Pinellas County Metropolitan Planning Organization

Year 2040 Long Range Transportation Plan
Traffic Forecast and Level of Service Analysis
of Pinellas County

December, 2015

Pinellas County MPO Staff and

Technical Coordinating Committee

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Of note, the traffic forecast and level of service measures published in this report are products derived from the Florida Standard Urban Transportation Modeling Structure (FSUTMS) and Long Range Transportation Plan (LRTP) Cost Feasible at the time of this December 2015 report. Email us for information of any amendments to the LRTP that may have affected the traffic forecast or level of service measures. info@forwardpinellas.org

Welcome to the year 2040 traffic forecast and level of service analysis of Pinellas County's major road network.

Introduction

At a public hearing in December 2014, the Pinellas County MPO acted to adopt a cost feasible Year 2040 Long Range Transportation Plan.

A multimodal cost feasible alternative was developed with input from the MPO committee structure and through the public involvement process. The cost feasible alternative was ultimately adopted by the MPO.

Highway and transit networks representing the existing, committed and needed capacity improvements to roadways, and transit service expansion to new routes and transit modes were created during the Plan development process. Traffic demand tests were conducted to evaluate the traffic and ridership service demand benefits of the proposed improvements against the socioeconomic conditions, costs, and available revenue assumed for the planning horizon of 2040.

The socioeconomic data forecasts used as input to run the traffic demand model were based on the land use categories of the Countywide Future Land Use Plan adopted by the Pinellas County Board of County Commissioner's acting under their Charter responsibility as the Countywide Planning Authority.

The end result of running the traffic demand model included the assignment of raw peak season daily traffic forecasts to each individual highway link represented in the assumed highway network for the year 2040, and peak season ridership forecasts for each transit network link for each route in the assumed transit network. As discussed below, those raw assignments required that adjustments be made, to more closely forecast future traffic and transit service demand.

Purpose

The information contained in the Appendix for the Year 2040 Annual Average Daily Traffic Forecast and Level of Service Analysis Report is to assist local governments within the MPO urban area to conduct transportation analysis and to fulfill the requirements of 23 C.F.R. 450.322(6)(f), which requires the Long Range Transportation Plan (LRTP) to include the projected demand of the transportation system over the period of the plan.

Section 1: Traffic Forecasts Smoothing Process

The forecasted traffic demand for the planning horizon of the Long Range Transportation Plan is obtained by using a transportation demand forecast model – Florida Standard Urban Transportation Modeling Structure (FSUTMS). On the highway side of the modeling process, the FSUTMS model is used to forecast future year traffic volume estimates using a validated model. This validation process compares the model output for the base year on major roadways, and corridors at screenlines to actual daily traffic counts that have been obtained in the field. The model validation stage is completed once consensus is reached that the model computations acceptably represent real world conditions for the overall model and not necessarily for each individual roadway. It is important to note that the model is evaluated on its ability to estimate travel demand on different types of roads with a reasonable error percentage and that higher volume roadways have a lower acceptable error rate than lower volume roads between the base year traffic count and the base year model estimate, as observed in the following table. This establishes reasonableness for the future year forecasts.

However, it should also be emphasized that the anticipated error of future year model forecasts is usually higher.

Suggested Maximum Deviation from Count to Model Estimate **(For Base Year)**

VOLUME RANGE	LOW RANGE	HIGH RANGE
<= 5000	45	55
5001 - 10000	35	45
10001 - 20000	27	35
20001 - 30000	24	27
30001 - 40000	22	24
40001 - 50000	20	22
50001 - 60000	18	20
60001 - 70000	17	18
70001 - 80000	16	17
80001 - 90000	15	16
90001 - 100000	14	15
> 100000	14	14
OVERALL	32	39

NOTE: As the base year volume increases the deviation from count to model year decreases.

Section 1:
Traffic Forecasts Smoothing Process (Continued)

The forecasted traffic volumes from the travel demand model must therefore be adjusted by using procedures that have been sanctioned by the Federal Highway Administration, and that are known as standard smoothing techniques and professional judgment. Highlights of these smoothing techniques are:

- **Adjusted Model Volume** – Since the FSUTMS model is a peak season model; the model traffic forecasts are adjusted to an Average Annualized Daily Traffic (AADT) equivalent. This is done using an FDOT provided adjustment factor called the Model Output Conversion Factor (MOCF).

- **Difference Method** – This method uses the difference between the validation year traffic counts and the validation year model traffic volumes to adjust the future year forecast. This method is also adjusted with the MOCF.

- **Ratio Method** – This method uses the ratio of the validation year traffic counts to the validation year model traffic volume to adjust the future year forecast. This method is also adjusted with the MOCF.

- **Average Method** – The average method takes the average of the results from the difference method and the ratio method.

- **Growth Rate Method** – By reviewing historical traffic counts along corridors, annualized growth rates are determined. These growth rates are used and applied to the validation year count volumes to forecast the expected growth.

- **Professional Judgment** – when none of the previous methods generates a reasonable volume forecast, or when further adjustment is required, professional judgment based on historical land use development and redevelopment activity; existing and future land use and knowledge of traffic operations along corridors is the smoothing procedure of choice.

Section 1:
Traffic Forecasts Smoothing Process (Continued)

Of special importance is the knowledge of traffic operations and constraints of transportation infrastructure and services that are based on the historical operation of the adjacent street system in the service area; functional classification; trip origin and destination; location of trip attractions, and historical traffic counts. This smoothing process is particularly useful in helping to compensate for the inherent inaccuracy of the base year model validation, and its direct impact on raw traffic demand model outputs. For that reason, the Florida Department of Transportation dedicates significant resources to develop design traffic by processing model outputs for application to roadway projects, and to other refinements targeted to narrow the spread of model inaccuracy.

To further improve the quality of the forecasts, MPO staff coordinated the review of draft documentation and forecasts with local government and FDOT staff. Their continuous participation with MPO staff in the review and editing of the year 2040 forecasts to refine the smoothing procedures has been invaluable. There were four methods used to further smooth the traffic volumes on roadway segments, facilities, and corridors. These methods assist professional judgment to find an appropriate traffic volume for the roadways and this was accomplished through the MPO's Technical Coordinating Committee. At the end of this process there was no significant overall difference between the output of the Florida Standard Urban Transportation Modeling Structure (FSUTMS) and the final smoothed adjusted volumes. The following is a brief description of the four methods.

- **2040 MODEL AADT** – Using Florida Standard Urban Transportation Modeling Structure.
- **BLEND** – Reasonable AADT between selected analysis years.
- **SPREADING** – Continuing AADT from an adjoining road segment or facility.
- **REVERTING** – Using previous long range plan smoothed adjusted volumes (2035).
- **GOVERNING LIMITS** – Adjustments made to reflect the transportation and land use realities of the present day. Trips above or below a governing cap may be reallocated while maintaining the overall total number of trips.

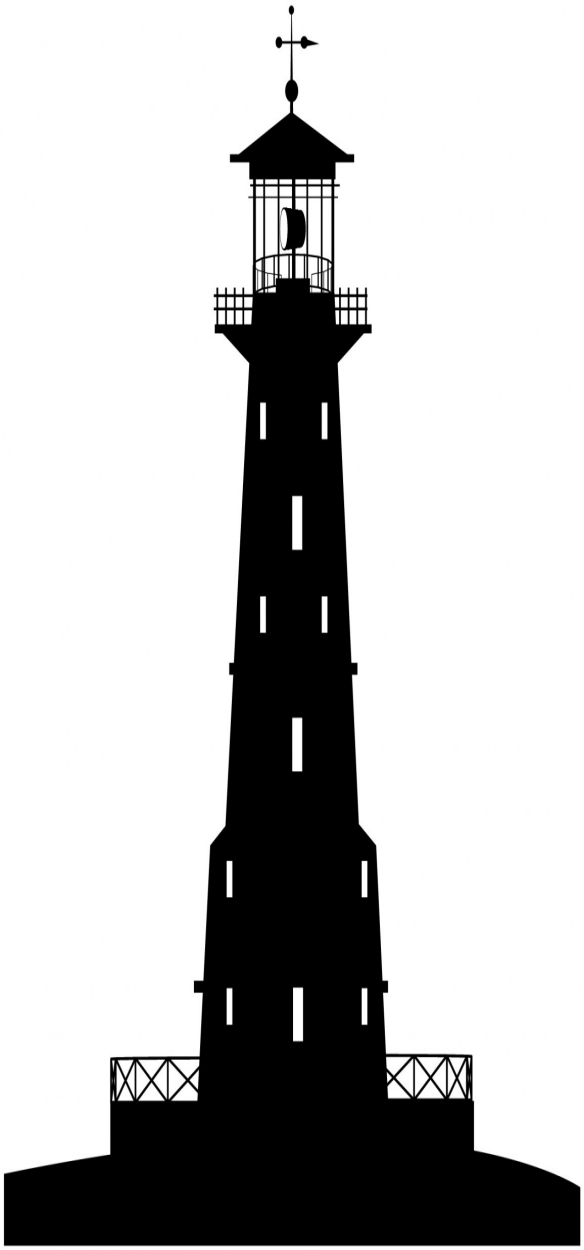
Section 1:
Traffic Forecasts Smoothing Process (Continued)

Travel demand forecasting is accomplished by adjusting socioeconomic inputs to the model to reflect the demographic (dwelling units, hotel/ motel units, population, employment, school enrollment, special generators, etc.) characteristics and distribution that are expected to exist in the planning horizon of the Long Range Transportation Plan.

During volume smoothing, forecast volumes are increased or decreased based on the relationship between the validation year model volumes and validation year count volumes. If the model validated low, then the forecast model volumes are increased based on the ratio, difference, or average of the ratio and difference between the validation year model volumes and validation year count volumes. Conversely, if the model validated high, then the forecast model volumes decrease, based on the applied smoothing method.

Occasionally forecasted model traffic volumes are adjusted using other volume smoothing techniques. Where necessary, adjustments were made which included the following:

- Changing the volume smoothing method.
- Using professional judgment to forecast the future year volume.
- Electing to use a historical growth trend to forecast the future year volume.



Section 1:
Traffic Forecasts Smoothing Process (Continued)

It is important to note that the traffic volume forecasts created as part of the long range transportation planning process through the Tampa Bay Regional Travel Demand Model are primarily intended for planning use. A typical use of these forecasts would be to evaluate whether a roadway would operate acceptably in the future with a given number of lanes or typical cross section. The forecasts presented and the techniques used to develop them should be considered "tools" in the transportation planning process and should not be inappropriately applied for other purposes without an explicit understanding of the limitations that result from trying to forecast travel demand twenty years into the future.

It should also be emphasized that on occasion, the travel demand model may forecast travel demand on a given roadway that is actually less than existing observed traffic counts. This phenomenon typically occurs for one of the following reasons:

- An improvement is made to the transportation network that introduces a more desirable travel route than the existing transportation network provides. This may include improvements to parallel or crossing highway or transit facilities.
- A reduction in the intensity of socioeconomic data within the study area due to redevelopment and/or Future Land Use Plan amendments.
- The creation of new activity centers or the intensification of select existing activity centers that change the demand for travel from one location to another. For example, the construction of a new regional mall would potentially result in a decrease in travel demand to other malls, thus reducing travel demand on roadways that provided access to the existing malls.
- Intense congestion at a location that diverts travel to a different route. Note that the congestion does not necessarily need to take place on the roadway segment with the lower forecast.
- Limitations of the model itself, particularly when attempting to forecast volumes on low volume roadways. The model is also limited in that it is a macroscopic tool that is used to forecast regional travel demand and is not designed to forecast volumes on all roadways within the model with a high degree of precision and accuracy.
- The forecast is within the acceptable Maximum Deviation from Count to Model Estimate in the validation and this fact is reflected to a higher degree in the forecast traffic volume.

Section 2:
Year 2040 Level of Service Analysis

Level of Service Determination

MPO staff used the same procedure and software applied in the annual update of the MPO Level of Service Report to produce an estimate of roadway segments levels of service for the planning horizon of the Long Range Transportation Plan (the year 2040).

Using the smoothed adjusted year 2040 annual average daily traffic forecasts generated from the raw output of the traffic demand model, a year 2040 file was created in the Transportation Inventory Management and Analysis System (vTIMAS) relational database. The forecasts of consecutive highway network links were aggregated into facilities in the same fashion as the aggregation of adjacent roadway segments made for purposes of the annual level of service report.

The existing signal locations in the year 2013 were maintained in the planning horizon of 2040 for arterial roads other than those with partially controlled access or freeways, and for other functionally classified roadways in the Long Range Transportation Plan. Also the traffic signal types, signal cycle lengths, green time to cycle length ratio and other variables used for 2013 conditions were maintained in the 2040 evaluation. And the planning horizon year 2040 cost feasible improvements were added to the major road network.

Default values estimated for the year 2013 conditions regarding the K_{100} factor (used to adjust AADT to design/standard hourly volume), the directional factor, and the peak hour factor were used to calculate the PM peak hour peak direction level of service estimates from the final smoothed adjusted traffic volumes. The software applied in the vTIMAS database by the Pinellas County MPO utilizes the Florida Department of Transportation Quality Level of Service (QLOS), 2009 Generalized Tables.

Section 2:
Level of Service Analysis (Continued)

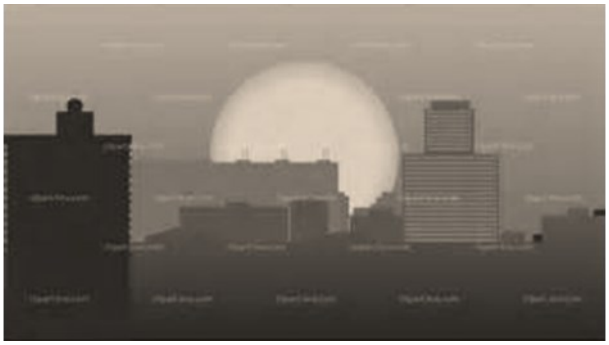
Presentation of Results

The appendix of this report presents information on the operating conditions of the Pinellas County major road network, with 2040 level of service maps and a facility report. Also included is a map depicting the lane arrangements with cost feasible improvements added to the road network. The facility road types are described in the appendix as follows: "U" is undivided, "D" is divided, "O" is one-way, "E" is enhanced, "P" is partially controlled access, "F" is freeway, and "A" refers to a divided facility with the availability of auxiliary lanes in both directions.

The jurisdictional responsibility to construct/reconstruct and maintain the roadways in the Appendix to this report are depicted using the following abbreviations:

Abbreviation	Jurisdiction	Abbreviation	Jurisdiction
BL	Belleair	CL	Clearwater
CR	County Road	DN	Dunedin
GP	Gulfport	LA	Largo
OLD	Oldsmar	PP	Pinellas Park
SH	Safety Harbor	SP	St. Petersburg
SPB	St. Pete Beach	SR	State Road
TI	Treasure Island	TS	Tarpon Springs

NOTE: For more information of level of service methodology used for this report, please ask for a copy of the Pinellas County MPO Annual Level of Service Report.



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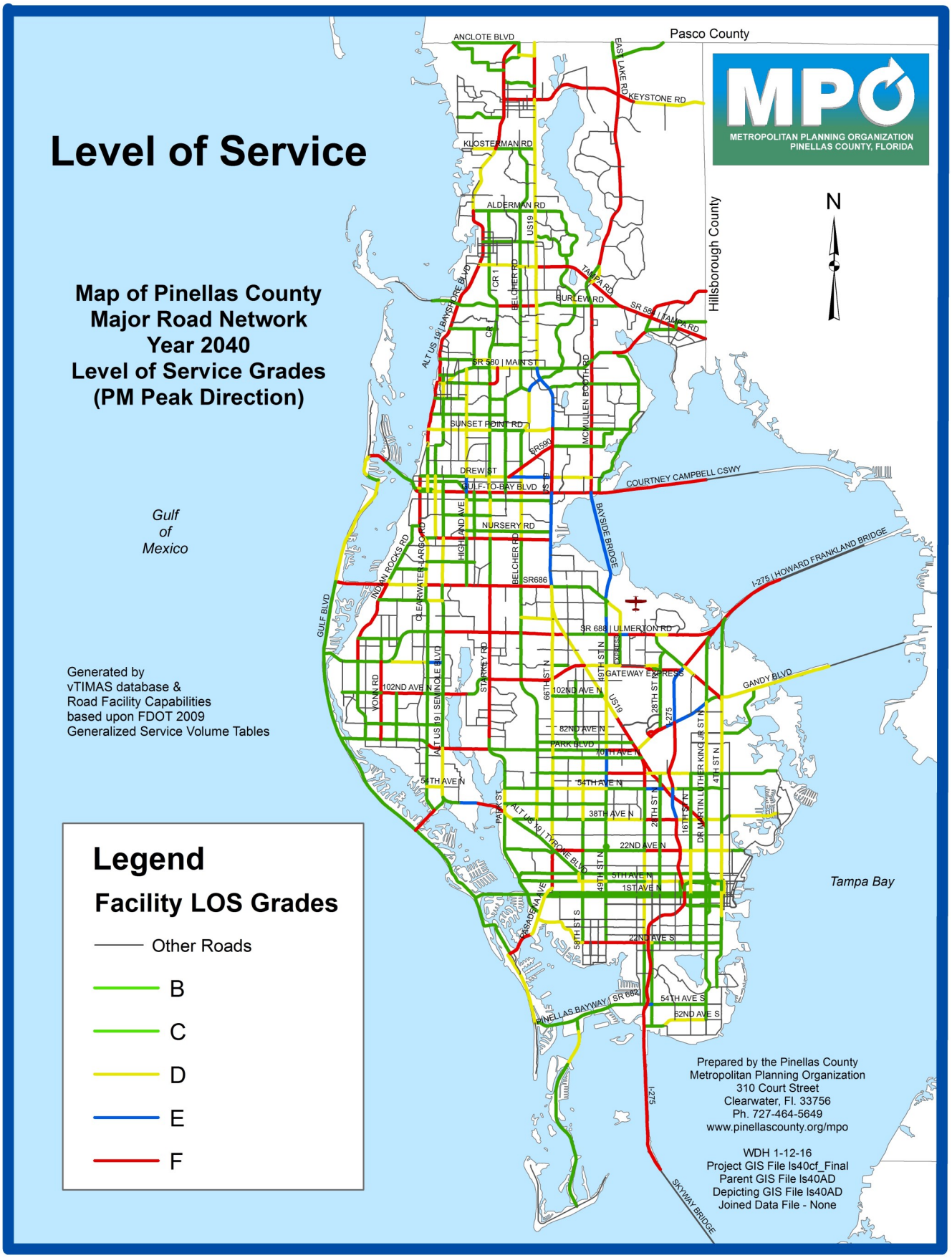
APPENDIX


Level of Service
Map of Pinellas County
Major Road Network
Year 2040
Level of Service Grades
(PM Peak Direction)
Gulf of Mexico
Generated by
vTIMAS database &
Road Facility Capabilities
based upon FDOT 2009
Generalized Service Volume Tables
Legend
Facility LOS Grades
Other Roads
B
C
D
E
F
Pasco County
Hillsborough County
Tampa Bay
MPO
METROPOLITAN PLANNING ORGANIZATION
PINELLAS COUNTY, FLORIDA
N
ANCLOTE BLVD
EAST LAKE RD
KEYSTONE RD
KLOSTERMAN RD
ALDERMAN RD
US19
ALT US 19 | BAYSHORE BLVD
ICR 1
BELCHER RD
TAMPA RD
BURLEW RD
SR 580 | MAIN ST
MCMULLEN BOOTH RD
SUNSET POINT RD
SR590
DREW ST
GULF-TO-BAY BLVD
COURTNEY CAMPBELL CSWY
NURSERY RD
HIGHLAND AVE
BAYSIDE BRIDGE
I-275 | HOWARD FRANKLAND BRIDGE
INDIAN ROCKS RD
CLEARWATER-LARGO RD
SR686
GULF BLVD
SR 688 | ULMERTON RD
49TH ST N
GATEWAY EXPRESS
GANDY BLVD
66TH ST N
102ND AVE N
28TH ST N
I-275
82ND AVE N
PARK BLVD
70TH AVE N
54TH AVE N
38TH AVE N
22ND AVE N
ALT US 19 | TYRONE BLVD
1ST AVE N
4TH ST N
16TH ST N
DR MARTIN LUTHER KING JR ST N
24TH ST N
PASADENA AVE
58TH ST S
22ND AVE S
54TH AVE S
62ND AVE S
PINELLAS BAYWAY | SR 682
I-275
SKYWAY BRIDGE
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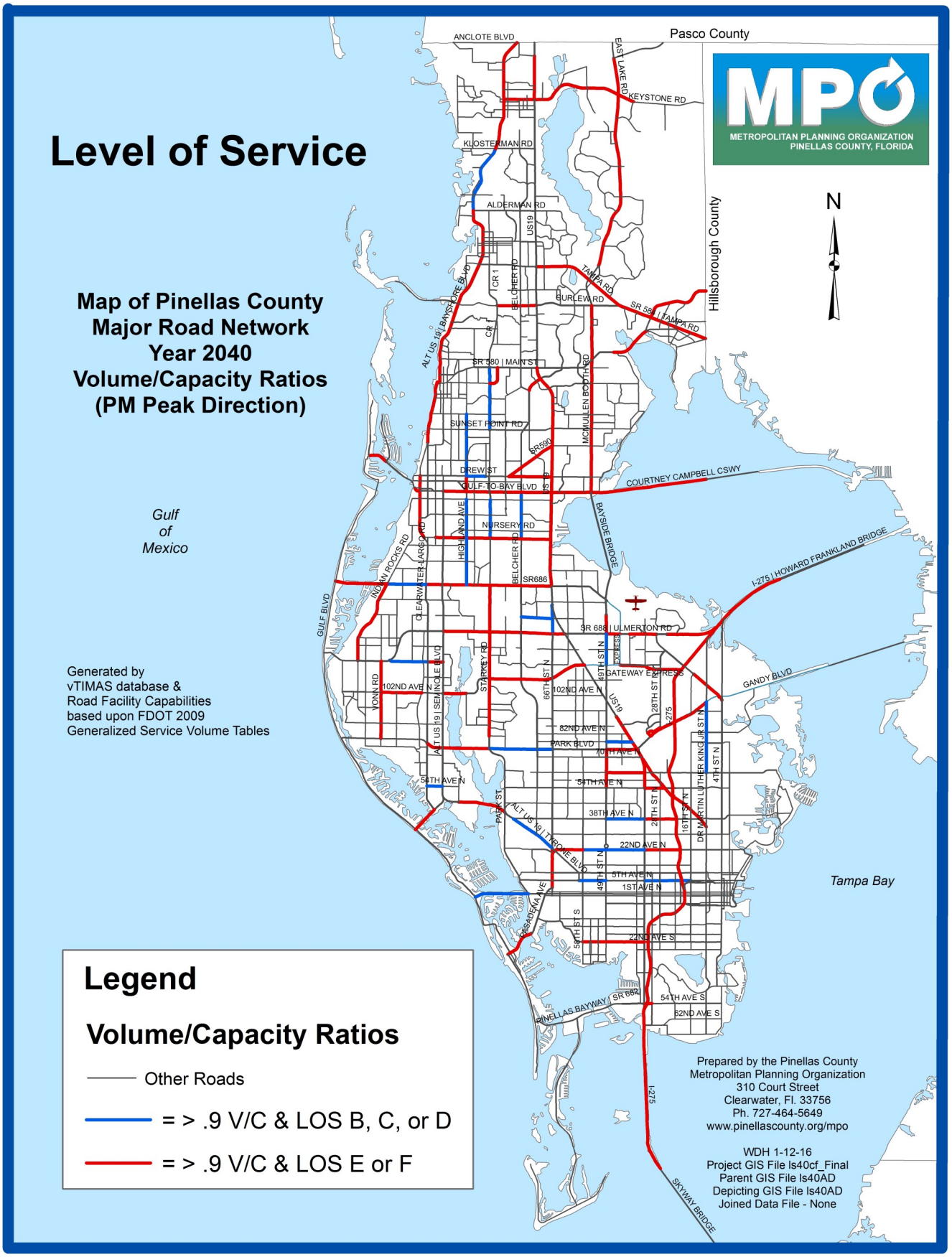
WDH 1-12-16
Project GIS File ls40cf_Final
Parent GIS File ls40AD
Depicting GIS File ls40AD
Joined Data File - None


Level of Service
Map of Pinellas County
Major Road Network
Year 2040
Volume/Capacity Ratios
(PM Peak Direction)
Gulf
of
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based upon FDOT 2009
Generalized Service Volume Tables
Pasco County
Hillsborough County
METROPOLITAN PLANNING ORGANIZATION
PINELLAS COUNTY, FLORIDA
N
Tampa Bay
Legend
Volume/Capacity Ratios
Other Roads
= > .9 V/C & LOS B, C, or D
= > .9 V/C & LOS E or F
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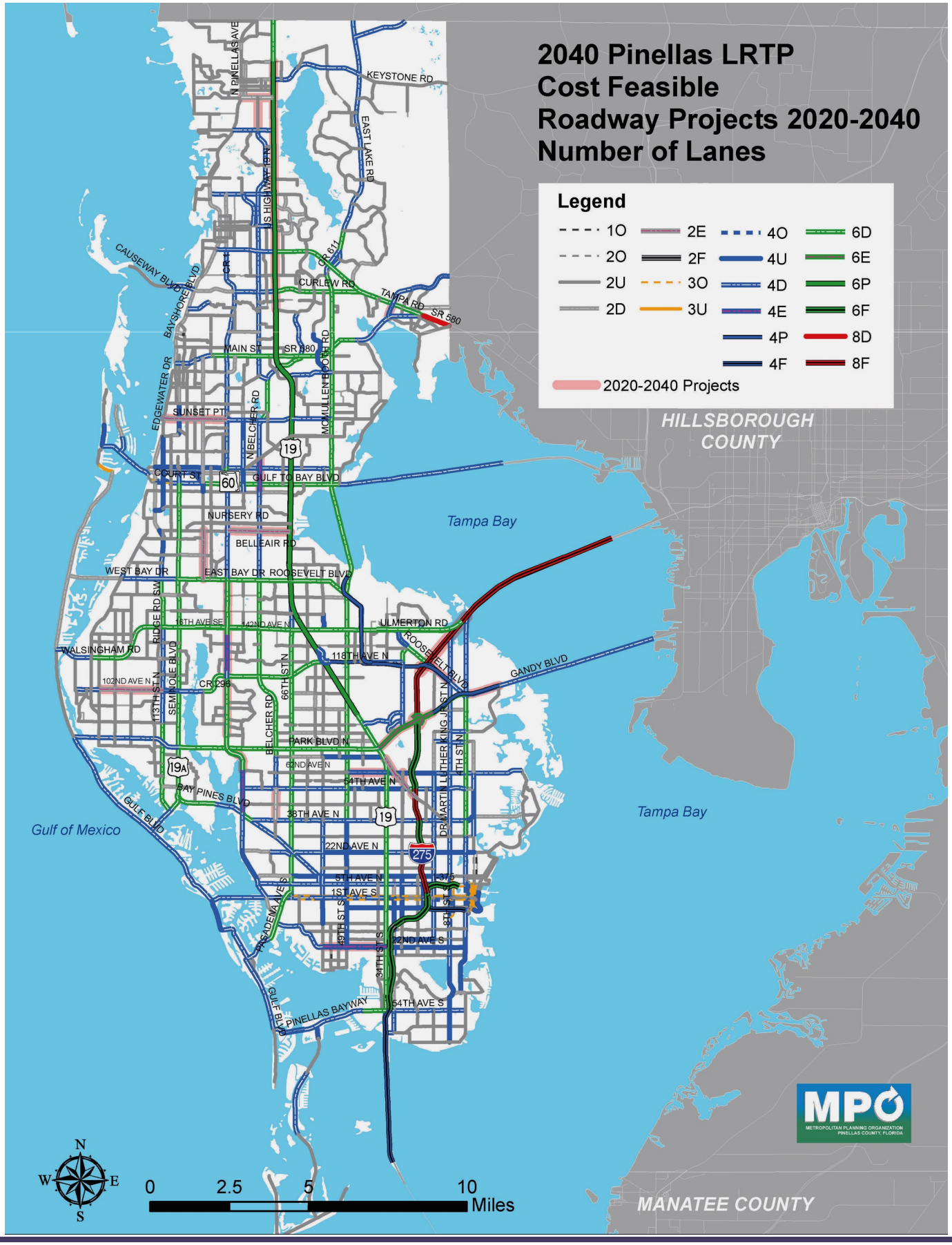
2040 Pinellas LRTP
Cost Feasible
Roadway Projects 2020-2040
Number of Lanes
Legend
1O
2O
2U
2D
2E
2F
3O
3U
4O
4U
4D
4E
4P
4F
6D
6E
6P
6F
8D
8F
2020-2040 Projects
HILLSBOROUGH COUNTY
MANATEE COUNTY
Tampa Bay
Tampa Bay
Gulf of Mexico
KEYSTONE RD
EAST LAKE RD
US HIGHWAY 19 N
N PINELLAS AVE
CAUSEWAY BLVD
BAYSHORE BLVD
CR 611
CURLEW RD
TAMPA RD
SR 580
MAIN ST
SR 580
MOMU LLEN BOOTH RD
EDGEWATER DR
SUNSET PT
N BELCHER RD
19
COURT ST
60
GULF TO BAY BLVD
NURSERY RD
BELLEAIR RD
WEST BAY DR
EAST BAY DR
ROOSEVELT BLVD
RIDGE RD SW
18TH AVE SE
142ND AVE N
ULMERTON RD
WALSINGHAM RD
118TH AVE N
GANDY BLVD
102ND AVE N
CR 296
SEMINOLE BLVD
113TH ST N
66TH ST N
BELCHER RD
PARK BLVD N
62ND AVE N
19A
BAY PINES BLVD
54TH AVE N
38TH AVE N
19
GULF BLVD
22ND AVE N
275
DR MARTIN LUTHER KING JR ST N
9TH AVE N
1ST AVE S
PASADENA AVE S
49TH ST S
34TH ST S
22ND AVE S
54TH AVE S
GULF BLVD
PINELLAS BAYWAY
MPO
METROPOLITAN PLANNING ORGANIZATION
PINELLAS COUNTY, FLORIDA
N
W
E
S
0
2.5
5
10
Miles

Facility Level of Service Report (Pinellas County Format)

(PM Peak Hour Directional)

Pinellas County MPO

2040 LOS Analysis with Cost Feasible Improv. DEC. 2015 - AADT40AD, Utilizing FDOT's 2009 General Table

NOTE: Roadways included in this Inventory are moniotored Arterials and Collectors as defined in the MPO's Functional Classification map. Level of Service has been calculated using the current 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 by the database, please do not attempt to use these values to reproduce LOS results. A more complete listing of LOS input values and assumptions is available, if needed please request a copy of the LOS Inventory Staff Report.

Facility	Juris	Plan Area	Fac Type	Road Type	LOS Std	Length (mi)	Signals Per Mile	LOS Meth	AADT	Volume	Physical Capacity	V:Cap Ratio	Def Flag	Fac LOS
5 - 1ST AVE N: (3RD ST N -to- 20TH ST N)	SP	11	SA	3O	D	1.421	5.63	T	10,902	1,036	2,776	.373	0	C
6 - 1ST AVE N: (20TH ST N -to- 34TH ST N)	SP	11	SA	3O	D	1.172	4.27	T	10,902	1,036	3,056	.339	0	C
7 - 1ST AVE N: (34TH ST N -to- 66TH ST N)	SP	11	SA	3O	D	2.999	1.33	T	12,559	1,193	3,175	.376	0	B
9 - 1ST AVE S: (PASADENA AVE -to- 34TH ST S)	SP	11	SA	3O	D	3.247	1.54	T	12,627	1,200	3,175	.378	0	B
10 - 1ST AVE S: (34TH ST S -to- 16TH ST S)	SP	11	SA	3O	D	1.505	3.32	T	10,253	974	3,056	.319	0	C
11 - 1ST AVE S: (16TH ST S -to- DR ML KING JR ST S)	SP	11	SA	4O	D	.501	2.00	T	10,253	974	4,082	.239	0	C
12 - 1ST AVE S: (DR ML KING JR ST S -to- 3RD ST S)	SP	11	SA	3O	D	.587	8.52	T	10,253	974	2,776	.351	0	C
30 - 3RD ST N: (CENTRAL AVE -to- 5TH AVE N)	SR	11	SA	4O	D	.438	11.42	T	17,398	1,653	3,900	.424	0	D
37 - 4TH AVE N: (I-375 RAMP -to- 4TH ST N)	SR	11	SA	3O	D	.254	7.87	T	15,714	1,493	2,988	.500	0	D
43 - 4TH ST N: (5TH AVE N -to- 2ND AVE N)	SR	11	SA	4O	D	.279	10.75	T	16,304	1,549	3,900	.397	0	C
44 - 4TH ST N: (2ND AVE N -to- 1ST AVE N)	SR	11	SA	3O	D	.100	10.00	T	15,900	1,510	2,988	.505	0	D
45 - 4TH ST N: (1ST AVE N -to- CENTRAL AVE)	SR	11	SA	4O	D	.060	16.67	T	19,000	1,805	3,900	.463	0	D
47 - 4TH ST N: (I-275 -to- GANDY BLVD)	SR	11	SA	4D	D	2.557	.39	T	30,700	1,604	1,960	.818	0	C
48 - 4TH ST N: (GANDY BLVD -to- 62ND AVE N)	SR	11	SA	6D	D	2.490	2.41	T	43,175	2,256	2,830	.797	0	D
49 - 4TH ST N: (5TH AVE N -to- 30TH AVE N)	SR	11	SA	4D	D	1.506	1.99	T	29,207	1,526	1,870	.816	0	D
50 - 4TH ST N: (62ND AVE N -to- 38TH AVE N)	SR	11	SA	6D	D	1.500	1.33	T	40,267	2,104	2,940	.716	0	B
51 - 4TH ST N: (30TH AVE N -to- 38TH AVE N)	SR	11	SA	6D	D	.501	3.99	T	32,100	1,677	2,830	.593	0	C
52 - 4TH ST S: (CENTRAL AVE -to- 5TH AVE S)	SR	11	SA	4O	D	.380	13.16	T	18,450	1,753	3,900	.449	0	D
54 - 4TH ST S: (5TH AVE S -to- 6TH AVE S)	SP	11	SA	3O	D	.097	10.31	T	20,400	1,938	2,776	.698	0	D
55 - 4TH ST S: (6TH AVE S -to- 9TH AVE S)	SP	11	SA	4D	D	.210	4.76	T	20,400	1,066	1,530	.697	0	D
56 - 4TH ST S: (9TH AVE S -to- 18TH AVE S)	SP	11	NA	4D	D	.626	.00	T	18,677	976	3,760	.260	0	B
57 - 4TH ST S | 6TH ST CONNECTION: (18TH AVE S -to- 39TH AVE S)	SP	11	SA	4U	D	1.334	1.50	T	17,881	934	1,676	.557	0	B
58 - 4TH ST S | 6TH ST CONNECTION: (39TH AVE S -to- 45TH AVE S)	SP	11	NA	4U	D	.410	.00	T	13,933	728	3,572	.204	0	B
63 - 5TH AVE N: (4TH ST N -to- DR ML KING JR ST N)	SR	11	SA	2O	D	.500	4.00	T	10,885	1,034	2,244	.461	0	C
64 - 5TH AVE N: (DR ML KING JR ST N -to- 16TH ST N)	SR	11	SA	3U	D	.502	1.99	T	8,900	465	1,776	.262	0	C
65 - 5TH AVE N: (16TH ST N -to- 34TH ST N)	SR	11	SA	4D	D	1.503	3.33	T	33,029	1,726	1,870	.923	1	D
66 - 5TH AVE N: (34TH ST N -to- 49TH ST N)	SR	11	SA	4D	D	1.252	1.60	T	32,420	1,694	1,960	.864	0	C
67 - 5TH AVE N: (49TH ST N -to- TYRONE BLVD)	SR	11	SA	4D	D	.878	2.28	T	33,090	1,729	1,870	.925	1	D
68 - 5TH AVE N: (TYRONE BLVD -to- 66TH ST N)	SP	11	SA	4D	D	.869	1.15	T	20,364	1,064	1,764	.603	0	B
69 - 5TH AVE N: (66TH ST N -to- 69TH ST N)	SP	11	SMC	4D	D	.347	2.88	T	10,227	534	1,216	.439	0	C
70 - 5TH AVE N: (69TH ST N -to- PARK ST)	SP	11	NMC	4D	D	.709	.00	T	10,227	534	3,760	.142	0	B

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

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

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

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

Facility	Juris	Plan Area	Fac Type	Road Type	LOS Std	Length (mi)	Signals Per Mile	LOS Meth	AADT	Volume	Physical Capacity	V:Cap Ratio	Def Flag	Fac LOS
84 - 8TH ST N: (CENTRAL AVE -to- 1ST AVE N)	SP	11	SA	4O	D	.062	16.13	T	13,103	1,245	3,726	.334	0	C
85 - 8TH ST N: (1ST AVE N -to- 9TH AVE N)	SP	11	SA	3O	D	.656	6.10	T	11,203	1,064	2,776	.383	0	C
86 - 8TH ST S: (9TH AVE S -to- 6TH AVE S)	SP	11	SA	3O	D	.226	4.42	T	13,103	1,245	3,056	.407	0	C
87 - 8TH ST S: (6TH AVE S -to- CENTRAL AVE)	SP	11	SA	4O	D	.478	12.55	T	13,103	1,245	3,726	.334	0	C
88 - 9TH AVE N: (34TH ST N -to- 49TH ST N)	SP	11	SA	4U	D	1.256	1.59	T	11,545	603	1,676	.360	0	B
90 - 9TH AVE N: (49TH ST N -to- 66TH ST N)	SP	11	SA	4U	D	1.744	1.72	T	8,245	431	1,676	.257	0	B
91 - 9TH AVE N: (66TH ST N -to- PARK STREET)	SP	11	SMC	2D	D	1.157	.86	T	4,900	256	601	.426	0	B
92 - 9TH AVE N: (34TH ST N -to- 16TH ST N)	SP	11	SA	4U	D	1.504	1.33	T	12,586	658	1,676	.393	0	B
93 - 9TH AVE N: (16TH ST N -to- DR ML KING JR ST N)	SP	11	SA	4U	D	.499	2.00	T	18,703	977	1,599	.611	0	C
96 - 10TH AVE S | 4TH ST S | 14TH AVE S | 10TH ST S: (MCMULLEN BOOTH-to– MAIN)	SR	05	NMC	2U	D	.907	.00	T	6,700	350	1,440	.243	0	B
116 - 16TH ST N: (CENTRAL AVE -to- 5TH AVE N)	SP	11	SA	4D	D	.439	6.83	T	19,064	996	1,530	.651	0	D
117 - 16TH ST N: (5TH AVE N -to- 22ND AVE N)	SP	11	SA	4D	D	1.003	4.99	T	13,750	718	1,530	.469	0	D
118 - 16TH ST N: (22ND AVE N -to- 62ND AVE N)	SP	11	SA	4D	D	2.511	2.39	T	11,956	625	1,683	.371	0	C
121 - 16TH ST S: (CENTRAL AVE -to- 18TH AVE S)	SP	11	SA	4D	D	1.314	6.09	T	10,801	564	1,530	.369	0	C
123 - 16TH ST S: (18TH AVE S -to- 22ND AVE S)	SP	11	SA	2U	D	.247	4.05	T	8,958	468	774	.605	0	C
134 - 20TH ST N: (1ST AVE N -to- 5TH AVE N)	SP	11	SMC	4U	D	.379	2.64	T	7,760	405	1,155	.351	0	C
138 - 22ND AVE N: (I-275 -to- 1ST ST N)	SP	11	SA	4U	D	1.598	2.50	T	25,191	1,316	1,599	.823	0	D
139 - 22ND AVE N: (72ND ST N -to- PARK ST)	SP	11	SA	2D	D	.897	1.11	T	6,616	346	832	.416	0	B
140 - 22ND AVE N: (72ND ST N -to- 66TH ST N)	SP	11	SA	4D	D	.685	2.92	T	18,817	983	1,683	.584	0	C
141 - 22ND AVE N: (I-275 -to- 34TH ST N)	SP	11	SA	4D	D	1.162	2.58	T	33,638	1,758	1,683	1.045	2	F
142 - 22ND AVE N: (34TH ST N -to- 58TH ST N)	SP	11	SA	4U	D	2.010	1.49	T	30,097	1,573	1,676	.939	1	C
143 - 22ND AVE N: (58TH ST N -to- 66TH ST N)	SP	11	SA	4D	D	1.016	1.97	T	33,913	1,772	1,764	1.005	2	F
144 - 22ND AVE NE: (1ST ST N -to- COFFEE POT BLVD)	SP	11	NMC	2D	D	.470	.00	T	13,000	679	1,512	.449	0	C
145 - 22ND AVE S: (4TH ST S -to- 31ST ST S)	SP	11	SA	4U	D	2.246	1.78	T	14,193	742	1,676	.443	0	B
146 - 22ND AVE S: (31ST ST S -to- 34TH ST S)	SP	11	SA	6D	D	.253	7.91	T	30,246	1,580	2,313	.683	0	D
147 - 22ND AVE S: (34TH ST S -to- 58TH ST S)	CR	11	SA	4U	D	2.005	2.00	T	32,881	1,718	1,599	1.074	2	F
160 - 28TH ST N: (38TH AVE N -to- 22ND AVE N)	SP	11	SA	2U	D	1.005	1.99	T	8,100	423	774	.547	0	C
161 - 28TH ST N: (22ND AVE N -to- 9TH AVE N)	SP	11	SA	2U	D	.754	2.65	T	6,638	347	774	.448	0	C
162 - 28TH ST N: (ROOSEVELT BLVD -to- 118TH AVE N)	CR	10	SA	6D	D	.531	1.88	T	20,631	1,078	2,646	.407	0	B
163 - 28TH ST N: (9TH AVE N -to- CENTRAL AVE)	SP	11	SA	4U	D	.688	4.36	T	5,370	281	1,599	.176	0	C
164 - 28TH ST N: (118TH AVE N -to- FRONTAGE RD)	CR	10	NA	4D	D	2.045	.00	T	9,673	505	3,760	.134	0	B
165 - 28TH ST N: (38TH AVE N -to- HAINES RD)	CR	14	SA	2U	D	1.193	1.68	T	8,718	456	792	.576	0	B
166 - 28TH ST N: (HAINES RD -to- 62ND AVE N)	CR	14	NA	2U	D	.312	.00	T	10,925	571	1,440	.397	0	C
167 - N GANDY BLVD | FRONTAGE RD: (28TH ST N -to- GANDY BLVD)	CR	10	SA	2U	D	.595	1.68	T	19,400	1,014	792	1.280	2	F
183 - 31ST ST S: (22ND AVE S -to- 26TH AVE S)	SP	11	SA	4D	D	.251	3.98	T	13,600	711	1,683	.422	0	C
184 - 31ST ST S: (26TH AVE S -to- 54TH AVE S)	SP	11	SA	2D	D	1.753	.57	T	10,630	555	832	.667	0	C
185 - 31ST ST S: (54TH AVE S -to- PINELLAS POINT DR)	SP	11	SA	4D	D	.708	1.41	T	10,630	555	1,764	.315	0	B
197 - 38TH AVE N: (I-275 -to- 4TH ST N)	CR	11	SA	4D	D	1.477	2.71	T	24,030	1,256	1,683	.746	0	D
198 - 38TH AVE N: (I-275 -to- 34TH ST N)	CR	11	SA	4D	D	1.042	1.92	T	34,313	1,793	1,764	1.016	2	F
199 - 38TH AVE N: (34TH ST N -to- 49TH ST N)	CR	11	SA	4D	D	1.257	2.39	T	29,464	1,539	1,683	.914	1	D
200 - 38TH AVE N: (49TH ST N -to- 66TH ST N)	CR	11	SA	4D	D	1.750	1.14	T	28,202	1,474	1,764	.836	0	C
201 - 38TH AVE N: (66TH ST N -to- TYRONE BLVD)	CR	11	SA	4D	D	1.266	1.58	T	25,426	1,329	1,764	.753	0	B
204 - 40TH AVE N | 38TH AVE N: (4TH ST N -to- 1ST ST N)	SP	11	SA	4U	D	.303	3.30	T	18,596	972	1,599	.608	0	C
205 - 40TH AVE NE: (1ST ST N -to- SHORE ACRES BLVD)	SP	11	NA	2D	D	1.582	.00	T	18,596	972	1,512	.643	0	D

Facility	Juris	Plan Area	Fac Type	Road Type	LOS Std	Length (mi)	Signals Per Mile	LOS Meth	AADT	Volume	Physical Capacity	V:Cap Ratio	Def Flag	Fac LOS
217 - 46TH AVE N: (PARK ST -to- 66TH ST N)	CR	14	SMC	2U	D	1.554	1.29	T	6,260	327	572	.572	0	B
218 - 46TH AVE N: (66TH ST N -to- 49TH ST N)	CR	14	SMC	2U	D	1.748	1.72	T	4,665	244	572	.427	0	B
221 - 49TH ST N: (BRYAN DAIRY RD | 118TH AVE N -to- SR 688 | ULMERTON RD)	CR	10	SA	6D	D	1.025	1.95	T	46,475	2,428	2,646	.918	1	C
222 - 49TH ST N: (SR 688 | ULMERTON RD -to- 144TH AVE N)	CR	08	SA	6D	D	.616	3.25	T	46,475	2,428	2,547	.953	2	E
223 - 49TH ST N: (CENTRAL AVE -to- 22ND AVE N)	CR	11	SA	4U	D	1.439	2.78	T	20,883	1,091	1,599	.682	0	C
224 - 49TH ST N: (144TH AVE N -to- SR 686 | ROOSEVELT BLVD)	CR	08	NA	6D	D	.492	.00	T	46,475	2,428	5,650	.430	0	B
225 - 49TH ST N: (BRYAN DAIRY RD | 118TH AVE N -to- 94TH AVE N)	CR	10	SA	6D	D	1.485	2.02	T	36,400	1,902	2,547	.747	0	D
226 - 49TH ST N: (94TH AVE N -to- PARK BLVD)	CR	10	SA	6D	D	1.254	3.19	T	42,601	2,226	2,547	.874	0	D
227 - 49TH ST N: (PARK BLVD -to- 54TH AVE N)	CR	10	SA	6D	D	1.253	2.39	T	47,012	2,456	2,547	.964	2	E
228 - 49TH ST N: (54TH AVE N -to- 38TH AVE N)	CR	14	SA	6D	D	1.008	1.98	T	35,601	1,860	2,646	.703	0	B
229 - 49TH ST N: (38TH AVE N -to- 22ND AVE N)	CR	11	SA	4U	D	1.249	1.60	T	21,507	1,124	1,676	.671	0	B
230 - 49TH ST S: (CENTRAL AVE -to- GULFPORT BLVD)	GP	11	SA	4U	D	1.559	3.21	T	18,207	951	1,599	.595	0	C
237 - 54TH AVE N: (US 19 -to- 49TH ST N)	CR	14	SA	4U	D	1.250	1.60	T	25,758	1,346	1,676	.803	0	C
238 - 54TH AVE N: (49TH ST N -to- 66TH ST N)	CR	14	SA	4D	D	1.747	2.29	T	26,276	1,373	1,683	.816	0	D
239 - 54TH AVE N: (66TH ST N -to- PARK ST)	CR	14	SA	4D	D	1.558	1.93	T	24,132	1,261	1,764	.715	0	B
240 - 54TH AVE N: (US 19 -to- HAINES RD)	CR	14	SA	4U	D	.659	3.03	T	29,200	1,526	1,599	.954	2	E
241 - 54TH AVE N: (HAINES RD -to- I-275 RAMP E)	CR	14	SA	6D	D	.344	5.81	T	29,200	1,526	2,313	.660	0	D
243 - 54TH AVE N: (I-275 RAMP E -to- 4TH ST N)	CR	11	SA	4D	D	1.518	1.98	T	22,415	1,171	1,764	.664	0	B
244 - 54TH AVE N: (ALT US 19 | SEMINOLE BLVD -to- DUHME RD)	CR	09	SMC	2D	D	.508	1.97	T	11,285	590	601	.982	1	D
246 - 54TH AVE S: (34TH ST S -to- 31ST ST S)	SP	11	SA	4D	D	.252	7.94	T	27,407	1,432	1,530	.936	2	E
248 - 54TH AVE S: (31ST ST S -to- DR MARTIN LUTHER KING ST S)	SP	11	SA	4D	D	1.761	1.70	T	17,735	927	1,764	.526	0	B
255 - 58TH ST N: (CENTRAL AVE -to- 5TH AVE N)	SP	11	SA	4D	D	.434	4.61	T	22,363	1,168	1,530	.763	0	D
256 - 58TH ST N: (5TH AVE N -to- 22ND AVE N)	SP	11	SA	4D	D	1.003	2.99	T	19,085	997	1,683	.592	0	C
258 - 58TH ST N: (70TH AVE N -to- 54TH AVE N)	PP	10	SMC	2U	D	1.001	2.00	T	7,500	392	559	.701	0	D
259 - 58TH ST N: (54TH AVE N -to- 38TH AVE N)	CR	11	SMC	2U	D	1.044	2.87	T	8,213	429	559	.767	0	D
260 - 58TH ST N: (38TH AVE N -to- 22ND AVE N)	SP	11	SA	4D	D	1.006	1.99	T	16,939	885	1,764	.502	0	B
267 - 58TH ST S: (CENTRAL AVE -to- 11TH AVE S)	GP	11	SA	4U	D	.809	2.47	T	10,740	561	1,599	.351	0	C
268 - 58TH ST S: (11TH AVE S -to- GULFPORT BLVD)	GP	11	SA	2U	D	.751	2.66	T	8,659	452	774	.584	0	C
272 - 60TH ST N: (78TH AVE N -to- 110TH AVE N)	PP	10	NC	2U	D	2.009	.00	T	4,100	214	1,440	.149	0	B
274 - 62ND AVE N: (US 19 -to- 16TH ST N)	CR	14	SA	4U	D	1.502	2.66	T	24,800	1,296	1,599	.811	0	D
275 - 62ND AVE N: (16TH ST N -to- 1ST ST N)	CR	11	SA	4D	D	1.257	2.39	T	18,984	992	1,683	.589	0	C
276 - 62ND AVE N: (1ST ST N -to- BAYOU GRANDE BLVD)	SP	11	NA	4D	D	1.549	.00	T	15,787	825	3,760	.219	0	B
278 - 62ND AVE N: (US 19 -to- 49TH ST N)	CR	10	SA	2U	D	1.242	.81	T	20,600	1,076	792	1.359	2	F
279 - 62ND AVE N: (49TH ST N -to- 66TH ST N)	CR	10	SA	2U	D	1.748	1.72	T	13,061	682	792	.861	0	C
280 - 62ND AVE N: (66TH ST N -to- 71ST ST N)	CR	14	SMC	2U	D	.503	1.99	T	7,180	375	572	.656	0	C
282 - 62ND AVE S: (PINELLAS PT DR -to- DR MARTIN LUTHER KING ST S)	SP	11	SMC	2U	D	1.466	2.05	T	7,232	378	559	.676	0	D
297 - 66TH ST N: (BRYAN DAIRY RD -to- ULMERTON RD)	SR	10	SA	6D	D	1.498	2.00	T	41,000	2,142	2,830	.757	0	D
299 - 66TH ST N: (ULMERTON RD -to- US 19)	SR	07	SA	4D	D	.955	2.09	T	32,714	1,709	1,870	.914	1	D
300 - 66TH ST N: (PASADENA AVE -to- TYRONE BLVD)	SR	11	SA	6D	D	1.279	4.69	T	51,260	2,678	2,570	1.042	2	F
301 - 66TH ST N: (TYRONE BLVD -to- 38TH AVE N)	SR	11	SA	6D	D	.958	3.13	T	44,700	2,336	2,830	.825	0	D
302 - 66TH ST N: (BRYAN DAIRY RD -to- PARK BLVD)	SR	10	SA	6D	D	1.798	2.78	T	41,865	2,187	2,830	.773	0	D
303 - 66TH ST N: (PARK BLVD -to- 54TH AVE N)	SR	10	SA	6D	D	1.254	2.39	T	41,397	2,163	2,830	.764	0	D
304 - 66TH ST N: (54TH AVE N -to- 38TH AVE N)	SR	14	SA	6D	D	1.006	1.99	T	39,322	2,055	2,940	.699	0	B
306 - 70TH AVE N: (US 19 -to- 49TH ST N)	PP	10	SA	4U	D	1.139	1.76	T	10,935	571	1,676	.341	0	B

Facility	Juris	Plan Area	Fac Type	Road Type	LOS Std	Length (mi)	Signals Per Mile	LOS Meth	AADT	Volume	Physical Capacity	V:Cap Ratio	Def Flag	Fac LOS
308 - 70TH AVE N: (49TH ST N -to- 58TH ST N)	PP	10	SA	4U	D	.763	1.31	T	8,342	436	1,676	.260	0	B
309 - 70TH AVE N: (58TH ST N -to- 66TH ST N)	PP	10	SA	2D	D	.983	1.02	T	6,774	354	832	.425	0	B
312 - 71ST ST N: (PARK BLVD -to- 70TH AVE N)	CR	10	NA	6D	D	.249	.00	T	23,300	1,217	5,650	.215	0	B
314 - 71ST ST N: (70TH AVE N -to- 54TH AVE N)	CR	14	SA	4D	D	1.004	1.99	T	21,298	1,113	1,683	.661	0	C
317 - 71ST ST N: (54TH AVE N -to- 38TH AVE N)	CR	14	SA	2U	D	1.004	1.99	T	10,999	575	774	.743	0	D
323 - 78TH AVE N: (US 19 -to- 49TH ST N)	PP	10	SC	2D	D	.837	1.19	T	10,635	556	601	.925	1	C
324 - 78TH AVE N: (49TH ST N -to- 66TH ST N)	PP	10	SMC	2D	D	1.750	1.71	T	8,046	420	601	.699	0	C
325 - 78TH AVE N: (66TH ST N -to- BELCHER RD)	PP	10	SMC	2U	D	.506	1.98	T	3,700	193	572	.337	0	B
334 - 86TH AVE N: (SEMINOLE BLVD -to- DUHME RD | 113TH ST N)	CR	09	SMC	2U	D	.501	2.00	T	5,700	298	559	.533	0	C
335 - 86TH AVE N: (DUHME RD | 113TH ST N -to- OAKHURST RD)	CR	09	SMC	2U	D	2.007	1.49	T	7,432	388	572	.678	0	C
362 - 102ND AVE N: (ALT US 19 -to- 113TH ST N)	CR	09	SA	4D	D	.507	1.97	T	27,000	1,411	1,764	.800	0	C
363 - 102ND AVE N: (66TH ST N -to- US 19)	PP	10	NMC	2D	D	1.735	.00	T	5,449	285	1,512	.188	0	B
364 - 102ND AVE N: (113TH ST N -to- RIDGE RD)	CR	09	NA	4D	D	.180	.00	T	19,500	1,019	3,760	.271	0	B
365 - 102ND AVE N: (RIDGE RD -to- VONN RD)	CR	09	SA	2U	D	1.332	1.50	T	15,164	792	792	1.000	2	F
366 - 102ND AVE N: (VONN RD -to- 137TH ST N)	CR	09	NA	2U	D	.757	.00	T	14,403	753	1,440	.523	0	C
367 - 102ND AVE N: (137TH ST N -to- OAKHURST RD)	CR	09	SA	4D	D	.254	3.94	T	14,403	753	1,683	.447	0	C
368 - 102ND AVE N: (OAKHURST RD -to- HAMLIN BLVD)	CR	09	NA	4D	D	.505	.00	T	14,403	753	3,760	.200	0	B
377 - 113TH ST N: (ULMERTON RD -to- 102ND AVE N)	CR	07	SA	4D	D	2.011	.99	T	20,645	1,079	1,764	.612	0	B
381 - 118TH AVE N: (62ND ST N -to- 66TH ST N)	CR	10	SC	2U	D	.518	1.93	T	5,175	270	572	.472	0	B
389 - 125TH ST N: (PARK BLVD -to- 102ND AVE N)	CR	09	SC	2U	D	1.506	1.33	T	4,200	219	572	.383	0	B
412 - 142ND AVE N: (66TH ST N -to- BELCHER RD)	CR	07	SMC	2U	D	1.020	.98	T	10,500	549	572	.960	1	D
422 - ALDERMAN RD: (ALT US 19 -to- US 19)	CR	03	SA	4D	D	2.013	1.49	T	15,198	794	1,764	.450	0	B
423 - ALDERMAN RD: (US 19 -to- HIGHLANDS BLVD)	CR	03	NMC	2U	D	1.481	.00	T	9,700	507	1,440	.352	0	C
426 - ALT US 19 | BAY PINES BLVD: (W END OF BRIDG -to- 100TH WY)	SR	09	SA	6D	D	.641	3.12	T	51,500	2,691	2,830	.951	2	E
427 - ALT US 19 | BAY PINES BLVD: (W END OF BRIDGE -to- PARK ST)	SR	09	SA	4D	D	.927	1.08	T	51,500	2,691	1,960	1.373	2	F
428 - ALT US 19 | BAY PINES BLVD: (100TH WY -to- SEMINOLE BLVD)	SR	09	NA	6D	D	.636	.00	T	51,500	2,691	5,650	.476	0	C
429 - ALT US 19 | BAYSHORE BLVD: (SKINNER BLVD -to- CURLEW RD)	SR	04	SA	2D	D	2.453	1.22	T	22,430	1,172	924	1.268	2	F
430 - ALT US 19 | BAYSHORE BLVD: (CURLEW RD -to- TAMPA RD)	SR	04	SA	2D	D	1.479	.68	T	20,300	1,061	924	1.148	2	F
431 - ALT US 19 | BROADWAY: (MAIN ST -to- SKINNER BLVD)	SR	04	SA	2U	D	.255	3.92	T	22,200	1,160	860	1.349	2	F
432 - ALT US 19 | CHESTNUT ST: (MYRTLE AVE -to- COURT ST)	SR	06	NA	3O	D	.185	.00	T	15,500	1,472	6,780	.217	0	B
433 - ALT US 19 | COURT ST: (CHESTNUT ST -to- MISSOURI AVE)	SR	06	SA	4D	D	.318	3.14	T	32,000	1,672	1,870	.894	0	D
434 - ALT US 19 | COURT ST: (CHESTNUT ST -to- FT HARRISON AVE)	SR	06	SA	4O	D	.476	4.20	T	17,495	1,662	4,536	.366	0	C
435 - ALT US 19 | EDGEWATER DR: (MYRTLE AVE -to- BROADWAY AVE)	SR	06	SA	2U	D	2.091	.96	T	21,551	1,126	880	1.280	2	F
436 - ALT US 19 | MISSOURI AVE: (COURT ST -to- BELLEAIR RD)	SR	06	SA	6D	D	1.512	2.65	T	36,253	1,894	2,830	.669	0	C
437 - ALT US 19 | MISSOURI AVE: (BELLEAIR RD -to- E BAY DR)	SR	07	SA	6D	D	1.531	3.27	T	40,717	2,127	2,830	.752	0	D
438 - ALT US 19 | MYRTLE AVE: (CHESTNUT ST -to- DREW ST)	SR	06	SA	4U	D	.500	6.00	T	24,786	1,295	1,577	.821	0	D
439 - ALT US 19 | MYRTLE AVE: (DREW ST -to- FAIRMONT ST)	SR	06	SA	4U	D	.988	4.05	T	19,764	1,033	1,776	.582	0	C
440 - ALT US 19 | MYRTLE AVE: (FAIRMONT ST -to- EDGEWATER DR)	SR	06	NA	2U	D	.091	.00	T	19,764	1,033	1,440	.717	0	D
441 - ALT US 19 | PALM HARBOR BLVD: (TAMPA RD -to- ALDERMAN RD)	SR	03	SA	2D	D	1.916	.52	T	20,500	1,071	924	1.159	2	F
442 - ALT US 19 | PALM HARBOR BLVD: (ALDERMAN RD -to- KLOSTERMAN RD)	SR	03	SA	2D	D	2.246	.45	T	16,700	873	924	.945	1	D
443 - ALT US 19 | PINELLAS AVE: (KLOSTERMAN RD -to- MERES BLVD)	SR	01	SA	2U	D	1.056	.95	T	17,600	920	880	1.045	2	F
444 - ALT US 19 | PINELLAS AVE: (MERES BLVD -to- TARPON AVE)	SR	01	SA	2D	D	.595	5.04	T	18,343	958	830	1.154	2	F
445 - ALT US 19 | PINELLAS AVE: (TARPON AVE -to- ANCLOTE BLVD)	SR	01	SA	2U	D	2.004	1.50	T	22,728	1,188	880	1.350	2	F
446 - ALT US 19 | SEMINOLE BLVD: (BAY PINES BLVD -to- PARK BLVD)	SR	09	SA	6D	D	1.529	2.62	T	40,400	2,111	2,830	.746	0	D

Facility	Juris	Plan Area	Fac Type	Road Type	LOS Std	Length (mi)	Signals Per Mile	LOS Meth	AADT	Volume	Physical Capacity	V:Cap Ratio	Def Flag	Fac LOS
447 - ALT US 19 | SEMINOLE BLVD: (PARK BLVD -to- 102ND AVE N)	SR	09	SA	6D	D	1.766	1.70	T	40,500	2,116	2,940	.720	0	B
448 - ALT US 19 | SEMINOLE BLVD: (102ND AVE N -to- ULMERTON RD)	SR	09	SA	6D	D	2.026	2.47	T	38,757	2,025	2,830	.716	0	C
449 - ALT US 19 | SEMINOLE BLVD: (ULMERTON RD -to- E BAY DR)	SR	07	SA	6D	D	1.521	1.31	T	36,700	1,918	2,940	.652	0	B
450 - ALT US 19 | TYRONE BLVD: (5TH AVE N -to- 9TH AVE N)	SR	11	SA	4D	D	.252	3.97	T	29,700	1,552	1,870	.830	0	D
451 - ALT US 19 | TYRONE BLVD: (9TH AVE N -to- 66TH ST N)	SR	11	SA	4D	D	1.188	1.68	T	32,902	1,719	1,960	.877	0	C
452 - ALT US 19 | TYRONE BLVD: (66TH ST N -to- 38TH AVE N)	SR	11	SA	4D	D	1.651	1.21	T	34,121	1,783	1,960	.910	1	C
453 - ALT US 19 | TYRONE BLVD: (38TH AVE N -to- PARK ST)	SR	11	SA	6D	D	.299	3.34	T	41,500	2,168	2,830	.766	0	D
454 - ANCLOTE BLVD: (ALT US 19 -to- ANCLOTE RD)	CR	01	NMC	2U	D	2.063	.00	T	12,806	669	1,440	.465	0	C
455 - ANCLOTE RD: (ALT US 19 -to- ANCLOTE BLVD)	CR	01	NC	2U	D	2.416	.00	T	4,628	242	1,440	.168	0	B
471 - BAYSHORE BLVD: (SR 60 -to- MAIN ST)	CL	06	NMC	2U	D	2.463	.00	T	10,772	563	1,440	.391	0	C
477 - BAYSIDE BRIDGE: (SR 686 | ROOSEVELT BLVD -to- GULF-TO-BAY BLVD)	CR	08	NA	6D	D	3.598	.00	T	93,527	4,990	5,650	.883	0	E
488 - BECKETT WAY: (US 19 -to- OLD DIXIE HWY)	CR	01	SC	2U	D	.501	2.00	T	7,139	373	559	.667	0	D
490 - BELCHER RD: (BRYAN DAIRY RD -to- PARK BLVD)	CR	10	SA	6D	D	2.488	.80	T	20,922	1,093	2,646	.413	0	B
491 - BELCHER RD: (BRYAN DAIRY RD -to- ULMERTON RD)	CR	10	SA	6D	D	1.519	1.97	T	31,907	1,667	2,646	.630	0	B
492 - BELCHER RD: (ULMERTON RD -to- EAST BAY DR)	CR	07	SA	6D	D	1.527	1.31	T	29,733	1,554	2,646	.587	0	B
493 - BELCHER RD: (EAST BAY DR -to- BELLEAIR RD)	CR	07	SA	4D	D	1.523	1.31	T	29,203	1,526	1,764	.865	0	C
494 - BELCHER RD: (BELLEAIR RD -to- GULF-TO-BAY BLVD)	CR	06	SA	4D	D	1.516	3.96	T	29,203	1,526	1,683	.907	1	D
495 - BELCHER RD: (GULF-TO-BAY BLVD -to- NE COACHMAN RD)	CR	06	SA	4U	D	.805	3.73	T	26,888	1,405	1,599	.879	0	D
496 - BELCHER RD: (NE COACHMAN RD -to- SUNSET POINT RD)	CR	06	SA	4D	D	1.237	.81	T	29,100	1,520	1,764	.862	0	C
497 - BELCHER RD: (SUNSET POINT RD -to- COUNTRYSIDE BLVD)	CR	06	SA	6D	D	1.353	2.22	T	42,958	2,245	2,547	.881	0	D
498 - BELCHER RD: (COUNTRYSIDE BLVD -to- CURLEW RD)	CR	06	SA	4D	D	2.948	1.36	T	20,042	1,047	1,764	.594	0	B
499 - BELCHER RD: (CURLEW RD -to- TAMPA RD)	CR	03	SA	4D	D	1.293	.77	T	19,735	1,031	1,764	.584	0	B
500 - BELCHER RD: (TAMPA RD -to- ALDERMAN RD)	CR	03	SA	4D	D	1.799	1.11	T	21,311	1,113	1,764	.631	0	B
501 - BELCHER RD: (ALDERMAN RD -to- KLOSTERMAN RD)	CR	03	SA	4D	D	1.912	.52	T	22,500	1,176	1,764	.667	0	B
502 - BELLEAIR BEACH CSWY: (INDIAN ROCKS RD -to- GULF BLVD)	CR	07	SA	2D	D	1.679	.60	T	21,100	1,102	832	1.325	2	F
503 - BELLEAIR RD: (KEENE RD -to- MISSOURI AVE)	CR	07	SMC	2U	D	1.523	1.97	T	15,511	810	572	1.416	2	F
504 - BELLEAIR RD: (KEENE RD -to- US 19)	CR	06	SMC	2U	D	1.969	1.02	T	16,743	875	572	1.530	2	F
505 - BELLEAIR RD: (MISSOURI AVE -to- MLK JR AVE)	CR	07	SMC	2U	D	.252	3.97	T	13,100	684	559	1.224	2	F
506 - BELLEAIR RD: (MLK JR AVE -to- CLWTR-LARGO RD)	CR	06	NMC	2U	D	.374	.00	T	13,100	684	1,440	.475	0	C
507 - BELLEVIEW BLVD: (CLWTR-LARGO RD -to- INDIAN ROCKS RD)	BL	07	NMC	2U	D	.249	.00	T	12,712	664	1,440	.461	0	C
508 - BELTREES ST: (EDGEWATER DR -to- PATRICIA AVE)	DN	04	SC	2U	D	1.027	2.92	T	3,318	173	559	.309	0	C
512 - BLIND PASS RD: (75TH AVE | COREY AVE -to- W GULF BL)	SR	12	SA	4D	D	1.414	1.41	T	18,242	953	1,960	.486	0	B
519 - BRYAN DAIRY RD: (BELCHER RD -to- STARKEY RD)	CR	09	SA	6D	D	1.025	3.90	T	57,600	3,010	2,547	1.182	2	F
520 - BRYAN DAIRY RD: (STARKEY RD -to- 98TH ST N)	CR	09	SA	6D	D	1.118	1.79	T	41,883	2,188	2,646	.827	0	C
521 - BRYAN DAIRY RD: (98TH ST N -to- ALT 19)	CR	09	SA	4D	D	.755	1.32	T	43,800	2,289	1,764	1.298	2	F
522 - BRYAN DAIRY RD | 118TH AVE N: (US 19 -to- BELCHER RD)	CR	10	SA	6D	D	2.205	.45	T	52,200	2,727	2,646	1.031	2	F
523 - BRYAN DAIRY RD | 118TH AVE N: (28TH ST N -to- 34TH ST N)	CR	10	SA	4D	D	.501	3.99	T	26,200	1,369	1,683	.813	0	D
527 - CENTRAL AVE: (34TH ST N -to- 31ST ST N)	SP	11	SA	4U	D	.252	7.94	T	8,866	463	1,454	.318	0	C
528 - CENTRAL AVE: (31ST ST N -to- 3RD ST N)	SP	11	SA	2U	D	2.341	3.84	T	7,732	404	774	.522	0	C
529 - CENTRAL AVE: (34TH ST N -to- 58TH ST N)	CR	11	SA	4D	D	2.008	1.99	T	12,528	655	1,683	.389	0	C
531 - CENTRAL AVE: (58TH ST N -to- PARK ST)	CR	11	SA	4D	D	1.645	3.04	T	16,761	876	1,683	.520	0	C
534 - CHESTNUT ST: (COURT ST CONNECTION -to- FT HARRISON AVE)	SR	06	SA	2O	D	.225	8.89	T	22,600	2,147	1,992	1.078	2	F
535 - CHESTNUT ST: (FT HARRISON AVE -to- MYRTLE AVE)	SR	06	SA	4O	D	.252	3.97	T	17,700	1,682	4,536	.371	0	C
539 - CLEARWATER-LARGO RD: (BELLEAIR RD -to- W BAY DR)	LA	07	SA	4D	D	1.564	2.56	T	28,869	1,508	1,683	.896	0	D

Facility	Juris	Plan Area	Fac Type	Road Type	LOS Std	Length (mi)	Signals Per Mile	LOS Meth	AADT	Volume	Physical Capacity	V:Cap Ratio	Def Flag	Fac LOS
540 - CLEARWATER-LARGO RD: (W BAY DR -to- ULMERTON RD)	CR	07	SA	6D	D	1.542	1.30	T	31,569	1,649	2,646	.623	0	B
543 - CLEVELAND ST: (MYRTLE AVE -to- GULF-TO-BAY BLVD)	CL	06	SA	4D	D	.970	3.09	T	11,886	621	1,683	.369	0	C
550 - COMMERCE BLVD: (TAMPA RD -to- DOUGLAS RD)	OLD	05	NMC	2U	D	.235	.00	T	9,623	503	1,440	.349	0	C
555 - COREY CSWY | 75TH AVE: (GULF BLVD -to- SHORE DR)	SR	11	SA	4U	D	.789	5.07	T	37,732	1,971	1,615	1.220	2	F
556 - CORONADO DR: (ROUNDABOUT -to- HAMDEN DR)	CL	06	SA	2U	D	.696	4.31	T	11,497	601	774	.776	0	D
558 - COUNTRYSIDE BLVD: (BELCHER RD -to- US 19)	CL	06	SA	4D	D	.538	3.72	T	31,864	1,665	1,683	.989	2	E
559 - COUNTRYSIDE BLVD: (US 19 -to- SR 580)	CL	06	SA	6D	D	.833	2.40	T	31,606	1,651	2,547	.648	0	C
560 - COUNTRYSIDE BLVD: (SR 580 -to- N SIDE DR)	CL	06	NA	4D	D	1.414	.00	T	14,400	752	3,760	.200	0	B
561 - COUNTRYSIDE BLVD: (N SIDE DR -to- CURLEW RD)	CL	06	SA	2U	D	1.010	.99	T	11,600	606	792	.765	0	C
562 - COUNTRYSIDE BLVD: (CURLEW RD -to- LAKE ST GEORGE DR)	CR	03	SC	2U	D	.361	2.77	T	7,925	414	559	.741	0	D
564 - COURT ST: (FT HARRISON AVE -to- OAK AVE)	SR	06	SA	3O	D	.105	9.52	T	21,870	2,078	2,988	.695	0	D
565 - COURT ST: (MISSOURI AVE -to- HIGHLAND AVE)	SR	06	SA	4D	D	.755	2.65	T	41,700	2,179	1,870	1.165	2	F
566 - COURT ST: (OAK AVE -to- CHESTNUT ST CONNECTION)	SR	06	NA	2O	D	.046	.00	H	21,870	2,078	3,400	.700	0	D
568 - COURTNEY CAMPBELL CSWY: (HILLSBOROUGH CL -to- BAYSHORE BLVD)	SR	06	SA	4D	D	5.235	.38	T	80,600	4,211	1,960	2.148	2	F
569 - CR 1: (SR 580 -to- CURLEW RD)	CR	04	SA	4D	D	2.039	1.96	T	27,782	1,452	1,764	.823	0	C
570 - CR 1 | OMAHA ST: (CURLEW RD -to- TAMPA RD)	CR	03	SA	4D	D	1.448	.69	T	19,900	1,040	1,764	.590	0	B
571 - CR 1 | OMAHA ST: (TAMPA RD -to- NEBRASKA AVE)	CR	03	SA	2D	D	.752	1.33	T	12,300	643	832	.773	0	C
572 - CR 1 | OMAHA ST: (NEBRASKA AVE -to- ALDERMAN RD)	CR	03	SA	2D	D	1.008	1.98	T	7,398	387	832	.465	0	B
574 - CR 296 CONNECTOR: (GATEWAY EXPRESS -to- BRYAN DAIRY RD | 118TH AVE)	SR	10	NA	4G	D	.440	.00	T	35,158	1,837	3,760	.489	0	C
580 - CR 611 BYPASS: (SOUTH SPLIT -to- NORTH SPLIT)	CR	03	NA	4D	D	.890	.00	T	40,400	2,111	3,760	.561	0	C
589 - CURLEW RD: (SR 584 | TAMPA RD -to- MCMULLEN BOOTH RD)	SR	05	SA	6D	D	.939	3.19	T	26,082	1,363	2,830	.482	0	C
590 - CURLEW RD: (MCMULLEN BOOTH RD -to- US 19)	SR	03	SA	6D	D	1.815	1.65	T	46,439	2,426	2,940	.825	0	C
591 - CURLEW RD: (US 19 -to- CR 1 | OMAHA ST)	SR	04	SA	4D	D	1.286	1.56	T	47,684	2,491	1,960	1.271	2	F
592 - CURLEW RD: (CR 1 | OMAHA ST -to- ALT 19)	SR	04	SA	2D	D	1.295	.77	T	14,700	768	924	.831	0	C
602 - DIXIE HWY: (ALT US 19 -to- BECKETT WAY)	CR	01	NC	2U	D	.625	.00	T	4,407	230	1,440	.160	0	B
603 - DIXIE HWY: (BECKETT WAY -to- PASCO CO LINE)	CR	01	NC	2U	D	.398	.00	T	5,500	287	1,440	.199	0	B
606 - DOUGLAS AVE: (STEVENSONS CREEK -to- SUNSET POINT RD)	CR	06	SMC	4U	D	.487	4.11	T	6,678	349	1,155	.302	0	C
608 - DOUGLAS AVE: (SUNSET POINT RD -to- UNION ST)	CR	06	NMC	4U	D	.505	.00	T	6,678	349	3,572	.098	0	B
609 - DOUGLAS AVE: (UNION ST -to- BELTREES ST)	DN	04	SMC	2D	D	.505	1.98	T	6,678	349	601	.581	0	B
610 - DOUGLAS AVE: (BELTREES ST -to- MAIN ST)	DN	04	SMC	2U	D	.478	2.09	T	7,471	390	559	.698	0	D
611 - DOUGLAS AVE: (MAIN ST -to- SKINNER BLVD)	DN	04	NMC	2U	D	.282	.00	T	7,471	390	1,440	.271	0	B
613 - DOUGLAS RD: (COMMERCE BLVD -to- RACE TRACK RD)	OLD	05	SMC	2D	D	1.030	.97	T	10,000	522	601	.869	0	C
614 - DR MARTIN LUTHER KING JR ST N: (I-275 -to- GANDY BLVD)	CR	11	SA	4D	D	2.103	1.43	T	17,208	899	1,764	.510	0	B
615 - DR MARTIN LUTHER KING JR ST N: (GANDY BLVD -to- 62ND AVE N)	SP	11	SA	4D	D	2.310	2.60	T	29,521	1,542	1,683	.916	1	D
616 - DR MARTIN LUTHER KING JR ST N: (62ND AVE N -to- 38TH AVE N)	SP	11	SA	4D	D	1.484	1.35	T	23,366	1,221	1,764	.692	0	B
617 - DR MARTIN LUTHER KING JR ST N: (9TH AVE N -to- 22ND AVE N)	SP	11	SA	4U	D	.753	1.33	T	19,200	1,003	1,676	.598	0	B
618 - DR MARTIN LUTHER KING JR ST N: (9TH AVE N -to- CENTRAL AVE)	SP	11	SA	4O	D	.690	11.59	T	12,587	1,196	3,726	.321	0	C
619 - DR MARTIN LUTHER KING JR ST N: (22ND AVE N -to- 38TH AVE N)	SP	11	SA	4D	D	1.022	2.94	T	21,509	1,124	1,683	.668	0	C
620 - DR MARTIN LUTHER KING JR ST S: (CENTRAL AVE -to- 8TH ST S)	SP	11	SA	4O	D	.656	10.67	T	15,147	1,439	3,726	.386	0	C
622 - DR MARTIN LUTHER KING JR ST S: (8TH ST S -to- 26TH AVE S)	SP	11	SA	4D	D	1.157	3.46	T	22,900	1,197	1,683	.711	0	C
623 - DR MARTIN LUTHER KING JR ST S: (26TH AVE S -to- 45TH AVE S)	SP	11	NA	4U	D	1.309	.00	T	17,160	897	3,572	.251	0	B
624 - DR MARTIN LUTHER KING JR ST S: (45TH AVE S -to- 62ND AVE S)	SP	11	SA	4U	D	1.020	2.94	T	15,564	813	1,599	.508	0	C
625 - DREW ST: (MCMULLEN BOOTH RD -to- US 19)	CL	06	SA	4D	D	1.283	2.34	T	28,700	1,500	1,683	.891	0	D
626 - DREW ST: (US 19 -to- NE COACHMAN RD)	CR	06	SA	4D	D	1.406	2.13	T	32,125	1,679	1,683	.998	2	E

Facility	Juris	Plan Area	Fac Type	Road Type	LOS Std	Length (mi)	Signals Per Mile	LOS Meth	AADT	Volume	Physical Capacity	V:Cap Ratio	Def Flag	Fac LOS
629 - DREW ST: (FT HARRISON AVE -to- MISSOURI AVE)	SR	06	SA	4U	D	.715	4.20	T	12,351	645	1,776	.363	0	C
630 - DREW ST: (MISSOURI AVE -to- HIGHLAND AVE)	SR	06	SA	4U	D	.794	2.52	T	17,900	935	1,776	.526	0	C
631 - DREW ST: (HIGHLAND AVE -to- N SATURN AVE)	SR	06	SA	4U	D	.634	3.15	T	30,950	1,617	1,776	.910	1	D
632 - DREW ST: (N SATURN AVE -to- NE COACHMAN RD)	SR	06	SA	4D	D	.738	4.07	T	30,972	1,618	1,870	.865	0	D
634 - DRUID RD: (US 19 -to- BELCHER RD)	CL	06	SMC	2D	D	1.090	.92	T	6,800	355	601	.591	0	C
635 - DRUID RD: (BELCHER RD -to- KEENE RD)	CL	06	SMC	2U	D	1.007	1.99	T	6,530	341	572	.596	0	C
637 - DRUID RD: (KEENE RD -to- HIGHLAND AVE)	CL	06	SMC	2U	D	.774	2.58	T	6,155	322	559	.576	0	C
641 - DUHME RD | 113TH ST: (WELCH CSWY -to- PARK BLVD)	CR	09	SA	6D	D	2.262	1.77	T	19,613	1,025	2,646	.387	0	B
642 - DUHME RD | 113TH ST: (PARK BLVD -to- 86TH AVE N)	CR	09	SA	6D	D	.614	1.63	T	23,100	1,207	2,646	.456	0	B
643 - DUHME RD | 113TH ST: (86TH AVE N -to- 102ND AVE N)	CR	09	SA	4D	D	1.016	1.97	T	20,497	1,071	1,764	.607	0	B
645 - DUNEDIN CSWY BLVD: (DRAWBRIDGE -to- ALT US 19)	CR	04	SA	4D	D	.859	1.16	T	10,243	535	1,764	.303	0	B
646 - EAST LAKE RD: (NORTH SPLIT -to- WOODLANDS BLVD)	CR	02	SA	6D	D	.658	1.52	T	64,000	3,344	2,646	1.264	2	F
647 - EAST LAKE RD: (WOODLANDS BLVD -to- TARPON WOODS BLVD)	CR	02	SA	4D	D	.897	1.11	T	56,900	2,973	1,764	1.685	2	F
648 - EAST LAKE RD: (TARPON WOODS BLVD -to- LANSBROOK PKWY)	CR	02	SA	4D	D	1.830	1.64	T	48,597	2,539	1,764	1.439	2	F
649 - EAST LAKE RD: (LANSBROOK PKWY -to- KEYSTONE RD)	CR	02	SA	4D	D	2.357	1.27	T	42,687	2,230	1,764	1.264	2	F
650 - EAST LAKE RD: (KEYSTONE RD -to- TRINITY BLVD)	CR	02	SA	4D	D	1.199	.83	T	47,920	2,504	1,764	1.420	2	F
651 - EAST LAKE RD: (TRINITY BLVD -to- PASCO CO LINE)	CR	02	NA	4D	D	.516	.00	T	32,500	1,698	3,760	.452	0	B
652 - EAST LAKE RD EAST SERVICE RD: (TAMPA RD -to- NORTH SPLIT)	CR	02	SA	4D	D	.637	3.14	T	25,796	1,348	1,683	.801	0	D
660 - ENTERPRISE RD: (US 19 -to- MCMULLEN BOOTH RD)	CL	06	SA	4D	D	1.435	2.09	T	10,877	568	1,683	.337	0	C
661 - ENTERPRISE RD: (MCMULLEN BOOTH RD -to- PHILIPPE PKWY)	CR	05	SMC	2U	D	1.516	.66	T	7,193	376	572	.657	0	C
666 - FAIRMONT ST: (MLK JR AVE -to- STEVENSONS CREEK)	CL	06	NMC	2D	D	.230	.00	T	6,678	349	1,512	.231	0	B
679 - FOREST LAKES BLVD: (SR 580 -to- TAMPA RD)	CR	05	SA	4D	D	.467	2.14	T	19,400	1,014	1,683	.602	0	C
680 - FOREST LAKES BLVD: (TAMPA RD -to- PINE AVE)	CR	05	SA	4D	D	.807	2.48	T	48,400	2,529	1,683	1.503	2	F
681 - FOREST LAKES BLVD: (PINE AVE -to- HILLSBOROUGH COUNTY LINE)	CR	05	SA	4D	D	1.302	1.54	T	48,400	2,529	1,764	1.434	2	F
683 - FT HARRISON AVE: (BELLEAIR RD -to- CHESTNUT ST)	CL	06	SA	2D	D	1.551	4.51	T	19,293	1,008	747	1.349	2	F
684 - FT HARRISON AVE: (CHESTNUT ST -to- DREW ST)	CL	06	SA	2D	D	.498	8.03	T	20,900	1,092	747	1.462	2	F
689 - GANDY BLVD: (4TH ST N -to- DR ML KING JR ST N)	SR	11	NA	4P	D	.547	.00	T	47,070	2,459	3,760	.654	0	C
690 - GANDY BLVD: (4TH ST N -to- PINELLAS SHORELINE)	SR	11	NA	4P	D	3.580	.00	T	55,101	2,879	3,760	.766	0	D
691 - GANDY BLVD: (DR ML KING JR ST N -to- I-275 WEST RAMPS)	SR	11	NA	4P	D	1.588	.00	T	66,212	3,460	3,760	.920	2	E
692 - GANDY BLVD: (I-275 WEST RAMPS -to- GRAND AVE | GANDY ACCESS)	SR	10	SA	6D	D	.539	1.86	T	92,100	4,812	2,940	1.637	2	F
693 - GANDY BLVD: (GRAND AVE | GANDY ACCESS -to- US 19)	SR	10	NA	6D	D	.986	.00	T	83,500	4,363	5,650	.772	0	D
699 - GATEWAY EXPRESS: (118TH AVE N -to- ULMERTON RD)	SR	10	NA	4P	D	1.013	.00	T	48,500	2,534	3,760	.674	0	C
700 - GATEWAY EXPRESS: (GATEWAY EXPRESS | 44 ST N -to- I-275)	SR	10	NA	4P	D	1.784	.00	T	72,521	3,789	3,760	1.008	2	F
701 - GATEWAY EXPRESS | BRYAN DAIRY RD: (US 19 -to- GATEWAY EXPRESS)	CR	10	NA	4P	D	1.156	.00	T	54,383	2,842	3,760	.756	0	D
702 - GATEWAY EXPRESS | ROOSEVELT BLVD: (ULMERTON RD -to- 49TH ST NB RP)	SR	08	NA	4P	D	1.283	.00	T	60,948	3,185	3,760	.847	0	D
710 - GREENBRIAR BLVD: (VIRGINIA AVE -to- BELCHER RD)	CR	04	SMC	2U	D	.688	1.45	T	7,581	396	572	.692	0	C
713 - GULF BLVD: (MADIERA BEACH CSWY -to- PARK BLVD)	SR	13	SA	4D	D	3.771	.80	T	18,288	956	1,960	.488	0	B
714 - GULF BLVD: (PARK BLVD -to- WALSINGHAM RD)	SR	13	SA	2U	D	2.879	.69	T	12,229	639	880	.726	0	C
715 - GULF BLVD: (W GULF BL -to- TREASURE ISLAND CSWY)	SR	12	SA	4U	D	.968	2.07	T	19,300	1,008	1,776	.568	0	C
716 - GULF BLVD: (WALSINGHAM RD -to- BELLEAIR CSWY)	CR	13	SA	2D	D	2.364	.42	T	14,200	742	832	.892	0	C
717 - GULF BLVD: (TREASURE ISLAND CSWY -to- MADEIRA BEACH CSWY)	SR	13	SA	4D	D	2.992	1.34	T	30,694	1,604	1,960	.818	0	C
718 - GULF BLVD: (BELLEAIR CSWY -to- SAND KEY PARK)	CR	13	NA	2D	D	2.889	.00	T	17,057	891	1,512	.589	0	D
719 - GULF BLVD: (SAND KEY PARK -to- GULFVIEW BLVD)	CL	06	NA	2D	D	.771	.00	T	19,174	1,002	1,512	.663	0	D
720 - GULF BLVD S: (BAYWAY -to- 75TH AVE)	SR	12	SA	4D	D	2.405	2.91	T	28,600	1,494	1,870	.799	0	D

Facility	Juris	Plan Area	Fac Type	Road Type	LOS Std	Length (mi)	Signals Per Mile	LOS Meth	AADT	Volume	Physical Capacity	V:Cap Ratio	Def Flag	Fac LOS
723 - GULFPORT BLVD: (PASADENA AVE -to- 58TH ST S)	CR	11	SA	4D	D	1.852	2.16	T	23,900	1,249	1,683	.742	0	D
724 - GULF-TO-BAY BLVD: (BAYSHORE BLVD -to- US 19)	SR	06	SA	6D	D	1.512	3.97	T	67,295	3,516	2,830	1.242	2	F
725 - GULF-TO-BAY BLVD: (US 19 -to- BELCHER RD)	SR	06	SA	6D	D	.986	2.03	T	56,500	2,952	2,830	1.043	2	F
726 - GULF-TO-BAY BLVD: (CLEVELAND ST -to- HIGHLAND AVE)	CL	06	SA	4U	D	.446	4.48	T	13,500	705	1,599	.441	0	C
727 - GULF-TO-BAY BLVD: (HIGHLAND AVE -to- KEENE RD)	SR	06	SA	6D	D	.756	3.97	T	59,000	3,083	2,830	1.089	2	F
728 - GULF-TO-BAY BLVD: (KEENE RD -to- BELCHER RD)	SR	06	SA	6D	D	1.026	2.92	T	56,254	2,939	2,830	1.039	2	F
729 - GULFVIEW BLVD: (HAMDEN DR -to- GULF BLVD)	CL	06	NA	3U	D	.436	.00	T	11,497	601	3,572	.168	0	B
732 - HAINES RD: (DR ML KING JR ST N -to- 54TH AVE N)	SP	11	SMC	2U	D	1.852	1.62	T	13,485	705	572	1.233	2	F
733 - HAINES RD: (54TH AVE N -to- US 19)	CR	14	SMC	2U	D	1.208	2.48	T	13,485	705	559	1.261	2	F
739 - HERCULES AVE: (GULF-TO-BAY BLVD -to- DREW ST)	CL	06	SA	4U	D	.509	3.93	T	8,500	444	1,599	.278	0	C
740 - HERCULES AVE: (DREW ST -to- SUNSET POINT RD)	CR	06	SA	4D	D	1.514	1.32	T	15,618	816	1,764	.463	0	B
741 - HERCULES AVE: (SUNSET POINT RD -to- VIRGINIA AVE)	CR	06	SA	2D	D	1.011	1.98	T	12,416	649	832	.780	0	C
743 - HIGHLAND AVE: (EAST BAY DR -to- BELLEAIR RD)	CR	07	SA	2U	D	1.527	1.96	T	14,071	735	792	.928	1	C
744 - HIGHLAND AVE: (BELLEAIR RD -to- DRUID RD)	CR	06	SA	2U	D	1.255	1.59	T	14,148	739	792	.933	1	D
745 - HIGHLAND AVE: (DRUID RD -to- GULF-TO-BAY BLVD)	CR	06	SA	4U	D	.253	3.95	T	17,488	914	1,599	.572	0	C
746 - HIGHLAND AVE: (GULF-TO-BAY BLVD -to- DREW ST)	CL	06	SA	2D	D	.506	3.95	T	15,000	784	813	.964	2	E
747 - HIGHLAND AVE: (DREW ST -to- SUNSET POINT RD)	CL	06	SA	2D	D	1.512	1.98	T	15,000	784	832	.942	1	D
748 - HIGHLAND AVE: (SUNSET POINT RD -to- UNION ST)	CL	06	SA	2U	D	.504	1.98	T	15,000	784	792	.990	1	D
752 - HIGHLAND ST N: (9TH AVE N -to- DR ML KING JR ST N)	SP	11	NA	2O	D	.083	.00	H	11,300	1,074	3,400	.360	0	B
754 - HIGHLANDS BLVD: (US 19 -to- ALDERMAN RD)	CR	03	NMC	2U	D	2.673	.00	T	8,800	460	1,440	.319	0	C
759 - I-175: (I-275 -to- 4TH ST S)	SR	11	F	4F	D	1.302	.00	T	41,486	2,122	4,020	.528	0	B
760 - I-275: (I-175 -to- 22ND AVE S)	SR	11	F	6F	D	2.002	.00	T	121,302	6,205	6,200	1.001	2	F
761 - I-275: (I-375 -to- I-175)	SR	11	F	6F	D	.441	.00	T	126,700	6,481	6,200	1.045	2	F
762 - I-275: (SR 686 | ROOSEVELT BLVD -to- GANDY BLVD)	SR	11	F	8F	D	1.929	.00	T	149,900	7,667	8,400	.913	2	E
763 - I-275: (54TH AVE S -to- PINELLAS SHORELINE)	SR	11	F	4F	D	5.428	.00	T	84,227	4,494	4,020	1.118	2	F
764 - I-275: (4TH ST N -to- SR 686 | ROOSEVELT BLVD)	SR	11	F	8F	D	2.040	.00	T	170,998	8,747	8,400	1.041	2	F
765 - I-275: (PINELLAS SHORELINE -to- 4TH ST N)	SR	11	F	8F	D	2.220	.00	T	238,000	12,174	8,400	1.449	2	F
766 - I-275: (38TH AVE N -to- 22ND AVE N)	SR	11	F	6F	D	1.027	.00	T	165,000	8,440	6,200	1.361	2	F
767 - I-275: (22ND AVE S -to- 54TH AVE S)	SR	11	F	6F	D	2.017	.00	T	124,499	6,368	6,200	1.027	2	F
768 - I-275: (22ND AVE N -to- I-375)	SR	11	F	8F	D	1.322	.00	T	171,000	8,747	8,400	1.041	2	F
769 - I-275: (GANDY BLVD -to- 54TH AVE N)	SR	11	F	6F	D	2.269	.00	T	143,200	7,640	6,200	1.232	2	F
770 - I-275: (54TH AVE N -to- 38TH AVE N)	SR	11	F	8F	D	.948	.00	T	164,000	8,389	8,400	.999	2	E
773 - I-375: (I-275 -to- 7TH ST N)	SR	11	F	6F	D	2.333	.00	T	32,800	1,678	6,200	.271	0	B
774 - INDIAN ROCKS RD: (BELLEVIEW BLVD -to- MEHLENBACHER RD)	BL	07	SA	2U	D	1.550	.65	T	11,800	617	792	.779	0	C
775 - INDIAN ROCKS RD: (MEHLENBACHER RD -to- SUNSET BLVD)	CR	07	NA	2D	D	.432	.00	T	11,800	617	1,512	.408	0	C
776 - INDIAN ROCKS RD: (SUNSET BLVD -to- W BAY DR)	CR	07	SA	4D	D	.142	7.04	T	15,333	801	1,530	.524	0	D
777 - INDIAN ROCKS RD: (W BAY DR -to- WALSINGHAM RD)	CR	07	SA	2U	D	2.793	1.07	T	18,300	956	792	1.207	2	F
788 - KEENE RD: (E BAY DR -to- BELLEAIR RD)	CR	07	SA	4D	D	1.526	1.31	T	29,267	1,529	1,764	.867	0	C
789 - KEENE RD: (BELLEAIR RD -to- DRUID RD)	CR	06	SA	4D	D	1.255	2.39	T	29,267	1,529	1,683	.908	1	D
790 - KEENE RD: (DRUID RD -to- GULF-TO-BAY BLVD)	CR	06	SA	6D	D	.252	3.97	T	29,267	1,529	2,547	.600	0	C
791 - KEENE RD: (GULF-TO-BAY BLVD -to- DREW ST)	CR	06	SA	6D	D	.393	5.09	T	30,300	1,583	2,313	.684	0	D
792 - KEENE RD: (DREW ST -to- SUNSET POINT RD)	CR	06	SA	4D	D	1.518	.66	T	29,678	1,551	1,764	.879	0	C
793 - KEENE RD: (SUNSET POINT RD -to- SR 580)	CR	04	SA	4D	D	2.032	1.97	T	31,256	1,633	1,764	.926	1	C
794 - KEYSTONE RD: (HILLSBOROUGH CL -to- WOODFIELD BLVD)	CR	02	NA	2U	D	2.301	.00	T	20,070	1,049	1,440	.728	0	D

Facility	Juris	Plan Area	Fac Type	Road Type	LOS Std	Length (mi)	Signals Per Mile	LOS Meth	AADT	Volume	Physical Capacity	V:Cap Ratio	Def Flag	Fac LOS
795 - KEYSTONE RD: (US 19 -to- EAST LAKE RD)	CR	01	SA	4D	D	2.995	.33	T	37,296	1,949	1,764	1.105	2	F
796 - KEYSTONE RD: (WOODFIELD BLVD -to- EAST LAKE RD)	CR	02	SA	2U	D	.543	1.84	T	21,700	1,134	792	1.432	2	F
799 - KLOSTERMAN RD: (ALT US 19 -to- US 19)	CR	01	SA	4D	D	1.275	1.57	T	19,366	1,012	1,764	.574	0	B
801 - KLOSTERMAN RD: (ALT US 19 -to- CARLTON RD)	CR	01	NA	2U	D	.745	.00	T	15,600	815	1,440	.566	0	D
805 - LAKE AVE: (BELLEAIR RD -to- GULF-TO-BAY BLVD)	CR	06	SC	2U	D	1.508	1.99	T	4,895	256	572	.448	0	B
810 - LAKE ST GEORGE DR: (HIGHLANDS BLVD -to- TAMPA RD)	CR	03	NMC	2U	D	.381	.00	T	7,500	392	1,440	.272	0	B
811 - LAKE ST GEORGE DR: (TAMPA RD -to- COUNTRYSIDE BLVD)	CR	03	SMC	2U	D	1.192	.84	T	7,500	392	572	.685	0	C
816 - LAKEVIEW RD: (MISSOURI AVE -to- KEENE RD)	CR	06	SA	2U	D	1.533	1.96	T	10,836	566	792	.715	0	C
830 - LIVE OAK ST: (ALT 19 -to- US19)	CR	01	SC	2U	D	1.061	.94	T	5,782	302	572	.528	0	B
839 - MAIN ST: (MCMULLEN BOOTH RD -to- BAYSHORE DR)	CR	05	NA	2U	D	1.274	.00	T	12,528	655	1,440	.455	0	C
840 - MAIN ST: (BROADWAY AVE -to- SKINNER BLVD)	DN	04	SC	2U	D	.600	5.00	T	5,845	305	514	.593	0	D
852 - MCMULLEN BOOTH RD: (GULF-TO-BAY BLVD -to- SUNSET PT RD | MAIN ST)	CR	06	SA	6D	D	2.267	1.76	T	69,459	3,629	2,646	1.372	2	F
853 - MCMULLEN BOOTH RD: (SUNSET PT RD | MAIN ST -to- SR 580)	CR	05	SA	6D	D	2.233	1.79	T	69,459	3,629	2,646	1.372	2	F
854 - MCMULLEN BOOTH RD: (SR 580 -to- CURLEW RD)	CR	06	SA	6D	D	1.768	1.70	T	51,266	2,679	2,646	1.012	2	F
855 - MCMULLEN BOOTH RD: (CURLEW RD -to- SOUTH SPLIT)	CR	03	NA	6D	D	.546	.00	T	55,500	2,900	5,650	.513	0	C
860 - MEHLENBACHER | 8TH AVE NW: (CLWTR-LARGO RD -to- INDIAN ROCKS RD)	CR	07	SC	2U	D	1.009	.99	T	6,000	314	572	.549	0	B
861 - MEMORIAL CSWY: (CHESTNUT ST CONNECTION -to- MEMORIAL CSWY | WB/	SR	06	NA	2O	D	.165	.00	H	21,870	1,143	3,400	.380	0	B
862 - MEMORIAL CSWY: (CLEARWATER BEACH ROUNDABOUT -to- ISLAND WAY)	SR	06	SA	4D	D	.447	2.24	T	38,200	1,996	1,870	1.067	2	F
863 - MEMORIAL CSWY: (MEMORIAL CSWY | WB/EB SPLIT -to- COURT ST CONNECT	SR	06	NA	2O	D	.162	.00	H	22,600	1,181	3,400	.400	0	B
864 - MEMORIAL CSWY: (ISLAND WAY -to- MEMORIAL CSWY | WB/EB SPLIT)	SR	06	NA	4D	D	1.118	.00	T	46,000	2,404	3,760	.639	0	C
865 - MERES BLVD: (ALT 19 -to- FLORIDA AVE)	CR	01	NMC	2U	D	1.606	.00	T	7,432	388	1,440	.269	0	B
868 - MICHIGAN BLVD: (CR 1 -to- ALT 19)	DN	04	SMC	2U	D	1.537	1.30	T	4,957	259	572	.453	0	B
873 - MISSOURI AVE: (CLEVELAND ST -to- COURT ST)	CL	06	SA	4D	D	.328	3.05	T	12,200	637	1,683	.378	0	C
876 - MLK JR AVE: (BELLEAIR RD -to- DREW ST)	CL	06	SC	2U	D	2.015	2.98	T	8,002	418	559	.748	0	D
877 - MLK JR AVE: (DREW ST -to- FAIRMONT ST)	CL	06	SC	2U	D	1.004	1.99	T	5,296	277	559	.496	0	C
888 - NE COACHMAN RD: (DREW ST -to- US 19)	SR	06	SA	2U	D	1.741	1.72	T	18,584	971	880	1.103	2	F
889 - NE COACHMAN RD: (US 19 -to- MCMULLEN BOOTH RD)	SR	06	SA	2U	D	1.267	.79	T	14,200	742	880	.843	0	C
890 - NEBRASKA AVE: (ALT 19 -to- BELCHER RD)	CR	03	SA	2U	D	1.196	2.51	T	8,530	446	774	.576	0	C
891 - NEBRASKA AVE: (BELCHER RD -to- US 19)	CR	03	SA	4D	D	.515	1.94	T	15,503	810	1,764	.459	0	B
897 - NURSERY RD: (US 19 -to- BELCHER RD)	CR	06	SMC	2U	D	.961	1.04	T	3,800	199	572	.348	0	B
898 - NURSERY RD: (BELCHER RD -to- KEENE RD)	CR	06	SMC	2U	D	1.008	.99	T	4,240	222	572	.388	0	B
899 - NURSERY RD: (KEENE RD -to- HIGHLAND AVE)	CR	06	NMC	2U	D	.773	.00	T	4,692	245	1,440	.170	0	B
906 - OAKHURST RD: (PARK BLVD -to- WALSINGHAM RD)	CR	09	SA	2U	D	2.624	1.91	T	12,170	636	792	.803	0	C
934 - PARK BLVD: (US 19 -to- 49TH ST N)	SR	10	SA	6D	D	.983	3.05	T	58,500	3,057	2,830	1.080	2	F
935 - PARK BLVD: (49TH ST N -to- 66TH ST N)	SR	10	SA	6D	D	1.749	1.14	T	47,922	2,504	2,940	.852	0	C
936 - PARK BLVD: (66TH ST N -to- 71ST ST N | BELCHER RD)	CR	10	SA	6D	D	.505	1.98	T	47,154	2,464	2,646	.931	1	C
937 - PARK BLVD: (71ST ST N | BELCHER RD -to- STARKEY RD)	CR	10	SA	6D	D	1.553	1.29	T	46,809	2,446	2,646	.924	1	C
938 - PARK BLVD: (STARKEY RD -to- SEMINOLE BLVD)	CR	09	SA	6D	D	1.525	1.97	T	56,290	2,941	2,646	1.111	2	F
939 - PARK BLVD: (SEMINOLE BLVD -to- 113TH ST N)	CR	09	SA	4D	D	.552	3.62	T	32,787	1,713	1,683	1.018	2	F
940 - PARK BLVD: (113TH ST N -to- 131ST ST N)	CR	09	SA	4D	D	1.541	1.95	T	26,860	1,403	1,764	.795	0	B
941 - PARK BLVD: (131ST ST N -to- GULF BLVD)	CR	13	SA	4D	D	1.282	1.56	T	22,432	1,172	1,764	.664	0	B
943 - PARK ST: (22ND AVE N -to- CENTRAL AVE)	CR	11	SA	4D	D	1.702	1.18	T	23,146	1,209	1,764	.685	0	B
944 - PARK ST: (CENTRAL AVE -to- PASADENA AVE)	SP	11	SA	2U	D	.729	1.37	T	11,751	614	792	.775	0	C
945 - PARK ST: (22ND AVE N -to- BAY PINES BLVD)	CR	11	SA	4D	D	1.177	.85	T	26,300	1,374	1,764	.779	0	B

Facility	Juris	Plan Area	Fac Type	Road Type	LOS Std	Length (mi)	Signals Per Mile	LOS Meth	AADT	Volume	Physical Capacity	V:Cap Ratio	Def Flag	Fac LOS
946 - PARK ST: (BAY PINES BLVD -to- 54TH AVE N)	CR	09	SA	6D	D	.796	2.51	T	38,700	2,022	2,547	.794	0	D
947 - PARK ST: (54TH AVE N -to- 84TH LN N)	CR	09	SA	4D	D	1.134	.88	T	26,144	1,366	1,764	.774	0	B
948 - PARK ST: (84TH LN N -to- FLAME VINE AVE)	CR	09	SA	6D	D	.797	3.76	T	33,939	1,773	2,547	.696	0	C
949 - PASADENA AVE: (SHORE DR -to- 66TH ST N)	SR	11	SA	6D	D	1.673	4.18	T	47,060	2,459	2,830	.869	0	D
951 - PATRICIA AVE: (UNION ST -to- MAIN ST)	DN	04	SA	2D	D	1.470	2.04	T	13,964	730	813	.898	0	D
955 - PHILLIPPE PKWY: (MAIN ST -to- ENTERPRISE RD | CR 102)	SH	05	SA	2U	D	1.524	.66	T	10,002	523	792	.660	0	C
956 - PHILLIPPE PKWY: (ENTERPRISE RD | CR 102 -to- SR 580)	SR	05	SA	2U	D	1.345	.74	T	10,400	543	880	.617	0	C
961 - PINEHURST RD: (MICHIGAN AVE -to- SR 580)	DN	04	SC	2U	D	1.259	1.59	T	9,208	481	572	.841	0	C
962 - PINELLAS BAYWAY | SR 679: (ANDERSON BLVD -to- 1/2 MI N OF TOLL PLAZA)	CR	12	NA	2U	D	2.909	.00	T	7,614	398	1,440	.276	0	B
963 - PINELLAS BAYWAY | SR 679: (PINELLAS BAYWAY | SR 682 -to- BAHIA DEL MAR)	SR	11	NA	4U	D	.379	.00	T	26,730	1,397	3,572	.391	0	B
964 - PINELLAS BAYWAY | SR 679: (1/2 MI N OF TOLL PLAZA -to- MADONNA BLVD)	SR	12	NA	4D	D	2.170	.00	T	7,614	398	3,760	.106	0	B
965 - PINELLAS BAYWAY | SR 679: (BAHIA DEL MAR BLVD -to- MADONNA BLVD)	SR	12	NA	2U	D	1.086	.00	T	17,172	897	1,440	.623	0	D
966 - PINELLAS BAYWAY | SR 682: (DOLPHIN CAY LN S -to- PINELLAS BAYWAY | 679)	SR	11	SA	4D	D	1.098	1.82	T	32,334	1,689	1,960	.862	0	C
967 - PINELLAS BAYWAY | SR 682: (PINELLAS BAYWAY | SR 679 -to- GULF BL)	SR	11	SA	4D	D	1.430	.70	T	23,000	1,202	1,960	.613	0	B
968 - PINELLAS BAYWAY | SR 682 | 54TH AVE S: (34TH ST S -to- DOLPHIN CAY LN S)	SR	11	NA	6D	D	1.182	.00	T	38,100	1,991	5,650	.352	0	B
969 - PINELLAS POINT DR: (34TH ST S -to- 31ST ST S)	SP	11	SA	4D	D	.248	4.03	T	10,775	563	1,683	.335	0	C
970 - PINELLAS POINT DR: (31ST ST S -to- ROY HANNA)	SP	11	NMC	2U	D	.366	.00	T	7,232	378	1,440	.262	0	B
991 - ROSERY RD | POINSETTIA RD: (LAKE AVE -to- MISSOURI AVE)	LA	07	SA	2D	D	1.036	1.93	T	10,502	549	832	.660	0	C
993 - ROSERY RD | POINSETTIA RD: (CLWTR-LARGO RD -to- MISSOURI AVE)	LA	07	SA	2U	D	.513	1.95	T	13,000	679	792	.857	0	C
998 - SAN CHRISTOPHER DR: (PINEHURST RD -to- CR 1)	DN	04	SMC	2U	D	.501	2.00	T	9,600	502	559	.898	0	D
999 - SAN CHRISTOPHER DR: (PINEHURST RD -to- ALT US 19)	DN	04	NMC	2U	D	1.106	.00	T	4,823	252	1,440	.175	0	B
1002 - SAN MARTIN BLVD | PATICA RD NE | 83RD AVE NE: (GANDY BLVD -to- 4TH ST)	CR	11	SC	2D	D	2.308	.43	T	6,435	336	601	.559	0	B
1014 - SOLON AVE: (CR 1 -to- BELCHER RD)	DN	04	SC	2U	D	.929	1.08	T	4,057	212	572	.371	0	B
1017 - SR 580: (US 19 -to- MCMULLEN BOOTH RD)	SR	06	SA	6D	D	1.859	2.69	T	37,729	1,971	2,830	.696	0	C
1018 - SR 580: (MCMULLEN BOOTH RD -to- KENDALE DR)	SR	06	NA	6D	D	.775	.00	T	41,000	2,142	5,650	.379	0	B
1019 - SR 580: (KENDALE DR -to- FOREST LAKES BLVD)	SR	06	SA	4D	D	1.387	1.44	T	48,733	2,546	1,960	1.299	2	F
1020 - SR 580 | MAIN ST: (US 19 -to- BELCHER RD)	SR	04	SA	6D	D	.556	1.80	T	47,000	2,456	2,940	.835	0	C
1021 - SR 580 | MAIN ST: (SKINNER BLVD -to- PINEHURST RD)	SR	04	SA	4D	D	.658	3.04	T	25,290	1,321	1,870	.706	0	C
1022 - SR 580 | MAIN ST: (PINEHURST RD -to- CR 1)	SR	04	SA	6D	D	.522	3.83	T	33,000	1,724	2,830	.609	0	C
1023 - SR 580 | MAIN ST: (CR 1 -to- BELCHER RD)	SR	04	SA	6D	D	1.019	3.93	T	43,000	2,247	2,830	.794	0	D
1024 - SR 580 | NEW 580: (FOREST LAKES BLVD -to- SR 584 | TAMPA RD)	SR	05	SA	4D	D	1.126	1.78	T	24,529	1,282	1,960	.654	0	B
1025 - SR 580 | SKINNER BLVD: (MAIN ST -to- ALT US 19 | BROADWAY)	SR	04	SA	4D	D	.482	2.07	T	11,000	575	1,870	.307	0	C
1026 - SR 584 | TAMPA RD: (HILLSBOROUGH COUNTY LINE -to- NEW SR 580)	SR	05	SA	8D	D	.856	2.34	T	83,087	4,341	3,780	1.148	2	F
1027 - SR 584 | TAMPA RD: (NEW SR 580 -to- CURLEW RD)	SR	05	SA	6D	D	2.105	2.38	T	80,031	4,182	2,830	1.478	2	F
1028 - SR 666 | MADEIRA BEACH CSWY: (SEMINOLE BLVD -to- DUHME RD)	SR	09	SA	6D	D	.640	1.56	T	36,300	1,897	2,940	.645	0	B
1029 - SR 666 | MADEIRA BEACH CSWY: (DUHME RD -to- GULF BLVD)	SR	09	SA	4D	D	.873	2.29	T	38,611	2,017	1,870	1.079	2	F
1030 - SR 686 | EAST BAY DR: (US 19 -to- BELCHER RD)	SR	07	SA	6D	D	.987	3.04	T	64,507	3,370	2,830	1.191	2	F
1031 - SR 686 | EAST BAY DR: (BELCHER RD -to- KEENE RD)	SR	07	SA	6D	D	1.011	1.98	T	62,850	3,284	2,940	1.117	2	F
1032 - SR 686 | EAST BAY DR: (KEENE RD -to- SEMINOLE BLVD)	SR	07	SA	6D	D	1.551	2.58	T	59,663	3,117	2,830	1.101	2	F
1033 - SR 686 | ROOSEVELT BLVD: (28TH ST N -to- I-275)	SR	11	NA	6D	D	.805	.00	T	62,600	3,271	5,650	.579	0	C
1034 - SR 686 | ROOSEVELT BLVD: (49TH ST NB RAMP -to- US 19)	SR	08	SA	6D	D	1.975	2.53	T	37,186	1,943	2,830	.687	0	C
1035 - SR 686 | ROOSEVELT BLVD: (16TH ST N -to- I-275)	SR	11	NA	4D	D	.401	.00	T	50,700	2,649	3,760	.705	0	D
1036 - SR 686 | ROOSEVELT BLVD: (28TH ST N -to- ULMERTON RD)	SR	11	NA	4D	D	.626	.00	T	39,500	2,064	3,760	.549	0	C
1037 - SR 686 | ROOSEVELT BLVD: (16TH ST N -to- 4TH ST N)	SR	11	SA	4D	D	1.274	1.57	T	38,729	2,024	1,960	1.033	2	F

Facility	Juris	Plan Area	Fac Type	Road Type	LOS Std	Length (mi)	Signals Per Mile	LOS Meth	AADT	Volume	Physical Capacity	V:Cap Ratio	Def Flag	Fac LOS
1038 - SR 688 | ULMERTON RD: (I-275 -to- EGRET BLVD E)	SR	08	SA	6D	D	1.629	1.23	T	62,370	3,259	2,940	1.109	2	F
1039 - SR 688 | ULMERTON RD: (ALT 19 | SEMINOLE BLVD -to- WALSINGHAM RD)	SR	07	SA	6D	D	2.309	1.30	T	40,733	2,128	2,940	.724	0	B
1040 - SR 688 | ULMERTON RD: (EGRET BLVD E -to- ROOSEVELT BLVD)	SR	08	NA	6D	D	.346	.00	T	80,100	4,185	5,650	.741	0	D
1041 - SR 688 | ULMERTON RD: (ROOSEVELT BLVD -to- 49TH ST N)	SR	08	SA	6D	D	.469	2.13	T	62,900	3,287	2,830	1.161	2	F
1042 - SR 688 | ULMERTON RD: (ROOSEVELT BLVD -to- 40TH ST)	SR	08	SA	6D	D	.869	3.45	T	97,000	5,068	2,830	1.791	2	F
1043 - SR 688 | ULMERTON RD: (STARKEY RD -to- ALT US 19 | SEMINOLE BLVD)	SR	07	SA	6D	D	1.512	2.65	T	63,596	3,323	2,830	1.174	2	F
1044 - SR 688 | ULMERTON RD: (BELCHER RD -to- STARKEY RD)	SR	07	SA	6D	D	1.015	1.97	T	62,740	3,278	2,940	1.115	2	F
1045 - SR 688 | ULMERTON RD: (US 19 -to- BELCHER RD)	SR	07	SA	6D	D	1.529	1.31	T	57,528	3,006	2,940	1.022	2	F
1046 - SR 688 | ULMERTON RD: (49TH ST N -to- US 19)	SR	08	SA	6D	D	1.252	1.60	T	49,200	2,571	2,940	.874	0	C
1047 - SR 688 | ULMERTON RD: (40TH ST -to- ROOSEVELT BLVD)	SR	08	NA	6D	D	.288	.00	T	97,000	5,068	5,650	.897	0	E
1048 - SR 688 | WALSINGHAM RD: (ULMERTON RD -to- INDIAN ROCKS RD)	SR	07	SA	6D	D	1.042	2.88	T	27,320	1,427	2,830	.504	0	C
1049 - SR 688 | WALSINGHAM RD: (INDIAN ROCKS RD -to- GULF BLVD)	SR	09	SA	4D	D	1.193	1.68	T	20,873	1,091	1,960	.557	0	B
1051 - STARKEY RD: (FLAME VINE AVE -to- BRYAN DAIRY RD)	CR	09	SA	4D	D	1.895	2.11	T	42,500	2,221	1,683	1.320	2	F
1052 - STARKEY RD: (BRYAN DAIRY RD -to- ULMERTON RD)	CR	10	SA	4D	D	1.521	1.97	T	41,400	2,163	1,764	1.226	2	F
1053 - STARKEY RD: (ULMERTON RD -to- EAST BAY DR)	CR	07	SA	4D	D	1.520	.66	T	47,500	2,482	1,764	1.407	2	F
1058 - SUNSET POINT RD: (EDGEWATER DR | ALT US 19 -to- KEENE RD)	CR	06	SA	2U	D	1.991	2.51	T	11,897	622	774	.804	0	D
1059 - SUNSET POINT RD: (US 19 -to- BELCHER RD)	CR	06	SA	4D	D	.959	4.17	T	28,228	1,475	1,683	.876	0	D
1060 - SUNSET POINT RD: (BELCHER RD -to- KEENE RD)	CR	06	SA	4D	D	1.098	1.82	T	30,000	1,568	1,764	.889	0	C
1061 - SUNSET POINT RD | MAIN ST: (MCMULLEN BOOTH RD -to- US 19)	CR	06	SA	4D	D	1.260	.79	T	29,369	1,535	1,764	.870	0	C
1063 - TAMPA RD: (CURLEW RD -to- EAST LAKE RD)	CR	02	SA	6D	D	1.216	1.64	T	63,492	3,317	2,646	1.254	2	F
1064 - TAMPA RD: (EAST LAKE RD -to- US 19)	CR	05	SA	6D	D	1.979	2.02	T	52,449	2,740	2,547	1.076	2	F
1065 - TAMPA RD: (US 19 -to- ALT 19)	CR	03	SA	4D	D	1.853	2.70	T	25,907	1,354	1,683	.805	0	D
1068 - TARPON AVE: (ALT US 19 -to- US 19)	TS	01	SA	2U	D	1.444	1.39	T	18,800	982	792	1.240	2	F
1074 - TAYLOR AVE | 8TH AV S: (ALT US 19 | SEMINOLE BLVD -to- CLWTR-LARGO RD)	CR	07	SC	2D	D	.542	3.69	T	8,757	458	587	.780	0	D
1075 - TAYLOR AVE | 8TH AV S: (CLWTR-LARGO RD -to- INDIAN ROCKS RD)	CR	07	SA	2U	D	1.522	.66	T	8,757	458	792	.578	0	B
1076 - TREASURE ISLAND CSWY: (PARK ST -to- GULF BLVD)	TI	11	SA	4D	D	1.754	1.71	T	30,495	1,593	1,764	.903	1	C
1077 - TRINITY BLVD: (EAST LAKE RD -to- COUNTY LINE)	CR	02	SA	4D	D	1.706	.59	T	26,380	1,378	1,764	.781	0	B
1080 - UNION ST: (EDGEWATER DR -to- KEENE RD)	CR	06	SMC	2U	D	1.912	1.05	T	6,100	319	572	.558	0	B
1081 - UNION ST: (KEENE RD -to- HERCULES AVE)	CR	06	SC	2U	D	.504	1.98	T	5,100	266	572	.465	0	B
1085 - US 19: (GANDY BLVD -to- MAINLANDS BLVD)	SR	10	SA	6D	D	1.266	1.58	T	65,600	3,428	2,940	1.166	2	F
1086 - US 19: (MAINLANDS BLVD -to- BRYAN DAIRY RD | 118TH AVE N)	SR	10	NA	6P	D	1.969	.00	T	74,570	3,896	5,650	.690	0	D
1087 - US 19: (GANDY BLVD -to- 54TH AVE N)	SR	10	SA	6D	D	1.065	4.69	T	69,788	3,646	2,570	1.419	2	F
1088 - US 19: (BRYAN DAIRY RD | 118TH AVE N -to- E BAY DR)	SR	08	NA	6P	D	2.860	.00	T	87,977	4,597	5,650	.814	0	D
1089 - US 19: (54TH AVE N -to- 38TH AVE N)	SR	14	SA	6D	D	1.252	.80	T	45,300	2,367	2,940	.805	0	B
1090 - US 19: (E BAY DR -to- GULF-TO-BAY BLVD)	SR	06	NA	6P	D	3.081	.00	T	98,977	5,172	5,650	.915	2	E
1091 - US 19: (GULF-TO-BAY BLVD -to- SUNSET POINT RD)	SR	06	NA	6P	D	2.084	.00	T	109,839	5,739	5,650	1.016	2	F
1092 - US 19: (SUNSET POINT RD -to- SR 580 | MAIN ST)	SR	06	NA	6P	D	2.134	.00	T	100,458	5,249	5,650	.929	2	E
1093 - US 19: (SR 580 | MAIN ST -to- CURLEW RD)	SR	06	NA	6P	D	2.035	.00	T	87,983	4,597	5,650	.814	0	D
1094 - US 19: (CURLEW RD -to- TAMPA RD)	SR	03	NA	6P	D	1.253	.00	T	90,300	4,718	5,650	.835	0	D
1095 - US 19: (TAMPA RD -to- ALDERMAN RD)	SR	03	NA	6P	D	1.818	.00	T	89,400	4,671	5,650	.827	0	D
1096 - US 19: (ALDERMAN RD -to- KLOSTERMAN RD)	SR	03	NA	6P	D	2.026	.00	T	89,400	4,671	5,650	.827	0	D
1097 - US 19: (KLOSTERMAN RD -to- TARPON AVE)	SR	01	NA	6P	D	1.603	.00	T	89,400	4,671	5,650	.827	0	D
1098 - US 19: (TARPON AVE -to- BECKETT WAY)	SR	01	SA	6D	D	1.417	1.41	T	90,200	4,713	2,940	1.603	2	F
1099 - US 19: (BECKETT WAY -to- PASCO CNTY LINE)	SR	01	NA	6D	D	.438	.00	T	90,200	4,713	5,650	.834	0	D

Facility	Juris	Plan Area	Fac Type	Road Type	LOS Std	Length (mi)	Signals Per Mile	LOS Meth	AADT	Volume	Physical Capacity	V:Cap Ratio	Def Flag	Fac LOS
1100 - US 19 | 34TH ST N: (CENTRAL AVE -to- 5TH AVE N)	SR	11	SA	6D	D	.435	4.60	T	43,230	2,259	2,570	.879	0	D
1101 - US 19 | 34TH ST N: (38TH AVE N -to- 22ND AVE N)	SR	11	SA	6D	D	1.009	1.98	T	44,499	2,325	2,940	.791	0	B
1102 - US 19 | 34TH ST N: (5TH AVE N -to- 22ND AVE N)	SR	11	SA	6D	D	1.003	2.99	T	41,824	2,185	2,830	.772	0	D
1104 - US 19 | 34TH ST S: (54TH AVE S -to- 22ND AVE S)	SR	11	SA	6D	D	2.011	2.98	T	37,300	1,949	2,830	.689	0	C
1105 - US 19 | 34TH ST S: (22ND AVE S -to- CENTRAL AVE)	SR	11	SA	6D	D	1.559	3.85	T	40,500	2,116	2,830	.748	0	D
1109 - VIRGINIA AVE S: (HERCULES AVE -to- KEENE RD)	CR	04	SC	2U	D	.500	2.00	T	3,000	157	559	.281	0	C
1110 - VIRGINIA ST: (HIGHLAND AVE -to- KEENE RD)	CR	04	SMC	2U	D	1.392	1.44	T	8,991	470	572	.822	0	C
1111 - VIRGINIA ST: (KEENE RD -to- SR 580)	DN	04	SMC	2D	D	.700	1.43	T	13,200	690	601	1.148	2	F
1113 - VONN RD: (130 AVE | WILCOX RD -to- WALSINGHAM RD)	CR	07	SC	2U	D	.751	1.33	T	6,638	347	572	.607	0	C
1114 - VONN RD: (WALSINGHAM RD -to- PARK BLVD)	CR	09	SMC	2U	D	2.524	1.19	T	11,203	585	572	1.023	2	F
1117 - WALSINGHAM RD: (ALT 19 | SEMINOLE BLVD -to- 113TH ST N)	CR	09	SC	2U	D	.501	2.00	T	10,331	540	559	.966	2	E
1119 - WALSINGHAM RD: (113TH ST N -to- ULMERTON RD)	CR	09	SMC	2U	D	1.250	1.60	T	10,331	540	572	.944	1	D
1121 - WEST BAY DR: (MISSOURI AVE -to- CLWTR-LARGO RD)	LA	07	SA	4D	D	.535	3.74	T	45,000	2,351	1,683	1.397	2	F
1122 - WEST BAY DR: (CLWTR-LARGO RD -to- INDIAN ROCKS RD)	CR	07	SA	4D	D	1.266	3.16	T	29,358	1,534	1,683	.911	1	D
1130 - WILCOX RD | 130TH AVE: (ULMERTON RD -to- INDIAN ROCKS RD)	CR	07	NC	2U	D	1.386	.00	T	6,504	340	1,440	.236	0	B

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

LOS Meth: "A"=ApCalc, "H"=Conceptual, "T"=General Tables **Abbreviations:** "Fac"=Facility, "V:Cap"=Volume to Physical **Def:** "1"=V/C Ratio >= .9 and LOS=A, LOS=B, LOS=C or LOS=D "2"=V/C Ratio >= .9 and LOS=E or LOS=F