 | FY 2019/20 | FY 2020/21 | FY 2021/22 | FY 2022/23 | FY 2023/24 |
|--------------|--|---|--|---|---|--|-------------------------------------|
| 410695-1-84- | PSTA – Gandy Corridor; Commuter Express Bus Service, Rt. 100X. | Urban Corridor FDOT \$166,508 | Urban Corridor FDOT \$160,000 | Urban Corridor FDOT \$285,915 | Urban Corridor FDOT \$257,284 | Urban Corridor FDOT \$278,817 | Urban Corridor FDOT \$278,817 |
| 418265-1-84- | PSTA – SR 688/I275 corridor, commuter express bus service, Route 300X | Urban Corridor FDOT \$176,508 | Urban Corridor FDOT \$165,000 | Urban Corridor FDOT \$285,915 | Urban Corridor FDOT \$272,554 | Urban Corridor FDOT \$285,915 | Urban Corridor FDOT \$285,915 |
| 430320-1-84- | Connector (Flex) Service – Curlew Road Connector Service | Urban Corridor FDOT \$222,408 | Urban Corridor FDOT \$220,000 | Urban Corridor FDOT \$285,917 | Urban Corridor FDOT \$272,915 | Urban Corridor FDOT \$285,917 | Urban Corridor FDOT \$285,917 |
| 430319-1-84- | Transit Corridor Program – Route 100X Extension | Urban Corridor FDOT \$245,529 | Urban Corridor FDOT \$240,000 | Urban Corridor FDOT \$285,915 | Urban Corridor FDOT \$272,554 | Urban Corridor FDOT \$285,915 | Urban Corridor FDOT \$285,915 |
| 437245-2 | Central Avenue BRT Downtown St. Petersburg to St. Pete Beach Service | | New Starts Funds FTA \$21,000,000 FDOT \$9,500,000 PSTA \$9,500,000 | | | | |
| 443348-1 | PSTA Downtown St. Petersburg to Downtown Tampa Service | | Service Development FDOT \$1,000,000 | Service Development FDOT \$2,000,000 | Service Development FDOT \$1,900,000 | | |
| 412533-1-84 | Commuter Assistance Program (CAP) – AV Pilot project in downtown St. Petersburg | Commuter Assistance FDOT \$100 | | | | | |
| 441989-1-84 | Service Development Program – Circulator Service in Downtown St. Petersburg | Service Development FDOT \$900 | | | | | |
| 440743-1- | Study for Express Bus Service between Clearwater Beach and Tampa International Airport (TIA) | | | | Express Bus Study FDOT \$3,000,000 | | |

Note: The FY 2018/2019 FTA Section 5307 application in the amount of \$3,679,736 will be submitted by Pinellas Suncoast Transit Authority and the funds will be passed through to TBARTA as a sub-recipient.

**PINELLAS COUNTY METROPOLITAN PLANNING ORGANIZATION
TRANSPORTATION IMPROVEMENT PROGRAM
(PUBLIC TRANSPORTATION)
FISCAL YEARS 2018/19 – 2023/24**

FTA SECTION 5310 PROGRAM

FUNDS SHOWN IN THOUSANDS

| AGENCY | PROJECT DESCRIPTION | 18/19 | 19/20 | 20/21 | 21/22 | 22/23 | 23/24 |
|-------------------------|--|------------------------------|------------------------------|--------------|--------------|--------------|--------------|
| CAREER SOURCE PINELLAS | 5310 NF-Workforce transportation workforce retention subsidy OPERATING ASSISTANCE | | | | | | |
| WESTCARE GULFCOAST | Scheduling software | | | | | | |
| WESTCARE GULFCOAST | Minivan | | | | | | |
| NEIGHBORLY CARE NETWORK | 5310 NF-Elder Person's EZ- Ride cross-county transportation expansion OPERATING ASSISTANCE | | | | | | |
| NEIGHBORLY CARE NETWORK | Cutaway w 10 seats / 8 foldaway seats | FTA 73.5 DS 9.2 LF 9.2 | FTA 72.0 DS 9.0 LF 9.0 | | | | |

**PINELLAS COUNTY METROPOLITAN PLANNING ORGANIZATION
TRANSPORTATION IMPROVEMENT PROGRAM
(PUBLIC TRANSPORTATION)
FISCAL YEARS 2018/19 – 2023/24**

| | | | | | | | |
|-------------------------|---|-------------------------------|---------------------------------|--|--|--|--|
| NEIGHBORLY CARE NETWORK | Route Match Software Update | FTA 20.0 DS 2.5 LF 2.5 | | | | | |
| NEIGHBORLY CARE NETWORK | Cutaway w 10 seats / 8 foldaway seats | FTA 73.5 DS 9.2 LF 9.2 | FTA 72.0 DS 9.0 LF 9.0 | | | | |
| NEIGHBORLY CARE NETWORK | Route Match Tablets | FTA 24.0 DS 3.0 LF 3.0 | | | | | |
| NEIGHBORLY CARE NETWORK | Computer Upgrade | FTA 6.7 DS 0.84 LF 0.84 | | | | | |
| NEIGHBORLY CARE NETWORK | Operating funds for door-to-door transportation for the elderly and disabled. | FTA 450 DS 0.0 LF 450 | FTA 364.5 DS 0.0 LF 364.5 | | | | |
| NEIGHBORLY CARE NETWORK | Software | | FTA 28.9 DS 3.6 LF 3.6 | | | | |
| PARC | 12 Passenger Van | FTA 51.5 DS 6.4 LF 6.4 | | | | | |
| PARC | Sedan | FTA 33.9 DS 4.2 LF 4.2 | | | | | |
| PARC | Software | | FTA 144.4 DS 18.0 LF 18.0 | | | | |

**PINELLAS COUNTY METROPOLITAN PLANNING ORGANIZATION
TRANSPORTATION IMPROVEMENT PROGRAM
(PUBLIC TRANSPORTATION)
FISCAL YEARS 2018/19 – 2023/24**

| | | | | | | | |
|--|--|---------------------------------|-----------------------------------|--|--|--|--|
| PINELLAS SUNCOAST TRANSIT AUTHORITY (PSTA) | Mobility Manager | | FTA 71.4 DS 8.9 LF 8.9 | | | | |
| PINELLAS SUNCOAST TRANSIT AUTHORITY (PSTA) | 5310 NF-Dunedin-Palm Harbor North Connector Route-OPERATING ASSISTANCE FOR PSTA-PINELLAS | FTA 350.0 DS 0.0 LF 350.0 | FTA 700.0 DS 350.0 LF 350.0 | | | | |
| PSTA Same Day Service pilot project | Operating Funds | | FTA 125.0 DS 0.0 LF 125.0 | | | | |
| PINELLAS SUNCOAST TRANSIT AUTHORITY (PSTA) | Ricon Wheelchair Ramp System | FTA 240.0 DS 30.0 LF 30.0 | | | | | |
| PINELLAS SUNCOAST TRANSIT AUTHORITY (PSTA) | Mobility Manager (Third Party Contract)117-00 | FTA 64.0 DS 8.0 LF 8.0 | | | | | |

**PINELLAS COUNTY METROPOLITAN PLANNING ORGANIZATION
TRANSPORTATION IMPROVEMENT PROGRAM
(PUBLIC TRANSPORTATION)
FISCAL YEARS 2018/19 – 2023/24**

| | | | | | | | |
|---|---------------|---------------------------------|---------------------------------|--|--|--|--|
| LOUISE GRAHAM REGENERATI ON CENTER | Minibus | FTA 100.9 DS 12.6 LF 12.6 | | | | | |
| GOODWILL SUNCOAST | Transit Wagon | FTA 35.9 DS 4.5 LF 4.5 | FTA 56.8 DS 7.1 LF 7.1 | | | | |
| ARC TAMPA BAY | Minibus | FTA 49.6 DS 6.2 LF 6.2 | FTA 101.6 DS 12.7 LF 12.7 | | | | |
| ARC TAMPA BAY | SUV | FTA 18.5 DS 2.3 LF 2.3 | | | | | |
| ARC TAMPA BAY | Truck | FTA 18.3 DS 2.9 LF 2.9 | | | | | |

**PINELLAS COUNTY METROPOLITAN PLANNING ORGANIZATION
TRANSPORTATION IMPROVEMENT PROGRAM
(PUBLIC TRANSPORTATION)
FISCAL YEARS 2018/19 – 2023/24**

| | | | | | | | |
|---|-------------------|-------------------------------|-------------------------------|--|--|--|--|
| PEMHS | 12 Passenger van | FTA 38.4 DS 4.8 LF 4.8 | | | | | |
| ANGELS UNAWARE | 12 Passenger van | FTA 46.5 DS 5.8 LF 5.8 | | | | | |
| SUNRISE COMMUNITY, INC (ST. PETE) | Operating funds | FTA 75.0 DS 0.0 LF 75.0 | FTA 50.0 DS 0.0 LF 50.0 | | | | |
| SUNRISE COMMUNITY, INC (ST. PETE) | Cutaway | | FTA 60.8 DS 7.6 LF 7.6 | | | | |
| HOMELESS EMERGENCY PROJECT | Driver's Salaries | | FTA 39.0 DS 0.0 LF 39.0 | | | | |

FTA = Federal Transit Administration; DS = State Primary Highways and PTO; LF = Local Funds; PSTA = Pinellas Suncoast Transit Authority; PARC = Pinellas Association for Retarded Children; DART = Demand Response Transportation Notes: The FY 2019/20 column is the amount of federal and state funds that have been obligated for projects in the most recently completed federal fiscal year between October 1, 2018 and September 30, 2019. Program of projects changes annually. 5310 grant applicants are evaluated each year for funding. The FY 2018/19 column is shaded to indicate previous FY funding.

SUMMARY

Forward Pinellas' *Countywide Trends and Conditions Report* provides an annual snapshot of the of the county's transportation infrastructure conditions, including roads, trails, sidewalks and bike lanes, and transit services. In addition, the report presents data on economic and land use activity, waterborne transportation and emerging technologies.

This report serves multiple purposes including those listed below:

- Inform the Congestion Management Process, a systematic approach to addressing transportation "hot spots", with small scale physical or operational improvements.
- Provide Crash Data for transportation safety studies and projects, targeted law enforcement activities and design plans for road construction projects.
- Provide a means of measuring various performance metrics tied to the goals, objectives and policies of Forward Pinellas' plans, including the Long-Range Transportation Plan and Countywide Plans.
- Monitor the performance of the transportation system.

This agenda item will include a brief presentation by Forward Pinellas staff.

ATTACHMENT(S): Draft Countywide Trends and Conditions Report *(to be distributed at meeting)*

ACTION: TCC to review and recommend approval of Draft Countywide Trends and Conditions Report

8. Level of Service Report



SUMMARY

The Forward Pinellas Level of Service (LOS) Report is produced annually as a tool to monitor the county's roadways. The report provides attribute and performance data of the county's major road network. The attribute data includes facility types (e.g., freeway, signalized arterial, signalized collector, etc.), lane arrangements, jurisdictions, volumes and signals per mile. Regarding performance, the report identifies volume to capacity (v/c) ratios and letter grades for each road section included in the network. Road sections operating at LOS E, F and/or v/c ratios of 0.9 or greater are considered deficient. Attached is a draft of the latest edition of the LOS Report, reflecting 2018 conditions.

ATTACHMENT(S): 2019 Annual Level of Service Report

ACTION: None required; information item only



FORWARD PINELLAS

Integrating Land Use & Transportation

DRAFT

2019 Annual Level of Service Report 2018 Data Year





Forward Pinellas

The Planning Council and Metropolitan Planning Organization for Pinellas County

Commissioner Dave Eggers
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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 I: Roadway Trend Analysis

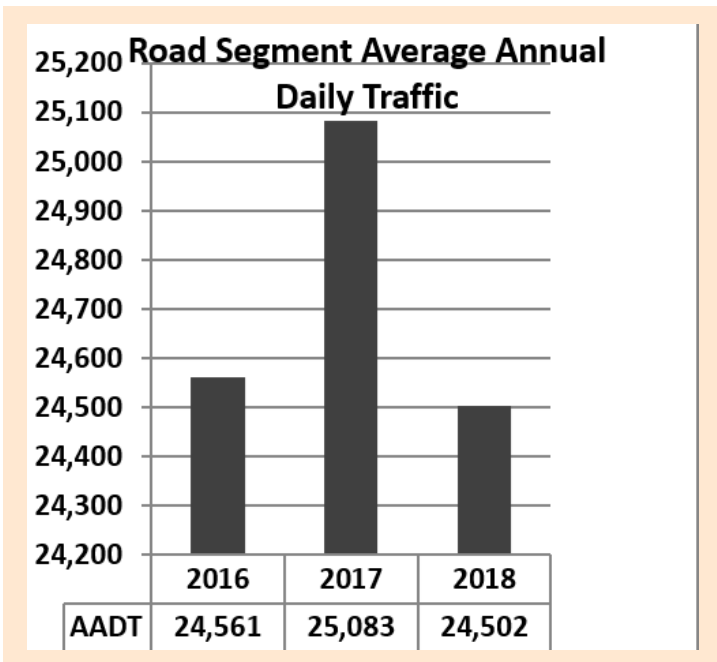
Roadway Trend Analysis (Reported 2016 - 2018)

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.

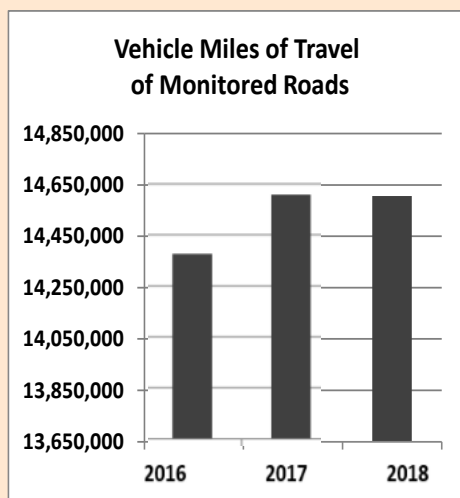
Forward Pinellas uses key performance factors to identify roadways that are failing or about to fail. A key factor is the roadway's volume to capacity ratio (v/c). The v/c ratio shows how close travel demand is to reaching the roadway's physical capacity. A v/c ratio of 1 indicates that the roadway is 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

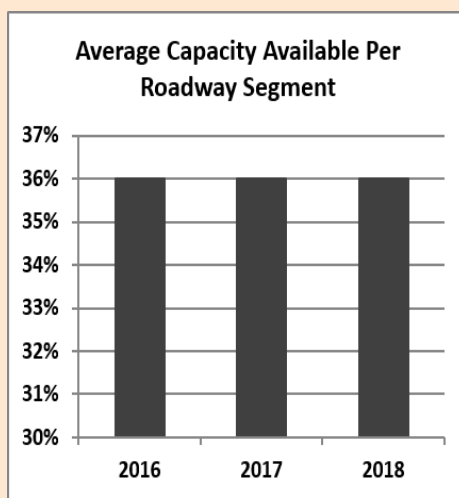
(AADT), vehicle miles traveled (VMT), average capacity available per roadway facility and miles of roadway over capacity.



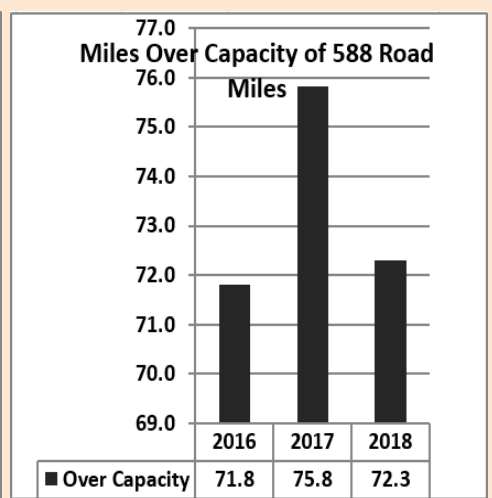
2.3% decrease in daily traffic shown from 2017 to 2018 reports



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



No change reported with available road capacity from 2017 to 2018



12.3% of the 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)

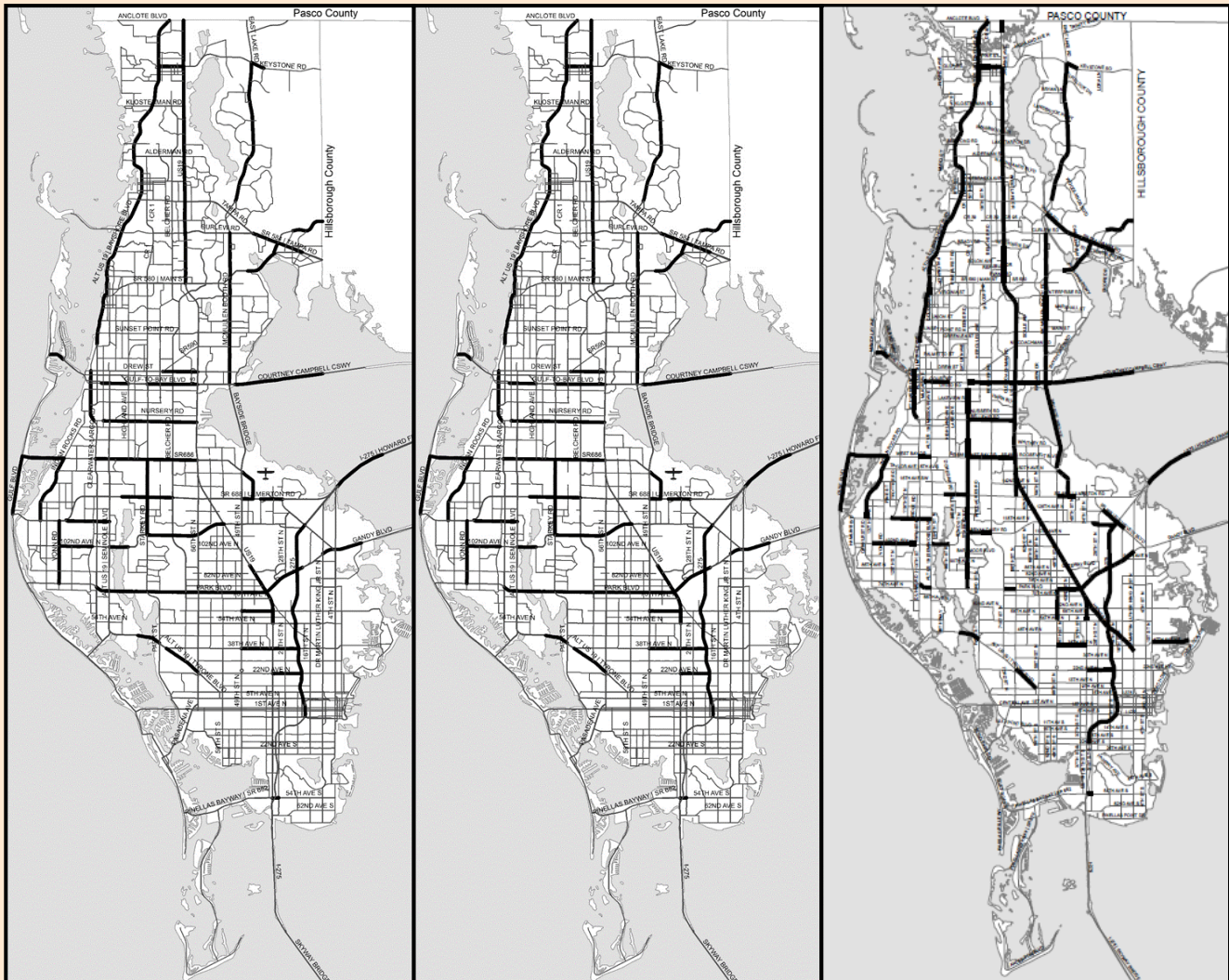
Volume to capacity ratio (v/c ratio) is a very useful indicator of the roadway system's operating characteristics. Forward Pinellas uses a facility v/c ratio as well as a road's level of service letter grade when evaluating its performance level.

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

584 deficient lane miles in 2018

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



Section 2: Methodology

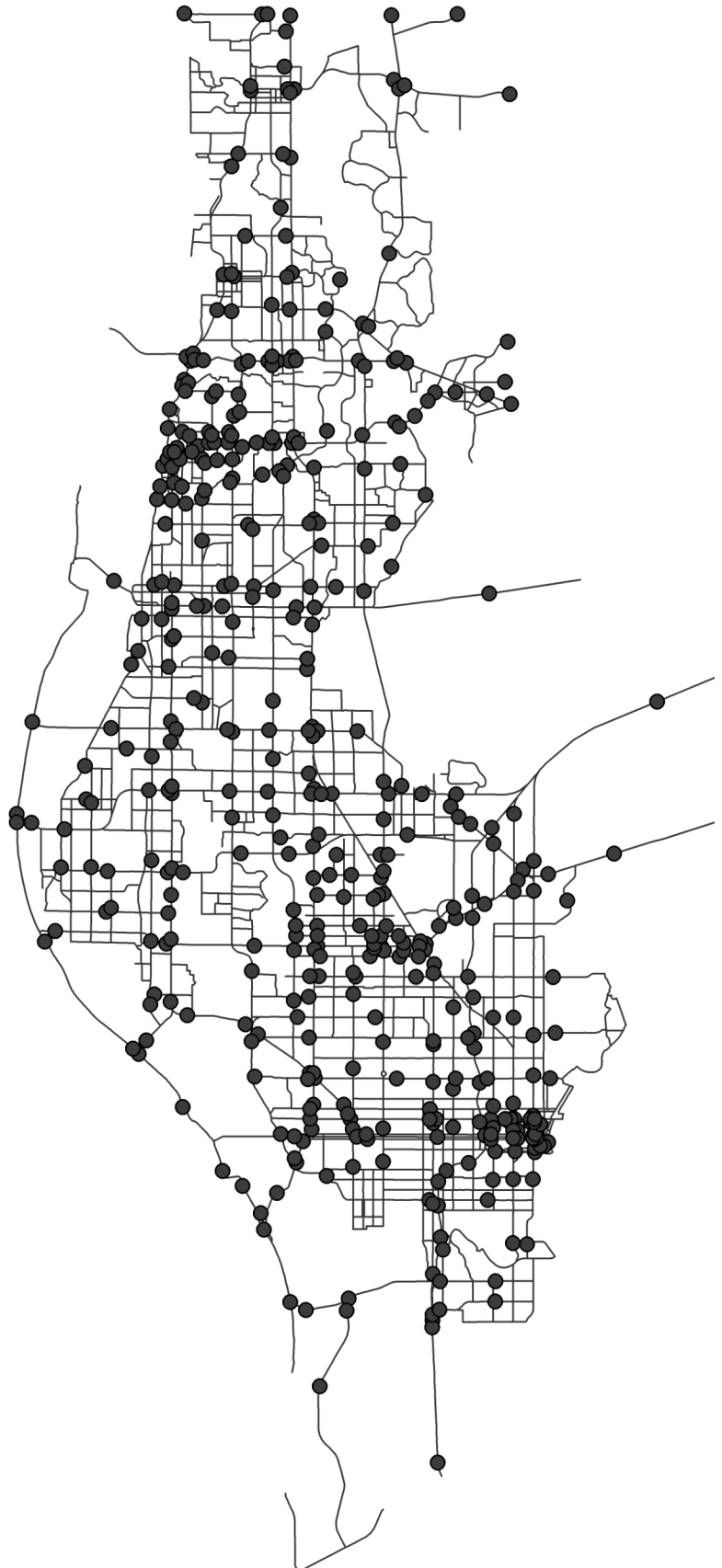
Roadway Traffic Volume Estimation of Traffic Count Station Data

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.

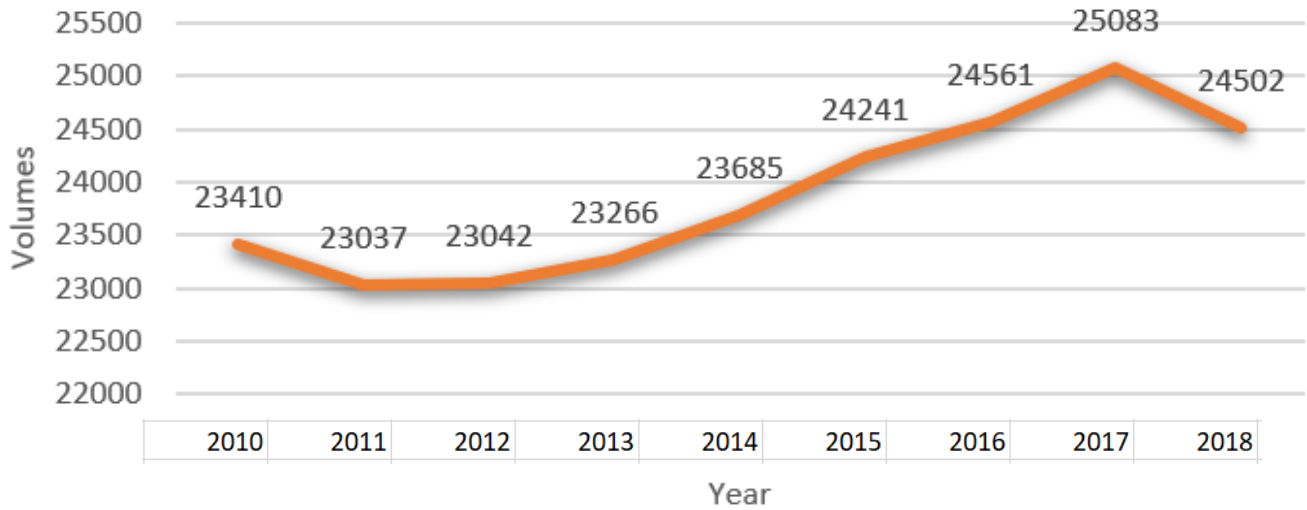
Typically, the traffic counters are programmed for a two or three day study during normal mid-week business days. Once collected, ADT data is assembled by the Forward Pinellas staff. Adjustments are made to convert the count data to annualized average daily traffic (AADT) estimates using FDOT seasonal 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 2303 lane miles of major road facilities monitored by Forward Pinellas.

- ◆ 83% of the monitored network performs at or better than LOS D.
- ◆ 17% of the monitored network performs poorly at LOS E or F.

- ◆ LOS B, & C – 1604 lane miles
- ◆ LOS D – 319 lane miles
- ◆ LOS E – 27 lane miles
- ◆ LOS F – 353 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 1023 lane miles;
- ◆ County – approximately 858 lane miles;
- ◆ Cities – approximately 408 lane miles.

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

- ◆ State – 248 lane miles
- ◆ County – 120 lane miles
- ◆ Cities – 12 lane miles



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



Gulf of Mexico

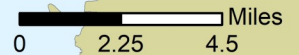
Old Tampa Bay

Tampa Bay

| Level of Service | |
|------------------|-----------------------|
| | Level of Service B, C |
| | Level of Service D |
| | Level of Service E |
| | Level of Service F |

Data Source: Forward Pinellas, 2018. Map Produced: August 9, 2019.

August 9, 2019
(Data Year 2018)



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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 580 lane miles or 25 percent of the Pinellas County major road network operating under deficient LOS conditions in 2018.

- ◆ Volume to Capacity Ratio < .9
 - ◇ LOS B-D - 1723 lane miles
- ◆ Volume to Capacity Ratio >= .9
 - ◇ LOS B-D - 180 lane miles
 - ◇ LOS E, F - 400 lane miles

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

- ◆ State – 377 lane miles
- ◆ County – 184 lane miles
- ◆ Cities – 19 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



Gulf of Mexico

Old Tampa Bay

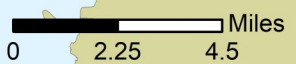
Tampa Bay

**Volume/Capacity Ratios (V/C)
for deficient roads**

- .9 or greater v/c ratio for roads with LOS E & F
- .9 or greater v/c ratio for roads with LOS A, B, C, & D
- .89 or less v/c ratio for all roads



August 9, 2019
(Data Year 2018)



Data Source: Forward Pinellas, 2018. Map Produced: August 9, 2019.

\\pinellascounty-fl.gov\pcg\Plan_Dept\USERS\Autocad\Apps\Sandra_MPO & PLN\sk_TPI LOS infor files\2018\losvc\2018\losvcmaps.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 $\geq .9$ 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

Notes: Roadways included in this inventory are Arterials and Collectors. Level of Service (LOS) has been calculated using the guidelines of the FDOT Quality Level of Service, 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 and generated by the vTIMAS 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 LOS Inventory Staff Report. Only LOS grades on state roads are utilizing FDOT's 2012 generalized tables. All other measures utilize 2009 generalized tables.

| Facility | Juris | Fac Type | Road Type | LOS Strd | Length (mi) | Signals per Mile | LOS Meth | AAOT | Vol. | Physical Capacity | V-Cap Ratio | Def Flag | Fac LOS |
|---|-------|----------|-----------|----------|-------------|------------------|----------|-------|------|-------------------|-------------|----------|---------|
| 3 - 1ST AVE N: (3RD ST N -to- 20TH ST N) | SP | SA | 30 | D | 1.421 | 7.178 | T | 10000 | 950 | 2776 | 0.342 | 0 | C |
| 4 - 1ST AVE N: (20TH ST N -to- 34TH ST N) | SP | SA | 30 | D | 1.172 | 5.812 | T | 10000 | 950 | 3056 | 0.311 | 0 | C |
| 5 - 1ST AVE N: (34TH ST N -to- 66TH ST N) | SP | SA | 30 | D | 2.999 | 1.539 | T | 12487 | 1186 | 3175 | 0.374 | 0 | C |
| 9 - 1ST AVE S: (PASADENA AVE -to- 34TH ST S) | SP | SA | 30 | D | 3.247 | 2.084 | T | 12785 | 1214 | 3175 | 0.382 | 0 | C |
| 10 - 1ST AVE S: (34TH ST S -to- 16TH ST S) | SP | SA | 30 | D | 1.505 | 3.769 | T | 12000 | 1140 | 3056 | 0.373 | 0 | C |
| 11 - 1ST AVE S: (16TH ST S -to- DR ML KING JR ST S) | SP | SA | 40 | D | 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) | SP | SA | 30 | D | 0.587 | 9.224 | T | 12000 | 1140 | 2776 | 0.411 | 0 | C |
| 30 - 3RD ST N: (CENTRAL AVE -to- 5TH AVE N) | SR | SA | 40 | D | 0.438 | 11.854 | T | 11368 | 1080 | 3900 | 0.277 | 0 | C |
| 37 - 4TH AVE N: (I-375 RAMP -to- 4TH ST N) | SR | SA | 30 | D | 0.213 | 9.415 | T | 11294 | 1073 | 2988 | 0.359 | 0 | C |
| 43 - 4TH ST N: (5TH AVE N -to- 30TH AVE N) | SR | SA | 40 | D | 1.506 | 3.895 | T | 28287 | 1403 | 1870 | 0.75 | 0 | D |
| 44 - 4TH ST N: (80TH AVE N -to- 38TH AVE N) | SR | SA | 60 | D | 0.501 | 3.995 | T | 34000 | 1776 | 2830 | 0.628 | 0 | D |
| 45 - 4TH ST N: (I-275 -to- GANDY BLVD) | SR | SA | 40 | D | 2.552 | 0.392 | T | 27554 | 1439 | 1960 | 0.734 | 0 | C |
| 46 - 4TH ST N: (GANDY BLVD -to- 62ND AVE N) | SR | SA | 60 | D | 1.795 | 7.17 | T | 37150 | 1904 | 2830 | 0.673 | 0 | C |
| 47 - 4TH ST N: (62ND AVE N -to- 38TH AVE N) | SR | SA | 60 | D | 1.5 | 1.503 | T | 40622 | 2122 | 2940 | 0.722 | 0 | C |
| 48 - 4TH ST N: (5TH AVE N -to- 2ND AVE N) | SR | SA | 40 | D | 0.279 | 10.815 | T | 13153 | 1195 | 3900 | 0.306 | 0 | C |
| 50 - 4TH ST N: (2ND AVE N -to- 1ST AVE N) | SR | SA | 30 | D | 0.099 | 10.06 | T | 12584 | 1195 | 2988 | 0.4 | 0 | D |
| 51 - 4TH ST N: (1ST AVE N -to- CENTRAL AVE) | SR | SA | 40 | D | 0.06 | 16.611 | T | 12584 | 1195 | 3900 | 0.306 | 0 | C |
| 53 - 4TH ST S: (CENTRAL AVE -to- 4TH AVE S) | SR | SA | 40 | D | 0.279 | 14.961 | T | 12584 | 1195 | 3900 | 0.306 | 0 | C |
| 54 - 4TH ST S: (4TH AVE S -to- 6TH AVE S) | SP | SA | 30 | D | 0.198 | 10.119 | T | 14542 | 657 | 1577 | 0.417 | 0 | D |
| 55 - 4TH ST S: (6TH AVE S -to- 9TH AVE S) | SP | SA | 40 | D | 0.21 | 4.753 | T | 16500 | 862 | 1530 | 0.563 | 0 | D |
| 56 - 4TH ST S: (9TH AVE S -to- 18TH AVE S) | SP | NA | 40 | D | 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) | SP | SA | 40 | D | 1.306 | 1.581 | T | 15869 | 730 | 1676 | 0.436 | 0 | C |
| 58 - 4TH ST S 6TH ST CONNECTION: (39TH AVE S -to- 45TH AVE S) | SP | NA | 40 | D | 0.41 | 0 | T | 13978 | 730 | 3572 | 0.204 | 0 | C |
| 61 - 5TH AVE N: (4TH ST N -to- DR MLK JR ST N) | SR | SA | 20 | D | 0.5 | 5.292 | T | 8676 | 488 | 2244 | 0.217 | 0 | C |
| 63 - 5TH AVE N: (DR MLK JR ST -to- 16TH ST N) | SR | SA | 30 | D | 0.502 | 1.159 | T | 10102 | 493 | 1776 | 0.278 | 0 | D |
| 65 - 5TH AVE N: (16TH ST N -to- 34TH ST N) | SR | SA | 40 | D | 1.503 | 5.84 | T | 22785 | 939 | 1870 | 0.502 | 0 | C |
| 66 - 5TH AVE N: (34TH ST N -to- 49TH ST N) | SR | SA | 40 | D | 1.252 | 2.503 | T | 25894 | 1353 | 1960 | 0.69 | 0 | C |
| 67 - 5TH AVE N: (49TH ST N -to- TYRONE BLVD) | SR | SA | 40 | D | 0.878 | 4.829 | T | 29977 | 1566 | 1870 | 0.837 | 0 | C |
| 68 - 5TH AVE N: (TYRONE BLVD -to- 66TH ST N) | SP | SA | 40 | D | 0.869 | 1.151 | T | 29977 | 1566 | 1764 | 0.888 | 0 | C |
| 69 - 5TH AVE N: (66TH ST N -to- 69TH ST N) | SP | SMC | 40 | D | 0.347 | 2.884 | T | 9784 | 511 | 1216 | 0.42 | 0 | C |
| 70 - 5TH AVE N: (69TH ST N -to- PARK ST) | SP | NMC | 40 | D | 0.709 | 0 | T | 9784 | 511 | 3760 | 0.136 | 0 | C |
| 84 - 8TH ST N: (CENTRAL AVE -to- 1ST AVE N) | SP | SA | 40 | D | 0.062 | 16.234 | T | 8049 | 764 | 3726 | 0.205 | 0 | C |
| 85 - 8TH ST N: (1ST AVE N -to- 9TH AVE N) | SP | SA | 30 | D | 0.641 | 8.633 | T | 8049 | 764 | 2776 | 0.275 | 0 | C |



| | | | | | | | | | | | | | |
|--|----|-----|----|---|-------|--------|---|-------|------|------|-------|---|---|
| 86 - 8TH ST S: (9TH AVE S -to- 6TH AVE S) | SP | SA | 30 | D | 0.215 | 4.651 | T | 8049 | 764 | 3056 | 0.25 | 0 | C |
| 87 - 8TH ST S: (6TH AVE S -to- CENTRAL AVE) | SP | SA | 40 | D | 0.478 | 13.347 | T | 8049 | 764 | 3726 | 0.205 | 0 | C |
| 88 - 9TH AVE N: (34TH ST N -to- 16TH ST N) | SP | SA | 4U | D | 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) | SP | SA | 4U | D | 0.499 | 2.004 | T | 10396 | 543 | 1599 | 0.34 | 0 | C |
| 91 - 9TH AVE N: (34TH ST N -to- 49TH ST N) | SP | SA | 4U | D | 1.256 | 2.491 | T | 10396 | 543 | 1676 | 0.324 | 0 | C |
| 94 - 9TH AVE N: (49TH ST N -to- 66TH ST N) | SP | SA | 4U | D | 1.744 | 3.547 | T | 8764 | 287 | 1676 | 0.171 | 0 | C |
| 95 - 9TH AVE N: (66TH ST N -to- PARK ST) | SP | SMC | 2D | D | 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) | SH | NMC | 2U | D | 0.916 | 0 | T | 6105 | 318 | 1440 | 0.221 | 0 | C |
| 116 - 16TH ST N: (CENTRAL AVE -to- 5TH AVE N) | SP | SA | 4D | D | 0.439 | 11.053 | T | 14500 | 757 | 1530 | 0.495 | 0 | D |
| 117 - 16TH ST N: (5TH AVE N -to- 22ND AVE N) | SP | SA | 4D | D | 1.002 | 5.584 | T | 14500 | 757 | 1530 | 0.495 | 0 | D |
| 118 - 16TH ST N: (22ND AVE N -to- 62ND AVE N) | SP | SA | 4D | D | 2.511 | 2.789 | T | 7880 | 411 | 1683 | 0.244 | 0 | C |
| 122 - 16TH ST S: (CENTRAL AVE -to- 18TH AVE S) | SP | SA | 4D | D | 1.314 | 7.69 | T | 9803 | 512 | 1530 | 0.335 | 0 | C |
| 123 - 16TH ST S: (18TH AVE S -to- 22ND AVE S) | SP | SA | 2U | D | 0.247 | 4.052 | T | 9803 | 512 | 774 | 0.661 | 0 | D |
| 134 - 20TH ST N: (1ST AVE N -to- 5TH AVE N) | SP | SMC | 4U | D | 0.379 | 2.64 | T | 7485 | 391 | 1155 | 0.339 | 0 | C |
| 138 - 22ND AVE N: (I-275 -to- 34TH ST N) | SP | SA | 4D | D | 1.162 | 2.815 | T | 31441 | 1642 | 1683 | 0.976 | 0 | C |
| 139 - 22ND AVE N: (34TH ST N -to- 58TH ST N) | SP | SA | 4U | D | 2.01 | 1.551 | T | 24500 | 1280 | 1676 | 0.764 | 0 | C |
| 140 - 22ND AVE N: (72ND ST N -to- 66TH ST N) | SP | SA | 4D | D | 0.677 | 2.955 | T | 18500 | 966 | 1683 | 0.574 | 0 | D |
| 141 - 22ND AVE N: (58TH ST N -to- 66TH ST N) | SP | SA | 4D | D | 0.999 | 5.878 | T | 24500 | 1280 | 1764 | 0.726 | 0 | C |
| 142 - 22ND AVE N: (72ND ST N -to- PARK ST) | SP | SA | 2D | D | 0.893 | 1.12 | T | 6249 | 326 | 832 | 0.392 | 0 | C |
| 143 - 22ND AVE N: (I-275 -to- 15T ST N) | SP | SA | 4U | D | 1.597 | 2.718 | T | 20354 | 570 | 1599 | 0.356 | 0 | C |
| 144 - 22ND AVE NE: (1ST ST N -to- COFFEE POT BLVD) | SP | NMC | 2U | D | 0.463 | 0 | T | 10916 | 570 | 1512 | 0.377 | 0 | D |
| 145 - 22ND AVE S: (4TH ST S -to- 31ST ST S) | SP | SA | 4U | D | 2.245 | 2.004 | T | 9365 | 489 | 1676 | 0.292 | 0 | C |
| 146 - 22ND AVE S: (31ST ST S -to- 34TH ST S) | SP | SA | 6D | D | 0.253 | 7.912 | T | 21500 | 1123 | 2313 | 0.486 | 0 | C |
| 147 - 22ND AVE S: (34TH ST S -to- 58TH ST S) | CR | SA | 4U | D | 2.004 | 2.343 | T | 21500 | 1123 | 1599 | 0.702 | 0 | D |
| 160 - 28TH ST N: (ROOSEVELT BLVD -to- 118TH AVE N) | CR | SA | 6D | D | 0.511 | 1.116 | T | 10200 | 532 | 2646 | 0.201 | 0 | C |
| 161 - 28TH ST N: (38TH AVE N -to- HAINES RD) | CR | SA | 2U | D | 1.193 | 3.135 | T | 7044 | 368 | 792 | 0.465 | 0 | C |
| 162 - 28TH ST N: (118TH AVE N -to- FRONTAGE RD) | CR | NA | 4D | D | 2.033 | 0 | T | 8117 | 315 | 3760 | 0.084 | 0 | C |
| 163 - 28TH ST N: (HAINES RD -to- 62ND AVE N) | CR | NA | 2U | D | 0.311 | 0 | T | 7044 | 368 | 1440 | 0.256 | 0 | C |
| 164 - 28TH ST N: (38TH AVE N -to- 22ND AVE N) | SP | SA | 2U | D | 1.004 | 1.992 | T | 9000 | 470 | 774 | 0.607 | 0 | D |
| 165 - 28TH ST N: (22ND AVE N -to- 9TH AVE N) | SP | SA | 2U | D | 0.754 | 2.988 | T | 7950 | 360 | 774 | 0.465 | 0 | C |
| 166 - 28TH ST N: (9TH AVE N -to- CENTRAL AVE) | SP | SA | 4U | D | 0.688 | 7.606 | T | 6900 | 360 | 1599 | 0.225 | 0 | C |
| 182 - 31ST ST S: (22ND AVE S -to- 26TH AVE S) | SP | SA | 4D | D | 0.251 | 3.986 | T | 10703 | 559 | 1683 | 0.332 | 0 | C |
| 183 - 31ST ST S: (26TH AVE S -to- 54TH AVE S) | SP | SA | 2D | D | 1.753 | 0.427 | T | 10703 | 559 | 832 | 0.672 | 0 | D |
| 184 - 31ST ST S: (54TH AVE S -to- PINELLAS POINT DR) | SP | SA | 4D | D | 0.708 | 1.412 | T | 10703 | 559 | 1764 | 0.317 | 0 | C |
| 196 - 38TH AVE N: (I-275 -to- 34TH ST N) | CR | SA | 4D | D | 1.037 | 1.952 | T | 30049 | 1570 | 1764 | 0.89 | 0 | C |
| 197 - 38TH AVE N: (I-275 -to- 4TH ST N) | CR | SA | 4D | D | 1.471 | 3.155 | T | 26787 | 888 | 1683 | 0.528 | 0 | D |
| 198 - 38TH AVE N: (34TH ST N -to- 49TH ST N) | CR | SA | 4D | D | 1.257 | 2.65 | T | 30049 | 1570 | 1683 | 0.933 | 0 | C |
| 199 - 38TH AVE N: (49TH ST N -to- 66TH ST N) | CR | SA | 4D | D | 1.749 | 1.168 | T | 19023 | 993 | 1764 | 0.563 | 0 | C |
| 200 - 38TH AVE N: (66TH ST N -to- TYRONE BLVD) | CR | SA | 4D | D | 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) | SP | SA | 4U | D | 0.284 | 3.52 | T | 17000 | 888 | 1599 | 0.555 | 0 | D |
| 204 - 40TH AVE NE: (1ST ST N -to- SHORE ACRES BLVD) | SP | NA | 2D | D | 1.567 | 0 | T | 17000 | 888 | 1512 | 0.587 | 0 | F |
| 210 - 43RD ST N: (78TH AVE N -to- 82ND AVE N) | PP | NC | 2U | D | 0.25 | 0 | T | 3627 | 189 | 1440 | 0.131 | 0 | C |
| 211 - 43RD ST N: (78TH AVE N -to- PARK BLVD) | PP | SMC | 2D | D | 0.251 | 3.982 | T | 3627 | 189 | 587 | 0.322 | 0 | C |
| 212 - 43RD ST N: (PARK BLVD -to- 70TH AVE N) | PP | SMC | 2D | D | 0.252 | 3.964 | T | 2946 | 153 | 587 | 0.261 | 0 | C |
| 216 - 46TH AVE N: (PARK ST -to- 66TH ST N) | CR | SMC | 2U | D | 1.554 | 1.058 | T | 6500 | 339 | 572 | 0.593 | 0 | C |
| 217 - 46TH AVE N: (49TH ST N -to- 66TH ST N) | CR | SMC | 2U | D | 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) | CR | SA | 6D | D | 1.025 | 1.952 | T | 39500 | 2063 | 2646 | 0.78 | 0 | C |



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|--|----|-----|----|---|-------|-------|---|-------|------|------|-------|---|---|
| 221 - 49TH ST N: (CENTRAL AVE -to- 22ND AVE N) | CR | SA | 4U | D | 1.438 | 6.124 | T | 16455 | 859 | 1599 | 0.537 | 0 | D |
| 222 - 49TH ST N: (BRYAN DAIRY RD -to- 94TH AVE N) | CR | SA | 6D | D | 1.485 | 1.914 | T | 27769 | 1315 | 2547 | 0.516 | 0 | C |
| 223 - 49TH ST N: (94TH AVE N -to- PARK BLVD) | CR | SA | 6D | D | 1.254 | 3.489 | T | 38266 | 1856 | 2547 | 0.729 | 0 | C |
| 224 - 49TH ST N: (SR 688/ULMERTON RD -to- 144TH AVE N) | CR | SA | 6D | D | 0.616 | 3.354 | T | 39500 | 2063 | 2547 | 0.81 | 0 | C |
| 225 - 49TH ST N: (PARK BLVD -to- 54TH AVE N) | CR | SA | 6D | D | 1.253 | 2.648 | T | 46500 | 2429 | 2547 | 0.954 | 0 | C |
| 226 - 49TH ST N: (144TH AVE N -to- SR 686/ ROOSEVELT BLVD) | CR | NA | 6D | D | 0.518 | 0 | T | 39500 | 2063 | 5650 | 0.365 | 0 | C |
| 227 - 49TH ST N: (54TH AVE N -to- 38TH AVE N) | CR | SA | 6D | D | 1.008 | 1.984 | T | 20412 | 1066 | 2646 | 0.403 | 0 | C |
| 228 - 49TH ST N: (38TH AVE N -to- 22ND AVE N) | CR | SA | 4U | D | 1.185 | 2.095 | T | 20412 | 1066 | 1676 | 0.636 | 0 | D |
| 229 - 49TH ST S: (CENTRAL AVE -to- GULFPORT BLVD) | GP | SA | 4D | D | 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) | PP | NC | 2U | D | 0.252 | 0 | T | 2431 | 127 | 1440 | 0.088 | 0 | C |
| 232 - 52ND ST N: (PARK BLVD 74TH AVE N -to- 82ND AVE N) | PP | SC | 2U | D | 0.502 | 3.988 | T | 4508 | 235 | 559 | 0.42 | 0 | C |
| 233 - 52ND ST N: (82ND AVE N -to- 94TH AVE N) | PP | NC | 2U | D | 0.754 | 0 | T | 2358 | 123 | 1440 | 0.085 | 0 | C |
| 236 - 54TH AVE N: (US 19 -to- HAINES RD) | CR | SA | 4U | D | 0.659 | 4.194 | T | 20500 | 1071 | 1599 | 0.67 | 0 | C |
| 237 - 54TH AVE N: (HAINES RD -to- I-275 RAMP E) | CR | SA | 6D | D | 0.943 | 5.851 | T | 20500 | 1071 | 2313 | 0.463 | 0 | C |
| 238 - 54TH AVE N: (I-275 RAMP E -to- 4TH ST N) | CR | SA | 4D | D | 1.516 | 1.979 | T | 20500 | 1071 | 1764 | 0.607 | 0 | D |
| 241 - 54TH AVE N: (US 19 -to- 49TH ST N) | CR | SA | 4U | D | 1.25 | 1.77 | T | 17075 | 892 | 1676 | 0.532 | 0 | D |
| 242 - 54TH AVE N: (ALT US 19/SEMINOLE BLVD -to- DUHME RD) | CR | SMC | 2D | D | 0.508 | 1.969 | T | 7957 | 384 | 601 | 0.639 | 0 | D |
| 243 - 54TH AVE N: (49TH ST N -to- 66TH ST N) | CR | SA | 4D | D | 1.747 | 2.889 | T | 16268 | 836 | 1683 | 0.497 | 0 | D |
| 244 - 54TH AVE N: (66TH ST N -to- PARK ST) | CR | SA | 4D | D | 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) | SP | SA | 4D | D | 1.761 | 1.765 | T | 22466 | 977 | 1764 | 0.554 | 0 | C |
| 246 - 54TH AVE S: (34TH ST S -to- 31ST ST S) | SP | SA | 4D | D | 0.249 | 8.523 | T | 30000 | 1567 | 1530 | 1.024 | 0 | D |
| 260 - 58TH ST N: (70TH AVE N -to- 54TH AVE N) | CR | SMC | 2U | D | 1.001 | 1.999 | T | 5300 | 276 | 559 | 0.494 | 0 | C |
| 261 - 58TH ST N: (CENTRAL AVE -to- 5TH AVE N) | SP | SA | 4D | D | 0.435 | 9.509 | T | 19399 | 1013 | 1530 | 0.662 | 0 | D |
| 262 - 58TH ST N: (54TH AVE N -to- 38TH AVE N) | CR | SMC | 2U | D | 1.043 | 3.256 | T | 5300 | 276 | 559 | 0.494 | 0 | C |
| 263 - 58TH ST N: (5TH AVE N -to- 22ND AVE N) | SP | SA | 4D | D | 1.003 | 3.323 | T | 19399 | 1013 | 1683 | 0.602 | 0 | D |
| 264 - 58TH ST N: (38TH AVE N -to- 22ND AVE N) | SP | SA | 4D | D | 1.006 | 1.989 | T | 10077 | 526 | 1764 | 0.298 | 0 | C |
| 265 - 58TH ST S: (CENTRAL AVE -to- 11TH AVE S) | GP | SA | 4D | D | 0.808 | 8.919 | T | 15199 | 574 | 1599 | 0.359 | 0 | C |
| 267 - 58TH ST S: (11TH AVE S -to- GULFPORT BLVD) | GP | SA | 2U | D | 0.751 | 2.993 | T | 11000 | 574 | 774 | 0.742 | 0 | D |
| 271 - 60TH ST N: (78TH AVE N -to- 110TH AVE N) | PP | NC | 2U | D | 2.005 | 0 | T | 2718 | 142 | 1440 | 0.099 | 0 | C |
| 274 - 62ND AVE N: (US 19 -to- 49TH ST N) | CR | SA | 2U | D | 1.242 | 0.805 | T | 13497 | 705 | 792 | 0.89 | 0 | D |
| 275 - 62ND AVE N: (49TH ST N -to- 66TH ST N) | CR | SA | 2U | D | 1.748 | 1.789 | T | 7430 | 388 | 792 | 0.49 | 0 | C |
| 276 - 62ND AVE N: (US 19 -to- 16TH ST N) | CR | SA | 4U | D | 1.495 | 2.854 | T | 20000 | 1045 | 1599 | 0.654 | 0 | C |
| 277 - 62ND AVE N: (66TH ST N -to- 71ST ST N) | CR | SMC | 2U | D | 0.503 | 1.989 | T | 3703 | 193 | 572 | 0.337 | 0 | C |
| 278 - 62ND AVE N: (16TH ST N -to- 1ST ST N) | CR | SA | 4D | D | 1.263 | 2.638 | T | 16000 | 731 | 1683 | 0.434 | 0 | C |
| 280 - 62ND AVE N: (1ST ST N -to- BAYOU GRANDE BLVD) | SP | NA | 4D | D | 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) | SP | SMC | 2U | D | 1.447 | 2.084 | T | 6322 | 330 | 559 | 0.59 | 0 | C |
| 288 - 62ND ST N: (102ND AVE N -to- 110 AVE N) | PP | NC | 2U | D | 0.499 | 0 | T | 1125 | 58 | 1440 | 0.04 | 0 | C |
| 296 - 66TH ST N: (BRYAN DAIRY RD -to- PARK BLVD) | SR | SA | 6D | D | 2.317 | 2.623 | T | 37716 | 1929 | 2830 | 0.682 | 0 | C |
| 297 - 66TH ST N: (PARK BLVD -to- 54TH AVE N) | SR | SA | 6D | D | 1.254 | 2.654 | T | 40868 | 2135 | 2830 | 0.754 | 0 | C |
| 299 - 66TH ST N: (54TH AVE N -to- 38TH AVE N) | SR | SA | 6D | D | 1.006 | 1.988 | T | 39973 | 2088 | 2940 | 0.71 | 0 | C |
| 300 - 66TH ST N: (PASADENA AVE -to- TYRONE BLVD) | SR | SA | 6D | D | 1.279 | 4.965 | T | 40404 | 2088 | 2570 | 0.812 | 0 | C |
| 301 - 66TH ST N: (BRYAN DAIRY RD -to- ULMERTON RD) | SR | SA | 6D | D | 1.438 | 2.096 | T | 36228 | 1892 | 2830 | 0.669 | 0 | C |
| 302 - 66TH ST N: (TYRONE BLVD -to- 38TH AVE N) | SR | SA | 6D | D | 0.958 | 3.62 | T | 39973 | 2088 | 2830 | 0.738 | 0 | C |
| 303 - 66TH ST N: (ULMERTON RD -to- US 19) | SR | SA | 4D | D | 0.95 | 2.109 | T | 30473 | 1592 | 1870 | 0.851 | 0 | C |
| 306 - 70TH AVE N: (US 19 -to- 49TH ST N) | PP | SA | 4U | D | 1.139 | 1.786 | T | 10135 | 523 | 1676 | 0.312 | 0 | C |
| 307 - 70TH AVE N: (49TH ST N -to- 58TH ST N) | PP | SA | 4U | D | 0.763 | 1.311 | T | 7794 | 407 | 1676 | 0.243 | 0 | C |
| 308 - 70TH AVE N: (58TH ST N -to- 66TH ST N) | PP | SA | 2D | D | 0.983 | 0.636 | T | 5584 | 291 | 832 | 0.35 | 0 | C |
| 310 - 71ST ST N: (PARK BLVD -to- 70TH AVE N) | CR | NA | 6D | D | 0.253 | 0 | T | 17403 | 909 | 5650 | 0.161 | 0 | C |



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|--|----|-----|----|---|-------|-------|---|-------|------|------|-------|---|
| 312 - 71ST ST N: (70TH AVE N -to- 54TH AVE N) | CR | SA | 4D | D | 1.004 | 1.992 | T | 12712 | 419 | 1683 | 0.249 | C |
| 313 - 71ST ST N: (54TH AVE N -to- 38TH AVE N) | CR | SA | 2U | D | 1.004 | 1.993 | T | 8022 | 419 | 774 | 0.541 | D |
| 322 - 78TH AVE N: (US 19 -to- 49TH ST N) | PP | SC | 2D | D | 0.837 | 1.002 | T | 6648 | 347 | 601 | 0.577 | C |
| 323 - 78TH AVE N: (49TH ST N -to- 66TH ST N) | PP | SMC | 2D | D | 1.75 | 2.232 | T | 6922 | 260 | 601 | 0.433 | C |
| 324 - 78TH AVE N: (66TH ST N -to- BELCHER RD) | PP | SMC | 2U | D | 0.506 | 1.977 | T | 3926 | 205 | 572 | 0.358 | C |
| 325 - 82ND AVE N: (US 19 -to- 49TH ST N) | PP | SMC | 2U | D | 0.681 | 1.47 | T | 5212 | 272 | 572 | 0.476 | C |
| 326 - 82ND AVE N: (49TH ST N -to- 66TH ST N) | PP | SMC | 2D | D | 1.75 | 0.447 | T | 4683 | 230 | 601 | 0.383 | C |
| 327 - 82ND AVE N: (66TH ST N -to- BELCHER RD) | PP | NC | 2U | D | 0.507 | 0 | T | 1231 | 64 | 1440 | 0.044 | C |
| 334 - 86TH AVE N: (SEMINOLE BLVD -to- DUHME RD/113TH ST N) | CR | SMC | 2U | D | 0.501 | 1.996 | T | 4455 | 232 | 559 | 0.415 | C |
| 335 - 86TH AVE N: (DUHME RD/113TH ST N -to- OAKHURST RD) | CR | SMC | 2U | D | 2.007 | 1.338 | T | 6307 | 329 | 572 | 0.575 | C |
| 349 - 94TH AVE N: (49TH ST N -to- 66TH ST N) | PP | SMC | 2D | D | 1.754 | 0.443 | T | 5957 | 311 | 601 | 0.517 | C |
| 361 - 102ND AVE N: (66TH ST N -to- US 19) | PP | NMC | 2D | D | 1.681 | 0 | T | 6610 | 161 | 1512 | 0.106 | C |
| 362 - 102ND AVE N: (ALT US 19 -to- 113TH ST N) | CR | SA | 4D | D | 0.506 | 1.975 | T | 25545 | 1334 | 1764 | 0.756 | D |
| 363 - 102ND AVE N: (113TH ST N -to- RIDGE RD) | CR | NA | 4D | D | 0.18 | 0 | T | 25545 | 1334 | 3760 | 0.355 | D |
| 364 - 102ND AVE N: (RIDGE RD -to- VONN RD) | CR | SA | 2U | D | 1.332 | 2.008 | T | 18181 | 757 | 792 | 0.956 | E |
| 365 - 102ND AVE N: (VONN RD -to- 137TH ST N) | CR | NA | 2U | D | 0.506 | 0 | T | 14500 | 757 | 1440 | 0.526 | E |
| 366 - 102ND AVE N: (137TH ST N -to- OAKHURST RD) | CR | SA | 4D | D | 0.249 | 4.01 | T | 14500 | 757 | 1683 | 0.45 | D |
| 367 - 102ND AVE N: (OAKHURST RD -to- HAMLIN BLVD) | CR | NA | 4D | D | 0.504 | 0 | T | 14500 | 757 | 3760 | 0.201 | D |
| 373 - 110TH AVE N: (43RD ST N -to- 49TH ST N) | PP | SMC | 2U | D | 0.5 | 2.002 | T | 5202 | 271 | 572 | 0.474 | C |
| 374 - 110TH AVE N: (49TH ST N -to- US 19) | PP | SMC | 2U | D | 0.412 | 2.428 | T | 5118 | 267 | 572 | 0.467 | C |
| 375 - 110TH AVE N: (US 19 -to- 62ND ST) | PP | NC | 2U | D | 0.839 | 0 | T | 2456 | 58 | 1440 | 0.04 | C |
| 376 - 113TH ST N: (ULMERTON RD -to- 102ND AVE N) | CR | SA | 4D | D | 2.01 | 0.995 | T | 21000 | 1097 | 1764 | 0.622 | C |
| 378 - 118TH AVE N: (BELCHER RD -to- 66TH ST N) | CR | SC | 2U | D | 1.054 | 1.9 | T | 4412 | 230 | 572 | 0.402 | C |
| 381 - 118TH AVE N: (62ND ST N -to- 66TH ST N) | CR | SC | 2U | D | 0.517 | 1.934 | T | 4127 | 215 | 572 | 0.376 | C |
| 388 - 125TH ST N: (PARK BLVD -to- 102ND AVE N) | CR | SC | 2U | D | 1.506 | 1.488 | T | 3617 | 189 | 572 | 0.33 | C |
| 410 - 142ND AVE N: (66TH ST N -to- BELCHER RD) | CR | SMC | 2U | D | 1.02 | 0.98 | T | 8700 | 454 | 572 | 0.794 | D |
| 421 - ALDERMAN RD: (ALT US 19 -to- US 19) | CR | SA | 4D | D | 2.013 | 1.667 | T | 16500 | 757 | 1764 | 0.429 | D |
| 422 - ALDERMAN RD: (US 19 -to- HIGHLANDS BLVD) | CR | NMC | 2U | D | 1.186 | 0 | T | 11614 | 606 | 1440 | 0.421 | C |
| 425 - ALT US 19/BAY PINES BLVD: (W END OF BRIDGE -to- PARK ST) | SR | SA | 4D | D | 0.92 | 0.984 | T | 46500 | 2429 | 1960 | 1.239 | F |
| 426 - ALT US 19/BAY PINES BLVD: (W END OF BRIDGE -to- 100TH WY) | SR | SA | 6D | D | 0.64 | 3.721 | T | 41263 | 2156 | 2830 | 0.762 | C |
| 427 - ALT US 19 BAY PINES BLVD: (100TH WY -to- SEMINOLE BLVD) | SR | NA | 6D | D | 0.543 | 0 | T | 41263 | 2156 | 5650 | 0.382 | C |
| 428 - ALT US 19 BAYSHORE BLVD: (SKINNER BLVD -to- CURLEW RD) | SR | SA | 2D | D | 2.415 | 1.792 | T | 19529 | 950 | 924 | 1.028 | F |
| 429 - ALT US 19 BAYSHORE BLVD: (CURLEW RD -to- TAMPA RD) | SR | SA | 2D | D | 1.467 | 0.354 | T | 18032 | 833 | 924 | 0.902 | D |
| 430 - ALT US 19 BROADWAY: (MAIN ST -to- SKINNER BLVD) | SR | SA | 2U | D | 0.256 | 3.914 | T | 18182 | 950 | 860 | 1.105 | F |
| 431 - ALT US 19 CHESTNUT ST: (MYRTLE AVE -to- COURT ST) | SR | NA | 3D | D | 0.185 | 0 | T | 19930 | 1893 | 6780 | 0.279 | D |
| 432 - ALT US 19/COURT ST: (CHESTNUT ST -to- FT HARRISON AVE) | SR | SA | 4D | D | 0.454 | 4.469 | T | 17152 | 1629 | 4536 | 0.359 | D |
| 433 - ALT US 19 CHESTNUT ST: (CHESTNUT ST -to- MISSOURI AVE) | SR | SA | 4D | D | 0.318 | 1.972 | T | 36513 | 1907 | 1870 | 1.02 | F |
| 434 - ALT US 19 EDGEWATER DR: (MYRTLE AVE -to- BROADWAY AVE) | SR | SA | 2U | D | 2.041 | 0.996 | T | 14041 | 703 | 880 | 0.799 | D |
| 435 - ALT US 19 MISSOURI AVE: (COURT ST -to- BELLEAIR RD) | SR | SA | 6D | D | 1.511 | 3.975 | T | 26973 | 1329 | 2830 | 0.47 | C |
| 436 - ALT US 19 MISSOURI AVE: (BELLEAIR RD -to- E BAY DR) | SR | SA | 6D | D | 1.532 | 3.507 | T | 30208 | 1435 | 2830 | 0.507 | C |
| 437 - ALT US 19 MYRTLE AVE: (CHESTNUT ST -to- DREW ST) | SR | SA | 4U | D | 0.5 | 7.039 | T | 16819 | 878 | 1577 | 0.557 | D |
| 438 - ALT US 19 MYRTLE AVE: (DREW ST -to- FAIRMONT ST) | SR | SA | 4U | D | 0.981 | 5.681 | T | 12524 | 634 | 1776 | 0.357 | C |
| 439 - ALT US 19 MYRTLE AVE: (FAIRMONT ST -to- EDGEWATER DR) | SR | NA | 2U | D | 0.098 | 0 | T | 12151 | 634 | 1440 | 0.44 | D |
| 440 - ALT US 19 PALM HARBOR BLVD: (TAMPA RD -to- ALDERMAN RD) | SR | SA | 2D | D | 1.812 | 0.604 | T | 20228 | 1056 | 924 | 1.143 | F |
| 441 - ALT US 19/PALM HARBOR BLVD: (ALDERMAN RD -to- KLOSTERMAN RD) | SR | SA | 2D | D | 2.203 | 0.247 | T | 16136 | 843 | 924 | 0.912 | D |
| 442 - ALT US 19 PINELLAS AVE: (KLOSTERMAN RD -to- MIERES BLVD) | SR | SA | 2U | D | 1.043 | 0.976 | T | 15296 | 799 | 880 | 0.908 | C |
| 443 - ALT US 19 PINELLAS AVE: (MIERES BLVD -to- TARPON AVE) | SR | SA | 2D | D | 0.595 | 7.141 | T | 15296 | 799 | 830 | 0.963 | E |
| 444 - ALT US 19/PINELLAS AVE: (TARPON AVE -to- ANCLOTE AVE) | SR | SA | 2U | D | 1.98 | 3.52 | T | 15846 | 780 | 880 | 0.886 | E |
| 445 - ALT US 19 SEMINOLE BLVD: (BAY PINES BLVD -to- PARK BLVD) | SR | SA | 6D | D | 1.651 | 2.96 | T | 35929 | 1877 | 2830 | 0.663 | C |



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|---|----|-----|----|---|-------|-------|---|-------|------|------|-------|---|
| 446 - ALT US 19 SEMINOLE BLVD: (PARK BLVD -to- 102ND AVE N) | SR | SA | 6D | D | 1.766 | 2.934 | T | 36646 | 1806 | 2940 | 0.614 | C |
| 447 - ALT US 19 SEMINOLE BLVD: (102ND AVE N -to- ULMERTON RD) | SR | SA | 6D | D | 2.027 | 2.777 | T | 35742 | 1774 | 2830 | 0.627 | C |
| 448 - ALT US 19 SEMINOLE BLVD: (ULMERTON RD -to- E BAY DR) | SR | SA | 6D | D | 1.517 | 1.323 | T | 33959 | 1759 | 2940 | 0.598 | C |
| 449 - ALT US 19 TYRONE BLVD: (5TH AVE N -to- 9TH AVE N) | SR | SA | 4D | D | 0.253 | 3.96 | T | 18952 | 990 | 1870 | 0.529 | C |
| 450 - ALT US 19 TYRONE BLVD: (9TH AVE N -to- 66TH ST N) | SR | SA | 4D | D | 1.18 | 4.564 | T | 30543 | 1595 | 1960 | 0.814 | C |
| 451 - ALT US 19 TYRONE BLVD: (66TH ST N -to- 38TH AVE N) | SR | SA | 4D | D | 1.586 | 1.63 | T | 32078 | 1676 | 1960 | 0.855 | C |
| 452 - ALT US 19 TYRONE BLVD: (38TH AVE N -to- PARK ST) | SR | SA | 6D | D | 0.36 | 2.776 | T | 40622 | 2122 | 2830 | 0.75 | C |
| 453 - ANCLOTE RD: (ANCLOTE RD -to- ALT US 19) | CR | SMC | 2U | D | 2.051 | 0.354 | T | 7500 | 391 | 572 | 0.684 | C |
| 454 - ANCLOTE RD: (ALT US 19 -to- ANCLOTE BLVD) | CR | NC | 2U | D | 1.897 | 0 | T | 3600 | 188 | 1440 | 0.131 | C |
| 470 - BAYSHORE BLVD: (SR 60 -to- MAIN ST) | CL | NMC | 2U | D | 2.345 | 0 | T | 7996 | 417 | 1440 | 0.29 | D |
| 476 - BAYSIDE BRIDGE: (SR 686 ROOSEVELT BLVD -to- GULF-TO-BAY BLVD) | CR | NA | 6D | D | 3.564 | 0 | T | 60437 | 3157 | 5650 | 0.559 | F |
| 487 - BECKETT WAY: (US 19 -to- OLD DIXIE HWY) | CR | SC | 2U | D | 0.501 | 1.998 | T | 4300 | 224 | 559 | 0.401 | C |
| 489 - BELCHER RD: (BRYAN DAIRY RD -to- PARK BLVD) | CR | SA | 6D | D | 1.516 | 2.477 | T | 23500 | 1227 | 2547 | 0.482 | C |
| 490 - BELCHER RD: (BRYAN DAIRY RD -to- ULMERTON RD) | CR | SA | 6D | D | 2.434 | 1.597 | T | 23500 | 1227 | 2646 | 0.464 | C |
| 491 - BELCHER RD: (ULMERTON RD -to- EAST BAY DR) | CR | SA | 6D | D | 1.526 | 1.474 | T | 25500 | 1332 | 2646 | 0.503 | C |
| 492 - BELCHER RD: (EAST BAY DR -to- BELLEAIR RD) | CR | SA | 4D | D | 1.522 | 1.469 | T | 21000 | 1097 | 1764 | 0.622 | C |
| 493 - BELCHER RD: (BELLEAIR RD -to- GULF-TO-BAY BLVD) | CR | SA | 4U | D | 0.805 | 4.018 | T | 25000 | 1306 | 1599 | 0.817 | D |
| 494 - BELCHER RD: (GULF-TO-BAY BLVD -to- NE COACHMAN RD) | CR | SA | 4D | D | 1.516 | 4.886 | T | 21000 | 1097 | 1683 | 0.652 | D |
| 495 - BELCHER RD: (NE COACHMAN RD -to- SUNSET POINT RD) | CR | SA | 4D | D | 1.222 | 1.034 | T | 25323 | 1306 | 1764 | 0.74 | C |
| 496 - BELCHER RD: (SUNSET POINT RD -to- COUNTRYSIDE BLVD) | CR | SA | 6D | D | 1.349 | 2.463 | T | 25646 | 1340 | 2547 | 0.526 | C |
| 497 - BELCHER RD: (COUNTRYSIDE BLVD -to- CURLEW RD) | CR | SA | 4D | D | 2.946 | 1.452 | T | 19849 | 1013 | 1764 | 0.574 | C |
| 498 - BELCHER RD: (CURLEW RD -to- TAMPA RD) | CR | SA | 4D | D | 1.291 | 0.645 | T | 19099 | 997 | 1764 | 0.565 | C |
| 499 - BELCHER RD: (TAMPA RD -to- ALDERMAN RD) | CR | SA | 4D | D | 1.805 | 1.121 | T | 24000 | 1254 | 1764 | 0.711 | C |
| 500 - BELCHER RD: (ALDERMAN RD -to- KLOSTERMAN RD) | CR | SA | 4D | D | 2.135 | 0.455 | T | 18500 | 966 | 1764 | 0.548 | C |
| 501 - BELLEAIR BEACH CSWY: (INDIAN ROCKS RD -to- GULF BLVD) | CR | SA | 2D | D | 1.675 | 0.597 | T | 17500 | 914 | 832 | 1.099 | F |
| 502 - BELLEAIR RD: (CLEARWATER LARGO RD -to- MISSOURI AVE) | CR | SMC | 2U | D | 0.626 | 2.63 | T | 8600 | 449 | 559 | 0.803 | D |
| 503 - BELLEAIR RD: (MISSOURI AVE -to- KEENE RD) | CR | SMC | 2U | D | 1.523 | 2.402 | T | 8600 | 449 | 572 | 0.785 | D |
| 504 - BELLEAIR RD: (US 19 -to- KEENE RD) | CR | SA | 2U | D | 1.969 | 1.016 | T | 16000 | 836 | 792 | 1.056 | F |
| 505 - BELLEVIEW BLVD: (CLWTR-LARGO RD -to- INDIAN ROCKS RD) | BL | NMC | 2U | D | 0.249 | 0 | T | 8800 | 459 | 1440 | 0.319 | D |
| 506 - BELTRES ST: (EDGEWATER DR -to- PATRICIA AVE) | DN | SC | 2U | D | 1.027 | 3.193 | T | 2306 | 120 | 559 | 0.215 | C |
| 507 - BELTRES ST SCOTSDALE ST: (KEENE RD -to- PATRICIA AVE) | DN | SC | 2U | D | 0.858 | 1.166 | T | 1408 | 73 | 572 | 0.128 | C |
| 511 - BLIND PASS RD: (75TH AVE/COREY AVE -to- W GULF BL) | SR | SA | 4D | D | 1.392 | 1.705 | T | 16450 | 842 | 1960 | 0.43 | D |
| 517 - BRYAN DAIRY RD: (BELCHER RD -to- STARKEY RD) | CR | SA | 6D | D | 1.026 | 4.566 | T | 55000 | 2873 | 2547 | 1.128 | C |
| 518 - BRYAN DAIRY RD: (STARKEY RD -to- 98TH ST N) | CR | SA | 6D | D | 0.964 | 2.163 | T | 37310 | 1949 | 2646 | 0.737 | C |
| 519 - BRYAN DAIRY RD: (98TH ST N -to- ALT 19) | CR | SA | 4D | D | 0.755 | 1.325 | T | 37310 | 1949 | 1764 | 1.105 | D |
| 520 - BRYAN DAIRY RD/118TH AVE N: (28TH ST N -to- 34TH ST N) | CR | SA | 4D | D | 0.5 | 4.005 | T | 14605 | 763 | 1683 | 0.453 | C |
| 521 - BRYAN DAIRY RD/118TH AVE N: (US 19 -to- BELCHER RD) | CR | SA | 6D | D | 2.15 | 0.43 | T | 46792 | 1672 | 2646 | 0.632 | C |
| 522 - BRYAN DAIRY RD 118TH AVE N: (34TH ST N -to- 40TH ST N) | CR | NA | 4D | D | 0.493 | 0 | T | 32000 | 1672 | 3760 | 0.445 | C |
| 523 - BRYAN DAIRY RD 118TH AVE N: (40TH ST N -to- 49TH ST N) | CR | SA | 6D | D | 0.764 | 1.139 | T | 42950 | 2244 | 2646 | 0.848 | C |
| 526 - CENTRAL AVE: (34TH ST N -to- 58TH ST N) | CR | SA | 4D | D | 2.009 | 2.669 | T | 12310 | 643 | 1683 | 0.382 | C |
| 527 - CENTRAL AVE: (58TH ST N -to- PARK ST) | CR | SA | 4D | D | 1.763 | 3.148 | T | 16103 | 643 | 1683 | 0.382 | C |
| 528 - CENTRAL AVE: (34TH ST N -to- 31ST ST N) | SP | SA | 4U | D | 0.252 | 8.41 | T | 9300 | 485 | 1454 | 0.334 | C |
| 529 - CENTRAL AVE: (31ST ST N -to- 3RD ST N) | SP | SA | 2U | D | 2.341 | 5.987 | T | 5953 | 267 | 774 | 0.345 | C |
| 533 - CHESTNUT ST: (COURT ST CONNECTION -to- FT HARRISON AVE) | SR | SA | 2U | D | 0.205 | 9.785 | T | 19930 | 1893 | 1992 | 0.95 | F |
| 534 - CHESTNUT ST: (FT HARRISON AVE -to- MYRTLE AVE) | SR | SA | 4D | D | 0.252 | 3.97 | T | 19930 | 1893 | 4536 | 0.417 | D |
| 538 - CLEARWATER-LARGO RD: (BELLEAIR RD -to- W BAY DR) | LA | SA | 4D | D | 1.556 | 2.857 | T | 22125 | 783 | 1683 | 0.465 | D |
| 539 - CLEARWATER-LARGO RD: (W BAY DR -to- ULMERTON RD) | CR | SA | 6D | D | 1.529 | 2.076 | T | 24500 | 1280 | 2646 | 0.484 | D |
| 542 - CLEVELAND ST: (MYRTLE AVE -to- MISSOURI AVE) | CL | SA | 2D | D | 0.505 | 3.962 | T | 5100 | 266 | 813 | 0.327 | C |
| 543 - CLEVELAND ST: (MISSOURI AVE -to- GULF-TO-BAY BLVD) | CL | SA | 4D | D | 0.465 | 2.151 | T | 3310 | 172 | 1683 | 0.102 | C |



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|---|----|-----|----|---|-------|-------|---|-------|------|------|-------|---|---|
| 446 - ALT US 19 SEMINOLE BLVD: (PARK BLVD -to- 102ND AVE N) | SR | SA | 60 | D | 1.766 | 2.934 | T | 36646 | 1806 | 2940 | 0.614 | 0 | C |
| 447 - ALT US 19 SEMINOLE BLVD: (102ND AVE N -to- ULMERTON RD) | SR | SA | 60 | D | 2.027 | 2.777 | T | 35742 | 1774 | 2830 | 0.627 | 0 | C |
| 448 - ALT US 19 SEMINOLE BLVD: (ULMERTON RD -to- E BAY DR) | SR | SA | 60 | D | 1.517 | 1.323 | T | 33959 | 1759 | 2940 | 0.598 | 0 | C |
| 449 - ALT US 19 TYRONE BLVD: (5TH AVE N -to- 9TH AVE N) | SR | SA | 40 | D | 0.253 | 3.96 | T | 18952 | 990 | 1870 | 0.529 | 0 | C |
| 450 - ALT US 19 TYRONE BLVD: (9TH AVE N -to- 66TH ST N) | SR | SA | 40 | D | 1.18 | 4.564 | T | 30543 | 1595 | 1960 | 0.814 | 0 | C |
| 451 - ALT US 19 TYRONE BLVD: (66TH ST N -to- 38TH AVE N) | SR | SA | 40 | D | 1.586 | 1.63 | T | 32078 | 1676 | 1960 | 0.855 | 0 | C |
| 452 - ALT US 19 TYRONE BLVD: (38TH AVE N -to- PARK ST) | SR | SA | 60 | D | 0.36 | 2.776 | T | 40622 | 2122 | 2830 | 0.75 | 0 | C |
| 453 - ANCLOTE BLVD: (ANCLOTE RD -to- ALT US 19) | CR | SMC | 2U | D | 2.051 | 0.354 | T | 7500 | 391 | 572 | 0.684 | 0 | C |
| 454 - ANCLOTE RD: (ALT US 19 -to- ANCLOTE BLVD) | CR | MC | 2U | D | 1.897 | 0 | T | 3600 | 188 | 1440 | 0.131 | 0 | C |
| 470 - BAYSHORE BLVD: (SR 60 -to- MAIN ST) | CL | NMC | 2U | D | 2.345 | 0 | T | 7996 | 417 | 1440 | 0.29 | 0 | D |
| 476 - BAYSIDE BRIDGE: (SR 686 ROOSEVELT BLVD -to- GULF-TO-BAY BLVD) | CR | NA | 60 | D | 3.564 | 0 | T | 60437 | 3157 | 5650 | 0.559 | 0 | F |
| 487 - BECKETT WAY: (US 19 -to- OLD DIXIE HWY) | CR | SC | 2U | D | 0.501 | 1.998 | T | 4300 | 224 | 559 | 0.401 | 0 | C |
| 489 - BELCHER RD: (BRYAN DAIRY RD -to- PARK BLVD) | CR | SA | 60 | D | 1.516 | 2.477 | T | 23500 | 1227 | 2547 | 0.482 | 0 | C |
| 490 - BELCHER RD: (BRYAN DAIRY RD -to- ULMERTON RD) | CR | SA | 60 | D | 2.434 | 1.597 | T | 23500 | 1227 | 2646 | 0.464 | 0 | C |
| 491 - BELCHER RD: (ULMERTON RD -to- EAST BAY DR) | CR | SA | 60 | D | 1.526 | 1.474 | T | 25500 | 1332 | 2646 | 0.503 | 0 | C |
| 492 - BELCHER RD: (EAST BAY DR -to- BELLEAIR RD) | CR | SA | 40 | D | 1.522 | 1.469 | T | 21000 | 1097 | 1764 | 0.622 | 0 | C |
| 493 - BELCHER RD: (BELLEAIR RD -to- GULF-TO-BAY BLVD) | CR | SA | 40 | D | 1.516 | 4.886 | T | 21000 | 1306 | 1599 | 0.817 | 0 | D |
| 494 - BELCHER RD: (GULF-TO-BAY BLVD -to- NE COACHMAN RD) | CR | SA | 40 | D | 0.805 | 4.018 | T | 25000 | 1306 | 1599 | 0.817 | 0 | D |
| 495 - BELCHER RD: (NE COACHMAN RD -to- SUNSET POINT RD) | CR | SA | 40 | D | 1.222 | 1.034 | T | 25323 | 1306 | 1764 | 0.74 | 0 | C |
| 496 - BELCHER RD: (SUNSET POINT RD -to- COUNTRYSIDE BLVD) | CR | SA | 60 | D | 1.349 | 2.463 | T | 25646 | 1340 | 2547 | 0.526 | 0 | C |
| 497 - BELCHER RD: (COUNTRYSIDE BLVD -to- CURLEW RD) | CR | SA | 40 | D | 2.946 | 1.452 | T | 19849 | 1013 | 1764 | 0.574 | 0 | C |
| 498 - BELCHER RD: (CURLEW RD -to- TAMPA RD) | CR | SA | 40 | D | 1.291 | 0.645 | T | 19099 | 997 | 1764 | 0.565 | 0 | C |
| 499 - BELCHER RD: (TAMPA RD -to- ALDERMAN RD) | CR | SA | 40 | D | 1.805 | 1.121 | T | 24000 | 1254 | 1764 | 0.711 | 0 | C |
| 500 - BELCHER RD: (ALDERMAN RD -to- KLOSTERMAN RD) | CR | SA | 40 | D | 2.135 | 0.455 | T | 18500 | 966 | 1764 | 0.548 | 0 | C |
| 501 - BELLEAIR BEACH CSWY: (INDIAN ROCKS RD -to- GULF BLVD) | CR | SA | 2U | D | 1.675 | 0.597 | T | 17500 | 914 | 832 | 1.099 | 0 | F |
| 502 - BELLEAIR RD: (CLEARWATER LARGO RD -to- MISSOURI AVE) | CR | SMC | 2U | D | 0.626 | 2.63 | T | 8600 | 449 | 559 | 0.803 | 0 | D |
| 503 - BELLEAIR RD: (MISSOURI AVE -to- KEENE RD) | CR | SMC | 2U | D | 1.523 | 2.402 | T | 8600 | 449 | 572 | 0.785 | 0 | D |
| 504 - BELLEAIR RD: (US 19 -to- KEENE RD) | CR | SA | 2U | D | 1.969 | 1.016 | T | 16000 | 836 | 792 | 1.056 | 0 | F |
| 505 - BELLEVIEW BLVD: (CLWTR-LARGO RD -to- INDIAN ROCKS RD) | BL | NMC | 2U | D | 0.249 | 0 | T | 8800 | 459 | 1440 | 0.319 | 0 | D |
| 506 - BELTRES ST: (EDGEWATER DR -to- PATRICIA AVE) | DN | SC | 2U | D | 1.027 | 3.193 | T | 2306 | 120 | 559 | 0.215 | 0 | C |
| 507 - BELTRES ST SCOTSDALE ST: (KEENE RD -to- PATRICIA AVE) | DN | SC | 2U | D | 0.858 | 1.166 | T | 1408 | 73 | 572 | 0.128 | 0 | C |
| 511 - BLIND PASS RD: (75TH AVE/COREY AVE -to- W GULF BL) | SR | SA | 40 | D | 1.392 | 1.705 | T | 16450 | 842 | 1960 | 0.43 | 0 | D |
| 517 - BRYAN DAIRY RD: (BELCHER RD -to- STARKEY RD) | CR | SA | 60 | D | 1.026 | 4.566 | T | 55000 | 2873 | 2547 | 1.128 | 0 | C |
| 518 - BRYAN DAIRY RD: (STARKEY RD -to- 98TH ST N) | CR | SA | 60 | D | 0.964 | 2.163 | T | 37310 | 1949 | 2646 | 0.737 | 0 | C |
| 519 - BRYAN DAIRY RD: (98TH ST N -to- ALT 19) | CR | SA | 40 | D | 0.755 | 1.325 | T | 37310 | 1949 | 1764 | 1.105 | 0 | D |
| 520 - BRYAN DAIRY RD: (118TH AVE N: (28TH ST N -to- 34TH ST N) | CR | SA | 40 | D | 0.5 | 4.005 | T | 14605 | 763 | 1683 | 0.453 | 0 | C |
| 521 - BRYAN DAIRY RD: (118TH AVE N: (US 19 -to- BELCHER RD) | CR | SA | 60 | D | 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) | CR | NA | 40 | D | 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) | CR | SA | 60 | D | 0.764 | 1.139 | T | 42950 | 2244 | 2646 | 0.848 | 0 | C |
| 526 - CENTRAL AVE: (34TH ST N -to- 58TH ST N) | CR | SA | 40 | D | 2.009 | 2.669 | T | 12310 | 643 | 1683 | 0.382 | 0 | C |
| 527 - CENTRAL AVE: (58TH ST N -to- PARK ST) | CR | SA | 40 | D | 1.763 | 3.148 | T | 16103 | 643 | 1683 | 0.382 | 0 | C |
| 528 - CENTRAL AVE: (34TH ST N -to- 31ST ST N) | SP | SA | 4U | D | 0.252 | 8.41 | T | 9300 | 485 | 1454 | 0.334 | 0 | C |
| 529 - CENTRAL AVE: (31ST ST N -to- 3RD ST N) | SP | SA | 2U | D | 2.341 | 5.987 | T | 5953 | 267 | 774 | 0.345 | 0 | C |
| 533 - CHESTNUT ST: (COURT ST CONNECTION -to- FT HARRISON AVE) | SR | SA | 20 | D | 0.205 | 9.785 | T | 19930 | 1893 | 1992 | 0.95 | 0 | F |
| 534 - CHESTNUT ST: (FT HARRISON AVE -to- MYRTLE AVE) | SR | SA | 40 | D | 0.252 | 3.97 | T | 19930 | 1893 | 4536 | 0.417 | 0 | D |
| 538 - CLEARWATER-LARGO RD: (BELLEAIR RD -to- W BAY DR) | LA | SA | 40 | D | 1.556 | 2.857 | T | 22125 | 783 | 1683 | 0.465 | 0 | D |
| 539 - CLEARWATER-LARGO RD: (W BAY DR -to- ULMERTON RD) | CR | SA | 60 | D | 1.529 | 2.076 | T | 24500 | 1280 | 2646 | 0.484 | 0 | D |
| 542 - CLEVELAND ST: (MYRTLE AVE -to- MISSOURI AVE) | CL | SA | 20 | D | 0.505 | 3.962 | T | 5100 | 266 | 813 | 0.327 | 0 | C |
| 543 - CLEVELAND ST: (MISSOURI AVE -to- GULF-TO-BAY BLVD) | CL | SA | 40 | D | 0.465 | 2.151 | T | 3310 | 172 | 1683 | 0.102 | 0 | C |



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|---|----|-----|----|---|-------|--------|---|-------|------|------|-------|---|
| 641 - DUHME RD 113TH ST: (WELCH CSWY -to- PARK BLVD) | CR | SA | 6D | D | 2.219 | 2.908 | T | 16564 | 705 | 2646 | 0.266 | C |
| 642 - DUHME RD 113TH ST: (PARK BLVD -to- 86TH AVE N) | CR | SA | 6D | D | 0.614 | 6.001 | T | 19629 | 1025 | 2547 | 0.402 | C |
| 643 - DUHME RD 113TH ST: (86TH AVE N -to- 102ND AVE N) | CR | SA | 4D | D | 1.016 | 1.986 | T | 21000 | 1097 | 1764 | 0.622 | C |
| 645 - DUNEDIN CSWY BLVD: (DRAWBRIDGE -to- ALT US 19) | CR | SA | 4D | D | 0.861 | 1.162 | T | 9843 | 514 | 1764 | 0.291 | C |
| 646 - EAST LAKE RD: (NORTH SPLIT -to- WOODLANDS BLVD) | CR | SA | 6D | D | 0.657 | 1.523 | T | 63500 | 3317 | 2646 | 1.254 | F |
| 647 - EAST LAKE RD: (WOODLANDS BLVD -to- TARPON WOODS BLVD) | CR | SA | 4D | D | 0.892 | 1.121 | T | 63500 | 3317 | 1764 | 1.88 | F |
| 648 - EAST LAKE RD: (TARPON WOODS BLVD -to- LANSBROOK PKWY) | CR | SA | 4D | D | 1.813 | 2.015 | T | 63500 | 3317 | 1764 | 1.88 | F |
| 649 - EAST LAKE RD: (LANSBROOK PKWY -to- KEYSTONE RD) | CR | SA | 4D | D | 2.354 | 1.276 | T | 39500 | 2063 | 1764 | 1.17 | F |
| 650 - EAST LAKE RD: (KEYSTONE RD -to- TRINITY BLVD) | CR | SA | 4D | D | 1.197 | 0.835 | T | 29000 | 1515 | 1764 | 0.859 | C |
| 651 - EAST LAKE RD: (TRINITY BLVD -to- PASCO CO LINE) | CR | NA | 4D | D | 0.516 | 0 | T | 29000 | 1515 | 3760 | 0.403 | C |
| 652 - EAST LAKE RD EAST SERVICE RD: (TAMPA RD -to- NORTH SPLIT) | CR | SA | 4D | D | 0.629 | 3.203 | T | 23000 | 1201 | 1683 | 0.714 | D |
| 660 - ENTERPRISE RD: (US 19 -to- MCMULLEN BOOTH RD) | CL | SA | 4D | D | 1.416 | 4.956 | T | 14500 | 757 | 1683 | 0.45 | C |
| 661 - ENTERPRISE RD: (MCMULLEN BOOTH RD -to- PHILIPPE PKWY) | CR | SMC | 2U | D | 1.515 | 0.491 | T | 7900 | 412 | 572 | 0.72 | D |
| 666 - FAIRMONT ST: (MLK JR AVE -to- STEVENSONS CREEK) | CL | NMC | 2D | D | 0.225 | 0 | T | 3752 | 196 | 1512 | 0.13 | C |
| 679 - FOREST LAKES BLVD: (TAMPA RD -to- PINE AVE) | CR | SA | 4D | D | 0.841 | 2.441 | T | 23500 | 1227 | 1683 | 0.729 | C |
| 680 - FOREST LAKES BLVD: (TAMPA RD -to- SR 580) | CR | SA | 2D | D | 0.47 | 2.13 | T | 19923 | 1041 | 813 | 1.28 | F |
| 681 - FOREST LAKES BLVD: (PINE AVE -to- HILLSBOROUGH COUNTY LINE) | CR | SA | 2D | D | 1.305 | 2.474 | T | 23500 | 1227 | 832 | 1.475 | F |
| 682 - FT HARRISON AVE: (BELLEAIR RD -to- CHESTNUT ST) | CL | SA | 2D | D | 1.538 | 5.657 | T | 15000 | 783 | 747 | 1.048 | E |
| 684 - FT HARRISON AVE: (CHESTNUT ST -to- DREW ST) | CL | SA | 2D | D | 0.499 | 8.416 | T | 15000 | 783 | 747 | 1.048 | E |
| 689 - GANDY BLVD: (PINELLAS SHORELINE -to- SAN MARTIN BLVD) | SR | NA | 4D | D | 2.55 | 0 | T | 31901 | 1666 | 3760 | 0.443 | C |
| 690 - GANDY BLVD: (SAN MARTIN BLVD -to- BRIGHTON BLVD) | SR | SA | 4D | D | 0.329 | 3.036 | T | 51614 | 2696 | 1870 | 1.442 | F |
| 691 - GANDY BLVD: (BRIGHTON BLVD -to- 4TH ST N) | SR | SA | 4D | D | 0.74 | 0 | T | 51614 | 2696 | 3760 | 0.717 | F |
| 692 - GANDY BLVD: (4TH ST N -to- DR ML KING JR ST N) | SR | SA | 4D | D | 0.54 | 0 | T | 31028 | 1621 | 3760 | 0.431 | C |
| 693 - GANDY BLVD: (DR ML KING JR ST N -to- I-275 EAST RAMPS) | SR | SA | 6D | D | 0.997 | 2.436 | T | 56828 | 2969 | 2830 | 1.049 | D |
| 694 - GANDY BLVD: (I-275 EAST RAMPS -to- GRAND AVE/GANDY ACCESS) | SR | SA | 6D | D | 1.137 | 0.911 | T | 64019 | 2969 | 2940 | 1.01 | D |
| 695 - GANDY BLVD: (GRAND AVE/ GANDY ACCESS -to- US 19) | SR | NA | 4D | D | 0.619 | 0 | T | 71210 | 3720 | 3760 | 0.989 | F |
| 705 - GATEWAY EXPRESS/BRYAN DAIRY RD: (US 19 -to- 49TH ST N) | CR | SA | 6D | D | 0.717 | 1.395 | T | 32000 | 1672 | 2646 | 0.632 | C |
| 706 - GATEWAY EXPRESS/ROOSEVELT BLVD: (ULMERTON -to- 49TH ST NB RAMP) | SR | SA | 4D | D | 1.255 | 1.703 | T | 44149 | 2306 | 1960 | 1.177 | F |
| 711 - GRAND AVE: (N GANDY BLVD/FRONTAGE RD -to- GANDY BLVD) | CR | SA | 4D | D | 0.147 | 6.789 | T | 14742 | 770 | 1530 | 0.503 | D |
| 715 - GREENBRIAR BLVD: (VIRGINIA AVE -to- BELCHER RD) | CR | SMC | 2U | D | 0.653 | 1.531 | T | 7536 | 393 | 572 | 0.687 | D |
| 718 - GULF BLVD: (W GULF BL -to- TREASURE ISLAND CSWY) | SR | SA | 4U | D | 0.959 | 3.678 | T | 17114 | 894 | 1776 | 0.503 | D |
| 719 - GULF BLVD: (TREASURE ISLAND CSWY -to- MADEIRA BEACH CSWY) | SR | SA | 4D | D | 2.95 | 1.758 | T | 22304 | 976 | 1960 | 0.498 | D |
| 720 - GULD BLVD: (MADIERA BEACH CSWY -to- PARK BLVD) | SR | SA | 4D | D | 3.847 | 2.261 | T | 17791 | 818 | 1960 | 0.417 | D |
| 721 - GULF BLVD: (PARK BLVD -to- WALSHINGHAM RD) | SR | SA | 2U | D | 2.89 | 0.791 | T | 11314 | 591 | 880 | 0.672 | D |
| 722 - GULF BLVD: (WALSHINGHAM RD -to- BELLEAIR CSWY) | CR | SA | 2D | D | 2.36 | 0.424 | T | 14817 | 774 | 832 | 0.93 | E |
| 723 - GULF BLVD: (BELLEAIR CSWY -to- SAND KEY PARK) | CR | NA | 2D | D | 2.861 | 0 | T | 13586 | 709 | 1512 | 0.469 | D |
| 724 - GULF BLVD: (SAND KEY PARK -to- GULFVIEW BLVD) | CL | NA | 2D | D | 0.751 | 0 | T | 13586 | 709 | 1512 | 0.469 | D |
| 725 - GULF BLVD S: (BAYWAY -to- 75TH AVE) | SR | SA | 4D | D | 2.403 | 5.079 | T | 25632 | 1240 | 1870 | 0.663 | D |
| 728 - GULFPORT BLVD: (PASADENA AVE -to- 58TH ST S) | CR | SA | 4D | D | 1.753 | 3.068 | T | 15500 | 809 | 1683 | 0.481 | D |
| 729 - GULF-TO-BAY BLVD: (CLEVELAND ST -to- HIGHLAND AVE) | CL | SA | 4U | D | 0.446 | 10.832 | T | 5100 | 266 | 1599 | 0.166 | C |
| 730 - GULF-TO-BAY BLVD: (HIGHLAND AVE -to- KEENE RD) | SR | SA | 6D | D | 0.756 | 3.968 | T | 48539 | 2483 | 2830 | 0.877 | C |
| 731 - GULF-TO-BAY BLVD: (BAYSHORE BLVD -to- US 19) | SR | SA | 6D | D | 1.51 | 5.431 | T | 51647 | 2698 | 2830 | 0.953 | C |
| 732 - GULF-TO-BAY BLVD: (KEENE RD -to- BELCHER RD) | SR | SA | 6D | D | 1.026 | 3.242 | T | 50754 | 2651 | 2830 | 0.937 | C |
| 733 - GULF-TO-BAY BLVD: (US 19 -to- BELCHER RD) | SR | SA | 6D | D | 0.988 | 2.705 | T | 50754 | 2651 | 2830 | 0.937 | C |
| 734 - GULFVIEW BLVD: (HAMDEN DR -to- GULF BLVD) | CL | NA | 3U | D | 0.427 | 0 | T | 5624 | 293 | 3572 | 0.082 | C |
| 737 - HAINES RD: (DR ML KING JR ST N -to- 54TH AVE N) | CR | SMC | 2U | D | 1.851 | 2.159 | T | 9900 | 517 | 572 | 0.904 | D |
| 738 - HAINES RD: (54TH AVE N -to- US 19) | CR | SMC | 2U | D | 1.197 | 2.776 | T | 9900 | 517 | 559 | 0.925 | D |
| 744 - HERCULES AVE: (GULF-TO-BAY BLVD -to- DREW ST) | CL | SA | 4U | D | 0.509 | 4.365 | T | 8200 | 428 | 1599 | 0.268 | C |
| 745 - HERCULES AVE: (DREW ST -to- RR TRACKS) | CR | NA | 4D | D | 0.917 | 0 | T | 12500 | 653 | 3760 | 0.174 | C |



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|---|----|-----|----|---|-------|-------|---|--------|------|------|-------|---|---|
| 746 - HERCULES AVE: (RR TRACKS -to- CALUMET ST) | CR | SA | 3U | D | 0.266 | 3.758 | T | 12500 | 653 | 1599 | 0.408 | 0 | C |
| 747 - HERCULES AVE: (CALUMET ST -to- SUNSET POINT RD) | CR | SA | 4U | D | 0.331 | 3.024 | T | 12500 | 653 | 1599 | 0.408 | 0 | C |
| 748 - HERCULES AVE: (SUNSET POINT RD -to- VIRGINIA AVE) | CR | SA | 2D | D | 1.01 | 1.974 | T | 10845 | 393 | 832 | 0.472 | 0 | D |
| 750 - HIGHLAND AVE: (EAST BAY DR -to- BELLEAIR RD) | CR | SA | 2U | D | 1.527 | 2.591 | T | 10178 | 531 | 792 | 0.67 | 0 | D |
| 751 - HIGHLAND AVE: (BELLEAIR RD -to- DRUID RD) | CR | SA | 2U | D | 1.255 | 1.991 | T | 9932 | 518 | 792 | 0.654 | 0 | D |
| 752 - HIGHLAND AVE: (DRUID ST -to- GULF-TO-BAY BLVD) | CR | SA | 4U | D | 0.253 | 3.956 | T | 9932 | 518 | 1599 | 0.324 | 0 | C |
| 753 - HIGHLAND AVE: (GULF-TO-BAY -to- DREW ST) | CL | SA | 2D | D | 0.506 | 4.364 | T | 11223 | 586 | 813 | 0.721 | 0 | D |
| 754 - HIGHLAND AVE: (DREW ST -to- SUNSET POINT RD) | CL | SA | 2D | D | 1.512 | 2.431 | T | 11223 | 586 | 832 | 0.704 | 0 | D |
| 755 - HIGHLAND AVE: (SUNSET POINT RD -to- UNION ST) | CL | SA | 2U | D | 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) | SP | NMC | 2U | D | 0.083 | 0 | T | 8049 | 764 | 4512 | 0.169 | 0 | D |
| 761 - HIGHLANDS BLVD: (US 19 -to- ALDERMAN RD) | CR | NMC | 2U | D | 2.335 | 0 | T | 11614 | 606 | 1440 | 0.421 | 0 | D |
| 766 - I-175: (I-275 -to- 4TH ST S) | SR | F | 4F | D | 1.303 | 0 | T | 29922 | 759 | 4020 | 0.189 | 0 | B |
| 767 - I-275: (I-175 -to- 22ND AVE S) | SR | F | 6F | D | 1.932 | 0 | T | 109561 | 5583 | 6200 | 0.9 | 0 | E |
| 768 - I-275: (38TH AVE N -to- 22ND AVE N) | SR | F | 6F | D | 1.017 | 0 | T | 167411 | 8563 | 6200 | 1.381 | 0 | F |
| 769 - I-275: (SR 686/ROOSEVELT BLVD -to- GANDY BLVD) | SR | F | 6F | D | 1.851 | 0 | T | 144728 | 7402 | 6200 | 1.194 | 0 | F |
| 770 - I-275: (22ND AVE N -to- I-375) | SR | F | 8F | D | 1.314 | 0 | T | 180062 | 9210 | 8400 | 1.096 | 0 | F |
| 771 - I-275: (I-375 -to- I-175) | SR | F | 6F | D | 0.441 | 0 | T | 127159 | 6504 | 6200 | 1.049 | 0 | F |
| 772 - I-275: (PINELLAS SHORELINE -to- 4TH ST N) | SR | F | 8F | D | 2.203 | 0 | T | 173166 | 8857 | 8400 | 1.054 | 0 | F |
| 773 - I-275: (4TH ST N -to- SR 686 ROOSEVELT BLVD) | SR | F | 8F | D | 2.038 | 0 | T | 125637 | 5531 | 8400 | 0.658 | 0 | C |
| 774 - I-275: (GANDY BLVD -to- 54TH AVE N) | SR | F | 6F | D | 2.184 | 0 | T | 153527 | 7852 | 6200 | 1.266 | 0 | F |
| 775 - I-275: (54TH AVE N -to- 38TH AVE N) | SR | F | 8F | D | 1.001 | 0 | T | 172481 | 8822 | 8400 | 1.05 | 0 | F |
| 776 - I-275: (22ND AVE S -to- 54TH AVE S) | SR | F | 6F | D | 2.013 | 0 | T | 102833 | 5259 | 6200 | 0.848 | 0 | D |
| 777 - I-275: (54TH AVE S -to- PINELLAS SHORELINE) | SR | F | 4F | D | 5.41 | 0 | T | 59482 | 3042 | 4020 | 0.757 | 0 | D |
| 780 - I-375: (I-275 -to- 7TH ST N) | SR | F | 6F | D | 1.093 | 0 | T | 31622 | 1617 | 6200 | 0.261 | 0 | B |
| 781 - INDIAN ROCKS RD: (BELLEVIEW BLVD -to- MEHLENBACHER RD) | BL | SA | 2U | D | 1.514 | 0.574 | T | 8900 | 465 | 792 | 0.587 | 0 | D |
| 782 - INDIAN ROCKS RD: (MEHLENBACHER RD -to- SUNSET BLVD) | CR | NA | 2D | D | 0.431 | 0 | T | 8900 | 465 | 1512 | 0.308 | 0 | D |
| 783 - INDIAN ROCKS RD: (SUNSET BLVD -to- W BAY DR) | CR | SA | 4D | D | 0.142 | 7.042 | T | 16500 | 862 | 1530 | 0.563 | 0 | D |
| 784 - INDIAN ROCKS RD: (W BAY DR -to- WALSHINGHAM RD) | CR | SA | 2U | D | 2.766 | 1.758 | T | 16500 | 862 | 792 | 1.088 | 0 | F |
| 797 - KEENE RD: (E BAY DR -to- BELLEAIR DR) | CR | SA | 4D | D | 1.526 | 1.312 | T | 31000 | 1619 | 1764 | 0.918 | 0 | C |
| 798 - KEENE RD: (BELLEAIR RD -to- DRUID RD) | CR | SA | 4D | D | 1.256 | 2.659 | T | 31000 | 1619 | 1683 | 0.962 | 0 | C |
| 799 - KEENE RD: (DRUID RD -to- GULF-TO-BAY BLVD) | CR | SA | 6D | D | 0.251 | 3.986 | T | 31000 | 1619 | 2547 | 0.636 | 0 | C |
| 800 - KEENE RD: (GULF-TO-BAY BLVD -to- DREW ST) | CR | SA | 6D | D | 0.511 | 4.317 | T | 31000 | 1619 | 2313 | 0.7 | 0 | C |
| 801 - KEENE RD: (DREW ST -to- SUNSET POINT RD) | CR | SA | 4D | D | 1.517 | 0.759 | T | 26000 | 1358 | 1764 | 0.77 | 0 | C |
| 802 - KEENE RD: (SUNSET POINT RD -to- SR 580) | CR | SA | 4D | D | 2.031 | 1.97 | T | 25184 | 1301 | 1764 | 0.738 | 0 | C |
| 803 - KEYSTONE RD: (US 19 -to- EAST LAKE RD) | CR | SA | 4D | D | 2.898 | 1.2 | T | 27878 | 1110 | 1764 | 0.629 | 0 | C |
| 804 - KEYSTONE RD: (HILLSBOROUGH CL -to- WOODFIELD BLVD) | CR | NA | 2U | D | 2.296 | 0 | T | 14000 | 731 | 1440 | 0.508 | 0 | C |
| 805 - KEYSTONE RD: (WOODFIELD BLVD -to- EAST LAKE RD) | CR | SA | 2U | D | 0.542 | 1.844 | T | 14000 | 731 | 792 | 0.923 | 0 | C |
| 808 - KLOSTERMAN RD: (ALT US 19 -to- US 19) | CR | SA | 4D | D | 1.275 | 1.652 | T | 17000 | 888 | 1764 | 0.503 | 0 | C |
| 809 - KLOSTERMAN RD: (ALT US 19 -to- CARLTON RD) | CR | NA | 2U | D | 0.745 | 0 | T | 10512 | 549 | 1440 | 0.381 | 0 | D |
| 813 - LAKE AVE: (EAST BAY DR -to- BELLEAIR RD) | CR | SC | 2U | D | 1.528 | 0.432 | T | 3500 | 182 | 572 | 0.318 | 0 | C |
| 814 - LAKE AVE: (BELLEAIR RD -to- GULF-TO-BAY BLVD) | CR | SC | 2U | D | 1.508 | 1.988 | T | 3500 | 182 | 572 | 0.318 | 0 | C |
| 819 - LAKE ST GEORGE DR: (HIGHLANDS BLVD -to- TAMPA RD) | CR | NMC | 2U | D | 0.371 | 0 | T | 4364 | 228 | 1440 | 0.158 | 0 | C |
| 820 - LAKE ST GEORGE DR: (TAMPA RD -to- COUNTRYSIDE BLVD) | CR | SMC | 2U | D | 1.135 | 0.881 | T | 4364 | 228 | 572 | 0.399 | 0 | C |
| 825 - LAKEVIEW RD: (MISSOURI AVE -to- KEENE RD) | CR | SA | 2U | D | 1.532 | 2.391 | T | 8400 | 438 | 792 | 0.553 | 0 | D |
| 839 - LIVE OAK ST: (ALT 19 -to- US 19) | CR | SA | 2D | D | 1.048 | 1.287 | T | 3264 | 170 | 572 | 0.297 | 0 | C |
| 848 - MAIN ST: (BROADWAY AVE -to- SKINNER BLVD) | DN | SC | 2U | D | 0.594 | 5.415 | T | 3353 | 175 | 514 | 0.34 | 0 | C |
| 849 - MAIN ST: (MCMULLEN BOOTH RD -to- BAYSHORE DR) | CR | NA | 2U | D | 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) | CR | SA | 6D | D | 2.075 | 1.995 | T | 61502 | 3157 | 2646 | 1.193 | 0 | F |
| 862 - MCMULLEN BOOTH RD: (SUNSET PT RD MAIN ST -to- SR 580) | CR | SA | 6D | D | 2.233 | 2.505 | T | 58500 | 3056 | 2646 | 1.155 | 0 | F |



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|---|----|-----|----|---|-------|-------|---|-------|------|------|-------|---|---|
| 863 - MCMULLEN BOOTH RD: (SR 580 -to- CURLEW RD) | CR | SA | 6D | D | 1.768 | 2.994 | T | 50000 | 2612 | 2646 | 0.987 | 0 | C |
| 864 - MCMULLEN BOOTH RD: (CURLEW RD -to- SOUTH SPLIT) | CR | NA | 6D | D | 0.541 | 0 | T | 42750 | 1854 | 5650 | 0.328 | 0 | C |
| 869 - MEHLENBACHER/8TH AVE NW: (CLEARWATER-LARGO RD -to- INDIAN ROCKS F | CR | SC | 2U | D | 1.008 | 0.992 | T | 4714 | 246 | 572 | 0.43 | 0 | C |
| 870 - MEMORIAL CSWY: (CLEARWATER BEACH ROUNDABOUT -to- ISLAND WAY) | CL | SA | 4D | D | 0.565 | 0.97 | T | 37473 | 1958 | 1870 | 1.047 | 0 | D |
| 871 - MEMORIAL CSWY: (CHESTNUT ST CONNECTION -to- MEMORIAL CSWY WB/E | SR | NA | 2D | D | 0.163 | 0 | T | 17152 | 1629 | 3400 | 0.479 | 0 | C |
| 872 - MEMORIAL CSWY: (ISLAND WAY -to- MEMORIAL CSWY WB/EB SPLIT) | SR | NA | 4D | D | 1.156 | 0 | T | 37473 | 1958 | 3760 | 0.521 | 0 | D |
| 873 - MEMORIAL CSWY: (MEMORIAL CSWY WB/EB SPLIT -to- COURT ST CONNECT | SR | NA | 2D | D | 0.167 | 0 | T | 19930 | 1893 | 3400 | 0.557 | 0 | C |
| 875 - MERES BLVD: (ALT 19 -to- FLORIDA AVE) | CR | NMC | 2U | D | 1.594 | 0 | T | 6300 | 329 | 1440 | 0.228 | 0 | C |
| 877 - MICHIGAN BLVD: (CR 1 -to- ALT 19) | DN | SMC | 2U | D | 1.535 | 1.303 | T | 4654 | 180 | 572 | 0.315 | 0 | C |
| 879 - MILWAUKEE AVE: (VIRGINIA ST -to- UNION ST) | DN | SMC | 2U | D | 1.02 | 3.28 | T | 4785 | 250 | 572 | 0.437 | 0 | C |
| 881 - MISSOURI AVE: (COURT ST -to- CLEVELAND ST) | CL | SA | 4D | D | 0.328 | 3.051 | T | 12856 | 671 | 1683 | 0.399 | 0 | C |
| 885 - MLK JR AVE: (BELLAIR RD -to- DREW ST) | CL | SC | 2U | D | 2.014 | 4.357 | T | 5173 | 194 | 559 | 0.347 | 0 | C |
| 886 - MLK JR AVE: (DREW ST -to- FAIRMONT ST) | CL | SC | 2U | D | 1.004 | 1.993 | T | 3720 | 194 | 559 | 0.347 | 0 | C |
| 894 - N GANDY BLVD/FRONTAGE RD: (28TH ST N -to- GRAND AVE) | CR | NA | 2U | D | 0.45 | 0 | T | 6035 | 315 | 1440 | 0.219 | 0 | C |
| 898 - NE COACHMAN RD: (DREW ST -to- US 19) | SR | SA | 2U | D | 1.738 | 1.744 | T | 13945 | 728 | 880 | 0.827 | 0 | C |
| 899 - NE COACHMAN RD: (US 19 -to- MCMULLEN BOOTH RD) | SR | SA | 2U | D | 1.266 | 2.126 | T | 12982 | 678 | 880 | 0.77 | 0 | C |
| 900 - NEBRASKA AVE: (ALT 19 -to- BELCHER RD) | CR | SA | 2U | D | 1.207 | 4.065 | T | 6900 | 360 | 774 | 0.465 | 0 | C |
| 901 - NEBRASKA AVE: (BELCHER RD -to- US 19) | CR | SA | 4D | D | 0.511 | 1.95 | T | 16060 | 839 | 1764 | 0.476 | 0 | D |
| 907 - NURSERY RD: (US 19 -to- BELCHER RD) | CR | SMC | 2U | D | 0.961 | 1.041 | T | 7200 | 376 | 572 | 0.657 | 0 | D |
| 908 - NURSERY RD: (BELCHER RD -to- KEENE RD) | CR | SMC | 2U | D | 1.008 | 0.809 | T | 6350 | 287 | 572 | 0.502 | 0 | C |
| 909 - NURSERY RD: (KEENE RD -to- HIGHLAND AVE) | CR | NMC | 2U | D | 0.772 | 0 | T | 5500 | 287 | 1440 | 0.199 | 0 | C |
| 916 - OAKHURST RD: (PARK BLVD -to- WALSHINGHAM) | CR | SA | 2U | D | 2.618 | 2.456 | T | 8454 | 441 | 792 | 0.557 | 0 | D |
| 940 - PARK BLVD: (US 19 -to- 49TH ST N) | SR | SA | 6D | D | 0.983 | 3.412 | T | 61604 | 3218 | 2830 | 1.137 | 0 | F |
| 942 - PARK BLVD: (49TH ST N -to- 66TH ST N) | SR | SA | 6D | D | 1.748 | 1.705 | T | 52772 | 2677 | 2940 | 0.911 | 0 | C |
| 944 - PARK BLVD: (66TH ST N -to- 71ST ST N/ BELCHER RD) | CR | SA | 6D | D | 0.502 | 1.993 | T | 51245 | 2677 | 2646 | 1.012 | 0 | C |
| 945 - PARK BLVD: (71ST ST N BELCHER RD -to- STARKEY RD) | CR | SA | 6D | D | 1.557 | 1.461 | T | 45500 | 2377 | 2646 | 0.898 | 0 | C |
| 946 - PARK BLVD: (STARKEY RD -to- SEMINOLE BLVD) | CR | SA | 6D | D | 1.525 | 2.427 | T | 45500 | 2377 | 2646 | 0.898 | 0 | C |
| 947 - PARK BLVD: (SEMINOLE BLVD -to- 113TH ST N) | CR | SA | 4D | D | 0.548 | 4.694 | T | 38500 | 2011 | 1683 | 1.195 | 0 | F |
| 948 - PARK BLVD: (113TH ST N -to- 131ST ST N) | CR | SA | 4D | D | 1.532 | 2.313 | T | 30648 | 780 | 1764 | 0.442 | 0 | D |
| 949 - PARK BLVD: (131ST ST N -to- GULF BLVD) | CR | SA | 4D | D | 1.282 | 2.536 | T | 14946 | 780 | 1764 | 0.442 | 0 | C |
| 951 - PARK ST: (22ND AVE N -to- BAY PINES BLVD) | CR | SA | 4D | D | 1.177 | 0.85 | T | 23000 | 1201 | 1764 | 0.681 | 0 | C |
| 952 - PARK ST: (BAY PINES BLVD -to- PARK BLVD) | CR | SA | 4D | D | 2.325 | 3.346 | T | 26041 | 1360 | 1683 | 0.808 | 0 | C |
| 953 - PARK ST: (22ND AVE N -to- CENTRAL AVE) | CR | SA | 4D | D | 1.681 | 0.957 | T | 14500 | 757 | 1764 | 0.429 | 0 | D |
| 954 - PARK ST: (CENTRAL AVE -to- PASADENA AVE) | SP | SA | 2D | D | 0.718 | 0.828 | T | 7800 | 407 | 792 | 0.514 | 0 | D |
| 955 - PASADENA AVE: (SHORE DR -to- 66TH ST N) | SR | SA | 6D | D | 1.669 | 6.227 | T | 31959 | 1476 | 2830 | 0.522 | 0 | C |
| 957 - PATRICIA AVE: (UNION ST -to- MAIN ST) | DN | SA | 2D | D | 1.47 | 2.471 | T | 8924 | 463 | 813 | 0.569 | 0 | D |
| 961 - PHILLIPPE PKWY: (MAIN ST -to- ENTERPRISE RD/CR 102 | SH | SA | 2D | D | 1.526 | 0.56 | T | 10500 | 548 | 792 | 0.692 | 0 | D |
| 962 - PHILLIPPE PKWY: (ENTERPRISE/CR 102 -to- SR 580) | SR | SA | 2U | D | 1.228 | 0.814 | T | 9882 | 516 | 880 | 0.586 | 0 | C |
| 967 - PINEHURST RD: (MICHIGAN AVE -to- SR 580 | DN | SC | 2U | D | 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 | SR | NA | 4U | D | 0.412 | 0 | T | 17059 | 891 | 3572 | 0.249 | 0 | C |
| 969 - PINELLAS BAYWAY SR 679: (ANDERSON BLVD -to- 1/2 MILE OF TOLL PLAZA) | CR | NA | 2U | D | 2.847 | 0 | T | 5454 | 284 | 1440 | 0.197 | 0 | C |
| 970 - PINELLAS BAYWAY SR 679: (BAHIA DEL MAR BLVD -to- MADONNA BLVD) | SR | NA | 2U | D | 1.152 | 0 | T | 11257 | 284 | 1440 | 0.197 | 0 | C |
| 971 - PINELLAS BAYWAY SR 679: (1/2 MI N OF TOLL PLAZA -to- MADONNA BLVD) | SR | NA | 4D | D | 2.019 | 0 | T | 5454 | 284 | 3760 | 0.076 | 0 | C |
| 972 - PINELLAS BAYWAY SR 682: (DOLPHIN CAY LN S -to- PINELLAS BAYWAY SR 6 | SR | SA | 4D | D | 1.544 | 1.327 | T | 29105 | 1520 | 1960 | 0.776 | 0 | C |
| 973 - PINELLAS BAYWAY SR 682: (PINELLAS BAYWAY SR 679 -to- SR 689 GULF B | SR | SA | 4D | D | 1.419 | 0.835 | T | 21977 | 1148 | 1960 | 0.586 | 0 | D |
| 974 - PINELLAS BAYWAY SR 682 54TH AVE S: (34TH ST S -to- AVENUE OF STATES I | SR | SA | 6D | D | 0.476 | 2.102 | T | 39513 | 2064 | 2940 | 0.702 | 0 | C |
| 975 - PINELLAS BAYWAY SR 682 54TH AVE S: (AVENUE OF STATES DR -to- DOLPHI | SR | NA | 6D | D | 0.244 | 0 | T | 39513 | 2064 | 5650 | 0.365 | 0 | C |
| 976 - PINELLAS POINT DR: (34TH ST S -to- 31ST ST S) | SP | SA | 4D | D | 0.249 | 4.01 | T | 11312 | 591 | 1683 | 0.351 | 0 | C |
| 977 - PINELLAS POINT DR: (31ST ST S -to- ROY HANNA) | SP | NMC | 2U | D | 0.366 | 0 | T | 6322 | 330 | 1440 | 0.229 | 0 | C |



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|---|----|-----|----|---|-------|-------|---|-------|------|------|-------|---|---|
| 999 - ROSERY RD / PONSETTIA RD: (LAKE AVE TO- MISSOURI AVE) | LA | SA | 2U | D | 1.036 | 2.559 | T | 12000 | 627 | 832 | 0.754 | 0 | D |
| 1000 - ROSERY RD/POINSETTIA RD: (CLWTR-LARGO RD TO- MISSOURI AVE) | LA | SA | 2U | D | 0.513 | 1.95 | T | 12000 | 627 | 792 | 0.792 | 0 | D |
| 1005 - SAN CHRISTOPHER DR: (PINEHURST RD TO- ALT US 19) | DN | NMC | 2U | D | 1.103 | 0 | T | 4753 | 248 | 1440 | 0.172 | 0 | C |
| 1006 - SAN CHRISTOPHER DR: (PINEHURST RD TO- CR 1) | DN | SMC | 2U | D | 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) | CR | SC | 2U | D | 2.073 | 2.42 | T | 3833 | 200 | 601 | 0.333 | 0 | C |
| 1021 - SOLON AVE: (CR 1 TO- BELCHER RD) | DN | SC | 2U | D | 0.929 | 1.076 | T | 3259 | 170 | 572 | 0.297 | 0 | C |
| 1024 - SR 580: (US 19 TO- MCMULLEN BOOTH RD) | SR | SA | 6D | D | 1.857 | 3.048 | T | 38673 | 1964 | 2830 | 0.694 | 0 | C |
| 1025 - SR 580: (MCMULLEN BOOTH RD TO- KENDALE DR) | SR | NA | 6D | D | 0.757 | 0 | T | 38429 | 2007 | 5650 | 0.355 | 0 | C |
| 1026 - SR 580: (KENDALE DR TO- FOREST LAKES BLVD) | SR | SA | 4D | D | 1.338 | 3.12 | T | 39264 | 2007 | 1960 | 1.024 | 0 | F |
| 1027 - SR 580 MAIN ST: (SKINNER BLVD TO- PINEHURST RD) | SR | SA | 4D | D | 0.676 | 3.177 | T | 22138 | 915 | 1870 | 0.489 | 0 | C |
| 1028 - SR 580 MAIN ST: (US 19 TO- BELCHER RD) | SR | SA | 6D | D | 0.538 | 1.393 | T | 44228 | 2310 | 2940 | 0.786 | 0 | C |
| 1029 - SR 580 MAIN ST: (PINEHURST RD TO- CR 1) | SR | SA | 6D | D | 0.499 | 5.095 | T | 30250 | 1580 | 2830 | 0.558 | 0 | C |
| 1030 - SR 580 MAIN ST: (CR 1 TO- BELCHER RD) | SR | SA | 6D | D | 1.019 | 4.06 | T | 45113 | 2357 | 2830 | 0.833 | 0 | C |
| 1031 - SR 580 NEW 580: (FOREST LAKES BLVD TO- SR 584 TAMPA RD) | SR | SA | 4D | D | 1.119 | 1.946 | T | 19987 | 1044 | 1960 | 0.533 | 0 | C |
| 1032 - SR 580 SKINNER BLVD: (MAIN ST TO- ALT US 19 BROADWAY) | SR | SA | 4D | D | 0.48 | 4.436 | T | 10887 | 568 | 1870 | 0.304 | 0 | C |
| 1033 - SR 584 TAMPA RD: (HILLSBOROUGH COUNTY LINE TO- NEW SR 580) | SR | SA | 8D | D | 0.856 | 2.446 | T | 55586 | 2881 | 3780 | 0.762 | 0 | C |
| 1034 - SR 584 TAMPA RD: (NEW SR 580 TO- CURLEW RD) | SR | SA | 6D | D | 2.105 | 2.548 | T | 63303 | 3307 | 2830 | 1.169 | 0 | F |
| 1035 - SR 666 MADEIRA BEACH CSWY: (SEMINOLE BLVD TO- DUHME RD) | SR | SA | 6D | D | 0.531 | 1.883 | T | 27684 | 1446 | 2940 | 0.492 | 0 | C |
| 1036 - SR 666 MADEIRA BEACH CSWY: (DUHME RD TO- GULF BLVD) | SR | SA | 4D | D | 0.892 | 4.066 | T | 27684 | 1446 | 1870 | 0.773 | 0 | C |
| 1037 - SR 666 EAST BAY DR: (US 19 TO- BELCHER RD) | SR | SA | 6D | D | 0.987 | 3.136 | T | 63789 | 3332 | 2830 | 1.177 | 0 | F |
| 1038 - SR 666 EAST BAY DR: (BELCHER RD TO- KEENE RD) | SR | SA | 6D | D | 1.011 | 2.007 | T | 64043 | 3346 | 2940 | 1.138 | 0 | F |
| 1039 - SR 666 EAST BAY DR: (KEENE RD TO- SEMINOLE BLVD) | SR | SA | 6D | D | 1.551 | 2.914 | T | 53587 | 2406 | 2830 | 0.85 | 0 | C |
| 1040 - SR 666 ROOSEVELT BLVD: (28TH ST N TO- ULMERTON RD) | SR | NA | 4D | D | 0.601 | 0 | T | 38210 | 1996 | 3760 | 0.531 | 0 | D |
| 1041 - SR 666 ROOSEVELT BLVD: (49TH ST NB RAMP TO- US 19) | SR | SA | 6D | D | 1.947 | 3.934 | T | 39952 | 1726 | 2830 | 0.61 | 0 | C |
| 1042 - SR 666 ROOSEVELT BLVD: (16TH ST N TO- 4TH ST N) | SR | SA | 4D | D | 1.252 | 1.621 | T | 28121 | 967 | 1960 | 0.493 | 0 | C |
| 1043 - SR 666 ROOSEVELT BLVD: (16TH ST N TO- I-275) | SR | NA | 4D | D | 0.401 | 0 | T | 37728 | 1971 | 3760 | 0.524 | 0 | D |
| 1044 - SR 666 ROOSEVELT BLVD: (28TH ST N TO- I-275) | SR | NA | 6D | D | 0.805 | 0 | T | 56295 | 2941 | 5650 | 0.521 | 0 | D |
| 1045 - SR 668 ULMERTON RD: (I-275 TO- EGRET BLVD E) | SR | SA | 6D | D | 1.62 | 1.914 | T | 38412 | 2007 | 2940 | 0.683 | 0 | C |
| 1046 - SR 668 ULMERTON RD: (EGRET BLVD E TO- ROOSEVELT BLVD) | SR | NA | 6D | D | 0.336 | 0 | T | 38412 | 2007 | 5650 | 0.355 | 0 | C |
| 1047 - SR 668 ULMERTON RD: (ROOSEVELT BLVD TO- 40TH ST) | SR | SA | 6D | D | 0.881 | 3.787 | T | 66897 | 2007 | 2830 | 0.709 | 0 | C |
| 1048 - SR 668 ULMERTON RD: (ROOSEVELT BLVD TO- 49TH ST N) | SR | SA | 4D | D | 0.44 | 2.274 | T | 39929 | 2086 | 2830 | 0.737 | 0 | C |
| 1049 - SR 668 ULMERTON RD: (US 19 TO- BELCHER RD) | SR | SA | 6D | D | 1.43 | 1.746 | T | 43926 | 2186 | 2940 | 0.744 | 0 | C |
| 1050 - SR 668 ULMERTON RD: (STARKEY RD TO- 101ST ST) | SR | SA | 4D | D | 1.018 | 1.965 | T | 49675 | 2595 | 2830 | 0.917 | 0 | C |
| 1051 - SR 668 ULMERTON RD: (49TH ST N TO- US 19) | SR | SA | 6D | D | 1.351 | 1.498 | T | 42710 | 2231 | 2940 | 0.759 | 0 | C |
| 1052 - SR 668 ULMERTON RD: (101ST ST TO- 113TH ST/RIDGE RD) | SR | SA | 6D | D | 1 | 3.361 | T | 46470 | 2093 | 2830 | 0.74 | 0 | C |
| 1053 - SR 668 ULMERTON RD: (40TH ST TO- ROOSEVELT BLVD) | SR | NA | 6D | D | 0.314 | 3.181 | T | 81140 | 4239 | 2830 | 1.498 | 0 | F |
| 1054 - SR 668 ULMERTON RD: (BELCHER RD TO- STARKEY RD) | SR | SA | 4D | D | 1.015 | 2.586 | T | 48933 | 2556 | 2940 | 0.869 | 0 | C |
| 1055 - SR 668 ULMERTON RD: (113TH ST RIDGE RD TO- WALSHINGHAM RD) | SR | SA | 6D | D | 1.747 | 1.077 | T | 34045 | 1778 | 2940 | 0.605 | 0 | C |
| 1056 - SR 668/WALSINGHAM RD: (ULMERTON RD TO- INDIAN ROCKS RD) | SR | SA | 6D | D | 1.04 | 3.127 | T | 28335 | 1480 | 2830 | 0.523 | 0 | C |
| 1057 - SR 668 WALSINGHAM RD: (INDIAN ROCKS RD TO- GULF BLVD) | SR | SA | 4D | D | 1.177 | 1.728 | T | 16617 | 868 | 1960 | 0.443 | 0 | D |
| 1059 - STARKEY RD: (ULMERTON RD TO- EAST BAY DR) | CR | SA | 4D | D | 1.52 | 0.492 | T | 31147 | 1627 | 1764 | 0.922 | 0 | C |
| 1060 - STARKEY RD: (ULMERTON RD TO- BRYAN DAIRY RD) | CR | SA | 4D | D | 1.521 | 1.972 | T | 37500 | 1959 | 1764 | 1.111 | 0 | D |
| 1061 - STARKEY RD: (BRYAN DAIRY RD TO- PARK BLVD) | CR | SA | 4D | D | 2.275 | 2.681 | T | 37500 | 1959 | 1683 | 1.164 | 0 | D |
| 1066 - SUNSET POINT RD: (US 19 TO- BELCHER RD) | CR | SA | 4D | D | 0.954 | 4.817 | T | 24432 | 1276 | 1683 | 0.758 | 0 | C |
| 1067 - SUNSET POINT RD: (EDGEWATER DR/US ALT 19 TO- KEENE RD) | CR | SA | 2U | D | 1.991 | 3.059 | T | 4300 | 224 | 774 | 0.289 | 0 | C |
| 1068 - SUNSET POINT RD: (BELCHER RD TO- KEENE RD) | CR | SA | 4D | D | 1.098 | 1.831 | T | 24432 | 1276 | 1764 | 0.723 | 0 | C |
| 1069 - SUNSET POINT RD MAIN ST: (MCMULLEN BOOTH RD TO- US 19) | CR | SA | 4D | D | 1.26 | 0.492 | T | 19801 | 1034 | 1764 | 0.586 | 0 | C |
| 1071 - TAMPA RD: (CURLEW RD TO- EAST LAKE RD) | CR | SA | 6D | D | 1.215 | 1.74 | T | 49500 | 2586 | 2646 | 0.977 | 0 | C |
| 1072 - TAMPA RD: (EAST LAKE RD TO- US 19) | CR | SA | 6D | D | 1.959 | 3.222 | T | 39500 | 2063 | 2547 | 0.81 | 0 | C |



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|---|----|-----|----|---|-------|-------|---|-------|------|------|-------|---|---|
| 1073 - TAMPA RD: (US 19 -to- ALT 19) | CR | SA | 4D | D | 1.852 | 2.809 | T | 20500 | 1071 | 1683 | 0.636 | 0 | C |
| 1076 - TARPON AVE: (ALT 19 -to- US 19) | TS | SA | 2D | D | 0.992 | 2.895 | T | 14477 | 756 | 792 | 0.955 | 0 | E |
| 1081 - TAYLOR AVE 8TH AV S: (US ALT 19 -to- CLWTR-LARGO RD) | CR | SC | 2D | D | 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) | CR | SA | 2U | D | 1.522 | 0.859 | T | 9700 | 506 | 792 | 0.639 | 0 | D |
| 1084 - TREASURE ISLAND CSWY: (PARK ST -to- GULF BLVD) | CR | SA | 4D | D | 1.739 | 3.274 | T | 19392 | 1013 | 1764 | 0.574 | 0 | D |
| 1085 - TRINITY BLVD: (EAST LAKE RD -to- COUNTY LINE) | CR | SA | 4D | D | 1.681 | 0.595 | T | 22000 | 1149 | 1764 | 0.651 | 0 | C |
| 1091 - UNION ST: (EDGEWATER DR -to- KEENE RD) | CR | SMC | 2U | D | 1.912 | 0.88 | T | 4651 | 243 | 572 | 0.425 | 0 | C |
| 1092 - UNION ST: (KEENE RD -to- HERCULES AVE) | CR | SC | 2U | D | 0.504 | 1.983 | T | 4651 | 243 | 572 | 0.425 | 0 | C |
| 1093 - US 19: (GANDY BLVD -to- 54TH AVE N) | SR | SA | 6D | D | 1.328 | 6.041 | T | 48671 | 2426 | 2570 | 0.944 | 0 | C |
| 1094 - US 19: (54TH AVE N -to- 38TH AVE N) | SR | SA | 6D | D | 1.01 | 0.99 | T | 37254 | 1946 | 2940 | 0.662 | 0 | C |
| 1095 - US 19: (GANDY BLVD -to- MAINLANDS BLVD) | SR | SA | 6D | D | 1.243 | 2.638 | T | 64184 | 3353 | 2940 | 1.14 | 0 | F |
| 1096 - US 19: (MAINLANDS BLVD -to- BRYAN DAIRY RD/118TH AVE N) | SR | NA | 6P | D | 1.968 | 0 | T | 60226 | 2613 | 5650 | 0.462 | 0 | C |
| 1097 - US 19: (BRYAN DAIRY RD 118TH AVE N -to- E BAY DR) | SR | NA | 6P | D | 2.85 | 0 | T | 65953 | 3414 | 5650 | 0.604 | 0 | F |
| 1098 - US 19: (E BAY DR -to- GULF-TO-BAY BLVD) | SR | NA | 6P | D | 3.047 | 0 | T | 87544 | 4128 | 5650 | 0.731 | 0 | F |
| 1099 - US 19: (GULF-TO-BAY BLVD -to- SUNSET POINT RD) | SR | NA | 6P | D | 2.086 | 0 | T | 88373 | 4342 | 5650 | 0.768 | 0 | F |
| 1100 - US 19: (SUNSET POINT RD -to- SR 580 MAIN ST) | SR | NA | 6P | D | 2.103 | 0 | T | 89230 | 4366 | 5650 | 0.773 | 0 | F |
| 1101 - US 19: (SR 580 MAIN ST -to- CURLEW RD) | SR | SA | 6D | D | 2.034 | 0.89 | T | 83561 | 4366 | 2940 | 1.485 | 0 | F |
| 1102 - US 19: (CURLEW RD -to- TAMPA RD) | SR | SA | 6D | D | 1.253 | 0.666 | T | 77991 | 4075 | 2940 | 1.386 | 0 | F |
| 1103 - US 19: (TAMPA RD -to- ALDERMAN RD) | SR | SA | 6D | D | 1.818 | 0.819 | T | 76903 | 4018 | 2940 | 1.367 | 0 | F |
| 1104 - US 19: (ALDERMAN RD -to- KLOSTERMAN RD) | SR | SA | 6D | D | 2.025 | 0.999 | T | 65254 | 3409 | 2940 | 1.16 | 0 | F |
| 1105 - US 19: (KLOSTERMAN RD -to- TARPON AVE) | SR | SA | 6D | D | 1.602 | 1.886 | T | 72754 | 3801 | 2940 | 1.293 | 0 | F |
| 1106 - US 19: (TARPON AVE -to- BECKETT WAY) | SR | SA | 6D | D | 1.417 | 1.125 | T | 61000 | 3187 | 2940 | 1.084 | 0 | F |
| 1107 - US 19: (BECKETT WAY -to- PASCO CNTY LINE) | SR | SA | 6D | D | 0.438 | 2.281 | T | 61000 | 3187 | 2830 | 1.126 | 0 | F |
| 1108 - US 19: (34TH ST N: (38TH AVE N -to- 22ND AVE N) | SR | SA | 6D | D | 1.009 | 1.982 | T | 37254 | 1946 | 2940 | 0.662 | 0 | C |
| 1109 - US 19/34TH ST N: (CENTRAL AVE -to- 5TH AVE N) | SR | SA | 6D | D | 0.435 | 9.64 | T | 38456 | 2009 | 2570 | 0.782 | 0 | D |
| 1110 - US 19 34TH ST N: (5TH AVE N -to- 22ND AVE N) | SR | SA | 6D | D | 1.003 | 3.33 | T | 36763 | 1920 | 2830 | 0.678 | 0 | D |
| 1112 - US 19/34TH ST S: (54TH AVE S -to- 22ND AVE S) | SR | SA | 6D | D | 2.015 | 3.448 | T | 26162 | 1366 | 2830 | 0.483 | 0 | C |
| 1113 - US 19/34TH ST S: (22ND AVE S -to- CENTRAL AVE) | SR | SA | 6D | D | 1.559 | 5.628 | T | 26184 | 1368 | 2830 | 0.483 | 0 | D |
| 1117 - VIRGINIA AVE S: (HERCULES AVE -to- KEENE RD) | CR | SC | 2U | D | 0.5 | 2.002 | T | 1408 | 73 | 559 | 0.131 | 0 | C |
| 1118 - VIRGINIA ST: (HIGHLAND AVE -to- KEENE RD) | CR | SMC | 2U | D | 1.392 | 1.45 | T | 8169 | 426 | 572 | 0.745 | 0 | D |
| 1119 - VIRGINIA ST: (KEENE RD -to- SR 580) | DN | SMC | 2D | D | 0.577 | 1.735 | T | 8035 | 419 | 601 | 0.697 | 0 | D |
| 1120 - VONN RD: (130TH AVE/WILCOX RD -to- WALSHINGHAM RD) | CR | SC | 2U | D | 0.75 | 1.333 | T | 6600 | 344 | 572 | 0.601 | 0 | C |
| 1122 - VONN RD: (PARK BLVD -to- WALSHINGHAM RD) | CR | SMC | 2U | D | 2.524 | 1.321 | T | 8773 | 458 | 572 | 0.801 | 0 | D |
| 1126 - WALSHINGHAM RD: (ALT 19/SEMINOLE BLVD -to- 113TH ST N) | CR | SC | 2U | D | 0.501 | 1.996 | T | 11631 | 607 | 559 | 1.086 | 0 | D |
| 1127 - WALSHINGHAM RD: (113TH ST N -to- ULMERTON RD) | CR | SMC | 2U | D | 1.24 | 3.7 | T | 11631 | 607 | 572 | 1.061 | 0 | D |
| 1129 - WEST BAY DR: (MISSOURI AVE -to- CLWTR-LARGO RD) | LA | SA | 4D | D | 0.536 | 3.736 | T | 46052 | 2406 | 1683 | 1.43 | 0 | F |
| 1130 - WEST BAY DR: (CLWTR-LARGO RD -to- INDIAN ROCKS RD) | CR | SA | 4D | D | 1.266 | 4.16 | T | 22000 | 1149 | 1683 | 0.683 | 0 | D |
| 1138 - WILCOX RD/130TH AVE: (ULMERTON RD -to- INDIAN ROCKS RD) | CR | NC | 2U | D | 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.
- 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.

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 principles.

- 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.

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

Planning for the Future

Using the assistance of computer based scenario analysis tools, Forward Pinellas is able to project the performance of the roadway network into any future year.





Contact Information

Forward Pinellas

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Clearwater, Florida 33756

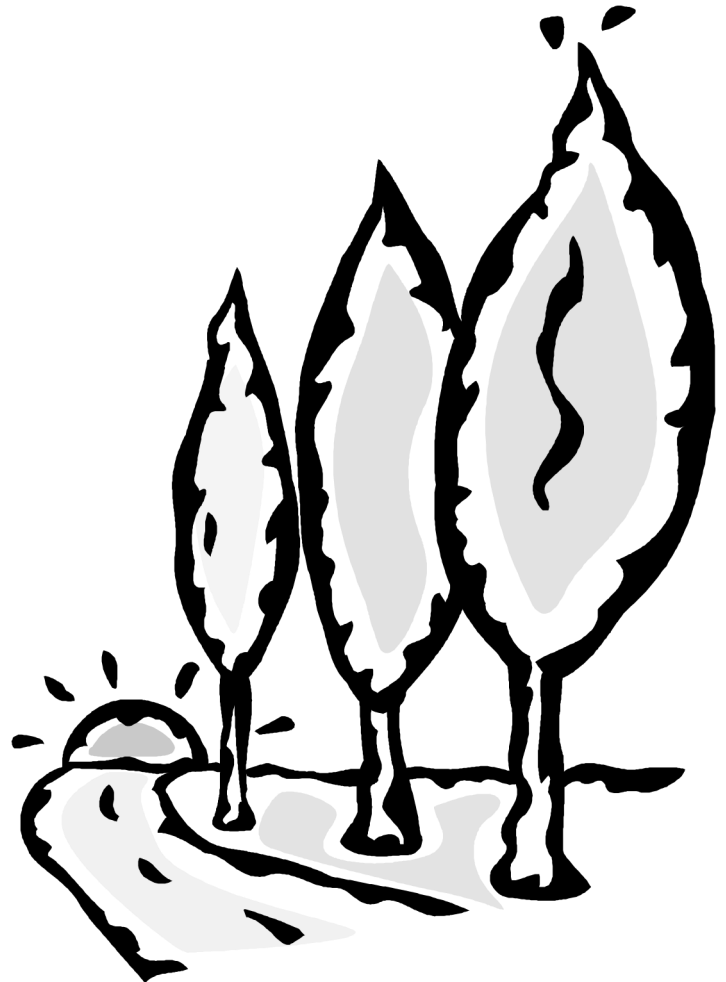
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Website: <http://forwardpinellas.org>

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 an alternative format.



Technical Coordinating Committee – October 23, 2019

9. A-D Information Items



A. SPOTLight Emphasis Area Update

Staff will provide an update of the SPOTLight Emphasis Areas.

B. Forward Pinellas Board Executive Summary – October 9, 2019

ATTACHMENT: Forward Pinellas Newsletter/Executive Summary – October 9, 2019 (to be distributed at the meeting).

C. Traffic Fatalities Map

As previously indicated, staff will provide the updated Traffic Fatalities Map each month.

ATTACHMENT: Traffic Fatalities Map

D. Tentative Future Agenda Topics

The following topics are tentatively scheduled to appear as items on future TCC agendas:

- Pasadena Ave Corridor Study
- Active Transportation Plan
- Regional Resiliency Study
- Safety Performance Measures and Targets

October 9, 2019

Please note that this summary has not been approved as the official minutes of the board.

THE PLANNING COUNCIL AND METROPOLITAN PLANNING ORGANIZATION FOR PINELLAS COUNTY

Forward Pinellas staff presented a final update on Advantage Pinellas before plan adoption at the November meeting, and the board approved opening the draft plan for public comment

- The outreach results from two years of events around the county and an online MetroQuest Survey revealed residents want a few consistent things
 - Time traffic signals
 - Improve transit service
 - Improve bike/ped infrastructure
 - Maintain roads
 - Limit roadway expansion
- Funds are limited to do these projects
 - Four main buckets of funds: Strategic Intermodal System, Other Arterials, Transportation Management Area Funds (directed by the MPO), and Local Funds
 - SIS Funds and Other Arterials are limited in scope, and local funds are almost entirely committed to local projects
 - Pinellas County leaves almost \$400M on the table because of a lack of state highway capacity projects and/or local matching funds
 - TMA funds are highly flexible, so this plan uses them for non-capacity projects
 - In the history of Pinellas County's long range transportation plans, this is the first time TMA dollars have been fully flexed to non-roadway improvements
 - \$1M/annually to Complete Streets, \$1M/annually to technology, and \$2M annually to transit capital projects
- The cost feasible plan includes:
 - Bike/Ped projects:
 - \$62M for priority corridors
 - Constructing a minimum of 4 overpasses at high-conflict trail crossings
 - Roadway Projects:
 - \$1.7B in county, state and city projects through 2045
 - The only unfunded need is McMullen Booth, due to the county's corridor study of the road being incomplete and therefore no cost estimate yet
 - Transit Projects:
 - \$344M in capital funding
 - \$1.63B in operating
 - Comparable amounts to expand service remain unfunded
 - Does not include CSX or premium regional service
- The draft cost feasible plan is available [on the Forward Pinellas website](#) for public comment through November 12
 - Comments may be sent to cfavero@forwardpinellas.org
- Board members voiced support for projects they felt should be prioritized sooner in the cost feasible plan

- Pinellas Park Mayor Sandra Bradbury said the widening of Forest Lakes Boulevard, scheduled for 2025, should be a higher priority than I-275 because it has been years in the making
 - She also said she felt the roadway enhancement and widening of 22nd Ave. S and 62nd Ave. N should be moved to sooner than the 2026-2030 time frame
- Commissioner Ken Welch said he was happy to see 22nd Ave. S and 62nd Ave. N on the list but hoped the sidewalk gaps would be filled before that time frame
- Commissioner Karen Seel said she was disappointed to see US 19 right of way phase slip from 2021 to 2026
 - Dunedin Mayor Julie Bujalski echoed this, saying that the Curlew and Tampa Road intersections are safety issues

Florida Department of Transportation staff provided an overview of the district’s Five Year Work Program

- The work program covers 2021-2025 and inserts the new fifth year of projects, 2025
- Changes to the work program include:
 - Adding lanes and improving pavement on Forest Lakes Blvd from SR 580 to SR 584/Tampa Rd, construction in 2025
 - A roundabout at Alt US 19/SR 595/Palm Harbor Blvd at Florida Ave, construction in 2022
 - Express lanes on I-275/SR 93 from 54th Ave S to S of Roosevelt Blvd, construction deferred a year from 2024 to 2025
 - Intersection improvement at Tarpon Ave from S Huey Ave to US 19, construction added in 2022
 - Bridge replacements at 40th Ave NE over Placido Bayou (construction in 2020) and Ridgemoor Blvd & Brooker Creek at Brooker Creek Bridge (construction in 2025)
 - A Complete Streets project at 22nd St. S from 11th Ave S to 5th Ave S, construction added in 2025
 - Three US 19 interchange projects were deferred:
 - US 19 Tampa Road Interchange (construction deferred from 2025 to 2028)
 - US 19 Alderman Interchange (right of way deferred from 2022 to 2026)
 - US 19 Klosterman Interchange (right of way deferred from 2023 to 2027)
 - Several new resurfacing/maintenance projects
- Board members were concerned by the deferring of the US 19 interchanges
 - The revenue forecasts statewide recently came back with an estimate that reduced revenues by \$25M, so some projects previously in the work program have been removed
 - If the estimates change again for the better, District 7 Secretary David Gwynn assured the board that these projects would be added back in

FDOT also presented its plans for Tampa Bay Next in Pinellas County, mainly regarding express lanes on I-275

- FDOT is currently conducting a PD&E reevaluation to look at adding two express lanes in each direction from north of I-375 to south of Gandy Boulevard, and a second express lane from south of Gandy to the Howard Frankland Bridge

- Building the express lanes would require four ponds and taking up to 16 homes
 - Representatives from St. Petersburg expressed concern about a proposed pond site currently located in The Deuces area, which the city has been working on plans to revitalize
 - Commissioner Welch thanked the department for holding a public hearing at the end of September and taking public comment seriously
- The department is finalizing the re-evaluation for approval at the end of this year or in early 2020

The Forward Pinellas executive director gave an overview of the draft Legislative Priorities for the 2020 session, which the board approved

- The board’s legislative subcommittee had recommended a list of six main priorities:
 - Support Urban Agriculture
 - Protect Trust Funds
 - Support Flexible and Sustained Transportation Funding
 - Indexing Fuel Taxes
 - Use of SIS funds for transit
 - Using Other Arterials funds for non-capacity projects
 - Stop Distracted Driving
 - Maintain MPO Authority for Apportionment Structure
 - Support Home Rule
- The only major change from the previous year’s legislative priorities is the inclusion of flexible transportation funding

The board heard updates on the Drew Street Complete Streets concept plan

- Clearwater Senior Transportation Planner Richard Hartman outlined the current status of the project
 - The community brought the request for the plan to the city, and it was funded in the first round of the Forward Pinellas Complete Streets program in early 2017
 - Public outreach was successful; over 2,700 people responded to two surveys
 - The project area is four miles, and is overseen by multiple jurisdictions
 - Segment 1, from Osceola Avenue to Myrtle Avenue, is within the City of Clearwater
 - Segment 2, from Myrtle Avenue to Keene Road, is under FDOT
 - Segment 3, from Keene Road to US 19, is under Pinellas County
 - The city approved the concept plan in September 2018
- Clearwater resident Mike Riordon spoke for the second consecutive meeting on this issue
 - He expressed frustration with how long the road had been dangerous and ignored by multiple entities
 - Riordon was especially concerned about the section of the road from Keene to Myrtle, which has areas with very little buffer from the road and which are not accessible to people with disabilities
 - He said he would prefer that this be an FDOT project because he did not have confidence in the city to fix the road quickly

- The board discussed how to support the importance of this project to FDOT and the City of Clearwater
 - County Commissioner Dave Eggers, who had walked the road with Riordon, emphasized the importance of the issue and said he saw an opportunity for the County, City of Clearwater and FDOT to work together rather than an impediment that the road was controlled by three different entities
 - Forward Pinellas has asked FDOT to do a full corridor feasibility study
 - The board decided to defer any action on the issue to its November meeting due to the absence of the Clearwater board representative

The board unanimously approved three land use amendments to the Countywide Plan:

- An amendment brought forward by the City of Safety Harbor to amend a property at Railroad Ave. and Booth St. from Residential Low Medium to Public Semi-Public in order to expand the local public works facility
 - This had been deferred from the September meeting due to lack of information at that meeting about public input, but that information was resolved to the board's satisfaction at this meeting
- An amendment brought forward by the Town of Belleair to amend property at Indian Rocks Road and Golf View Drive on the Pelican Golf Course from Residential Low Medium to Recreation/Open Space to make the land use consistent between local land use regulations and the Countywide Plan and incorporate parcels into the golf course
- An amendment brought forward by Pinellas County to amend a property at 8095 46th Ave N. from Residential Low Medium to Office to allow a home to be used as a small business office

Other Items

- Board members agreed by consensus to forego a nominating committee and nominate the slate of officers at its November meeting
- FDOT is conducting stakeholder interviews for its study of retrofitting frontage roads on U.S. 19
- The board recognized Pedestrian Safety Awareness Week (October 26-November 3) and October as Community Planning Month
- TBARTA has launched [a survey](#) for its Envision 2030 10-year transit plan, which runs through December 31: <https://envision2030.metroquest.com/>
- PSTA has awarded a consultant contract for the Transit Oriented Development strategic plan for the Central Avenue BRT corridor

Action Sheet
October 9, 2019

At its October meeting, the Forward Pinellas Board took the following official actions:

- **Consent Agenda** (vote: 11-0)
Approved to include the following:
 - A. Approval of Minutes of the September 11, 2019 Meeting
 - B. Approval of Committee Appointments (LCB and TCC)

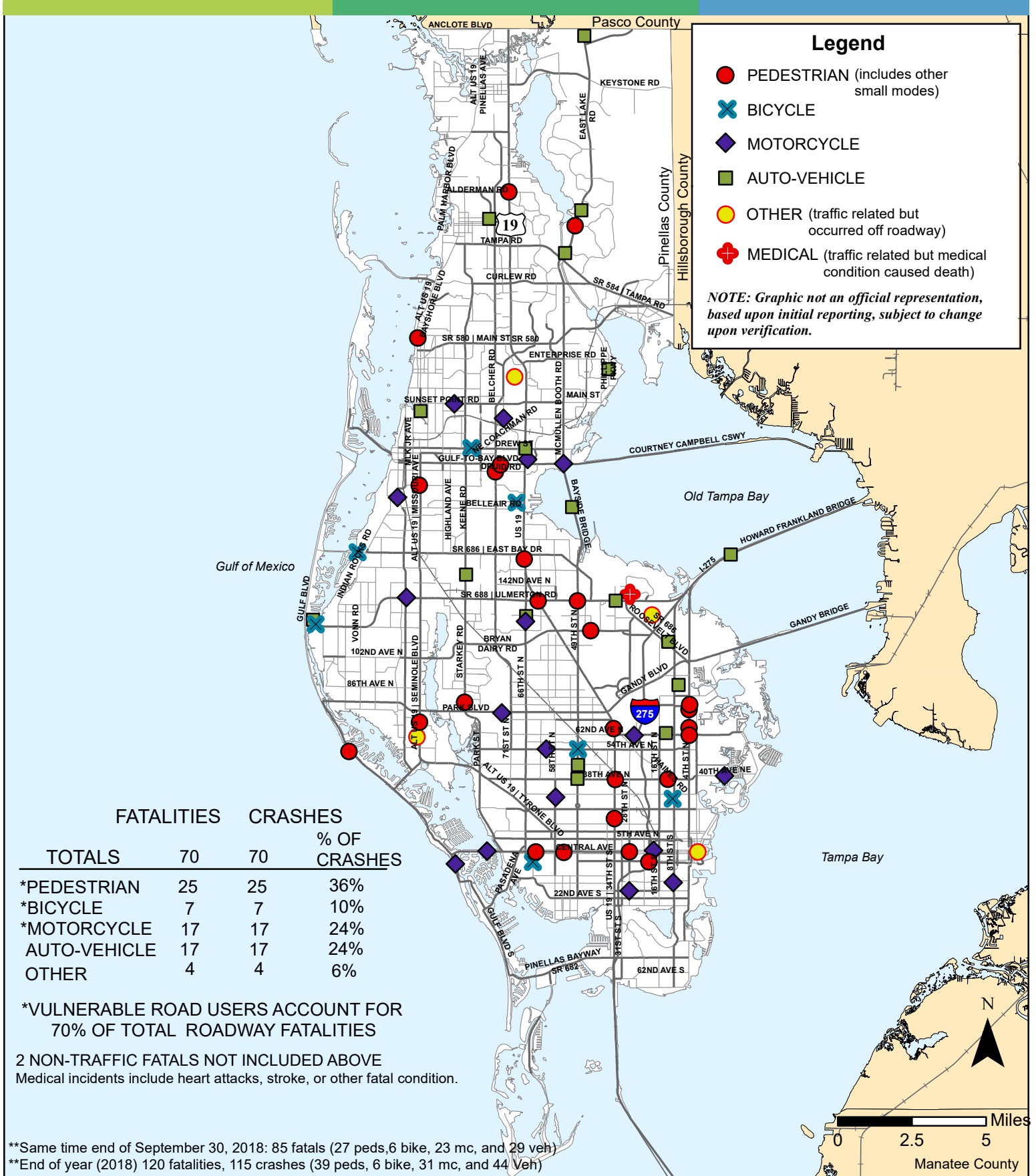
- **Countywide Plan Map Amendment(s)**
Three cases were recommended for approval:
 - 1. CW 19-15 – City of Safety Harbor (vote: 11-0)
 - 2. CW 19-19 – Town of Belleair (vote: 11-0)
 - 3. CW 19-20 – Pinellas County (vote: 11-0)

- **Advantage Pinellas – Draft Cost Feasible Plan**
Following a staff presentation, the board took action to authorize opening the public comment period. (vote: 11-0)

- **Adoption of Forward Pinellas Legislative Priorities**
At the recommendation of the Legislative Committee, the board adopted its Legislative Priorities for 2020 with additional language added to support allowing for flexible spending of funds in the Other Arterials program.

- **Establishment of Nominating Committee Discussion**
By consensus, the board agreed that a Nominating Committee would not be necessary this year and officers would be elected by the full board at the next meeting.

Locations of Reported Traffic Fatalities



| | FATALITIES | CRASHES | % OF CRASHES |
|--------|------------|---------|--------------|
| TOTALS | 70 | 70 | |

| | | | |
|--------------|----|----|-----|
| *PEDESTRIAN | 25 | 25 | 36% |
| *BICYCLE | 7 | 7 | 10% |
| *MOTORCYCLE | 17 | 17 | 24% |
| AUTO-VEHICLE | 17 | 17 | 24% |
| OTHER | 4 | 4 | 6% |

*VULNERABLE ROAD USERS ACCOUNT FOR 70% OF TOTAL ROADWAY FATALITIES

2 NON-TRAFFIC FATALS NOT INCLUDED ABOVE
Medical incidents include heart attacks, stroke, or other fatal condition.

**Same time end of September 30, 2018: 85 fatals (27 peds, 6 bike, 23 mc, and 29 veh)

**End of year (2018) 120 fatalities, 115 crashes (39 peds, 6 bike, 31 mc, and 44 Veh)

| # CRASHES | DATAID | ON STREET | CROSS STREET | MODE | DATE | # FATAL | APPROX TIME | DHSMV | LEO | SEX/AGE |
|-----------|---------|--------------------------|------------------------------|-------------------|-----------|---------|-------------|---------------|------------|---------|
| 1 | 004F19 | 34TH ST N | 14TH AVE N | PED/DELAY | 1/18/2019 | 1 | 11:20PM | 88601721 | SP/SP | M/49 |
| 1 | 005F19 | GULF BLVD | AT 17120 | PED | 1/25/2019 | 1 | 11:18PM | ? | PCSO/NRB | M/61 |
| 1 | 011F19 | 4TH ST N | NE LINCOLN CIR N | PED | 2/8/2019 | 1 | 8:18PM | 88602248 | SP/SP | F/58 |
| 1 | 017F19 | 4TH ST N | 62ND AVE N | PED/DELAY | 2/18/2019 | 1 | 11:53PM | 88602393 | SP/SP | M/27 |
| 1 | 019F19 | CR 296 / 118TH AVE N | 457FT WEST OF 44TH ST N | PED | 2/23/2019 | 1 | 7:48PM | 87788720 | PP/PP | M/61 |
| 1 | 021F19 | 76TH AVE | 4TH ST | PED/DELAY | 3/6/2019 | 1 | 6:42PM | 88602788 | SP/SP | F/78 |
| 1 | 022F19 | BAYSHORE BLVD | CEDAR ST | PED | 3/6/2019 | 1 | 7:22PM | 88803900 | PCSO/DUN | M/75 |
| 1 | 024F19 | US HWY 19 | 800 FT S OF 70TH AVE | PED | 3/11/2019 | 1 | 6:30AM | 87788832 | PP/PP | M/71 |
| 1 | 026F19 | CENTRAL AVE | 28TH ST N | PED/DELAY | 3/16/2019 | 1 | 8:27PM | 88603095 | SP/SP | M/74 |
| 1 | 027F19 | STARKEY RD | 583FT S OF 78TH AVE N | PED | 3/17/2019 | 1 | 1:23AM | 88804035 | PCSO/UNINC | M/41 |
| 1 | 029F19 | SR688/ULMERTON RD | US HWY 19 | PED/DELAY | 3/21/2019 | 1 | 8:50PM | 88087558 | FHP/UNINC | M/54 |
| 1 | 031F19 | SOUTH BELCHER RD | DRUID RD | PED | 4/7/2019 | 1 | 9:22PM | ? | CLW/CLW | M/61 |
| 1 | 033F19 | 49TH ST N | ULMERTON RD | PED/DELAY | 4/18/2019 | 1 | 5:28PM | ? | FHP/UNINC | M/36 |
| 1 | 037F19 | GULF TO BAY BLVD | AT 2275 BLOCK | PED | 5/10/2019 | 1 | 9:50PM | ? | CLW/CLW | M/57 |
| 1 | 040F19 | CENTRAL AVE | 6400 BLOCK | PED/DELAY | 5/25/2019 | 1 | 9:18PM | 88604856 | SP/SP | F/43 |
| 1 | 044F19 | 38TH AVE N | 34TH ST N | PED | 6/14/2019 | 1 | FRI NIGHT | ? | SP/SP | F/? |
| 1 | 045F19 | US HIGHWAY 19 | ALDERMAN RD | PED | 6/15/2019 | 1 | 3:05PM | ? | FHP/UNINC | F/76 |
| 1 | 047F19 | CENTRAL AVE | NEAR 58TH ST | PED | 6/26/2019 | 1 | 3:56PM | 88605699 | SP/SP | F/70 |
| 1 | 053F19 | EAST LAKE RD | WOODLANDS BLVD | PED | 7/4/2019 | 1 | 3:09AM | ? | FHP/UNINC | M/34 |
| 1 | 054F19 | SEMINOLE BLVD | NORTH OF 66TH AVE N | PED | 7/9/2019 | 1 | 9:23PM | ? | PCSO/UNINC | F/50 |
| 1 | 056F19 | DR MLK JR ST N | 3400 BLOCK | PED | 7/15/2019 | 1 | 12:18AM | 88606112 | SP/SP | F/26 |
| 1 | 058F19 | 5TH AVE N | 20TH ST N | PED | 7/18/2019 | 1 | 9:30PM | ? | PCSO/UNINC | F/30 |
| 1 | 061F19 | SOUTH MISSOURI AVE | 1300 BLOCK | PED | 8/2/2019 | 1 | FRI MORNING | ? | CLW/CLW | M/54 |
| 1 | 063F19 | 4TH ST N | 7600 BLOCK | PED/DELAY | 8/22/2019 | 1 | 8:29PM | 88607042 | SP/SP | F/67 |
| 1 | 064F19 | SOUTHBOUND FRONTAGE RD | SO OF EAST BAY DR | PED | 8/23/2019 | 1 | 8:44PM | ? | LA/LA | M/? |
| 1 | 003F19 | 64TH ST S | 500 BLOCK | BIC | 1/10/2019 | 1 | 07:22AM | 88601552 | SP/SP | M/64 |
| 1 | 012F19 | SB 49TH ST N | 54TH AVE N | BIC | 2/9/2019 | 1 | 12:41AM | ? | FHP/UNINC | F/28 |
| 1 | 016F19 | WEST BAY DR | HARBOR VIEW LN | BIC | 2/17/2019 | 1 | 8:42PM | 88803733 | PCSO/BB | M/56 |
| 1 | 036F19 | NURSERY ROAD | AT DUKE ENERGY TRAIL/PINELLA | BIC | 5/8/2019 | 1 | 8:26PM | ? | CLW/CLW | F/49 |
| 1 | 047AF19 | DREW ST | AREA BY 1873 | BIC/DELAY | 6/23/2019 | 1 | 2:13PM | ? | CLW/CLW | M/81 |
| 1 | 049F19 | INDIAN ROCKS CSWY BRIDGE | WEST BOUND SIDE | BIC | 6/28/2019 | 1 | FRI NIGHT | ? | PCSO/UNINC | F/17 |
| 1 | 069F19 | DR MLK JR ST N | 2800 BLOCK | BIC | 9/19/2019 | 1 | 12:06PM | 88607700 | SP/SP | F/25 |
| 1 | 002F19 | MELROSE AVE S | DR MLK JR ST S | MC/INTOW | 1/7/2019 | 1 | 10:01PM | 88601549 | SP/SP | M/30 |
| 1 | 015F19 | CENTRAL AVE | TREASURE ISL. CSWY. | MC | 2/16/2019 | 1 | 4:50PM | 86602423 | SP/SP | M/20 |
| 1 | 018F19 | OLD COACHMAN RD | WETHERINGTON RD | MC | 2/23/2019 | 1 | 9:36AM | 88060699 | FHP/CLW | M/66 |
| 1 | 030F19 | SERVICE RD / US HWY 19 | JUST N OF GULF TO BAY BLVD | MC | 3/30/2019 | 1 | 5:45AM | 88757796 | CLW/CLW | M/31 |
| 1 | 032AF19 | 62ND AVE | 25TH ST | MC | 4/11/2019 | 1 | 7:34PM | ? | FHP/UNINC | M/58 |
| 1 | 034F19 | GULF TO BAY BLVD | MCMULLEN BOOTH RD | MC/DELAY | 4/18/2019 | 1 | 9:04PM | ? | CLW/CLW | M/76 |
| 1 | 035F19 | I 275 | AT MILE MARKER 23 | MC | 5/3/2019 | 1 | 10:02PM | ? | FHP/UNINC | M/27 |
| 1 | 038F19 | US HIGHWAY 19 | JUST SOUTH OF 126TH AVE | MC | 5/12/2019 | 1 | MORNING | ? | PP/PP | M/22 |
| 1 | 039F19 | SUNSET POINT ROAD | SHARONDALE DR/WEST OF KEEN | MC | 5/17/2019 | 1 | 5:50PM | ? | CLW/CLW | M/20 |
| 1 | 041F19 | S FT HARRISON AVE | BELLEVUE BLVD | MC | 6/1/2019 | 1 | 5:02PM | ? | CLW/CLW | M/56 |
| 1 | 046F19 | 40TH AVE NE | 1100 BLOCK | MC | 6/22/2019 | 1 | 8:30PM | 88605654 | SP/SP | M/26 |
| 1 | 050F19 | GULF BLVD | IN FRONT OF 10601 | MC | 6/29/2019 | 1 | 8:11PM | ? | PCSO/UNINC | M/62 |
| 1 | 052F19 | 54TH AVE | WEST OF 58 ST N | MC | 7/1/2019 | 1 | 1:30PM | ? | KC/KC | F/? |
| 1 | 055F19 | 29TH AVE N | 58TH ST N | MC | 7/13/2019 | 1 | 9:51PM | 88606092 | SP/SP | M/31 |
| 1 | 059F19 | 18TH AVE S | 28TH ST S | MC/DELAY | 7/19/2019 | 1 | 11:03PM | 88606237 | SP/SP | M/49 |
| 1 | 062F19 | 113TH AVE N | ULMERTON RD | MC/DELAY | 8/18/2019 | 1 | 9:08PM | ? | LA/LA | M/? |
| 1 | 067F19 | PARK BLVD | 7300 BLOCK | VEH/PASS | 9/2/2019 | 1 | 7:26PM | ? | PP/PP | M/32 |
| 1 | 001F19 | 49TH ST N | 46TH AVE N | VEH | 1/5/2019 | 1 | 2:33PM | 88020751 | FHP/UNINC | M/69 |
| 1 | 006F19 | EAST LAKE RD | PASADO RD | VEH/PASS | 1/27/2019 | 1 | 4:47AM | ? | FHP/UNINC | M/37 |
| 1 | 007F19 | 49TH ST N | 3800 BLOCK | VEH/PASS | 1/27/2019 | 1 | 11:55AM | 88601903 | SP/SP | F/40 |
| 1 | 008F19 | STARKEY RD | 1100 BLOCK | VEH/PASS | 1/27/2019 | 1 | 7:00PM | ? | LA/LA | F/? |
| 1 | 013F19 | 5TH AVE (IRB) | 271FT EAST OF E GULF AVE | VEH | 2/9/2019 | 1 | 8:22PM | 88803691 | PCSO/UNINC | M/75 |
| 1 | 014F19 | CR 611/MCMULLEN BOOTH RD | TAMPA RD | VEH | 2/15/2019 | 1 | 8:50PM | MED? 85278840 | FHP/UNINC | M/79 |
| 1 | 020F19 | DOUGLAS AVE | 28FT N OF OVERBROOK AVE | VEH | 3/3/2019 | 1 | 4:15PM | 88757608 | CLW/CLW | M/57 |
| 1 | 023F19 | ULMERTON RD | 34TH ST N | VEH | 3/10/2019 | 1 | 3:54PM | 87276289 | FHP/UNINC | M/60 |
| 1 | 025F19 | 66TH ST N | 126TH AVE N | VEH | 3/14/2019 | 1 | 3:09AM | 88804056 | PCSO/UNINC | F/28 |
| 1 | 042F19 | US HIGHWAY 19 | DREW ST | VEH | 6/2/2019 | 1 | 5:04PM | ? | CLW/CLW | F/57 |
| 1 | 043F19 | EAST LAKE RD | GREY OAKS BLVD | VEH | 6/7/2019 | 1 | 6:09AM | ? | FHP/UNINC | M/53 |
| 1 | 048F19 | PHILIPPE PARKWAY | N OF AVON DR | VEH | 6/26/2019 | 1 | 6:39PM | ? | PCSO/UNINC | M/62 |
| 1 | 057F19 | DR MLK JR ST N | 110TH AVE N | VEH/PASS/DELAY | 7/18/2019 | 1 | 5:30PM | 88606203 | SP/SP | F/58 |
| 1 | 060F19 | DR MLK JR ST N | 6300 BLOCK | VEH | 7/24/2019 | 1 | 11:41PM | 88606338 | SP/SP | M/37 |
| 1 | 065F19 | HOWARD FRANKLIN BRIDGE | SOUTHBOUND | VEH | 8/28/2019 | 1 | 7:30AM | ? | FHP/UNINC | M/? |
| 1 | 066F19 | WESTLAKE BLVD | NORTH OF NEBRASKA AVE | VEH | 8/31/2019 | 1 | 2:29AM | ? | FHP/UNINC | M/33 |
| 1 | 070F19 | BAYSIDE BRIDGE | SOUTHBOUND | VEH | 9/21/2019 | 1 | 8:20PM | ? | FHP/UNINC | F/37 |
| 1 | 009F19 | 2410 FRANCISCAN DRIVE | PARKING LOT | OTHER/PED/DELAY | 1/27/2019 | 1 | 7:14PM | ? | FHP/UNINC | M/94 |
| 1 | 028F19 | 196 VALENCIA CIRCLE | PRIVATE | OTHER/PED | 3/20/2019 | 1 | 4:37AM | 88603124 | SP/SP | F/47 |
| 1 | 032F19 | 5885 SEMINOLE BLVD | PARKING LOT | OTHER/PED/DELAY | 4/18/2019 | 1 | 12:15PM | 88804264 | PCSO/UNINC | M/87 |
| 1 | 051F19 | 1 BEACH DRIVE SE | PRIVATE PARKING GARAGE | OTHER/VEH/PASS/DE | 7/1/2019 | 1 | 1:23PM | 88605793 | SP/SP | M/95 |
| 1 | 010F19 | FEATHER SOUND DR | VIZCAYA DR | MED/PED | 2/4/2019 | 0 | 5:02PM | MEDICAL | FHP/UNINC | M/67 |
| 1 | 068F19 | 820 87TH AVE N | PRIVATE | MED/VEH/DELAY | 9/8/2019 | 0 | 10:35AM | MED/88607426 | SP/SP | M/61 |
| 72 | | | | | | 70 | | | | |

CRASHES

FATALS

NOTES:

- 2018 120 fatalities 115 crashes (5 doubles)/(39 peds, 8 Bikes, 31 mc, 44 veh)
- 2017 116 fatalities 110 crashes (4 doubles and 1 triple) / (37 peds, 6 bikes, 30 mc, and 43 veh)
- 2016 117 fatalities 110 crashes (3 triples and 1 double)
- 2015 104 fatalities 102 crashes