

TAMPA BAY REGIONAL STRATEGIC FREIGHT PLAN



**AN INVESTMENT STRATEGY FOR
FREIGHT MOBILITY AND ECONOMIC PROSPERITY
IN TAMPA BAY**

**APPENDICES
JULY 2012**

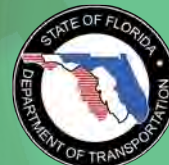


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INTRODUCTION

This appendix describes the process to define and evaluate the relative priority of needed freight transportation improvement strategies within the Strategic Freight Plan. It describes the sources referenced to identify freight transportation needs and the criteria and measures used to evaluate and define the most pressing freight transportation needs for the region.

FREIGHT TRANSPORTATION NEEDS ASSESSMENT SOURCES

Improvements and strategies needed to support freight mobility and accessibility throughout the eight-county study area were defined through an assessment of current and projected freight travel conditions and a review of past transportation studies conducted in the region. The following sources supported the freight transport needs assessment:

Freight Issues and Opportunities

Freight issues and opportunities were identified through collaboration with planning and intermodal agencies within the region. These included the Tampa Port Authority, Hillsborough County Aviation Authority, CSX Transportation, St. Petersburg-Clearwater Airport, Zephyrhills Airport, Hernando Regional Airport, Lakeland-Linder Regional Airport, and Inverness Airport. Coordination with the Metropolitan Planning Organizations (MPO) in the region and Citrus County resulted in other issues and opportunities related to freight mobility and economic development. These opportunities were reviewed and translated into potential freight improvement strategies in support of the needs assessment.

MPO Long Range Transportation Plans

Capacity improvements on the defined Regional Freight Mobility Corridors and designated freight distribution routes included within the Needs Assessment supporting the MPO Long Range Transportation Plans (LRTP) were also identified to support the freight transport needs assessment. Several of these improvement strategies serve to support both freight transport and commuter travel in some of the region's most congested travel corridors.

Intermodal Plans and Strategic Intermodal System

The Port of Tampa Transportation Study, Port of Tampa Master Plan, Port Manatee Master Plan, Tampa International Airport Master Plan, and the St. Petersburg-Clearwater Airport Master Plan, and other intermodal planning studies were reviewed to identify needed freight transportation infrastructure to support freight accessibility to these intermodal centers. Transportation improvement strategies defined in these studies were evaluated as part of the freight transportation needs assessment. Additionally, highway projects included in the 2040 Strategic Intermodal System (SIS) Needs Plan for the State of Florida were included in the needs assessment.

Tampa Bay Regional Freight Rail Study

The Tampa Bay Regional Freight Rail Study was conducted in the earlier phases of the Tampa Bay Regional Goods Movement Study (TBRGMS). This study defined several improvement strategies to improve freight rail transport and minimize conflicts between freight rail movements and vehicular travel on the region's roadways. Most of these strategies included separated grade crossing improvements at key locations throughout the region. The 2040 SIS Needs Plan was referenced for additional railroad grade separation needs in Polk, Manatee, and Sarasota Counties, which were not addressed in the Freight Rail Study.

Freight Travel Markets Capacity Analysis

Twelve freight travel markets serving primary freight movements in the region were defined. The roadway network within each travel market was evaluated to determine the existing and future roadway capacity on

the limited access roadways, the regional freight mobility corridors, the designated freight distribution routes, and other arterial and collector roadways. Each of these networks were isolated and evaluated to determine which networks were congested and which networks were underutilized. This analysis assisted to define opportunities and potential strategies to maximize the use of existing transportation infrastructure within each travel market. More detailed information on the freight travel markets is provided in Appendix B.

Freight Corridor Screenings

Freight Corridor Screenings were conducted on all of the defined Regional Freight Mobility Corridors within the region. The screenings identified potential issues within each corridor related to freight movement so that these issues are documented and analyzed in detail in subsequent corridor studies. The corridor screenings also provide the opportunity to identify operational issues affecting freight mobility within each corridor. Several freight “hot spots” were identified during the corridor screenings, and these are maintained in a Comprehensive Freight Improvement Database with other freight mobility needs identified in the study process.

Truck Driver Surveys

In the initial phase of the TBRGMS, surveys were conducted with truck drivers to identify locations where they experience operational problems on the transportation network. These include locations where the existing roadway geometry or traffic operational controls hinder their ability to travel through a corridor or navigate turns at intersections and driveways. This resulted in the identification of many freight “hot spots” throughout the region. These locations were field verified to confirm that a traffic operational problem exists and to identify other potential issues.

FREIGHT PROJECT TYPES

Identified freight improvement needs are categorized into the following four project types – corridor-based strategies, freight hot spots, maintenance needs and safety/security strategies.

Corridor-based strategies include capacity improvement projects, such as adding new roadway lanes, and operational improvements within a roadway corridor, such as Intelligent Transportation Systems (ITS), traffic controls, and other strategies.

Freight Hot Spots include specific locations where roadway geometry or traffic operations solutions are needed to facilitate truck movements.

Maintenance needs include resurfacing or other typical maintenance requirements (such as repairs to traffic control devices, bridge structures, lighting, and other utilities) on regional freight mobility corridors or designated freight distribution routes.

Safety and Security projects are those required to comply with new security policies. These include staging areas for the proper scanning of cargo and other infrastructure needed to support security requirements.

Corridor-based strategies and freight hot spots were subjected to a quantitative evaluation process to determine how each candidate project achieved defined freight mobility and compatibility objectives. The relative priority for these improvement strategies was determined based on a technical evaluation of specific performance metrics and a qualitative assessment of the anticipated benefit of certain strategies to achieve the stated study objectives.

Maintenance needs identified through the study process are maintained and shared with state and municipal public works departments. Identified needs related to security are coordinated with the appropriate agencies.

PRIORITIZATION CRITERIA

Separate prioritization criteria were defined for corridor-based projects and freight hot spot projects. In general, the prioritization of corridor-based projects emphasizes long-term mobility needs, while that of hot spot projects focuses on existing operational conditions and accessibility. The proposed criteria supporting corridor-based and freight hot spot projects are listed in Tables A-1 and A-2, respectively, and described below.

As indicated in the tables, each criterion attempts to provide a quantifiable indicator of project need or performance pertaining to themes emerging from the stated objectives of the Strategic Freight Plan. Consistent with the study's focus on enhancing goods movement while supporting local plans for livable communities, there are four freight mobility objectives and four freight compatibility objectives, each with unique associated prioritization criteria measuring different dimensions of a project's purpose, need, performance, and impacts. The concept of freight mobility focuses specifically on the capacity for the freight transportation network to move cargo quickly and efficiently within, through, and beyond the region. Freight compatibility, meanwhile, acknowledges the local contexts in which the freight network is situated, accounting for the mixing of commuter and freight traffic and the nature of the surrounding land uses.

The relationships of the objectives to the criteria proposed are described briefly below:

Mobility Objective 1 speaks to safety conditions on the freight transportation system. The proposed safety indicator for corridor-based projects is the percentage of truck crashes compared to the percentage truck traffic. This measure determines whether the number of truck crashes on the affected facility is higher than would reasonably be expected based on the proportion of trucks using the facility. Truck crashes along the length of the project were summarized within a 200' buffer using GIS. The buffer is applied to capture crash points attributable to the roadway in question that are digitized in the vicinity of the line feature representing that roadway but not intersecting it. For each freight hot spot project, the raw number of truck crashes within 200' of the hot spot was summarized.

Mobility Objective 2 calls for improved accessibility and connectivity on the freight transportation network. There are three associated criteria for both corridor-based and freight hot spot projects, all of which evaluate the extent to which a project improves access to and connectivity between key freight facilities.

- The first criterion, intensity of the freight activity center (FAC) served by the candidate project, indicates the magnitude of freight activity for which the project provides greater accessibility and/or connectivity to the freight network. A project receives a score of "high" if it serves a high intensity FAC or if it serves more than one FAC; scores of "medium" or "low" are awarded to projects that serve a single medium or low intensity FAC, respectively. Projects not serving a FAC receive no points for this criterion.
- The second criterion deals with the tenure of the FAC (s) served, whether it is existing or emerging. Since existing FACs already serve as critical areas of freight activity, they receive priority over emerging FACs where planned industrial growth has not yet occurred and where issues associated with the FAC cannot yet be comprehensively taken into account. As a binary variable, projects serving existing FACs receive a score of 1.00 and projects serving emerging FACs receive zero points.

For each of the two criteria discussed above, a project is considered to serve a FAC if it meets one of the following conditions:

- Provides direct access (project terminus is within a traffic analysis zone (TAZ) of the FAC);
- Is continuous (no turns required) with a facility that provides direct access within five miles of the TAZ;
- Connects to a facility that provides direct access with one turn where the turn would be made within one mile of the FAC.

- The final criterion associated with Mobility Objective 2 examines whether or not a freight mobility project provides a new facility or improves an existing facility that connects a FAC to a limited access highway. The same conditions of direct access, continuity, or connection listed for the previous criteria apply for determining if a project serves a FAC, with the additional consideration for connecting to a limited access highway. That is, if a project provides a direct connection to both the FAC and the highway, it qualifies. If it does not provide a connection to either but is part of a continuous facility that does provide direct connections to both, it qualifies. If the project requires only one turn to provide connection to the FAC or the highway (within one mile), it qualifies. If a turn is required to access the FAC and a second turn required to access the highway, the project does not qualify and receives no points. Projects that qualify receive one point.

For hot spot projects, the point of interest needs only to be on a facility that meets the conditions described above for each criterion.

Mobility Objective 3 emphasizes improved mobility and overall performance of the freight transportation network. There are three criteria for corridor-based projects:

- The first, future congested speed to free flow speed ratio, measures the impact of congestion on traffic flows. Since a lower ratio indicates a higher need for improvement, the inverse of the raw ratio score is used so that projects serving a greater need have higher scores.
- The second criterion, the future average annual daily truck traffic (AADTT) indicates the number of trucks using the facility on a regular basis. The raw AADTT number serves as the score, meaning that facilities serving high volumes of truck traffic are emphasized by this criterion.
- The facility class criterion prioritizes projects on regional freight mobility corridors (RFMC) over freight distribution routes as these are targeted for corridor improvements for long-term freight mobility needs. Projects on RFMCs receive one point; projects on designated freight distribution routes (that are not RFMCs) receive no points.

For hot spot projects, two criteria are used to support Freight Mobility Objective 3: the existing volume to capacity (V/C) ratio and the average amount of delay per vehicle on the affected roadway links in the emphasized direction. Hot spot improvements on severely congested segments (as indicated by the V/C and delay statistics) receive a higher score than those on segments not experiencing significant congestion issues.

Compatibility Objective 1 focuses on improving travel conditions in areas where freight and passenger traffic interact. Future percent truck traffic on project segments is the measure for corridor-based projects. For freight hot spot projects, existing percent truck traffic on affected segments is used. In both cases, the average percent truck traffic on impacted segments serves as the score for the criterion.

Compatibility Objective 2 calls for protection of environmental resources and mitigation of community impacts from freight mobility projects. Project impacts will be evaluated based on the percent of the project found in livability/freight conflict areas for corridor-based projects. For hot spot projects, a project is either in a conflict area (receiving one point) or not (zero points). While Compatibility Objective 2 is incorporated into prioritization, the objective and its supporting analyses play a more prominent role in selecting freight mobility improvement strategies and guiding roadway design (see Appendix C).

Compatibility Objective 3 emphasizes projects that enhance freight's contribution to the regional economy. For corridor-based projects, industrial employment in the project vicinity is measured to give priority to projects that improve accessibility and/or mobility in areas projected to host a large number of industrial jobs estimated in 2035. The industrial employment in traffic analysis zones (TAZs) intersecting a quarter-mile buffer of the project extents is summarized for scoring.

Since hot spot projects focus on immediate and highly-localized issues, existing jobs in the project vicinity

are evaluated rather than future jobs. Also, commercial jobs are included in addition to industrial jobs to ensure that accessibility concerns in commercial delivery areas receive due attention. Similar to the corridor-based projects' evaluation, existing commercial and industrial employment figures are summarized for TAZs intersecting a quarter-mile buffer of the project location.

SUPPORT DATA

Most of the data supporting the prioritization are derived from the Tampa Bay Regional Planning Model (TBRPM), Polk County TPO model, and Sarasota/Manatee/Charlotte model, namely V/C ratios, congested to free flow speed ratios, average time of delay per vehicle (each using the 2006 and 2014 loaded highway networks), and industrial and commercial employment (using 2006 and 2035 socioeconomic data). Other data sources include the freight activity center data base, freight and livability conflict areas overlay grid, and the regional freight mobility corridors and designated freight distribution routes network data sets, all developed as part of the TBRGMS. Additionally, the District 7 and District 1 crash databases are used to evaluate safety needs. Finally, 2009 traffic counts from FDOT and other available traffic counts for local roadways is utilized to determine the existing percent traffic on roads with freight hot spot projects.

Mobility Objective 4 and **Compatibility Objective 4** are both omitted from the general project prioritization process. Mobility Objective 4 is omitted due to the specialized nature of projects that enhance security, especially at major freight terminals like the Port of Tampa, Port Manatee, and Tampa International Airport. Such projects may be critical to system security or to efficiently comply with federal security requirements but not score highly on the other criteria. Therefore, projects serving security needs will be evaluated separately and coordinated with appropriate agencies. Likewise, Compatibility Objective 4 is omitted because it speaks most directly to institutional and policy concerns and not project needs or system performance.

STANDARDIZATION OF SCORES

The raw scores recorded for the prioritization criteria include binary, ordinal, ratio, and numerical scores, making it difficult to compare results across all the criteria. To evaluate the relative priority of all candidate freight mobility projects, the scores have been standardized so that the highest score for any given criterion is 1.00.

For numerical and ratio criteria, standardization is achieved by dividing the raw score for a project by the maximum raw score observed among all projects of the same type (i.e., corridor-based or freight hot spot). For ordinal (high, medium, low) scores, high scores received a standardized score of 1.00, medium scores receive a standardized score of 0.67, and low scores receive a standardized score of 0.33. For binary scores, the standardized score is either 1.00 for projects meeting the criterion or 0.00 for those that do not.

Table A-1: Corridor-Based Project Evaluation - Performance Indicators and Supporting Data

OBJECTIVES	PERFORMANCE INDICATORS	SCORE	STANDARDIZATION	WEIGHT	SUPPORTING DATA	DATA SOURCE
Freight Mobility Objectives						
Mobility Objective 1 Improve safety conditions on the freight transportation system	Percent crashes involving trucks/ Percent truck traffic (200' buffer)	Ratio	Value/Max (1.00)	10%	2006-2009 Crash Statistics; 2014 loaded highway network (E+C)	FDOT D7; TBRPM (2010); Polk TPO model; Sarasota/Manatee/Charlotte model (2011)
	Mobility Objective 2 Improve accessibility and connectivity for freight transport to designated freight activity centers	Intensity of freight activity center(s) served by project Emerging or existing freight activity center Facility connecting freight activity center and limited access highway	Multiple or High/Medium/Low Existing/Emerging Yes/No	1.00/0.67/0.33 1.00/0.00 1.00/0.00	10% 5% 10%	Freight activity center shape file
Mobility Objective 3 Improve mobility conditions and the overall performance and reliability of the freight transportation system	Future congested to free flow speed ratio Future AADTT	(1 /Ratio) Number	Value/Max (1.00) Value/Max (1.00)	15% 15%	2014 loaded highway network (E+C) ¹	TBRPM (2010); Polk TPO model; Sarasota/Manatee/Charlotte model (2011)
	Freight Facility Type served by project	RFMC/Freight distribution route	1.00/0.00	10%	Regional Freight Roadway shapefiles	TBRGMS (2010); Polk TPO model; Sarasota/Manatee/Charlotte model (2011)
Mobility Objective 4 Improve the security of the freight transportation system, balancing the need for efficient and reliable goods movement	Potential projects, programs, and/or processes addressing this objective are fundamentally different than those addressing the other Strategic Freight Plan objectives. As a result, performance indicators for this objective were not incorporated into the project evaluation process. Efforts to enhance the security of the goods movement transportation system are described in Chapter 7 on page 7-1.					

1 Prospective new facilities not coded in the Existing + Committed highway network were evaluated based on the same statistics on parallel facilities expected to be improved by the addition of the new facility

Table A-1: Corridor-Based Project Evaluation - Performance Indicators and Supporting Data (Continued)

OBJECTIVES	PERFORMANCE INDICATORS	SCORE	STANDARDIZATION	WEIGHT	SUPPORTING DATA	DATA SOURCE
Freight Compatibility Objectives						
Compatibility Objective 1 Improve safety, accessibility, and mobility conditions where the freight and passenger transportation systems interact.	Future average percent truck traffic	Percent	Value /Max (1.00)	7.5%	2014 loaded highway network (E+C) ²	TBRPM (2010); Polk TPO model; Sarasota/Manatee/Charlotte model (2011)
Compatibility Objective 2 Minimize impacts to ecosystems and communities which are impacted by the freight transportation system.	Percent of project in livability/ freight conflict areas	Percent	Value /Max (1.00)	5.0%	Freight Activity and Land Use Compatibility Analysis	TBRGMS (2010); Polk TPO model; Sarasota/Manatee/Charlotte model (2011)
Compatibility Objective 3 Maximize the freight transportation system's contribution to the economic competitiveness of the region and its communities.	Future industrial employment served by project (jobs within quarter-mile buffer)	Number	Value /Max (1.00)	12.5%	2035 SE data (TAZ)	TBRPM (2010); Polk TPO model; Sarasota/Manatee/Charlotte model (2011)
Compatibility Objective 4 Implement regional and local coordination of plans and policies that encourage an integrated approach to freight and livability issues.	Potential projects, programs, and/or processes addressing this objective are fundamentally different than those addressing the other Strategic Freight Plan objectives. As a result, performance indicators for this objective were not incorporated into the project evaluation process. Efforts to facilitate local and regional plan coordination are described in Chapter 7 on page 7-1.					
Total Project Score			Max Sum Total = 12	100%		

2 Future truck traffic statistics (volumes and percentages) for Polk, Sarasota, and Manatee were based on off-model projections documented in Appendix D

Table A-2: Freight Hot Spot Project Evaluation - Performance Indicators and Supporting Data

OBJECTIVES	PRIORITIZATION CRITERIA	SCORE	STANDARDIZATION	WEIGHT	SUPPORTING DATA	DATA SOURCE
Freight Mobility Objectives						
Mobility Objective 1 Improve safety conditions on the freight transportation system	Number of crashes involving trucks (200' buffer)	Number	Value/Max (1.00)	15.0%	Crash Statistics	FDOT D1 and D7 crash database (2007)
	Mobility Objective 2 Improve accessibility and connectivity for freight transport to designated freight activity centers	Intensity of freight activity center served by project Emerging or existing freight activity center Facility connecting freight activity center and limited access highway	Multiple or High/Medium/Low Existing/Emerging Yes/No	1.00/0.67/0.33 1.00/0.00 1.00/0.00	10.0% 5.0% 5.0%	Freight activity center shape file
Mobility Objective 3 Improve mobility conditions and the overall performance and reliability of the freight transportation system	Existing V/C ratio	Ratio	Value/Max (1.00)	20.0%	2006 loaded highway network (Base)	TBRPM (2010); Polk TPO model; Sarasota/Manatee/Charlotte model (2011)
	Mobility Objective 4 Improve the security of the freight transportation system, balancing the need for efficient and reliable goods movement	Average delay per vehicle at hot spot location * AADTT Potential projects, programs, and/or processes addressing this objective are fundamentally different than those addressing the other Strategic Freight Plan objectives. As a result, performance indicators for this objective were not incorporated into the project evaluation process. Efforts to enhance the security of the goods movement transportation system are described in Chapter 7 on page 7-1.	Minutes	Value/Max (1.00)	20.0%	

Table A-2: Freight Hot Spot Project Evaluation - Performance Indicators and Supporting Data (Continued)

OBJECTIVES	PRIORITIZATION CRITERIA	SCORE	STANDARDIZATION	WEIGHT	SUPPORTING DATA	DATA SOURCE
Freight Compatibility Objectives						
Compatibility Objective 1 Improve safety, accessibility, and mobility conditions where the freight and passenger transportation systems interact.	Existing average percent truck traffic (AADT 10,000 or greater)	Percent	Value/Max (1.00)	7.5%	2009 traffic counts (or base loaded highway network in absence of count data)	FDOT (2010) or TBRPM (2010); Polk TPO model; Sarasota/Manatee/Charlotte model (2011)
Compatibility Objective 2 Minimize impacts to ecosystems and communities which are impacted by the freight transportation system.	Project in livability/freight conflict area	Yes/No	1.00/0.00	5.0%	Livability/freight conflicts/analysis	TBRGMS (2010); Polk TPO model; Sarasota/Manatee/Charlotte model (2011)
Compatibility Objective 3 Maximize the freight transportation system's contribution to the economic competitiveness of the region and its communities.	Existing industrial and commercial employment served by project (jobs within quarter-mile buffer)	Number	Value/Max (1.00)	12.5%	Base year SE data (TAZ)	TBRPM (2010); Polk TPO model; Sarasota/Manatee/Charlotte model (2011)
Compatibility Objective 4 Implement regional and local coordination of plans and policies that encourage an integrated approach to freight and livability issues.	Potential projects, programs, and/or processes addressing this objective are fundamentally different than those addressing the other Strategic Freight Plan objectives. As a result, performance indicators for this objective were not incorporated into the project evaluation process. Efforts to facilitate local and regional plan coordination are described in Chapter 7 on page 7-1.					
Total Project Score			Max Sum Total = 11	100.0%		

CRITERIA WEIGHTS

Standardized scores allow for a criteria weighting system that reflects the relative importance of each criterion in project prioritization. The criteria weighting is based on the relative importance of certain freight issues as determined by the Goods Movement Advisory Committee (GMAC). At their May 20, 2010 meeting, the committee identified the most important freight and livability issues to be addressed by the Strategic Freight Plan. Their preferences were used to develop a weighting system that reflects the expressed stakeholder values. The translation of the committee's values to a prioritization weighting system is depicted in **Table A-3** below.

Table A-3: GMAC Issues Ranking and Relation of Issues to Objectives Used in Prioritization

GMAC Rank	Study Issues		Assigned Points			Total	Percent of Total	Associated Objectives	Points in Subset	Points in Percent
			Green Group	Blue Group	Red Group					
Freight Mobility Issues										
2	F2	Roadway Connectivity	3	1	24	28	0.5%	F2	28	15.5%
3	F3	Roadway Operations Related to Truck Movements	1	10	14	25	4.8%	F3	25	13.8%
5	F1	Roadway Capacity	17			17	0.0%	F3	17	9.4%
6	F7	Port Road Access	4	5	5	14	2.4%	F2	14	7.7%
7	F6	Rail Capacity/Connectivity	3		8	11	0.0%	N/A	0	0.0%
8	F9	Safety		5	4	9	2.4%	F1	9	5.0%
8	F12	Security		5	4	9	2.4%	N/A	0	0.0%
13	F4	Roadway/Rail Conflicts	5		1	6	0.0%	L1/L2	6	3.3%
14	F10	Regional Economic and Industry Trends	5			5	0.0%	L3	5	2.8%
14	F13	Regulations		5		5	2.4%	N/A	0	0.0%
16	F5	Freight/Passenger Rail Conflicts	1		2	3	0.0%	N/A	0	0.0%
16	F11	Distribution and Logistics Needs			3	3	0.0%	F2	3	1.7%
18	F8	Port Water Access				0	0.0%	N/A	0	0.0%
		Freight Mobility Subtotal	39	31	65	135	66.0%		107	59.1%
Livability Issues										
1	L1	Traffic Flow and Congestion	12	5	13	30	2.4%	F3	30	16.6%
4	L5	Economic Development	7	1	10	18	0.5%	L3	18	9.9%
8	L3	Air Quality and Other Environmental Impacts	1	2	6	9	1.0%	L2	9	5.0%
8	L6	Land Use and Property Values	1	4	4	9	1.9%	L1/L2	9	5.0%
12	L2	Safety and Security		4	4	8	1.9%	F1	8	4.4%
18	L4	Noise and Vibrations				0	0.0%	L1/L2	0	0.0%
18	L7	Communication				0	0.0%	N/A	0	0.0%
		Livability Subtotal	21	16	37	74	34.0%		74	40.9%
		Total	60	47	102	209	100.0%		181	

As the table shows, the issues listed were linked with the objectives used in developing prioritization criteria (shown in the “Associated Objective” column). Some of the issues listed are not germane to the process of prioritizing either corridor-based or hot spot projects. For example, links between the listed issues and Mobility Objective 4 or Compatibility Objective 4 were not made. The issues linked to objectives comprise a subset of issues that allows the importance of each objective used in prioritization to be estimated and quantified. Each listed issue’s share of the subset total is shown in the “Percent of Subset” column. The values in this column were summed based on the values in the “Associated Objectives” column to establish the weight of each objective. The results of this summarization are shown in **Table A-4** below.

Table A-4: Prioritization Weighting Used for Plan Objectives

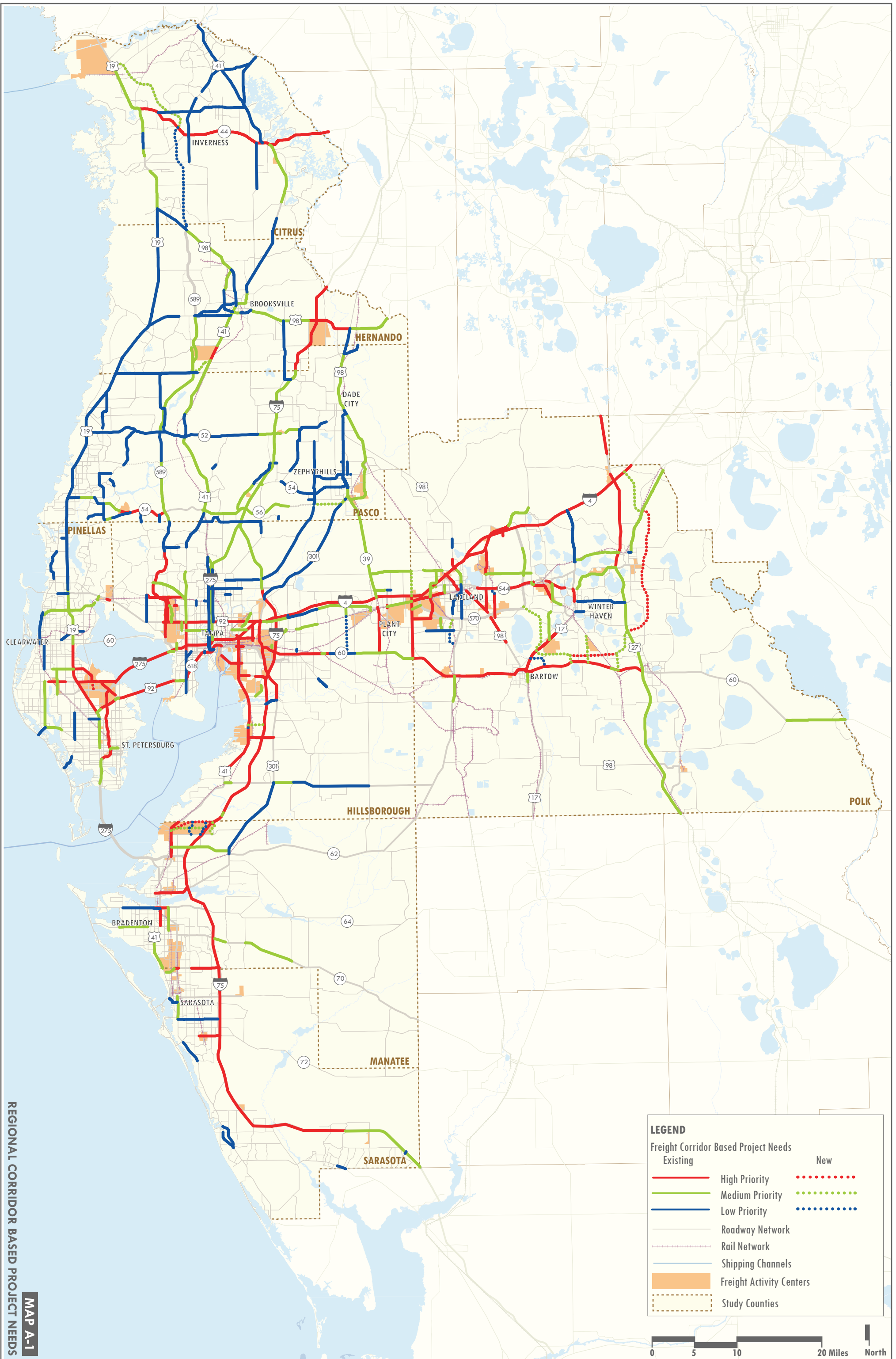
Plan Objective	Percent of Subset	Rounded for Weighting
F1	9.4%	10.0%
F2	24.9%	25.0%
F3	39.8%	40.0%
L1	8.3%	7.5%
L2	5.0%	5.0%
L3	12.7%	12.5%

The raw percent of subset totals for each objective were rounded to allow for a simple distribution of weights among the prioritization criteria associated with each objective. For example, since Mobility Objective 1 makes up roughly 10 percent of the subset total, that objective receives a weight of 10 percent in the project prioritization process. Since there is only one criterion associated with Mobility Objective 1 (percent crashes involving trucks/percent truck traffic), that criterion receives the whole share of the objective’s weight or 10 percent of the overall weight in prioritization. In the case of Mobility Objective 2, the objective receives an overall weight of 25 percent, which is distributed among its related criteria according to the relevance of each criterion to the ranked list of issues from Table A-3 and/or according to professional judgment regarding the relative importance of each criterion in addressing the associated objective. A similar process was followed for all of the objectives and their associated criteria.

For hot spot projects, five percent of the weight allocated to Mobility Objective 3 was shifted to the safety objective in recognition of the fact that freight hot spots projects tend to be responding to expressed access and/or safety concerns.

The weights applied to each criterion for corridor-based and freight hot spot projects are shown in the summary **Tables A-1 and A-2**, respectively. These tables outline the general prioritization process showing objectives, criteria, scores, standardized score adjustments, weights, and data needs and sources.

Maps A-1 and A-2 display the regional freight corridor-based project priorities and freight hot spot project priority needs, respectively. Complete tables of corridor-based and hot spot needs that include the project limits/locations, scoring details, and regional rankings are presented in **Tables A-5 and A-6**.



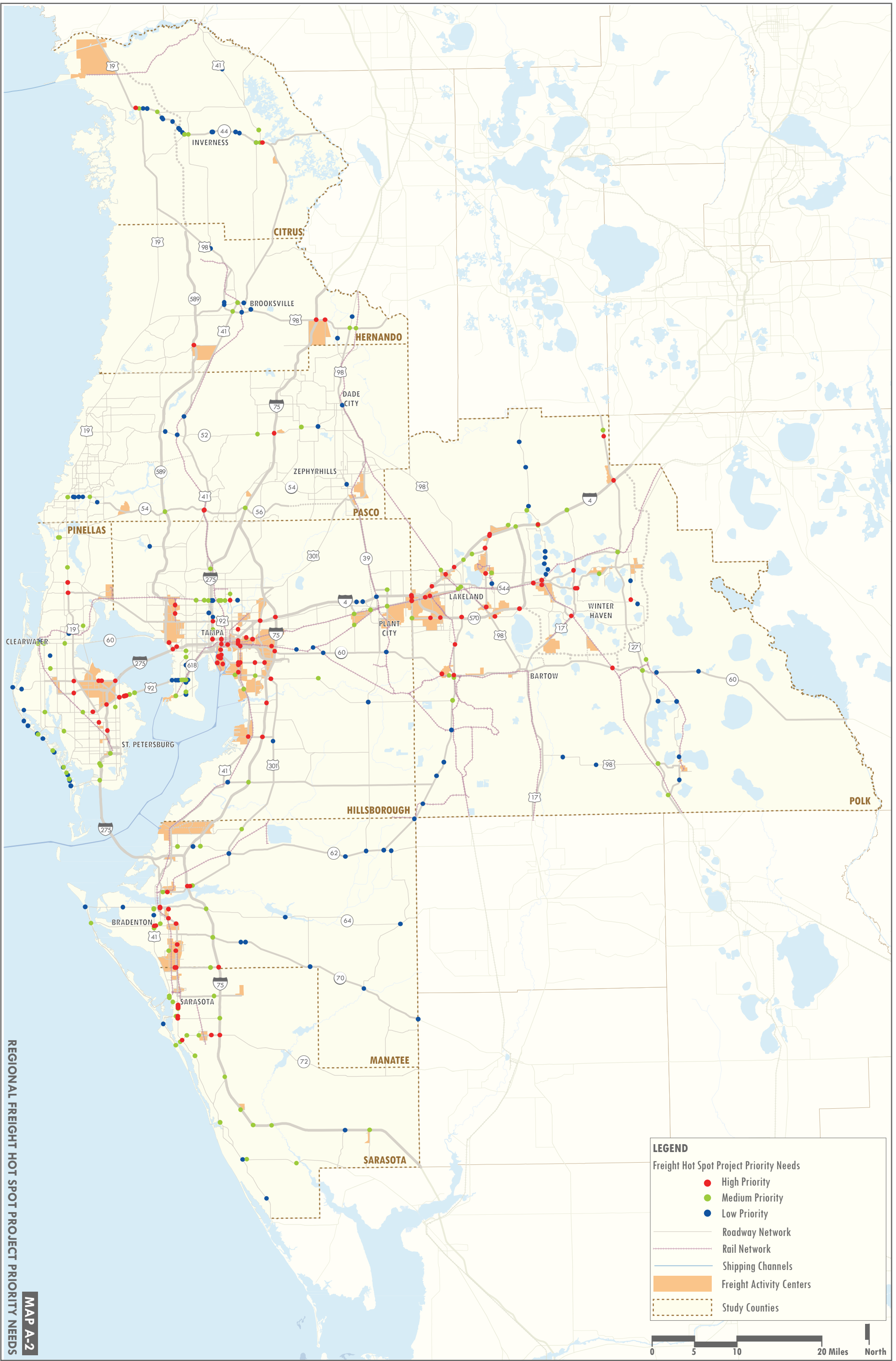
REGIONAL CORRIDOR BASED PROJECT NEEDS
MAP A-1

LEGEND

Freight Corridor Based Project Needs

Existing		New	
	High Priority		
	Medium Priority		
	Low Priority		
	Roadway Network		
	Rail Network		
	Shipping Channels		
	Freight Activity Centers		
	Study Counties		





MAP A-2
REGIONAL FREIGHT HOT SPOT PROJECT PRIORITY NEEDS

LEGEND

Freight Hot Spot Project Priority Needs

- High Priority
- Medium Priority
- Low Priority

— Roadway Network

— Rail Network

— Shipping Channels

▭ Freight Activity Centers

▭ Study Counties



ON STREET	FROM	TO	SOURCE	STATUS	BASE YEAR		FUTURE YEAR		COUNTY	PROJECT TYPE*	STANDARDIZED SCORES										SCORE	RANK	
					LANES	TYPE	LANES	TYPE			CRASH RATE	INTENSITY OF FAC SERVED	EXISTING OR EMERGING FAC	FAC TO LIMITED ACCESS CONNECTION	CONGESTED TO FREE FLOW			PERCENT TRUCK TRAFFIC		LIVABILITY/ FREIGHT CONFLICT AREA			INDUSTRIAL EMPLOYMENT
					10%	15%	10%	15%							15%	10%	7.5%	5%	12.5%				
I-4	HILLSBOROUGH COUNTY	OSCEOLA COUNTY	L RTP;SIS	NEEDS	6	D	10	D	POLK	CAP;MGDLN	0.02	1	1	0	0.64	0.98	1	0.58	0.66	1.00	0.70	1	
US 41	CAUSEWAY BLVD	BROADWAY AVE	PMP	NEEDS	6	D	6	D	HILLSBOROUGH	CAP	0.05	1	1	1	0.28	0.38	1	0.20	0.77	0.58	0.58	2	
HILLSBOROUGH AVE	50TH ST	ORIENT RD	L RTP	CA	4	D	6	D	HILLSBOROUGH	CAP;OPS	0.03	1	1	1	0.32	0.28	1	0.18	1.00	0.58	0.58	3	
HILLSBOROUGH AVE	SR 589 VETERANS EXWY	HIGHLANDS AVE	FTMA;SIS	NEEDS	6	D	6	D	HILLSBOROUGH	OPS	0.03	1	1	1	0.23	0.24	1	0.12	1.00	0.75	0.57	4	
US 41 50TH STREET	SOUTH OF CSX S LINE	NORTH OF CSX A LINE	TBRFRS	NEEDS	0	NA	0	NA	HILLSBOROUGH	GS	0.06	1	1	1	0.24	0.50	1	0.25	0.56	0.45	0.57	5	
US 27	SR 544	DUNSON RD	SIS;CS	NEEDS	6	D	8	D	POLK	CAP;OPS	0.06	1	1	1	0.35	0.38	1	0.22	0.87	0.22	0.55	6	
ULMERTON RD	ROOSEVELT BLVD	I-275	FTMA	NEEDS	4	D	6	D	PINELLAS	OPS	0.03	1	1	1	0.20	0.29	1	0.15	1.00	0.52	0.55	7	
CORTEZ BLVD (US98/SR50)	I-75 (SR93) FRONTAGE (E)	KETTERING RD	L RTP;SIS	CA	4	D	6	D	HERNANDO	CAP	0.05	0.67	1	1	0.44	0.37	1	0.21	1.00	0.32	0.55	8	
SR 60 / ADAMO DR	US HWY 301	FALKENBURG RD	L RTP	CA	4	D	6	D	HILLSBOROUGH	CAP;OPS	0.03	1	1	1	0.22	0.28	1	0.18	1.00	0.42	0.54	9	
US HWY 301	CROSSTOWN W RAMP	I-4	L RTP	NEEDS	4	D	6	D	HILLSBOROUGH	CAP;OPS	0.07	1	1	1	0.21	0.13	1	0.10	0.64	0.70	0.53	10	
US 92 MEMORIAL BLVD	GARY RD	SR 655 RECKER HWY	L RTP	NEEDS	4	D	6	D	POLK	CAP	0.04	1	1	1	0.24	0.17	1	0.18	0.72	0.53	0.53	11	
US 92 NEW TAMPA HWY	HILLSBOROUGH COUNTY	WABASH AVE	L RTP	CA	2	U	4	D	POLK	CAP	0.07	1	1	1	0.19	0.15	1	0.15	0.79	0.56	0.53	12	
SR 33	SR 659	TOMKOW RD	L RTP	CA	2	U	4	D	POLK	CAP	0.02	1	1	1	0.14	0.18	1	0.63	0.95	0.27	0.53	13	
UNIVERSITY PKWY	HONORE AVE	I-75 NB RAMP	SIS	NEEDS	6	D	8	D	MANATEE	CAP	0.04	0.67	1	1	0.82	0.19	1	0.15	0.83	0.00	0.53	14	
SR 60 / BRANDON BLVD	FALKENBURG RD	VALRICO RD	FTMA	NEEDS	8	D	8	D	HILLSBOROUGH	OPS	0.02	1	1	1	0.24	0.34	1	0.15	0.79	0.26	0.52	15	
HILLSBOROUGH AVE	NEBRASKA AVE	50TH ST	FTMA	NEEDS	6	D	6	D	HILLSBOROUGH	OPS	0.04	1	1	1	0.20	0.24	1	0.14	1.00	0.31	0.52	16	
SR 688 ULMERTON RD	49TH STREET	ROOSEVELT BLVD	L RTP	CA	4	D	6	D	PINELLAS	OPS	0.06	1	1	1	0.17	0.19	1	0.11	0.72	0.52	0.52	17	
SR 686 ROOSEVELT BLVD	I-275	SR 688 ULMERTON RD	CS	NEEDS	6	D	6	D	PINELLAS	OPS	0.03	1	1	1	0.23	0.10	1	0.13	1.00	0.44	0.52	18	
ULMERTON RD	US 19	49TH ST N	FTMA	NEEDS	8	D	8	D	PINELLAS	OPS	0.05	1	1	1	0.16	0.19	1	0.12	0.61	0.55	0.52	19	
DRANE FIELD RD	COUNTY LINE RD	SR 572	CS	NEEDS	2	U	2	U	POLK	OPS	0.07	1	1	1	0.15	0.09	1	0.27	0.60	0.57	0.51	20	
US 41 50TH ST MELBOURNE BLVD	N 47TH ST	10TH AVE	CS	NEEDS	6	D	6	D	HILLSBOROUGH	OPS	0.05	1	1	1	0.16	0.22	1	0.15	1.00	0.30	0.51	21	
SR 33	OLD COMBEE RD DEESON POINTE BLCI	SR 659	L RTP	CA	2	U	4	D	POLK	CAP	0.02	1	1	1	0.14	0.29	1	0.62	0.57	0.16	0.51	22	
US 27	S OF BARRY RD	LAKE COUNTY	L RTP;SIS	CA	4	D	6	D	POLK	CAP;OPS	0.11	1	1	0	0.94	0.33	1	0.09	0.96	0.04	0.51	23	
I-4	I-275/I-4 INTERCHANGE	US HWY 301	L RTP	NEEDS	8	F	12	F	HILLSBOROUGH	CAP;MGDLN	0.06	1	1	0	0.22	0.42	1	0.13	0.98	0.79	0.51	24	
HILLSBOROUGH AVE	HIGHLAND AVE	NEBRASKA AVE	L RTP	NEEDS	4	D	6	D	HILLSBOROUGH	CAP;OPS	0.03	1	1	1	0.32	0.26	1	0.15	1.00	0.05	0.51	25	
I-4	50TH ST	COUNTY LINE RD	L RTP	NEEDS	6	F	10	F	HILLSBOROUGH	CAP;MGDLN	0.03	1	1	0	0.22	0.64	1	0.23	0.22	0.71	0.50	26	
CAUSEWAY BLVD	WEST OF US 41/CSX	EAST OF US 41/CSX	PMP;TBRFRS	NEEDS	0	NA	0	NA	HILLSBOROUGH	GS	0.16	1	1	1	0.21	0.13	1	0.10	1.00	0.22	0.50	27	
SR 64	12TH ST E	15TH ST W	CS	NEEDS	3	O	3	O	MANATEE	OPS	0.08	1	1	1	0.31	0.05	1	0.06	1.00	0.26	0.50	28	
HILLSBOROUGH AVE	ORIENT RD	I-4	FTMA	NEEDS	4	D	4	D	HILLSBOROUGH	OPS	0.03	1	1	1	0.21	0.14	1	0.14	1.00	0.25	0.50	29	
HILLSBOROUGH AVE	@ CSX	NA	SIS	NEEDS	0	NA	0	NA	HILLSBOROUGH	GS	0.04	1	1	1	0.21	0.26	1	0.14	1.00	0.09	0.50	30	
I-75	SARASOTA COUNTY	HILLSBOROUGH COUNTY	L RTP;SIS	NEEDS	6	D	10	D	MANATEE	CAP;MGDLN	0.04	1	0	0	0.31	0.85	1	0.42	0.25	0.58	0.49	31	
ULMERTON RD	TALL PINES	BELCHER RD	FTMA	NEEDS	4	D	4	D	PINELLAS	OPS	0.01	1	1	1	0.20	0.21	1	0.16	1.00	0.15	0.49	32	
US 92 SR 600	MAIN ST	SR 544 HAVENDALE BLVD	CS	NEEDS	6	D	6	D	POLK	OPS	0.10	1	1	1	0.15	0.16	1	0.11	1.00	0.18	0.49	33	
SR 50 (FRONTAGE RDS)	LOCKHART RD	I-75	L RTP;SIS	CA	0	NA	2	U	HERNANDO	CAP-FR	0.06	0.67	1	1	0.32	0.31	1	0.20	1.00	0.04	0.49	34	
CAUSEWAY BLVD	MARITIME BLVD	50TH ST	L RTP	CA	4	D	6	D	HILLSBOROUGH	CAP	0.18	1	1	1	0.21	0.11	1	0.07	0.46	0.33	0.49	35	
I-275	MEMORIAL HWY	HIMES AVE	SIS	NEEDS	6	F	12	F	HILLSBOROUGH	CAP;MGDLN	0.03	1	1	0	0.21	0.65	1	0.17	1.00	0.28	0.48	36	
I-275	HIMES AVE	ASHLEY ST	L RTP;SIS	CA	6	F	12	F	HILLSBOROUGH	CAP;MGDLN	0.04	1	1	0	0.23	0.71	1	0.15	1.00	0.19	0.48	37	
ORIENT RD	SOUTH OF CSX A LINE	NORTH OF CSX A LINE	TBRFRS	NEEDS	0	NA	0	NA	HILLSBOROUGH	GS	0.49	1	1	1	0.25	0.03	1	0.04	0.00	0.29	0.48	38	
SR 544 HAVENDALE BLVD	US 92 MAGNOLIA AVE	21ST ST NW	CS	NEEDS	6	D	6	D	POLK	OPS	0.07	1	1	1	0.16	0.11	1	0.08	0.94	0.19	0.47	39	
SR 659 COMBEE RD	CR 546 SADDLE CREEK RD	SR 33	L RTP	NEEDS	2	U	4	D	POLK	CAP	0.01	1	1	1	0.21	0.12	1	0.61	0.14	0.17	0.47	40	
I-75	SR 60	FOWLER AVE	L RTP;SIS	NEEDS	6	F	12	F	HILLSBOROUGH	CAP;MGDLN	0.05	1	1	0	0.20	0.47	1	0.16	0.99	0.43	0.47	41	
SR 60	US 27	COUNTY LINE RD	L RTP	NEEDS	4	D	6	D	POLK	CAP	0.04	1	1	0	0.20	0.40	1	0.30	0.26	0.74	0.47	42	
SR 655 RECKER HWY	SPIRIT LAKE RD 42ND ST	THORNHILL RD	L RTP;CS	NEEDS	2	U	4	D	POLK	CAP;OPS	0.06	1	1	1	0.19	0.08	1	0.19	0.62	0.22	0.47	43	
SR 572 AIRPORT RD	US 92 NEW TAMPA HWY	DRANE FIELD RD	L RTP	NEEDS	2	U	4	D	POLK	CAP	0.02	1	1	1	0.26	0.13	0	0.30	0.75	0.79	0.47	44	
S.R. 54	NE PINELLAS/TRI	C.R. 587 GUNN HWY)	L RTP	NEEDS	6	D	8	D	PASCO	CAP;OPS	0.07	0.33	1	1	0.31	0.21	1	0.09	1.00	0.33	0.47	45	
US 98 BARTOW RD	EDGEWOOD DR	S. OF BROOKS ST	L RTP	CA	4	D	6	D	POLK	CAP	0.05	0.67	1	1	0.27	0.15	1	0.11	1.00	0.17	0.46	46	
SR 60	WEST OF US 41/CSX	EAST OF US 41/CSX	PMP;TBRFRS	NEEDS	0	NA	0	NA	HILLSBOROUGH	GS	0.02	1	1	1	0.28	0.19	1	0.13	0.00	0.26	0.46	47	
SR 686 ROOSEVELT BLVD	9TH ST N	I-275	L RTP	CA	4	D	6	D	PINELLAS	CAP	0.00	0.67	1	1	0.21	0.08	1	0.13	1.00	0.33	0.46	48	
GANDY BLVD	I-275 ACCESS RAMPS	FRONTAGE RD N	SIS	NEEDS	4	D	4	D	PINELLAS	OPS	0.03	0.67	1	1	0.17	0.07	1	0.09	1.00	0.38	0.46	49	
US 301	GIBSONTON DR	SELMON EXWY	FTMA	NEEDS	6	D	6	D	HILLSBOROUGH	OPS	0.05	1	1	1	0.24	0.16	1	0.08	0.35	0.16	0.46	50	
US 41	I-275	HILLSBOROUGH COUNTY LINE	CS	NEEDS	4	D	4	D	MANATEE	OPS	0.03	1	1	1	0.14	0.29	1	0.27	0.36	0.02	0.46	51	
I-75	W RIVER RD	MANATEE COUNTY	L RTP;SIS	NEEDS	6	D	10	D	SARASOTA	CAP;MGDLN	0.05	0.33	1	0	0.52	0.86	1	0.32	0.31	0.17	0.46	52	
SR 686 ROOSEVELT BLVD	49TH ST NB RAMP	ULMERTON RD	L RTP	CA	4	D	6	P	PINELLAS	CAP	0.02	1	1	0	0.22	0.24	1	0.17	1.00	0.56	0.45	53	
I-275	ASHLEY DR	I-4 INTERCHANGE	L RTP;SIS	NEEDS	6	F	12	F	HILLSBOROUGH	CAP;MGDLN	0.05	1	1	0	0.21	0.65	1	0.16	1.00	0.07	0.45	54	
I-4	@ CLARK RD/FRONTAGE RD	NA	SIS	NEEDS	0	NA	0	NA	POLK	NEW INT	0.00	1	1	1	0.14	0.04	1	0.10	1.00	0.15	0.45	55	
ORIENT RD	BROADWAY AVE	I-4	L RTP	NEEDS	2	U	4	D	HILLSBOROUGH	CAP	0.08	1	1	1	0.17	0.04	1	0.10	0.35	0.28	0.45	56	
GANDY BLVD	GRAND AVE GANDY ACCESS	I-275 WEST RAMPS	L RTP	NEEDS	6	D	4	P	PINELLAS	OPS	0.02	0.67	1	1	0.17	0.14	1	0.12	0.70	0.33	0.45	57	
US 41																							

ON STREET	FROM	TO	SOURCE	STATUS	BASE YEAR		FUTURE YEAR		COUNTY	PROJECT TYPE*	STANDARDIZED SCORES										SCORE	RANK	
					LANES	TYPE	LANES	TYPE			CRASH RATE	INTENSITY OF FAC SERVED	EXISTING OR EMERGING FAC	FAC TO LIMITED ACCESS CONNECTION	CONGESTED TO FREE FLOW			PERCENT TRUCK TRAFFIC		LIVABILITY/ FREIGHT CONFLICT AREA			INDUSTRIAL EMPLOYMENT
					10%	15%	10%	15%							10%	15%	10%	12.5%					
BIG BEND RD	COVINGTON GARDEN DR	I-75 N RAMP	L RTP	CA	4	D	6	D	HILLSBOROUGH	CAP;OPS	0.02	0.67	1	1	0.18	0.15	1	0.14	1.00	0.03	0.43	67	
PINEY POINT RD	US 41	I-75	L RTP;SIS	CA	0	NA	4	D	MANATEE	CAP	0.03	1	1	1	0.18	0.17	1	0.31	0.00	0.02	0.43	68	
SR 39	I-4	SR 60	CS	NEEDS	4	D	4	D	HILLSBOROUGH	OPS	0.02	0.67	1	1	0.16	0.11	1	0.14	0.46	0.31	0.43	69	
MADISON AVE	US HWY 41	66TH ST	L RTP	CA	2	U	4	D	HILLSBOROUGH	CAP	0.24	1	1	1	0.14	0.01	1	0.07	0.09	0.18	0.43	70	
CLARK ROAD	SAWYER ROAD	I-75	ISS/OP	NEEDS	6	D	6	D	SARASOTA	OPS	0.08	0.67	1	1	0.30	0.15	1	0.11	0.15	0.12	0.42	71	
COLUMBUS DR	I-4	CSX INTERMODAL YARD	SIS	NEEDS	2	U	4	D	HILLSBOROUGH	CAP	0.24	1	1	1	0.21	0.03	0	0.06	1.00	0.47	0.42	72	
I-275	54TH AVE N	GANDY BLVD	SIS	NEEDS	6	F	8	F	PINELLAS	CAP	0.02	1	1	0	0.18	0.30	1	0.14	1.00	0.30	0.42	73	
S.R. 54	CROSSINGS DR	SUNCOAST PKWY	L RTP	NEEDS	6	D	8	D	PASCO	CAP;OPS	0.04	0.33	1	1	0.20	0.21	1	0.11	1.00	0.10	0.42	74	
US 19	ULMERTON RD	SR 60	FTMA	NEEDS	6	D	6	D	PINELLAS	OPS	0.04	1	1	0	0.18	0.09	1	0.09	1.00	0.53	0.42	75	
I-275	9TH ST N	HILLSBOROUGH COUNTY LINE	L RTP	NEEDS	8	F	12	F	PINELLAS	CAP	0.03	1	1	0	0.17	0.42	1	0.17	0.92	0.14	0.42	76	
I-275	22ND AVE N	38TH AVE N	SIS	NEEDS	6	F	8	F	PINELLAS	CAP	0.02	1	1	0	0.18	0.37	1	0.16	1.00	0.16	0.42	77	
PROGRESS BLVD	78TH ST	FALKENBURG RD	PMP	NEEDS	4	D	6	D	HILLSBOROUGH	CAP	0.08	1	1	1	0.20	0.03	1	0.04	0.00	0.17	0.42	78	
SR 60	W OF CSX RR & CR 676	E OF CSX RR AND CR 676	SIS	NEEDS	0	NA	0	NA	POLK	GS	0.06	1	1	0	0.16	0.33	1	0.25	0.73	0.25	0.42	79	
UNIVERSITY PKWY	OLD BRADENTON RD	TENNESSEE ST	SIS	NEEDS	4	D	6	D	MANATEE	CAP	0.00	1	1	1	0.29	0.11	1	0.07	0.00	0.00	0.41	80	
US 41	US 41B SR 45	SR 64 6TH AVE	CS	NEEDS	6	D	6	D	MANATEE	OPS	0.03	1	1	0	0.26	0.10	1	0.11	1.00	0.39	0.41	81	
US 17	SR 60A CONNECTOR	EAGLE LAKE RD	L RTP	NEEDS	4	D	6	D	POLK	CAP	0.04	1	1	0	0.28	0.22	1	0.19	1.00	0.16	0.41	82	
US 19	GANDY BLVD	ULMERTON RD	FTMA	NEEDS	6	D	6	D	PINELLAS	OPS	0.02	1	1	0	0.18	0.12	1	0.14	0.61	0.62	0.41	83	
SR 659 COMBEE RD	US 98	US 92	CS	NEEDS	2	U	2	U	POLK	OPS	0.04	1	1	0	0.20	0.11	1	0.21	1.00	0.38	0.41	84	
CENTRAL POLK PKWY	CLEAR SPRINGS RD	POLLARD RD	FDOTPDE	NEEDS	0	NA	6	D	POLK	CAP	0.00	1	0	0	0.14	0.94	1	0.31	0.26	0.12	0.41	85	
US 41	SOUTH OF ROCKPORT LEAD	NORTH OF ROCKPORT LEAD	TBRFRS	NEEDS	0	NA	0	NA	HILLSBOROUGH	GS	0.06	1	1	1	0.25	0.41	0	0.20	0.05	0.30	0.41	86	
VETERANS EXPWY	COURTNEY CAMPBELL CAUSEWAY	SUNCOAST PARKWAY	L RTP	CA	6	F	8	F	HILLSBOROUGH	CAP	0.03	1	1	0	0.18	0.11	1	0.07	0.30	0.75	0.41	87	
I-275	I-375	22ND AVE N	SIS	NEEDS	6	F	8	F	PINELLAS	CAP	0.02	1	1	0	0.17	0.33	1	0.17	1.00	0.16	0.41	88	
I-75	SUMTER BLVD	W RIVER RD	L RTP;SIS	CA	4	D	10	D	SARASOTA	CAP	0.04	1	1	0	0.26	0.61	1	0.29	0.03	0.02	0.41	89	
SR 33	I-4 EB RAMPS	OLD COMBEE RD DEESON POINTE BLCD	L RTP	CA	2	U	4	D	POLK	CAP	0.11	0.67	1	1	0.16	0.06	1	0.08	0.76	0.03	0.41	90	
S.R. 54	DUCK SLOUGH BLVD	NE PINELLAS/TRI	L RTP	NEEDS	6	D	8	D	PASCO	CAP	0.15	0.33	1	1	0.21	0.19	1	0.10	0.35	0.21	0.41	91	
I-75	MANATEE CO	US 301	L RTP	NEEDS	8	F	10	F	HILLSBOROUGH	CAP;MGDLN	0.04	1	1	0	0.19	0.41	1	0.18	0.41	0.24	0.41	92	
WATERS AVE	WEST OF DREW SPUR	EAST OF DREW SPUR	TBRFRS	NEEDS	0	NA	0	NA	HILLSBOROUGH	GS	0.05	1	1	1	0.21	0.15	0	0.08	1.00	0.34	0.41	93	
I-75 (SR93)	PASCO COUNTY LINE	CORTEZ BLVD (SR50)	L RTP;SIS	CA	4	F	6	F	HERNANDO	CAP;MGDLN	0.03	0.67	1	0	0.23	0.48	1	0.42	0.56	0.17	0.41	94	
I-275 HOWARD FRANKLAND BRIDGE	4TH ST	SR 60	SIS	NEEDS	8	F	12	F	CROSSBAY	BRIDGE	0.02	1	1	0	0.20	0.49	1	0.16	0.29	0.19	0.41	95	
SR 686 ROOSEVELT BLVD	US 19	CR 611 49TH ST N	CS	NEEDS	6	D	6	D	PINELLAS	OPS	0.01	1	1	0	0.14	0.17	1	0.16	0.70	0.49	0.41	96	
DALE MABRY HWY	HILLSBOROUGH AVE	KENNEDY BLVD	FTMA	NEEDS	6	D	6	D	HILLSBOROUGH	OPS	0.03	1	1	1	0.19	0.23	0	0.12	0.89	0.28	0.41	97	
LINEBAUGH AVE	SHELDON RD	DALE MABRY HWY	L RTP	NEEDS	4	D	6	D	HILLSBOROUGH	CAP	0.02	1	1	1	0.19	0.12	0	0.10	1.00	0.39	0.40	98	
CORTEZ BLVD (US98/SR50)	RIDGE MANOR BLVD	MCKETHAN RD (US98/SR700)	L RTP;SIS	NEEDS	4	D	8	D	HERNANDO	CAP	0.02	0.67	1	0	0.23	0.27	1	0.30	1.00	0.29	0.40	99	
LEE ROY SELMON EXPWY	FLORIDA AVE	22ND ST	L RTP	CA	4	F	6	F	HILLSBOROUGH	CAP	0.10	1	1	0	0.22	0.10	1	0.07	0.79	0.40	0.40	100	
UNIVERSITY PKWY	E OF LOCKWOOD RIDGE RD	HONORE AVE	SIS	NEEDS	6	D	8	D	MANATEE	CAP	0.03	0.67	1	1	0.23	0.16	1	0.10	0.31	0.00	0.40	101	
BENJAMIN RD	HILLSBOROUGH AVE	WATERS AVE	L RTP	NEEDS	2	U	4	D	HILLSBOROUGH	CAP	0.06	1	1	1	0.16	0.01	0	0.03	0.74	0.63	0.40	102	
GANDY BRIDGE	4TH ST	WESTSHORE BLVD	SIS	NEEDS	4	D	4	D	CROSSBAY	BRIDGE	0.04	0.67	1	1	0.19	0.12	1	0.10	0.29	0.09	0.40	103	
US 301	US 41	I-75	CS	NEEDS	4	D	4	D	MANATEE	OPS	0.04	0.33	1	1	0.21	0.12	1	0.14	0.90	0.06	0.40	104	
PROGRESS BLVD	FALKENBURG RD	I-75	L RTP	CA	2	U	4	D	HILLSBOROUGH	CAP	0.05	1	1	1	0.16	0.03	1	0.04	0.14	0.05	0.40	105	
SR 688 ULMERTON RD	LAKE AVE	TALL PINES DR	L RTP	CA	4	D	6	D	PINELLAS	CAP;OPS	0.04	1	1	0	0.20	0.21	1	0.14	1.00	0.19	0.40	106	
SR 54	GUNN HWY	CROSSINGS BLVD	L RTP	NEEDS	6	D	8	D	PASCO	CAP;OPS	0.05	0.33	1	1	0.21	0.19	1	0.10	0.37	0.17	0.40	107	
CENTRAL POLK PKWY	POLLARD RD	EAST COLLECTOR	FDOTPDE	NEEDS	0	NA	6	D	POLK	CAP	0.00	1	0	0	0.14	0.96	1	0.31	0.00	0.06	0.39	108	
I-275	31ST ST S	I-375	SIS	NEEDS	6	F	8	F	PINELLAS	CAP;MGDLN	0.02	1	1	0	0.17	0.26	1	0.17	0.95	0.15	0.39	109	
SR 539	SR 563	I-4	CS	NEEDS	4	D	4	D	POLK	OPS	0.06	1	1	1	0.20	0.07	0	0.08	1.00	0.34	0.39	110	
CENTRAL POLK PKWY	CR 544	US 17 US 92	FDOTPDE	NEEDS	0	NA	6	D	POLK	CAP	0.05	0.67	0	0	0.14	0.88	1	0.31	0.20	0.26	0.39	111	
SR 35	GRIFFIN RD	CARPENTERS WAY	CS	NEEDS	6	D	6	D	POLK	OPS	0.05	1	1	1	0.16	0.14	0	0.11	1.00	0.24	0.39	112	
CENTRAL POLK PKWY	US 27	CR 544	FDOTPDE	NEEDS	0	NA	6	D	POLK	CAP	0.05	0.67	0	0	0.14	0.88	1	0.31	0.15	0.26	0.39	113	
US HWY 41	19TH AVE NE	MADISON AVE	L RTP	NEEDS	4	D	6	D	HILLSBOROUGH	CAP;OPS	0.06	1	1	1	0.20	0.13	1	0.10	0.47	0.39	0.39	114	
PARK RD	SOUTH OF CSX A LINE	NORTH OF CSX A LINE	TBRFRS	NEEDS	0	NA	0	NA	HILLSBOROUGH	GS	0.00	0.67	1	1	0.16	0.15	1	0.14	0.05	0.09	0.39	115	
SR 618 SELMON EXWY	GANDY BLVD	FLORIDA AVE	SIS	NEEDS	4	F	6	F	HILLSBOROUGH	CAP	0.11	1	1	0	0.16	0.06	1	0.09	0.89	0.31	0.38	116	
I-75	US 301	SR 60	L RTP;SIS	NEEDS	8	F	8	F	HILLSBOROUGH	MGDLN	0.03	1	1	0	0.17	0.35	1	0.16	0.44	0.14	0.38	117	
SR 580	LAFAYETTE BLVD	SR 584	CS	NEEDS	8	D	8	D	PINELLAS	OPS	0.04	0.67	1	0	0.20	0.23	1	0.10	1.00	0.31	0.38	118	
SR 44 GULF TO LAKE HWY	US 19	SUMTER COUNTY LINE	L RTP;SIS	NEEDS	4	D	6	D	CITRUS	CAP	0.05	0.67	0	1	0.17	0.09	1	0.10	0.42	0.35	0.38	119	
SR 686	N OF SR 688	E OF 40TH ST	SIS	NEEDS	0	NA	4	D	PINELLAS	CAP	0.00	1	1	0	0.16	0.02	1	0.08	0.51	0.58	0.38	120	
I-4	@ WILLIAMS DR	NA	SIS	NEEDS	0	NA	0	NA	POLK	NEW INT	0.00	0.67	1	1	0.15	0.14	0	0.50	1.00	0.25	0.38	121	
I-75 (SR93)	CORTEZ BLVD (SR50)	SUMTER COUNTY LINE	L RTP	CA	4	F	6	F	HERNANDO	CAP	0.02	0.67	1	0	0.22	0.54	1	0.53	0.02	0.04	0.38	122	
I-75	@ PORT MANATEE CONNECTOR	NA	SIS	NEEDS	0	NA	0	NA	MANATEE	NEW INT	0.00	1	0	1	0.16	0.21	1	0.23	0.00	0.02	0.38	123	
CORTEZ BLVD (US98/SR50)	MCKETHAN RD (US98/SR700)	TREIMAN BLVD (US3																					

ON STREET	FROM	TO	SOURCE	STATUS	BASE YEAR		FUTURE YEAR		COUNTY	PROJECT TYPE*	STANDARDIZED SCORES										SCORE	RANK	
					LANES	TYPE	LANES	TYPE			CRASH RATE	INTENSITY OF FAC SERVED	EXISTING OR EMERGING FAC	FAC TO LIMITED ACCESS CONNECTION	CONGESTED TO FREE FLOW			PERCENT TRUCK TRAFFIC		LIVABILITY/ FREIGHT CONFLICT AREA			INDUSTRIAL EMPLOYMENT
					10%	15%	10%	15%							15%	10%	7.5%	5%	12.5%				
STARKEY RD	BRYAN DAIRY RD	ULMERTON RD	L RTP	CA	4	D	6	D	PINELLAS	CAP	0.02	0.33	1	0	0.18	0.19	1	0.15	0.92	0.46	0.36	133	
US 41 (FRONTAGE RDS)	WISCON DR	SR 50	L RTP	NEEDS	0	NA	2	U	HERNANDO	CAP-FR	0.07	1	1	0	0.16	0.11	1	0.07	1.00	0.02	0.36	134	
US 27	SR 60	SR 544	CS	NEEDS	6	D	6	D	POLK	OPS	0.06	0.67	0	0	0.20	0.35	1	0.20	0.45	0.49	0.35	135	
RECKER HWY EXT	THORNHILL RD	US 92	L RTP	CA	0	NA	4	D	POLK	CAP	0.04	1	1	0	0.14	0.12	1	0.18	0.46	0.17	0.35	136	
I-75	S.R. 54	S.R. 52	L RTP;SIS	CA	4	F	6	F	PASCO	CAP;MGDLN	0.04	0.33	0	0	0.23	0.50	1	0.27	0.79	0.37	0.35	137	
CR 655 RECKER HWY EXT	W OF THORNHILL RD	S OF US 92	SIS	NEEDS	0	NA	0	NA	POLK	GS	0.00	1	1	0	0.14	0.12	1	0.18	0.53	0.17	0.35	138	
GANDY BLVD (ELEVATED LANES)	GANDY BRIDGE	DALE MABRY HWY	SIS	NEEDS	0	NA	2	F	HILLSBOROUGH	CAP	0.34	0	0	0	0.85	0.15	1	0.03	1.00	0.10	0.35	139	
SUNCOAST PKWY (SR589)	COUNTY LINE RD	SPRING HILL DR	L RTP	NEEDS	4	F	6	F	HERNANDO	CAP	0.00	1	1	0	0.15	0.05	1	0.11	0.72	0.20	0.35	140	
CORTEZ BLVD (US98/SR50)	SPRING LAKE HWY	LOCKHART RD	L RTP	NEEDS	4	D	8	D	HERNANDO	CAP	0.02	0.67	1	0	0.27	0.27	1	0.27	0.42	0.06	0.35	141	
FALKENBURG RD	@ CSX	NA	SIS	NEEDS	0	NA	0	NA	HILLSBOROUGH	GS	0.24	1	1	1	0.19	0.04	0	0.04	0.00	0.27	0.34	142	
15TH AVE	CR 638	US 301	CS	NEEDS	2	U	2	U	MANATEE	OPS	0.03	1	1	1	0.23	0.04	0	0.11	0.82	0.01	0.34	143	
GANDY BLVD	US 19	GRAND AVE GANDY ACCESS	L RTP	NEEDS	6	D	4	P	PINELLAS	OPS	0.03	0.67	1	0	0.21	0.10	1	0.10	1.00	0.16	0.34	144	
US 41 (FRONTAGE RDS)	SPRING HILL DR	WISCON RD	L RTP	NEEDS	0	NA	2	U	HERNANDO	CAP-FR	0.06	1	1	0	0.16	0.11	1	0.08	0.37	0.17	0.34	145	
GANDY BLVD	WEST OF 9TH ST	EAST OF 4TH ST	L RTP;SIS	NEEDS	4	D	4	P	PINELLAS	OPS	0.03	0.67	1	0	0.16	0.05	1	0.11	1.00	0.24	0.34	146	
AYERS RD	TRILLIUM EXTENSION	CORPORATE BLVD	L RTP	NEEDS	0	NA	4	D	HERNANDO	CAP	0.00	1	1	1	0.14	0.01	0	0.02	1.00	0.13	0.34	147	
I-75	CHARLOTTE COUNTY	SUMTER BLVD	L RTP	NEEDS	6	D	10	D	SARASOTA	CAP	0.04	0.33	0	0	0.29	0.70	1	0.49	0.28	0.04	0.34	148	
I-75	S.R. 52	HERNANDO CO	L RTP;SIS	CA	4	F	6	F	PASCO	CAP;MGDLN	0.03	0.33	0	0	0.26	0.49	1	0.33	0.18	0.46	0.34	149	
SR 570 POLK PKWY	@ GATEWAY BLVD EXT	NA	SIS	NEEDS	0	NA	0	NA	POLK	NEW INT	0.00	1	1	1	0.28	0.02	0	0.07	0.00	0.31	0.34	150	
ANDERSON SNOW RD	COUNTY LINE RD	AMERO LN	L RTP	NEEDS	2	U	4	D	HERNANDO	CAP	0.00	1	1	1	0.14	0.00	0	0.01	0.85	0.20	0.34	151	
WESTSHORE BLVD	GRAY ST	BOY SCOUT BLVD	L RTP	CA	4	D	6	D	HILLSBOROUGH	CAP	0.08	1	1	1	0.19	0.09	0	0.06	0.33	0.14	0.34	152	
SR 574	I-275	DALE MABRY HWY	CS	NEEDS	4	U	4	U	HILLSBOROUGH	OPS	0.03	1	1	1	0.22	0.11	0	0.08	0.17	0.17	0.34	153	
ANDERSON SNOW RD	INDUSTRIAL LP	SPRING HILL DR	L RTP	NEEDS	2	U	4	D	HERNANDO	CAP	0.04	1	1	1	0.14	0.01	0	0.07	1.00	0.02	0.34	154	
US 19/US 98 (SUNCOAST BLVD)	POWERLINE ST, W	CR 488, W	L RTP	NEEDS	4	D	6	D	CITRUS	CAP;OPS	0.04	0.67	0	1	0.15	0.13	1	0.16	0.00	0.06	0.33	155	
US 19/US 98 (SUNCOAST BLVD)	CR 488, W	BASSWOOD AVE, N	L RTP	NEEDS	4	D	6	D	CITRUS	CAP;OPS	0.02	0.67	0	1	0.14	0.14	1	0.21	0.00	0.04	0.33	156	
SR 56	SR 54	BRUCE B. DOWNS BLVD	L RTP;SIS	NEEDS	6	D	8	D	PASCO	CAP	0.04	0.33	0	1	0.23	0.19	1	0.09	0.37	0.04	0.33	157	
S.R. 52	I-75 SB RAMPS	BOYETTE RD (MCKENDREE)	L RTP	CA	2	U	6	D	PASCO	CAP	0.10	0.33	0	1	0.31	0.17	0	0.16	1.00	0.39	0.33	158	
BROAD ST (US41/SR45)	COUNTY LINE RD	AYERS RD	L RTP	NEEDS	2	U	4	D	HERNANDO	CAP	0.12	1	1	0	0.15	0.07	1	0.10	0.00	0.19	0.33	159	
S.R. 54	C.R. 1 (LITTLE RD)	STARKEY	L RTP	NEEDS	6	D	8	D	PASCO	CAP	0.04	0.33	1	0	0.19	0.18	1	0.10	0.92	0.23	0.33	160	
US 41	PASCO CO	AYERS RD	ISS/OP	NEEDS	2	U	4	D	HERNANDO	CAP	0.10	1	1	0	0.15	0.07	1	0.10	0.00	0.19	0.32	161	
SUNCOAST PKWY	S.R. 52	HERNANDO	L RTP	NEEDS	4	F	6	F	PASCO	CAP	0.00	1	1	0	0.19	0.05	1	0.08	0.17	0.18	0.32	162	
I-75	S.R. 56	S.R. 54	L RTP;SIS	CA	4	F	6	F	PASCO	CAP;MGDLN	0.06	0.33	0	0	0.26	0.54	1	0.25	0.68	0.08	0.32	163	
SR 60 / BRANDON BLVD	DOVER RD	COUNTY LINE RD	L RTP;SIS	NEEDS	4	D	6	D	HILLSBOROUGH	CAP;OPS	0.02	0.67	1	0	0.14	0.27	1	0.27	0.04	0.14	0.32	164	
SR 570 POLK PKWY	S. OF CR 546	N. OF EASTERN TOLL PLAZA	L RTP	CA	2	U	4	D	POLK	CAP	0.01	0	0	0	0.43	0.17	1	0.70	1.00	0.21	0.32	165	
I-75	NEW S COUNTY INTERCHANGE	NA	SIS	NEEDS	0	NA	0	NA	HILLSBOROUGH	NEW INT	0.02	1	0	0	0.18	0.45	1	0.26	0.00	0.02	0.32	166	
CORTEZ BLVD (US98/SR50)	BURWELL RD	SUMTER COUNTY LINE	L RTP	NEEDS	2	U	4	D	HERNANDO	CAP	0.01	0.67	1	0	0.14	0.18	1	0.51	0.00	0.12	0.32	167	
CORTEZ BLVD (US98/SR50)	TREIMAN BLVD (US301/SR35)	BURWELL RD	L RTP	NEEDS	2	U	4	D	HERNANDO	CAP	0.02	0.67	1	0	0.14	0.16	1	0.50	0.00	0.13	0.32	168	
SUNCOAST PKWY (SR589)	SPRING HILL DR	CORTEZ BLVD (SR50)	L RTP	NEEDS	4	F	6	F	HERNANDO	CAP	0.10	1	1	0	0.15	0.05	1	0.09	0.01	0.17	0.32	169	
US 19/US 98 (SUNCOAST BLVD)	SR 44	CR 495, N	L RTP;SIS	NEEDS	4	D	6	D	CITRUS	CAP;OPS	0.04	0.67	0	0	0.42	0.14	1	0.11	1.00	0.04	0.32	170	
CR 39A ALEXANDER ST	@ CSX	NA	SIS	NEEDS	0	NA	0	NA	HILLSBOROUGH	GS	0.00	0.33	1	1	0.20	0.20	0	0.16	1.00	0.09	0.32	171	
CENTRAL POLK PKWY	US 17	CLEAR SPRINGS RD	FDOTPDE	NEEDS	0	NA	6	D	POLK	CAP	0.00	0.33	0	0	0.14	0.79	1	0.31	0.16	0.10	0.32	172	
SR 50	WEST OF CSX S LINE	EAST OF CSX S LINE	TBRFRS	NEEDS	0	NA	0	NA	HERNANDO	GS	0.00	0.67	1	0	0.14	0.16	1	0.50	0.00	0.12	0.32	173	
S.R. 54	STARKEY	DUCK SLOUGH BLVD	L RTP	NEEDS	6	D	8	D	PASCO	CAP	0.06	0.33	1	0	0.24	0.18	1	0.08	0.64	0.19	0.31	174	
CR 546 SADDLE CREEK RD	SR 659 COMBEE RD	CR 655 BERKLEY RD	L RTP	CA	2	U	4	D	POLK	CAP	0.03	0.67	1	1	0.16	0.08	0	0.12	0.51	0.20	0.31	175	
U.S. 41	HAMILTON EXT	C.R. 578 (COUNTY LINE RD)	L RTP	NEEDS	2	U	6	D	PASCO	CAP	0.03	1	1	0	0.16	0.12	1	0.15	0.00	0.07	0.31	176	
US HWY 92	PARK ROAD	COUNTY LINE RD	L RTP	NEEDS	2	U	4	D	HILLSBOROUGH	CAP	0.01	1	1	0	0.14	0.06	1	0.12	0.06	0.16	0.31	177	
U.S. 41	WISTERIA	GATOR LN	L RTP	NEEDS	4	D	6	D	PASCO	CAP	0.04	0	0	0	0.79	0.19	1	0.13	1.00	0.02	0.31	178	
CENTRAL POLK PKWY	SR 570 POLK PKWY	US 17	FDOTPDE	NEEDS	0	NA	6	D	POLK	CAP	0.07	0	0	0	0.13	0.72	1	0.31	0.82	0.09	0.31	179	
CORTEZ BLVD (US98/SR50)	CEDAR LN	SPRING LAKE HWY	L RTP;SIS	NEEDS	4	D	8	D	HERNANDO	CAP	0.02	0.67	1	0	0.16	0.23	1	0.36	0.00	0.03	0.31	180	
SR 544 LUCERNE PARK RD	AVENUE T	US 27	L RTP	NEEDS	2	U	4	D	POLK	CAP	0.05	1	0	0	0.22	0.06	1	0.16	0.57	0.16	0.31	181	
AYERS RD EXT	COUNTY LINE RD	TRILLIUM BLVD	L RTP	NEEDS	0	NA	4	D	HERNANDO	CAP	0.00	1	1	1	0.14	0.02	0	0.03	0.43	0.06	0.31	182	
ANDERSON RD	SLIGH AVE	WATERS AVE	L RTP	NEEDS	4	D	6	D	HILLSBOROUGH	CAP	0.04	1	1	0	0.19	0.11	0	0.10	0.11	0.72	0.30	183	
COUNTY LINE RD	SWINDELL RD	KNIGHTS STATION RD	L RTP	NEEDS	0	NA	2	U	POLK	CAP	0.00	1	1	1	0.15	0.05	0	0.08	0.00	0.13	0.30	184	
CENTRAL POLK PKWY	EAST CONNECTOR	US 27	FDOTPDE	NEEDS	0	NA	6	D	POLK	CAP	0.00	0	0	0	0.14	1.00	1	0.31	0.02	0.05	0.30	185	
POLLARD RD EXT	CSX ILC	THOMPSON NURSERY RD REALIGN	L RTP	CA	0	NA	2	U	POLK	CAP	0.00	1	0	0	0.28	0.52	0	1.00	0.03	0.03	0.30	186	
SR 37	CR 640 PINECREST RD	SR 60 CANAL ST	L RTP	NEEDS	2	U	4	D	POLK	CAP	0.10	0.67	1	0	0.15	0.07	1	0.19	0.08	0.18	0.30	187	
WARING RD PHASE II	W PIPKIN RD	DRANE FIELD RD	L RTP	CA	2	U	4	D	POLK	CAP	0.07	1	1	0	0.14	0.04	0	0.06	1.00	0.47	0.30	188	
POLLARD RD EXT	SR 60	CSX ILC	L RTP	CA	0	NA	4	D	POLK	CAP	0.00	1											

ON STREET	FROM	TO	SOURCE	STATUS	BASE YEAR		FUTURE YEAR		COUNTY	PROJECT TYPE*	STANDARDIZED SCORES										SCORE	RANK	
					LANES	TYPE	LANES	TYPE			CRASH RATE	INTENSITY OF FAC SERVED	EXISTING OR EMERGING FAC	FAC TO LIMITED ACCESS CONNECTION	CONGESTED TO FREE FLOW			PERCENT TRUCK TRAFFIC		LIVABILITY/ FREIGHT CONFLICT AREA			INDUSTRIAL EMPLOYMENT
					10%	15%	10%	15%							15%	10%	7.5%	5%	12.5%				
SPIRIT LAKE RD 42ND ST NW	CR 542	SR 544	L RTP	CA	2	U	4	D	POLK	CAP	0.01	1	1	0	0.14	0.13	0	0.16	1.00	0.20	0.28	199	
SPIRIT LAKE RD	US 17	SR 540 WINTERLAKE RD	L RTP	CA	2	U	4	D	POLK	CAP	0.07	1	1	0	0.16	0.06	0	0.07	0.99	0.25	0.28	200	
HOOVER BLVD	HILLSBOROUGH AVE		L RTP	NEEDS	4	D	6	D	HILLSBOROUGH	CAP	0.03	1	1	0	0.14	0.07	0	0.11	0.08	0.61	0.27	201	
CHANCEY (Z.EAST)	20TH ST EXT	ALSTON EXT	L RTP	NEEDS	2	U	4	D	PASCO	CAP;OPS	0.21	0.67	0	0	0.16	0.05	1	0.15	0.06	0.31	0.27	202	
DALE MABRY HWY	BEARSS AVE	HILLSBOROUGH AVE	FTMA	NEEDS	6	D	6	D	HILLSBOROUGH	OPS	0.02	1	1	0	0.23	0.20	0	0.09	0.30	0.28	0.27	203	
US 19/US 98 (SUNCOAST BLVD)	19TH ST/TURKEY OAK DR, N	STATE PARK ST, W	L RTP;SIS	NEEDS	4	D	6	D	CITRUS	CAP;OPS	0.03	0.67	0	0	0.15	0.12	1	0.13	1.00	0.02	0.27	204	
HARNEY RD	56TH ST	SLIGH AVE	L RTP	NEEDS	2	U	4	D	HILLSBOROUGH	CAP	0.23	0.67	1	0	0.17	0.01	0	0.02	0.72	0.54	0.27	205	
US 98 FLORIDA AVE	US 92 MEMORIAL BLVD	CR 582 GRIFFIN RD	L RTP; CS	NEEDS	4	D	6	D	POLK	CAP;OPS	0.03	1	1	0	0.19	0.10	0	0.10	1.00	0.11	0.27	206	
U.S. 301 (GALL BLVD)	S.R. 56	S.R. 39	L RTP	CA	2	U	4	D	PASCO	CAP	0.08	0.67	0	0	0.27	0.08	1	0.11	0.50	0.07	0.27	207	
US 19/US 98 (SUNCOAST BLVD)	STATE PARK ST, W	ASHBURN LN, W	L RTP;SIS	NEEDS	4	D	6	D	CITRUS	CAP;OPS	0.00	0.67	0	0	0.15	0.12	1	0.13	1.00	0.01	0.27	208	
SR 517 WABASH AVE	SR 600 GEORGE JENKINS BLVD	US 92 MEMORIAL DR	CS	NEEDS	4	D	4	D	POLK	OPS	0.03	1	1	0	0.15	0.14	0	0.16	0.94	0.12	0.27	209	
SR 39	I-4	PASCO CO	FTMA	NEEDS	2	U	2	U	HILLSBOROUGH	OPS	0.05	0.67	0	0	0.27	0.12	1	0.19	0.06	0.17	0.27	210	
US 41	SR 758 BEE RIDGE RD	US 301	CS	NEEDS	6	D	6	D	SARASOTA	OPS	0.06	1	1	0	0.51	0.10	0	0.05	0.12	0.09	0.27	211	
SR 54	US 41	SR 56	L RTP;SIS	NEEDS	6	D	10	D	PASCO	CAP	0.02	0	0	0	0.27	0.38	1	0.17	0.85	0.09	0.27	212	
I-75	HILLSBOROUGH CO	SR 56	L RTP	NEEDS	6	F	12	F	PASCO	CAP;MGDLN	0.04	0.33	0	0	0.22	0.51	1	0.20	0.00	0.03	0.27	213	
US 17 US 92	US 17 US 92 HINSON AVE	OSCEOLA COUNTY	L RTP	CA	2	U	4	D	POLK	CAP	0.02	0	0	0	1.00	0.10	0	0.20	0.95	0.29	0.27	214	
M L KING BLVD	40TH ST	I-4	L RTP	NEEDS	2	U	4	D	HILLSBOROUGH	CAP	0.07	1	1	0	0.26	0.02	0	0.05	0.41	0.32	0.26	215	
FOREST LAKES BLVD	SR 580	TAMPA RD	L RTP	CA	2	D	4	D	PINELLAS	CAP	0.01	0.67	1	0	0.18	0.12	0	0.20	1.00	0.15	0.26	216	
S.R. 52	C.R. 581 (BELLAMY BROTHERS)	I-75 SB RAMPS	L RTP	CA	2	U	4	D	PASCO	CAP;OPS	0.05	0.33	0	0	0.64	0.14	0	0.40	0.93	0.35	0.26	217	
I-275	54TH AVE S	31ST ST S	SIS	NEEDS	6	F	8	F	PINELLAS	CAP	0.01	0.33	0	0	0.17	0.26	1	0.15	0.82	0.08	0.26	218	
CHANCEY (Z.EAST)	S.R. 39	20TH ST EXT	L RTP	NEEDS	2	U	4	D	PASCO	CAP;OPS	0.07	0.67	0	0	0.20	0.06	1	0.13	0.11	0.26	0.26	219	
SR 54	WEST OF US 41/CSX	EAST OF US 41/CSX	TBRFRS;SIS	NEEDS	0	NA	0	NA	PASCO	GS	0.04	0	0	0	0.29	0.30	1	0.15	1.00	0.04	0.26	220	
I-275	I-4 INTERCHANGE	M L KING BLVD	L RTP;SIS	NEEDS	8	F	12	F	HILLSBOROUGH	CAP;MGDLN	0.03	0	0	0	0.20	0.38	1	0.14	1.00	0.06	0.26	221	
CR 542A GALLOWAY RD	US 92 NEW TAMPA HWY	KNIGHTS STATION RD*	L RTP	CA	2	U	4	D	POLK	CAP	0.03	1	1	0	0.16	0.10	0	0.10	0.89	0.11	0.26	222	
US 41	SR 44	STAGECOACH TRAIL	CS	NEEDS	4	D	4	D	CITRUS	OPS	0.03	0.67	0	0	0.18	0.09	1	0.14	0.48	0.09	0.26	223	
CLEAR SPRINGS RD	SR 60	CENTRAL POLK PKWY	FDPDPDE	NEEDS	0	NA	2	U	POLK	CAP	0.00	0	0	0	0.14	0.54	1	0.31	0.45	0.08	0.26	224	
FALKENBURG RD	SOUTH OF CSX S LINE	NORTH OF CSX S LINE	TBRFRS	NEEDS	0	NA	0	NA	HILLSBOROUGH	GS	0.07	1	1	0	0.21	0.04	0	0.04	0.60	0.23	0.26	225	
BROADWAY AVE	FALKENBURG RD	M L KING BLVD	L RTP	NEEDS	2	U	4	D	HILLSBOROUGH	CAP	0.29	1	1	0	0.17	0.01	0	0.02	0.26	0.29	0.26	226	
I-75	S OF FOWLER	N OF BRUCE B DOWNS	L RTP;SIS	NEEDS	4	F	10	F	HILLSBOROUGH	CAP;MGDLN	0.04	0	0	0	0.17	0.48	1	0.20	0.43	0.14	0.25	227	
SR 563 (N-S ROUTE)	W PIPKIN RD	SR 572	L RTP	CA	0	NA	4	D	POLK	CAP	0.02	1	1	0	0.14	0.05	0	0.22	1.00	0.06	0.25	228	
GUNN HWY	CITRUS PARK DR	DALE MABRY OVERPASS	L RTP	NEEDS	4	D	6	D	HILLSBOROUGH	CAP	0.02	1	1	0	0.22	0.13	0	0.10	0.49	0.13	0.25	229	
SR 60	W OF CSX RR	E OF CSX RR	SIS	NEEDS	0	NA	0	NA	POLK	GS	0.11	0	0	0	0.17	0.53	1	0.37	0.00	0.06	0.25	230	
US 19/US 98 (SUNCOAST BLVD)	ASHBURN LN, W	WATERGATE LN, W	L RTP;SIS	NEEDS	4	D	6	D	CITRUS	CAP;OPS	0.13	0.67	0	0	0.21	0.12	1	0.14	0.17	0.01	0.25	231	
ANDERSON SNOW RD	AMERO LN	INDUSTRIAL LP	L RTP	NEEDS	2	U	4	D	HERNANDO	CAP	0.00	1	1	0	0.14	0.01	0	0.07	1.00	0.16	0.25	232	
CHANCEY (Z.EAST)	6TH AVE EXT	C.R. 54	L RTP	NEEDS	2	U	4	D	PASCO	CAP;OPS	0.03	0.67	0	0	0.15	0.05	1	0.17	0.00	0.27	0.25	233	
C.R. 35A (OLD LAKE LAND HWY)	C.R. 54	C.R. 530 (OTTIS ALLEN RD)	L RTP	NEEDS	2	U	4	D	PASCO	CAP;OPS	0.17	0.67	0	0	0.14	0.01	1	0.05	0.00	0.28	0.24	234	
U.S. 41	TOWER RD	WISTERIA	L RTP	NEEDS	4	D	6	D	PASCO	CAP	0.02	0	0	0	0.33	0.20	1	0.12	1.00	0.03	0.24	235	
SR 39	PASCO CO	US 301	FTMA	NEEDS	2	U	2	U	PASCO	OPS	0.03	0.67	0	0	0.14	0.09	1	0.17	0.21	0.12	0.24	236	
CHANCEY (Z.EAST)	C AVE EXT	6TH AVE EXT	L RTP	NEEDS	2	U	4	D	PASCO	CAP;OPS	0.00	0.67	0	0	0.15	0.05	1	0.17	0.00	0.26	0.24	237	
SR70	E OF I-75	LAKEWOOD RANCH BLVD	SIS	NEEDS	6	D	8	D	MANATEE	CAP	0.04	0	0	0	0.28	0.23	1	0.22	0.39	0.20	0.24	238	
CHANCEY (Z.EAST)	ALSTON EXT	C AVE EXT	L RTP	NEEDS	2	U	4	D	PASCO	CAP;OPS	0.00	0.67	0	0	0.15	0.05	1	0.16	0.00	0.26	0.24	239	
U.S. 41	RIDGE RD EXT	S.R. 52	L RTP	CA	2	U	4	D	PASCO	CAP;OPS	0.04	0	0	0	0.26	0.17	1	0.14	1.00	0.09	0.24	240	
U.S. 41	PLEASANT PALM BLVD	RIDGE RD EXT	L RTP	NEEDS	4	D	6	D	PASCO	CAP	0.02	0	0	0	0.31	0.17	1	0.14	1.00	0.04	0.24	241	
SAWGRASS RD	I-75	BUCKEYE RD	L RTP	CA	0	NA	4	D	MANATEE	CAP	0.00	1	0	1	0.14	0.04	0	0.16	0.00	0.02	0.24	242	
SR 683	US 41	FRUITVILLE RD	CS	NEEDS	4	D	4	D	SARASOTA	OPS	0.03	1	1	0	0.28	0.07	0	0.09	0.46	0.03	0.24	243	
SAM ALLEN RD	SR 39	PARK ST	L RTP	CA	2	U	4	D	HILLSBOROUGH	CAP	1.00	0	0	0	0.15	0.01	1	0.02	0.08	0.04	0.23	244	
LOIS AVE	M L KING BLVD	HILLSBOROUGH AVE	L RTP	NEEDS	2	U	4	D	HILLSBOROUGH	CAP	0.13	1	1	0	0.14	0.02	0	0.03	0.17	0.30	0.23	245	
US 41	DALE MABRY HWY	TOWER RD	FTMA	NEEDS	6	D	6	D	PASCO	OPS	0.04	0	0	0	0.21	0.22	1	0.11	0.92	0.08	0.23	246	
US 27	HIGHLANDS COUNTY	SR 60	L RTP;SIS	NEEDS	4	D	6	D	POLK	CAP	0.04	0	0	0	0.16	0.33	1	0.29	0.10	0.22	0.23	247	
CR 582 KNIGHTS GRIFFIN RD	WESTERN POLK CONNECTOR	CR 35A KATHLEEN RD	L RTP	CA	2	U	4	D	POLK	CAP	0.02	1	1	0	0.15	0.07	0	0.15	0.61	0.04	0.23	248	
SUNCOAST PARKWAY 2	CITRUS AVE	SR 44	L RTP	CA	0	NA	4	F	CITRUS	CAP	0.00	0.67	0	0	0.18	0.10	1	0.10	0.04	0.13	0.23	249	
C.R. 35A (OLD LAKE LAND HWY)	BERRY RD	U.S. 98	L RTP	NEEDS	2	U	4	D	PASCO	CAP;OPS	0.24	0.67	0	0	0.14	0.01	1	0.04	0.30	0.02	0.23	250	
US 19/US 98 (SUNCOAST BLVD)	EMERALD OAKS DR, W	POWERLINE ST, W	L RTP	NEEDS	4	D	6	D	CITRUS	CAP;OPS	0.06	0.67	0	0	0.16	0.12	1	0.14	0.00	0.06	0.23	251	
DOCK ST EXT	US 41	SWEETWATER PRESERVE	PMP	NEEDS	0	NA	2	U	MANATEE	CAP	0.00	1	1	0	0.18	0.20	0	0.31	0.00	0.02	0.23	252	
US 19/US 98 (SUNCOAST BLVD)	WATERGATE LN, W	EMERALD OAKS DR, W	L RTP;SIS	NEEDS	4	D	6	D	CITRUS	CAP;OPS	0.08	0.67	0	0	0.15	0.12	1	0.14	0.00	0.05	0.23	253	
FORBES RD	SR 574	I-4	ISS/OP	NEEDS	2	U	4	D	HILLSBOROUGH	CAP	0.04	0.33	1	1	0.15	0.03	0	0.08	0.00	0.10	0.23	254	
COBB RD (US98)	YONTZ RD	PONCE DE LEON BLVD (US98/SR700)	L RTP	NEEDS	2																		

ON STREET	FROM	TO	SOURCE	STATUS	BASE YEAR		FUTURE YEAR		COUNTY	PROJECT TYPE*	STANDARDIZED SCORES										SCORE	RANK	
					LANES	TYPE	LANES	TYPE			CRASH RATE	INTENSITY OF FAC SERVED	EXISTING OR EMERGING FAC	FAC TO LIMITED ACCESS CONNECTION	CONGESTED TO FREE FLOW			PERCENT TRUCK TRAFFIC		LIVABILITY/ FREIGHT CONFLICT AREA			INDUSTRIAL EMPLOYMENT
					10%	15%	10%	15%							15%	10%	7.5%	5%	12.5%				
US 17 US 92	ROCHELLE AVE	US 27	L RTP	CA	4	D	6	D	POLK	CAP	0.10	0	0	0	0.20	0.12	1	0.07	0.85	0.15	0.23	265	
US 17 S HOLLAND PKWY	STUART ST	MAIN ST	SIS	NEEDS	4	D	6	D	POLK	CAP	0.06	0	0	0	0.18	0.17	1	0.18	0.97	0.04	0.23	266	
C.R. 35A (OLD LAKE LAND HWY)	U.S. 98	C.R. 52A (CLINTON AVE)	L RTP	NEEDS	2	U	4	D	PASCO	CAP	0.19	0.67	0	0	0.14	0.00	1	0.03	0.11	0.06	0.22	267	
KNIGHTS STATION RD	W OF RR XING 622866E	W OF KATHLEEN RD	SIS	NEEDS	0	NA	0	NA	POLK	GS	0.00	1	1	0	0.19	0.09	0	0.13	0.31	0.03	0.22	268	
C.R. 35A (OLD LAKE LAND HWY)	C.R. 530 (OTTIS ALLEN RD)	BERRY RD	L RTP	NEEDS	2	U	4	D	PASCO	CAP;OPS	0.27	0.67	0	0	0.14	0.01	1	0.04	0.00	0.02	0.22	269	
US 19 US 98 (SUNCOAST BLVD)	BURNT RIDGE RD, W	CARDINAL ST, W	L RTP;SIS	NEEDS	4	D	6	D	CITRUS	CAP;OPS	0.02	0	0	0	0.26	0.14	1	0.10	0.90	0.04	0.22	270	
I-75	N OF BRUCE B DOWNS	PASCO CO	L RTP;SIS	CA	4	F	10	F	HILLSBOROUGH	CAP;MGDLN	0.04	0	0	0	0.19	0.43	1	0.21	0.00	0.04	0.22	271	
MARTIN LUTHER KING JR BLVD	PARSONS AVE	KINGSWAY RD	L RTP	CA	2	U	4	D	HILLSBOROUGH	CAP	0.04	1	1	0	0.22	0.05	0	0.06	0.00	0.15	0.22	272	
US 19 US 98 (SUNCOAST BLVD)	CR 494, W	VENABLE ST, W	L RTP;SIS	NEEDS	4	D	6	D	CITRUS	CAP;OPS	0.05	0	0	0	0.20	0.11	1	0.09	0.98	0.08	0.22	273	
US 19 US 98 (SUNCOAST BLVD)	SUNNY DAYS S/C	GREEN ACRES ST, W	L RTP;SIS	NEEDS	4	D	6	D	CITRUS	CAP;OPS	0.00	0	0	0	0.23	0.14	1	0.10	1.00	0.03	0.22	274	
BROAD ST (US41/SR45)	JEFFERSON ST (SR50)	MONDON HILL RD	L RTP	NEEDS	2	U	4	D	HERNANDO	CAP	0.03	0	0	0	0.19	0.11	1	0.20	1.00	0.03	0.22	275	
SR 60	CR 630	OSCEOLA COUNTY	L RTP;SIS	NEEDS	2	U	4	D	POLK	CAP	0.05	0	0	0	0.19	0.25	1	0.57	0.00	0.01	0.22	276	
US 19 US 98 (SUNCOAST BLVD)	CARDINAL ST, W	SUNNY DAYS S/C	L RTP;SIS	NEEDS	4	D	6	D	CITRUS	CAP;OPS	0.01	0	0	0	0.24	0.14	1	0.10	0.92	0.04	0.22	277	
US 92	FORBES RD	THONOTOSASSA RD	L RTP	NEEDS	2	U	4	D	HILLSBOROUGH	CAP	0.06	1	1	0	0.16	0.05	0	0.09	0.28	0.06	0.22	278	
US 19 US 98 (SUNCOAST BLVD)	VENABLE ST, W	LOPEZ LN	L RTP;SIS	NEEDS	4	D	6	D	CITRUS	CAP;OPS	0.08	0	0	0	0.18	0.11	1	0.09	1.00	0.06	0.21	279	
US 19 US 98 (SUNCOAST BLVD)	STONEBROOKE DR	LONGFELLOW ST, W	L RTP;SIS	NEEDS	4	D	6	D	CITRUS	CAP;OPS	0.07	0	0	0	0.18	0.10	1	0.09	1.00	0.06	0.21	280	
EASTERN CONNECTOR ROAD	SR 60	CENTRAL POLK PKWY	FDOTPDE	NEEDS	0	NA	2	U	POLK	CAP	0.00	0	0	0	0.14	0.43	1	0.31	0.00	0.04	0.21	281	
US 19 US 98 (SUNCOAST BLVD)	LOPEZ LN	CR 44, W	L RTP;SIS	NEEDS	4	D	6	D	CITRUS	CAP;OPS	0.04	0	0	0	0.19	0.11	1	0.08	0.98	0.07	0.21	282	
SUNCOAST PKWY	HILLSBOROUGH	S.R. 54	L RTP	NEEDS	4	F	6	F	PASCO	CAP	0.00	0	0	0	0.20	0.10	1	0.09	1.00	0.10	0.21	283	
US 98 US 301	GADDIS AVE	US 98 US 301 SPLIT	FTMA	NEEDS	4	D	4	D	PASCO	OPS	0.02	0	0	0	0.14	0.11	1	0.18	0.79	0.15	0.21	284	
US 19	SR 60	TAMPA RD	FTMA	NEEDS	6	D	6	D	PINELLAS	OPS	0.02	0	0	0	0.17	0.09	1	0.11	0.74	0.20	0.21	285	
U.S. 98 (BYPASS)	S.R. 52 (MERIDIAN)	MARTIN LUTHER KING	L RTP	NEEDS	2	U	4	D	PASCO	CAP;OPS	0.30	0	0	0	0.16	0.01	1	0.02	1.00	0.04	0.21	286	
SR 580	SR 590	COUNTRYSIDE BLVD	CS	NEEDS	4	D	4	D	PINELLAS	OPS	0.03	0.67	1	0	0.15	0.08	0	0.09	0.69	0.13	0.21	287	
BROAD ST (US41/SR45)	MONDON HILL RD	CROOM RD	L RTP	NEEDS	2	U	4	D	HERNANDO	CAP	0.00	0	0	0	0.17	0.10	1	0.21	1.00	0.04	0.21	288	
U.S. 98 (BYPASS)	MARTIN LUTHER KING	U.S.301 (N)	L RTP	NEEDS	2	U	4	D	PASCO	CAP;OPS	0.35	0	0	0	0.15	0.01	1	0.02	0.78	0.08	0.21	289	
PONCE DE LEON BLVD (US98/SR700)	COBB RD	LAKE LINDSEY RD	L RTP	NEEDS	2	U	6	D	HERNANDO	CAP	0.04	0	0	0	0.46	0.10	1	0.16	0.00	0.07	0.21	290	
US 92	I-4	CR 579	L RTP	NEEDS	2	U	4	D	HILLSBOROUGH	CAP	0.04	0.67	1	0	0.20	0.05	0	0.07	0.26	0.26	0.21	291	
SR 60	WEST OF VALRICO SUB	EAST OF VALRICO SUB	TBRFRS	NEEDS	0	NA	0	NA	HILLSBOROUGH	GS	0.01	0	0	0	0.19	0.20	1	0.17	0.70	0.01	0.21	292	
BROAD ST (US41/SR45)	CROOM RD	CHATFIELD DR	L RTP	NEEDS	2	U	4	D	HERNANDO	CAP	0.00	0	0	0	0.16	0.10	1	0.23	1.00	0.02	0.21	293	
US 41	SARASOTA COUNTY LINE	SR 70	CS	NEEDS	6	D	6	D	MANATEE	OPS	0.04	0.67	1	0	0.29	0.07	0	0.04	0.50	0.03	0.21	294	
KNIGHTS GRIFFIN RD	SR 39	POLK COUNTY	L RTP	NEEDS	2	U	4	D	HILLSBOROUGH	CAP	0.03	1	1	0	0.14	0.03	0	0.20	0.00	0.10	0.21	295	
SOUTHSIDE FRONTAGE RD (I-5)	GALLOWAY RD	MEMORIAL BLVD	L RTP	NEEDS	0	NA	2	U	POLK	CAP	0.04	1	1	0	0.15	0.05	0	0.10	0.10	0.07	0.21	296	
SR 60	@ CSX	NA	SIS	NEEDS	0	NA	0	NA	HILLSBOROUGH	GS	0.02	0	0	0	0.14	0.33	1	0.33	0.00	0.06	0.20	297	
7TH ST	SOUTH AVE	S.R. 54 (5TH AVE)	L RTP	NEEDS	2	O	3	O	PASCO	CAP	0.59	0.67	0	0	0.15	0.00	0	0.01	1.00	0.04	0.20	298	
SR 674	US HWY 301	CR 579	L RTP	CA	2	U	4	D	HILLSBOROUGH	CAP	0.03	0	0	0	0.18	0.10	1	0.18	0.68	0.09	0.20	299	
US 92	KINGSWAY RD	FORBES RD	L RTP	NEEDS	2	U	4	D	HILLSBOROUGH	CAP	0.40	0.67	1	0	0.18	0.01	0	0.01	0.00	0.14	0.20	300	
FALKENBURG RD	EAGLE PALM DR	DEER CHASE DR	L RTP	CA	2	D	4	D	HILLSBOROUGH	CAP	0.05	1	1	0	0.17	0.02	0	0.06	0.12	0.06	0.20	301	
CORTEZ BLVD BYPASS (SR50)	BROAD ST (US41/SR45)	SOUTHERN HILLS BLVD	L RTP	NEEDS	4	D	6	D	HERNANDO	CAP	0.04	0	0	0	0.15	0.10	1	0.11	1.00	0.01	0.20	302	
US 19 US 98 (SUNCOAST BLVD)	US 98/ MS MAGGIE DR, W	CYPRESS BLVD	L RTP;SIS	NEEDS	4	D	6	D	CITRUS	CAP;OPS	0.03	0	0	0	0.21	0.13	1	0.10	0.70	0.03	0.20	303	
PONCE DE LEON BLVD (US98/SR700)	SUNCOAST PKWY NB RAMP	SUNCOAST PKWY SB RAMP	L RTP	NEEDS	4	D	6	D	HERNANDO	CAP	0.24	0	0	0	0.21	0.08	1	0.11	0.42	0.03	0.20	304	
CORTEZ BLVD BYPASS (SR50)	SOUTHERN HILLS BLVD	MAIN ST	L RTP	NEEDS	4	D	6	D	HERNANDO	CAP	0.11	0	0	0	0.15	0.10	1	0.10	0.80	0.02	0.20	305	
SR 674 COLLEGE AVE	@ CSX	NA	SIS	NEEDS	0	NA	0	NA	HILLSBOROUGH	GS	0.05	0	0	0	0.14	0.08	1	0.10	1.00	0.02	0.20	306	
UNIVERSITY PKWY	AIRPORT ENTRANCE	OLD BRADENTON RD	SIS	NEEDS	4	D	6	D	MANATEE	CAP	0.00	0.67	1	0	0.23	0.09	0	0.10	0.52	0.01	0.20	307	
US 19	CR 44	SR 44	FTMA;SIS	NEEDS	6	D	6	D	CITRUS	OPS	0.05	0	0	0	0.15	0.11	1	0.08	0.87	0.05	0.20	308	
SR 684	75TH ST W	US 41	CS	NEEDS	4	D	4	D	MANATEE	OPS	0.05	0.67	1	0	0.26	0.05	0	0.05	0.47	0.02	0.20	309	
U.S. 301 (GALL BLVD)	S.R. 39	C.R. 54	L RTP	CA	2	U	6	D	PASCO	CAP	0.03	0.67	0	0	0.24	0.14	0	0.21	1.00	0.04	0.20	310	
CORTEZ BLVD (US98/SR50)	JASMINE DR	CEDAR LN	L RTP;SIS	NEEDS	4	D	8	D	HERNANDO	CAP	0.05	0	0	0	0.20	0.23	1	0.29	0.00	0.05	0.20	311	
C.R. 35A (OLD LAKE LAND HWY)	C.R. 52A (CLINTON AVE)	CITY LIMITS	L RTP	NEEDS	2	U	4	D	PASCO	CAP	0.65	0	0	0	0.14	0.00	1	0.02	0.04	0.06	0.20	312	
U.S. 301 (N)	U.S. 98	S.R. 575 (TRILBY RD)	L RTP	NEEDS	2	U	4	D	PASCO	CAP;OPS	0.01	0	0	0	0.14	0.04	1	0.22	0.99	0.02	0.20	313	
SR 70	LORRAINE RD	CR 675 WATERBURY RD	SIS	NEEDS	2	U	4	D	MANATEE	CAP	0.02	0	0	0	0.17	0.20	1	0.45	0.05	0.01	0.19	314	
I-375	I-275	4TH ST	SIS	NEEDS	4	F	6	F	PINELLAS	CAP	0.06	0	0	0	0.14	0.04	1	0.08	1.00	0.04	0.19	315	
OVERPASS RD	PASCO RD	MCKENDREE RD	L RTP	CA	2	U	4	D	PASCO	CAP	0.59	0	0	0	0.68	0.01	0	0.03	0.45	0.03	0.19	316	
S.R. 56	C.R. 579 (MORRIS BRIDGE RD)	U.S. 301 (GALL BLVD)	L RTP	CA	0	NA	4	D	PASCO	CAP	0.00	0	0	0	0.17	0.04	1	0.09	1.00	0.04	0.19	317	
SR 52	EMMUS CEMETARY RD	CURLEY RD	L RTP	NEEDS	2	U	4	D	PASCO	CAP	0.02	0.33	0	0	0.75	0.11	0	0.15	0.06	0.10	0.19	318	
TRINITY BLVD	C.R. 1 (LITTLE RD)	TAMARIND BLVD	L RTP	CA	2	U	4	D	PASCO	CAP	0.02	0.33	1	0	0.21	0.04	0	0.08	1.00	0.10	0.19	319	
SR 580	SR 584 TAMPA RD	SR 590	CS	NEEDS	4	D	4	D	PINELLAS	OPS	0.03	0.67	1	0	0.21	0.17	0	0.15	0.00	0.02	0.19	320	
SR 54	SR 56	PROGRESS PKWY	L RTP	CA	2	U	6	D	PASCO	CAP	0.07	0.33	0	1	0.18	0.04	0	0.04	0.07	0.09	0.19	321	
PONCE DE LEON BLVD (US98/SR700)	CITRUS WAY	LANDFILL RD	L RTP	NEEDS	2	U	6	D	HERNANDO	CAP	0.04	0	0	0	0.15	0.06	1	0.24	0.60	0.05	0.19	322	
KENNEDY BLVD / WEST	I-275 RAMP HOOVER BLVD	MEMORIAL HWY	L RTP	NEEDS	4	D	6	D	HILLSBOROUGH	CAP	0.05	0	0	0	0.15	0.06	1	0.06	0.63	0.15	0.19	323	
S.R. 54	MADISON	C.R. 77 (ROWAN)	L RTP	NEEDS	6	D	8	D	PASCO	CAP	0.02	0.33	1	0	0.15	0.12	0	0.11	1.00	0.02	0.19	324	
S.R. 56	BRUCE B DOWNS BLVD	MEADOW POINTE BLVD	L RTP	NEEDS	4	D	8	D	PASCO	CAP	0.04	0	0	0	0.14	0.02	1	0.05	0.97	0.03	0.18	325	
US 41 BROAD ST	SR 50	US 98 JEFFERSON ST	CS	NEEDS	6	D	6	D	HERNANDO	OPS	0.02	0	0	0	0.16	0.07	1	0.10	0.69	0.05	0.18	326	
PONCE DE LEON BLVD (US98/SR700)	LAKE LINDSEY RD	CITRUS WAY	L RTP	NEEDS	2	U	6	D	HERNANDO	CAP	0.04	0	0	0	0.24	0.10	1	0.22	0.00	0.11	0.18	327	
SUNCOAST PKWY	S.R. 54	RIDGE RD EXT	L RTP	NEEDS	4	F	6	F	PASCO	CAP	0.00	0	0	0									

ON STREET	FROM	TO	SOURCE	STATUS	BASE YEAR		FUTURE YEAR		COUNTY	PROJECT TYPE*	STANDARDIZED SCORES										SCORE	RANK	
					LANES	TYPE	LANES	TYPE			CRASH RATE	INTENSITY OF FAC SERVED	EXISTING OR EMERGING FAC	FAC TO LIMITED ACCESS CONNECTION	CONGESTED TO FREE FLOW			PERCENT TRUCK TRAFFIC		LIVABILITY/ FREIGHT CONFLICT AREA			INDUSTRIAL EMPLOYMENT
					10%	15%	10%	15%							15%	10%	7.5%	12.5%					
ALT 19	SR 688 ULMERTON RD	CS 695 PARK ST	CS	NEEDS	6	D	6	D	PINELLAS	OPS	0.04	0.33	1	0	0.15	0.06	0	0.08	0.83	0.12	0.18	331	
US 41	US 41B FLORIDA AVE	BEARSS AVE	CS	NEEDS	4	D	4	D	HILLSBOROUGH	OPS	0.07	0	0	0	0.26	0.05	1	0.03	0.28	0.09	0.18	332	
S.R. 54	C.R. 77 (ROWAN)	S.R. 54 OLD	L RTP	NEEDS	6	D	8	D	PASCO	CAP	0.03	0.33	1	0	0.16	0.13	0	0.09	0.84	0.02	0.18	333	
SR 60 / BRANDON BLVD	VALRICO RD	DOVER RD	L RTP; SIS	NEEDS	4	D	6	D	HILLSBOROUGH	CAP;OPS	0.02	0	0	0	0.16	0.21	1	0.17	0.00	0.08	0.18	334	
SR 64	15TH ST W	1ST ST E	CS	NEEDS	3	O	3	O	MANATEE	OPS	0.05	0	0	0	0.48	0.05	0	0.06	1.00	0.32	0.18	335	
SR 674	CR 579	CR 39	CS	NEEDS	2	U	2	U	HILLSBOROUGH	OPS	0.05	0	0	0	0.14	0.06	1	0.26	0.18	0.11	0.18	336	
BROAD ST (US41/SR45)	HOWELL AVE	SNOW MEMORIAL HWY	L RTP	NEEDS	2	U	4	D	HERNANDO	CAP	0.00	0	0	0	0.32	0.10	1	0.14	0.00	0.03	0.18	337	
U.S. 301 (GALL BLVD)	HILLSBOROUGH CO	S.R. 56	L RTP	NEEDS	2	U	4	D	PASCO	CAP	0.03	0	0	0	0.19	0.10	1	0.09	0.25	0.08	0.18	338	
US HWY 301	HARNEY ROAD	PASCO COUNTY	L RTP	NEEDS	2	U	4	D	HILLSBOROUGH	CAP	0.05	0.67	0	0	0.25	0.09	0	0.13	0.10	0.30	0.18	339	
COBB RD (US98)	FORT DADE AVE	YONTEZ RD	L RTP	NEEDS	2	U	6	D	HERNANDO	CAP	0.34	0	0	0	0.15	0.02	1	0.05	0.00	0.08	0.17	340	
US 301	SR 62	HILLSBOROUGH COUNTY LINE	CS	NEEDS	2	U	2	U	MANATEE	OPS	0.12	0	0	0	0.16	0.03	1	0.09	0.45	0.02	0.17	341	
US 41	SOUTH OF BROOKSVILLE SUB	NORTH OF BROOKSVILLE SUB	TBRFRS	NEEDS	0	NA	0	NA	PASCO	GS	0.12	0	0	0	0.16	0.12	1	0.15	0.00	0.06	0.17	342	
COBB RD (US98)	CORTEZ BLVD (SR50)	FORT DADE AVE	L RTP	NEEDS	2	U	6	D	HERNANDO	CAP	0.21	0	0	0	0.20	0.03	1	0.07	0.00	0.07	0.17	343	
SUNCOAST PKWY	RIDGE RD EXT	S.R. 52	L RTP	NEEDS	4	F	6	F	PASCO	CAP	0.00	0	0	0	0.19	0.07	1	0.08	0.29	0.07	0.17	344	
CORTEZ BLVD (SR50)	S SUNCOAST PKWY RAMP	N SUNCOAST PKWY RAMP	L RTP	NEEDS	4	D	6	D	HERNANDO	CAP	0.08	0	0	0	0.19	0.15	1	0.08	0.00	0.03	0.17	345	
US 41B FLORIDA AVE	FLETCHER AVE	NEBRASKA AVE APEX	CS	NEEDS	5	U	5	U	HILLSBOROUGH	OPS	0.05	0	0	0	0.21	0.09	1	0.07	0.06	0.08	0.17	346	
U.S. 41	S.R. 52	HAMILTON EXT	L RTP	NEEDS	2	U	6	D	PASCO	CAP	0.04	0	0	0	0.16	0.12	1	0.14	0.03	0.07	0.17	347	
CORTEZ BLVD (SR50)	N SUNCOAST PKWY RAMP	SUMMER ST	L RTP	NEEDS	4	D	6	D	HERNANDO	CAP	0.10	0	0	0	0.19	0.13	1	0.07	0.00	0.03	0.17	348	
SR 50	WEST OF BROOKSVILLE SUB	EAST OF BROOKSVILLE SUB	TBRFRS	NEEDS	0	NA	0	NA	HERNANDO	GS	0.17	0	0	0	0.16	0.10	1	0.10	0.00	0.02	0.17	349	
US 19/US 98 (SUNCOAST BLVD)	LONGFELLOW ST, W	HIGHLAND ST, W	L RTP;SIS	NEEDS	4	D	6	D	CITRUS	CAP;OPS	0.04	0	0	0	0.20	0.11	1	0.09	0.07	0.05	0.17	350	
US 98	HERNANDO CO LINE	US 19	CS	NEEDS	4	D	4	D	CITRUS	OPS	0.06	0	0	0	0.16	0.09	1	0.11	0.16	0.04	0.17	351	
CORTEZ BLVD (SR50)	CALIFORNIA ST	COBB RD	L RTP;SIS	NEEDS	4	D	6	D	HERNANDO	CAP	0.08	0	0	0	0.16	0.10	1	0.11	0.00	0.09	0.17	352	
US 98	SUNCOAST PKWY	CITRUS CO LINE	CS	NEEDS	4	D	4	D	HERNANDO	OPS	0.00	0	0	0	0.24	0.10	1	0.10	0.07	0.03	0.17	353	
7TH ST	7TH ST EXT	SOUTH AVE	L RTP	NEEDS	2	O	3	O	PASCO	CAP	0.19	0.67	0	0	0.14	0.01	0	0.03	1.00	0.04	0.16	354	
S.R. 54	MITCHEL RANCH	C.R. 1 (LITTLE RD)	L RTP	NEEDS	6	D	8	D	PASCO	CAP	0.04	0.33	1	0	0.15	0.12	0	0.10	0.53	0.03	0.16	355	
SUNCOAST PKWY	VETERANS EXPWY	PASCO COUNTY	L RTP	NEEDS	4	F	6	F	HILLSBOROUGH	CAP	0.00	0	0	0	0.22	0.11	1	0.10	0.00	0.06	0.16	356	
US 301	PASCO CO	SR 50	L RTP	NEEDS	2	U	4	D	HERNANDO	CAP;OPS	0.03	0	0	0	0.14	0.05	1	0.20	0.00	0.13	0.16	357	
FLETCHER AVE	US 41	US 41B	CS	NEEDS	4	D	4	D	HILLSBOROUGH	OPS	0.02	0	0	0	0.38	0.23	0	0.14	1.00	0.09	0.16	358	
SUNCOAST PARKWAY EXT	US 98	CITRUS CO	L RTP	NEEDS	0	NA	4	D	HERNANDO	CAP	0.00	0	0	0	0.21	0.08	1	0.10	0.20	0.03	0.16	359	
BROAD ST (US41/SR45)	CHATFIELD DR	HOWELL AVE	L RTP	NEEDS	2	U	4	D	HERNANDO	CAP	0.00	0	0	0	0.20	0.10	1	0.18	0.03	0.02	0.16	360	
CORTEZ BLVD BYPASS (SR50)	JEFFERSON RD	BROAD ST (US41/SR45)	L RTP	NEEDS	4	D	6	D	HERNANDO	CAP	0.10	0	0	0	0.14	0.06	1	0.10	0.09	0.09	0.16	361	
US 19/US 98 (SUNCOAST BLVD)	HIGHLAND ST, W	CR 494, W	L RTP;SIS	NEEDS	4	D	6	D	CITRUS	CAP;OPS	0.00	0	0	0	0.20	0.11	1	0.09	0.13	0.03	0.16	362	
US 17 US 92 HINSON AVE	10TH ST	17TH ST	L RTP;CS	CA	2	U	4	D	POLK	CAP;OPS	0.04	0	0	0	0.53	0.08	0	0.11	1.00	0.07	0.16	363	
SUNCOAST PARKWAY 2	SR 44	CARDINAL ST	L RTP	CA	0	NA	4	F	CITRUS	CAP	0.00	0	0	0	0.18	0.12	1	0.09	0.00	0.09	0.16	364	
TRINITY BLVD	TAMARIND BLVD	S.R. 54	L RTP	CA	2	U	4	D	PASCO	CAP	0.00	0.33	1	0	0.20	0.03	0	0.07	0.27	0.21	0.16	365	
U.S. 301 (N)	S.R. 575 (TRILBY RD)	HERNANDO CO	L RTP	NEEDS	2	U	4	D	PASCO	CAP;OPS	0.00	0	0	0	0.14	0.05	1	0.17	0.09	0.13	0.16	366	
BROAD ST (US41/SR45)	LAKE LINDSEY RD	CITRUS COUNTY LINE	L RTP	NEEDS	2	U	4	D	HERNANDO	CAP	0.00	0	0	0	0.19	0.09	1	0.18	0.00	0.04	0.16	367	
FOWLER AVE	FLORIDA AVE	56TH ST	CS	NEEDS	8	D	8	D	HILLSBOROUGH	OPS	0.02	0	0	0	0.21	0.16	0	0.09	0.97	0.37	0.16	368	
SUNCOAST PARKWAY 2	CARDINAL ST	HERNANDO CO	L RTP	CA	0	NA	4	F	CITRUS	CAP	0.00	0	0	0	0.20	0.11	1	0.10	0.00	0.04	0.16	369	
US 41 (FLORIDA AVE)	HERNANDO CO. LINE	OAK FOREST	L RTP	NEEDS	2	D	4	D	CITRUS	CAP	0.00	0	0	0	0.19	0.09	1	0.18	0.00	0.03	0.16	370	
CORTEZ BLVD (SR50)	SUMMER ST	WISCON RD	L RTP	NEEDS	4	D	6	D	HERNANDO	CAP	0.00	0	0	0	0.19	0.13	1	0.07	0.00	0.04	0.16	371	
US 41 (FLORIDA AVE)	SR 44	ARLINGTON ST, E	L RTP	CA	2	U	4	D	CITRUS	CAP	0.02	0.67	0	0	0.18	0.07	0	0.13	0.72	0.05	0.16	372	
CORTEZ BLVD BYPASS (SR50)	MAIN ST	EMERSON RD	L RTP	NEEDS	4	D	6	D	HERNANDO	CAP	0.08	0	0	0	0.16	0.10	1	0.11	0.00	0.03	0.16	373	
BROAD ST (US41/SR45)	SNOW MEMORIAL HWY	LAKE LINDSEY RD	L RTP	NEEDS	2	U	4	D	HERNANDO	CAP	0.00	0	0	0	0.17	0.09	1	0.21	0.00	0.03	0.16	374	
CORTEZ BLVD (SR50)	FORT DADE AVE	CALIFORNIA ST	L RTP	NEEDS	4	D	6	D	HERNANDO	CAP	0.05	0	0	0	0.17	0.10	1	0.09	0.00	0.03	0.16	375	
CORTEZ BLVD (SR50)	WINTER ST	FORT DADE AVE	L RTP	NEEDS	4	D	6	D	HERNANDO	CAP	0.07	0	0	0	0.15	0.11	1	0.08	0.00	0.03	0.16	376	
PORT REDWING ACCESS ROAD (NEW ROAD)	PORT REDWING	US 41	PMP	NEEDS	0	NA	2	U	HILLSBOROUGH	CAP	0.00	0.67	1	0	0.17	0.06	0	0.01	0.00	0.04	0.16	377	
CORTEZ BLVD BYPASS (SR50)	EMERSON RD	JEFFERSON ST (SR50)	L RTP	NEEDS	4	D	6	D	HERNANDO	CAP	0.05	0	0	0	0.14	0.09	1	0.13	0.00	0.04	0.16	378	
CORTEZ BLVD (SR50)	WISCON RD	WINTER ST	L RTP	NEEDS	4	D	6	D	HERNANDO	CAP	0.03	0	0	0	0.16	0.11	1	0.08	0.00	0.03	0.15	379	
GATEWAY BLVD	DOCK ST EXT	PINEY POINT RD	PMP	NEEDS	0	NA	2	U	MANATEE	CAP	0.00	1	0	0	0.14	0.06	0	0.31	0.02	0.01	0.15	380	
BUSCH BLVD	N BOULEVARD	FLORIDA AVE	L RTP	NEEDS	4	U	6	D	HILLSBOROUGH	CAP	0.01	0	0	0	0.27	0.27	0	0.20	1.00	0.05	0.15	381	
US HWY 301	MANATEE COUNTY	SR 674	L RTP	NEEDS	2	U	4	D	HILLSBOROUGH	CAP	0.06	0	0	0	0.18	0.04	1	0.05	0.03	0.06	0.15	382	
US 41	OAK FOREST	FLORAL CITY BYPASS	L RTP	NEEDS	2	U	4	D	CITRUS	CAP	0.00	0	0	0	0.16	0.08	1	0.20	0.00	0.01	0.15	383	
SWEETWATER PRESERVE	BUCKEYE RD	PINEY POINT RD	PMP	NEEDS	0	NA	2	U	MANATEE	CAP	0.00	1	0	0	0.14	0.03	0	0.31	0.01	0.02	0.15	384	
W PIPKIN RD	MEDULLA RD	S PIPKIN RD	L RTP	CA	2	U	4	D	POLK	CAP	0.08	0.33	0	0	0.14	0.07	0	0.10	0.25	0.43	0.15	385	
7TH ST	U.S. 301 (GALL BLVD) S	7TH ST EXT	L RTP	NEEDS	2	O	3	O	PASCO	CAP	0.00	0.67	0	0	0.14	0.01	0	0.03	1.00	0.04	0.15	386	
CR 486 (NORVELL BRYANT HWY)	URBAN BOUNDARY (W)	PINE RIDGE BLVD, W	L RTP	NEEDS	4	D	8	D	CITRUS	CAP	0.00	0	0	0	0.47	0.07	0	0.05	1.00	0.08	0.14	387	
U.S. 98 (BYPASS)	C.R. 35A (OLD LAKELAND HWY)	S.R. 52 (MERIDIAN)	L RTP	NEEDS	2	U	4	D	PASCO	CAP;OPS	0.00	0	0	0	0.19	0.01	1	0.02	0.21	0.02	0.14	388	
CR 491 LECANTO HWY	HORACE ALLEN ST	CR 486 NORVELL BRYANT HWY	L RTP	NEEDS	2	U	6	D	CITRUS	CAP	0.03	0	0	0	0.43	0.08	0	0.13	1.00	0.04	0.14	389	
S.R. 54	S.R. 54 OLD	MITCHEL RANCH	L RTP	NEEDS	6	D	8	D	PASCO	CAP	0.03	0.33	1	0	0.15	0.12	0	0.10	0.00	0.04	0.14	390	
U.S. 19	PINELLAS CO	SR 54	L RTP	CA	6	D	8	D	PASCO	CAP;OPS	0.02	0	0	0	0.26	0.22	0	0.11	0.91	0.09	0.14	391	
US 19	@ SR 54	NA	SIS	NEEDS	0	NA	0	NA	PASCO	NEW INT	0.02	0	0	0	0.23	0.27	0	0.12	1.00	0.02	0.14	392	
S.R. 52	U.S. 41	C.R. 581 (BELLAMY BROTHERS)	L RTP	CA	2	U	4	D	PASCO	CAP;OPS	0.03	0.33	0	0	0.28	0.10	0	0.20	0.19	0.16	0.14	393	
CR 491 LECANTO HWY	SR 44	HORACE ALLEN ST	L RTP	CA	4	D	6	D	CITRUS	CAP	0.04	0	0	0	0.34	0.08	0	0.14	1.00	0.08	0.14	394	
CR 579	US HWY 92	I-4	L RTP	NEEDS	4	D	6	D	H														

ON STREET	FROM	TO	SOURCE	STATUS	BASE YEAR		FUTURE YEAR		COUNTY	PROJECT TYPE*	STANDARDIZED SCORES										SCORE	RANK	
					LANES	TYPE	LANES	TYPE			CRASH RATE	INTENSITY OF FAC SERVED	EXISTING OR EMERGING FAC	FAC TO LIMITED ACCESS CONNECTION	CONGESTED TO FREE FLOW			PERCENT TRUCK TRAFFIC		LIVABILITY/ FREIGHT CONFLICT AREA			INDUSTRIAL EMPLOYMENT
					10%	15%	10%	15%							15%	10%	7.5%	5%	12.5%				
PIPKIN RD W	PIPKIN RD S	HARDEN BLVD OLD 37	L RTP	CA	2	U	4	D	POLK	CAP	0.11	0.33	0	0	0.15	0.05	0	0.05	0.90	0.10	0.13	397	
FORBES RD (SR60-14 CONNECT)	SR 60	SR 574	ISS/OP	NEEDS	0	NA	4	D	HILLSBOROUGH	CAP	0.05	0.33	1	0	0.15	0.02	0	0.09	0.00	0.10	0.13	398	
DALE MABRY HWY	KENNEDY BLVD	INTERBAY BLVD	FTMA	NEEDS	4	D	6	D	HILLSBOROUGH	CAP;OPS	0.04	0	0	0	0.18	0.10	0	0.09	1.00	0.23	0.13	399	
EILAND BLVD	DEAN DAIRY	U.S. 301 (GALL BLVD)	L RTP	CA	2	U	4	D	PASCO	CAP	0.01	0.67	0	0	0.19	0.10	0	0.17	0.10	0.01	0.13	400	
CR 486 (NORVELL BRYANT HWY)	MEADOWCREST BLVD	URBAN BOUNDARY (W)	L RTP	NEEDS	4	D	6	D	CITRUS	CAP	0.00	0	0	0	0.47	0.07	0	0.05	0.73	0.07	0.13	401	
FISH HATCHERY RD EXT	REYNOLDS RD	CR 542 MAIN ST	L RTP	NEEDS	0	NA	4	D	POLK	CAP	0.05	0	0	0	0.14	0.03	0	0.19	1.00	0.28	0.13	402	
BARTOW NORTHERN CONNECTOR	SR 60	US 17	L RTP	CA	0	NA	4	D	POLK	CAP	0.04	0	0	0	0.18	0.20	0	0.26	0.49	0.19	0.13	403	
MORRIS BRIDGE RD	PASCO	SR 56	ISS/OP	NEEDS	2	U	4	D	PASCO	CAP	0.00	0	0	0	0.70	0.05	0	0.06	0.00	0.07	0.13	404	
SR 35	MAIN ST	MEMORIAL BLVD	CS	NEEDS	6	D	6	D	POLK	OPS	0.05	0	0	0	0.14	0.06	0	0.11	1.00	0.24	0.12	405	
U.S. 19	SR 54	RIDGE RD	L RTP	CA	6	D	8	D	PASCO	CAP;OPS	0.02	0	0	0	0.19	0.20	0	0.10	0.71	0.16	0.12	406	
ARMENIA AVE	WATERS AVE	BUSCH BLVD	L RTP	NEEDS	2	U	4	D	HILLSBOROUGH	CAP	0.02	0	0	0	0.23	0.11	0	0.18	1.00	0.05	0.12	407	
S.R. 52	SUNCOAST PKWY RAMP (W)	U.S. 41	L RTP	CA	2	U	6	D	PASCO	CAP;OPS	0.03	0	0	0	0.31	0.12	0	0.14	0.51	0.13	0.12	408	
EILAND BLVD	CLIFTON DOWN DR	DEAN DAIRY	L RTP	CA	2	U	4	D	PASCO	CAP	0.00	0.67	0	0	0.15	0.10	0	0.21	0.00	0.00	0.12	409	
C.R. 54 (E)	U.S. 301 (GALL BLVD)	20TH ST	L RTP	NEEDS	0	NA	4	D	PASCO	CAP	0.01	0.67	0	0	0.14	0.07	0	0.18	0.08	0.01	0.12	410	
US 19	S OF TIMBERLANE ST	S OF LAKE ST	SIS	NEEDS INT	0	NA	0	NA	PINELLAS	GS;NEW INT	0.03	0	0	0	0.25	0.11	0	0.10	1.00	0.03	0.12	411	
US 19	PINELLAS TRAIL	PASCO COUNTY	SIS	NEEDS	0	NA	0	NA	PINELLAS	GS;NEW INT	0.02	0	0	0	0.28	0.10	0	0.09	0.89	0.06	0.12	412	
S.R. 54	C.R. 577 (CURLEY RD)	C.R. 579 (MORRIS BRIDGE)	L RTP	CA	2	U	6	D	PASCO	CAP	0.02	0	0	0	0.48	0.14	0	0.19	0.03	0.04	0.12	413	
ALT 19	SR 580	SR 60	CS	NEEDS	2	U	2	U	PINELLAS	OPS	0.01	0	0	0	0.20	0.11	0	0.16	1.00	0.06	0.12	414	
US 19	N OF NEBRASKA ST	S OF TIMBERLANE ST	SIS	NEEDS	0	NA	0	NA	PINELLAS	GS;NEW INT	0.02	0	0	0	0.22	0.13	0	0.11	1.00	0.03	0.12	415	
US 98	DAUGHTERY RD	DUFF RD	L RTP	NEEDS	4	D	6	D	POLK	CAP	0.03	0	0	0	0.17	0.15	0	0.13	1.00	0.03	0.12	416	
ALT 19	SR 60	SR 688	CS	NEEDS	6	D	6	D	PINELLAS	OPS	0.03	0	0	0	0.16	0.10	0	0.08	1.00	0.13	0.12	417	
US 19	TAMPA RD	PASCO CO	FTMA	NEEDS	8	D	8	D	PINELLAS	OPS	0.02	0	0	0	0.23	0.10	0	0.10	0.82	0.11	0.11	418	
US 19 (FRONTAGE RDS)	COUNTY LINE RD	SR 50 CORTEZ BLVD	L RTP;SIS	NEEDS	0	NA	2	U	HERNANDO	CAP-FR	0.05	0	0	0	0.18	0.12	0	0.07	0.90	0.11	0.11	419	
US 41 (FLORIDA AVE)	INDEPENDENCE HWY, N	CR 486	L RTP	NEEDS	2	D	6	D	CITRUS	CAP	0.03	0	0	0	0.36	0.08	0	0.11	0.57	0.07	0.11	420	
SR 563	SR 570	W LIME ST	CS	NEEDS	4	D	4	D	POLK	OPS	0.02	0	0	0	0.17	0.06	0	0.08	1.00	0.15	0.11	421	
US 19	@ SR 52	NA	SIS	NEEDS	0	NA	0	NA	PASCO	NEW INT	0.01	0	0	0	0.18	0.16	0	0.09	1.00	0.02	0.11	422	
PASCO RD	QUAIL HOLLOW BLVD	OVER PASS RD	L RTP	CA	2	U	4	D	PASCO	CAP	0.00	0.33	0	0	0.44	0.02	0	0.06	0.03	0.03	0.11	423	
OVERPASS RD EXT	MCKENDREE RD	BOYETTE RD	L RTP	CA	2	U	4	D	PASCO	CAP	0.00	0	0	0	0.45	0.02	0	0.05	0.67	0.02	0.11	424	
US 19	N OF CR 95	N OF NEBRASKA ST	SIS	NEEDS	0	NA	0	NA	PINELLAS	GS;NEW INT	0.02	0	0	0	0.19	0.13	0	0.11	1.00	0.03	0.11	425	
SR 540	US 17	9TH ST SE	CS	NEEDS	4	D	4	D	POLK	OPS	0.05	0	0	0	0.19	0.09	0	0.08	0.88	0.10	0.11	426	
C.R. 577 (CURLEY RD)	CURLEY RD REALIGNMENT	OVERPASS RD	L RTP	CA	2	U	4	D	PASCO	CAP	0.00	0	0	0	0.64	0.05	0	0.06	0.00	0.01	0.11	427	
SR 52	SUNCOAST PKWY	US 19	CS	NEEDS	6	D	6	D	PASCO	OPS	0.02	0	0	0	0.14	0.10	0	0.14	0.74	0.17	0.11	428	
C.R. 578 (COUNTY LINE RD)	SUNCOAST PKWY	SUNCOAST PKWY NB RAMPS	L RTP	NEEDS	2	U	6	D	PASCO	CAP	0.00	0	0	0	0.17	0.11	0	0.11	0.97	0.06	0.11	429	
US 98	YONTZ RD	US 41 BROAD ST	CS	NEEDS	3	U	3	U	HERNANDO	OPS	0.02	0	0	0	0.22	0.09	0	0.19	0.74	0.05	0.11	430	
SR 542 DUNDEE RD	BUCKEYE LOOP RD	US 27	L RTP	CA	2	U	4	D	POLK	CAP	0.14	0	0	0	0.19	0.04	0	0.04	0.66	0.16	0.11	431	
US 41B	SR 574	SR 60	CS	NEEDS	3	O	3	O	HILLSBOROUGH	OPS	0.04	0	0	0	0.19	0.05	0	0.07	0.67	0.21	0.10	432	
SR 563 (N-S EXT RD)	SR 37	W PIPKIN RD	L RTP	NEEDS	0	NA	4	D	POLK	CAP	0.03	0	0	0	0.14	0.05	0	0.22	1.00	0.06	0.10	433	
C.R. 578 (COUNTY LINE RD)	SUNCOAST SB RAMPS	SUNCOAST PKWY	L RTP	NEEDS	2	U	6	D	PASCO	CAP	0.00	0	0	0	0.16	0.10	0	0.12	1.00	0.06	0.10	434	
U.S. 301 (GALL BLVD)	CHANCEY (Z.EAST)	CRYSTAL SPRINGS	L RTP	NEEDS	2	U	8	D	PASCO	CAP	0.09	0	0	0	0.17	0.06	0	0.12	1.00	0.01	0.10	435	
NE COACHMAN RD	DREW ST	MCMULLEN BOOTH RD	L RTP	NEEDS	2	U	4	D	PINELLAS	CAP	0.04	0	0	0	0.18	0.04	0	0.08	0.77	0.18	0.10	436	
S.R. 54	C.R. 595 (GRAND)	MADISON	L RTP	NEEDS	6	D	8	D	PASCO	CAP	0.03	0	0	0	0.14	0.11	0	0.11	1.00	0.03	0.10	437	
U.S. 301 (N)	BAILEY HILL RD	WIRE RD	L RTP	NEEDS	4	D	6	D	PASCO	CAP	0.08	0	0	0	0.14	0.09	0	0.10	1.00	0.02	0.10	438	
S.R. 54	U.S. 19	C.R. 595 (GRAND)	L RTP	NEEDS	6	D	8	D	PASCO	CAP	0.02	0	0	0	0.14	0.09	0	0.16	1.00	0.03	0.10	439	
C.R. 577 (CURLEY RD)	OVERPASS RD	LEONARD RD	L RTP	CA	2	U	4	D	PASCO	CAP	0.00	0	0	0	0.49	0.04	0	0.05	0.33	0.01	0.10	440	
SR 64	75TH ST W	15TH ST W	CS	NEEDS	4	D	4	D	MANATEE	OPS	0.01	0	0	0	0.31	0.06	0	0.26	0.44	0.02	0.10	441	
SR 52	CR 577 CURLEY RD	E OF SMITH RD	CS	NEEDS	2	U	2	U	PASCO	OPS	0.06	0.33	0	0	0.25	0.07	0	0.15	0.00	0.02	0.10	442	
PARSONS AVE	@ CSX	NA	SIS	NEEDS	0	NA	0	NA	HILLSBOROUGH	GS	0.02	0	0	0	0.18	0.08	0	0.07	1.00	0.02	0.10	443	
LITHIA PINECREST RD	LITHIA RIDGE BLVD	BLOOMINGDALE AVE	L RTP	CA	2	U	4	D	HILLSBOROUGH	CAP	0.01	0	0	0	0.30	0.19	0	0.22	0.06	0.05	0.10	444	
CR 486 (NORVELL BRYANT HWY)	URBAN BOUNDARY (E)	CROFT AVE, N	L RTP	NEEDS	4	D	6	D	CITRUS	CAP	0.03	0	0	0	0.15	0.06	0	0.10	1.00	0.05	0.10	445	
CR 491 LECANTO HWY	SR 44	GROVER CLEVELAND BLVD	L RTP	NEEDS	4	D	6	D	CITRUS	CAP	0.08	0	0	0	0.16	0.05	0	0.08	0.83	0.09	0.10	446	
CURLEY RD	MCCABE RD	SR 52	L RTP	NEEDS	2	U	4	D	PASCO	CAP	0.12	0	0	0	0.45	0.05	0	0.07	0.00	0.01	0.09	447	
62ND AVE N	49TH ST N	US 19	L RTP	CA	2	U	4	D	PINELLAS	CAP	0.06	0	0	0	0.15	0.04	0	0.04	0.75	0.15	0.09	448	
U.S. 301 (GALL BLVD)	C.R. 54	C.R. 530 EXT KOSSIK RD	L RTP	CA	4	D	6	D	PASCO	CAP	0.01	0	0	0	0.18	0.12	0	0.14	0.60	0.04	0.09	449	
SR 693 PASADENA AVE	ALT 19 TYRONE BLVD	SR 699 BLIND PASS RD	CS	NEEDS	4	D	4	D	PINELLAS	OPS	0.02	0	0	0	0.22	0.11	0	0.09	0.59	0.03	0.09	450	
CR 486 (NORVELL BRYANT HWY)	SR 44, W	MEADOWCREST BLVD	L RTP	NEEDS	4	D	6	D	CITRUS	CAP	0.10	0	0	0	0.21	0.08	0	0.06	0.37	0.13	0.09	451	
C.R. 578 (COUNTY LINE RD)	SHADY HILLS	SUNCOAST PKWY	L RTP	CA	2	U	4	D	PASCO	CAP	0.02	0	0	0	0.17	0.08	0	0.13	0.67	0.07	0.09	452	
SR 582 TARPON AVE	US 19	ALT 19	CS	NEEDS	3	U	3	U	PINELLAS	OPS	0.02	0	0	0	0.17	0.07	0	0.11	0.73	0.07	0.09	453	
C.R. 579 (HANDCART)	EILAND BLVD (Z.WEST)	FAIRVIEW HEIGHT	L RTP	NEEDS	2	U	4	D	PASCO	CAP	0.00	0	0	0	0.48	0.07	0	0.09	0.00	0.02	0.09	454	
SR 693 66TH ST N	US 19	ALT 19	CS	NEEDS	6	D	6	D	PINELLAS	OPS	0.03	0	0	0	0.15	0.10	0	0.08	0.64	0.10	0.09	455	
S.R. 54	6TH ST	U.S. 301 (GALL BLVD)	L RTP	CA	2	U	4	D	PASCO	CAP	0.08	0	0	0	0.14	0.01	0	0.09	1.00	0.01	0.09	456	
SR 50 (FRONTAGE RDS)	US 19	MARINER BLVD	L RTP	NEEDS	0	NA	2	U	HERNANDO	CAP-FR	0.04	0	0	0	0.14	0.07	0	0.06	0.77	0.09	0.09	457	
US 41B	SR 60	SR 574	CS	NEEDS	3	O	3	O	HILLSBOROUGH	OPS	0.11	0	0	0	0.19	0.02	0	0.03	0.42	0.20	0.09	458	
C.R. 587 (GUNN HWY)	INTERLAKEN RD	S.R. 54	L RTP	CA	2	U	4	D	PASCO	CAP	0.08	0	0	0	0.20	0.03	0	0.07	0.42	0.16	0.09	459	
U.S. 301 (N)	CITY LIMITS (DADE)	US 98 SPLIT	L RTP	NEEDS	4	D	6	D	PASCO	CAP;OPS	0.02	0	0	0	0.16	0.12	0	0.13	0.60	0.05	0.09	460	
6TH ST	12 AVE	U.S. 301 (GALL BLVD)	L RTP	NEEDS	2	O	3	O	PASCO	CAP	0.10	0	0	0	0.1								

ON STREET	FROM	TO	SOURCE	STATUS	BASE YEAR		FUTURE YEAR		COUNTY	PROJECT TYPE*	STANDARDIZED SCORES										SCORE	RANK	
					LANES	TYPE	LANES	TYPE			CRASH RATE	INTENSITY OF FAC SERVED	EXISTING OR EMERGING FAC	FAC TO LIMITED ACCESS CONNECTION	CONGESTED TO FREE FLOW			PERCENT TRUCK TRAFFIC		LIVABILITY/ FREIGHT CONFLICT AREA			INDUSTRIAL EMPLOYMENT
															10%	15%	15%	10%	7.5%	5%			12.5%
US 41 (FLORIDA AVE)	CR 486, W	SR 200, N	L RTP	NEEDS	2	D	6	D	CITRUS	CAP	0.06	0	0	0	0.28	0.09	0	0.07	0.31	0.05	0.09	463	
CR 486 (NORVELL BRYANT HWY)	CROFT AVE, N	US 41, N	L RTP	NEEDS	4	D	6	D	CITRUS	CAP	0.04	0	0	0	0.14	0.05	0	0.08	0.84	0.05	0.09	464	
US 19	S OF LAKE ST	PINELLAS TRAIL	SIS	NEEDS	0	NA	0	NA	PINELLAS	GS;NEW INT	0.02	0	0	0	0.28	0.10	0	0.12	0.23	0.07	0.09	465	
PASCO RD	S.R. 54	QUAIL HOLLOW BLVD	L RTP	CA	2	U	4	D	PASCO	CAP	0.00	0.33	0	0	0.26	0.02	0	0.05	0.00	0.07	0.09	466	
S.R. 54	DEAN DAIRY	ALLEN RD	L RTP	NEEDS	2	U	4	D	PASCO	CAP	0.03	0	0	0	0.15	0.04	0	0.08	0.93	0.02	0.09	467	
ALT 19	SR 60	SR 580	CS	NEEDS	2	U	2	U	PINELLAS	OPS	0.19	0	0	0	0.15	0.01	0	0.03	0.67	0.07	0.09	468	
6TH ST	S.R. 54 (5TH AVE)	12 AVE	L RTP	NEEDS	2	O	3	O	PASCO	CAP	0.10	0	0	0	0.16	0.00	0	0.02	1.00	0.02	0.09	469	
COUNTY LINE RD	N SUNCOAST PKWY (NB RAMP)	AYERS RD EXT	L RTP	CA	2	U	4	D	HERNANDO	CAP	0.00	0	0	0	0.25	0.14	0	0.10	0.26	0.06	0.09	470	
US 41 VENICE BYPASS	US 41 BUS TAMIAMI TRAIL (S)	GULF COAST BLVD	L RTP	NEEDS	4	D	6	D	SARASOTA	CAP	0.12	0	0	0	0.36	0.07	0	0.05	0.08	0.01	0.09	471	
US 41 TAMIAMI TRAIL	CHARLOTTE COUNTY	SUMTER BLVD	L RTP	CA	4	D	6	D	SARASOTA	CAP	0.09	0	0	0	0.33	0.08	0	0.04	0.07	0.06	0.09	472	
COUNTY LINE RD	MARINER BLVD	ANDERSON SNOW RD	L RTP	CA	2	U	4	D	HERNANDO	CAP	0.02	0	0	0	0.18	0.08	0	0.13	0.64	0.03	0.09	473	
S.R. 54	COURT ST	CITY LIMITS	L RTP	NEEDS	2	U	4	D	PASCO	CAP	0.00	0	0	0	0.15	0.03	0	0.09	1.00	0.01	0.08	474	
S.R. 54	CITY LIMITS	6TH ST	L RTP	NEEDS	2	U	4	D	PASCO	CAP	0.00	0	0	0	0.14	0.03	0	0.09	1.00	0.02	0.08	475	
S BOULEVARD	PLATT ST	KENNEDY BLVD	L RTP	NEEDS	2	D	4	D	HILLSBOROUGH	CAP	0.02	0	0	0	0.19	0.02	0	0.04	0.76	0.07	0.08	476	
U.S. 19	RIDGE RD	SR 52	L RTP	CA	6	D	8	D	PASCO	CAP;OPS	0.02	0	0	0	0.20	0.18	0	0.09	0.07	0.11	0.08	477	
CR 486 (NORVELL BRYANT HWY)	ANNAPOLIS AVE	URBAN BOUNDARY (E)	L RTP	NEEDS	4	D	6	D	CITRUS	CAP	0.00	0	0	0	0.14	0.06	0	0.09	0.87	0.02	0.08	478	
US 19	@ COUNTY LINE RD	NA	SIS	NEEDS	0	NA	0	NA	PASCO	NEW INT	0.00	0	0	0	0.17	0.14	0	0.07	0.46	0.06	0.08	479	
C.R. 577 (CURLEY RD)	ELAM RD	CLINTON AVE EXT	L RTP	CA	2	U	4	D	PASCO	CAP	0.00	0	0	0	0.45	0.05	0	0.07	0.00	0.01	0.08	480	
6TH ST	A AVE	SOUTH RD	L RTP	NEEDS	2	O	3	O	PASCO	CAP	0.00	0	0	0	0.14	0.01	0	0.06	1.00	0.04	0.08	481	
US 41 (FLORIDA AVE)	CR 491, N	CITRUS SPRINGS BLVD, W	L RTP	NEEDS	2	D	4	D	CITRUS	CAP	0.00	0	0	0	0.15	0.10	0	0.16	0.20	0.18	0.08	482	
A AVE	6TH STR	U.S. 301 (GALL BLVD)	L RTP	NEEDS	2	O	3	O	PASCO	CAP	0.00	0	0	0	0.14	0.01	0	0.06	1.00	0.04	0.08	483	
CR 491 LECANTO HWY	PINE RIDGE BLVD	US 41	L RTP	CA	2	U	4	D	CITRUS	CAP	0.02	0	0	0	0.16	0.10	0	0.20	0.00	0.20	0.08	484	
SR 52	WEST OF BROOKSVILLE SUB	EAST OF BROOKSVILLE SUB	TBRFRS	NEEDS	0	NA	0	NA	PASCO	GS	0.00	0	0	0	0.29	0.13	0	0.15	0.00	0.06	0.08	485	
C.R. 578 (COUNTY LINE RD)	SUNCOAST PKWY NB RAMPS	AYERS RD	L RTP	NEEDS	2	U	6	D	PASCO	CAP	0.00	0	0	0	0.25	0.14	0	0.10	0.12	0.06	0.08	486	
US 41 NEBRASKA AVE	FLORIDA AVE	FOWLER AVE	CS	NEEDS	4	D	4	D	HILLSBOROUGH	OPS	0.06	0	0	0	0.16	0.03	0	0.04	0.38	0.19	0.08	487	
SR 586 CURLEW RD	US 19	ALT 19	CS	NEEDS	4	D	4	D	PINELLAS	OPS	0.02	0	0	0	0.16	0.14	0	0.09	0.42	0.03	0.08	488	
CR 486 (NORVELL BRYANT HWY)	FOREST RIDGE BLVD, N	RESTON TERR	L RTP	NEEDS	4	D	6	D	CITRUS	CAP	0.00	0	0	0	0.15	0.07	0	0.09	0.75	0.03	0.08	489	
6TH ST	SOUTH RD	S.R. 54 (5TH AVE)	L RTP	NEEDS	2	O	3	O	PASCO	CAP	0.00	0	0	0	0.14	0.01	0	0.06	1.00	0.01	0.08	490	
C.R. 577 (CURLEY RD)	ELAM RD	CLINTON AVE EXT	L RTP	CA	2	U	4	D	PASCO	CAP	0.17	0	0	0	0.34	0.03	0	0.05	0.04	0.01	0.08	491	
ALT 19	CR 880	CR 752	CS	NEEDS	3	U	3	U	PINELLAS	OPS	0.02	0	0	0	0.19	0.06	0	0.09	0.41	0.09	0.08	492	
US 92	CR 579	KINGSWAY RD	L RTP	NEEDS	2	U	4	D	HILLSBOROUGH	CAP	0.04	0	0	0	0.21	0.04	0	0.07	0.03	0.23	0.08	493	
C.R. 579 (MORRIS BRIDGE RD)	S.R. 56	CHANCEY RD	L RTP	NEEDS	2	U	4	D	PASCO	CAP	0.03	0	0	0	0.33	0.06	0	0.07	0.12	0.05	0.08	494	
7TH ST	12TH AVE	NORTH AVE	L RTP	NEEDS	2	O	3	O	PASCO	CAP	0.00	0	0	0	0.16	0.01	0	0.02	1.00	0.02	0.08	495	
WISCON RD	MOBLEY RD	BROAD ST (US41/SR45)	L RTP	NEEDS	2	U	4	D	HERNANDO	CAP	0.00	0	0	0	0.14	0.01	0	0.03	1.00	0.03	0.08	496	
U.S. 19	DENTON AVE	HERNANDO	L RTP;SIS	CA	6	D	8	D	PASCO	CAP;OPS	0.03	0	0	0	0.15	0.14	0	0.07	0.11	0.16	0.08	497	
7TH ST	S.R. 54 (5TH AVE)	12TH AVE	L RTP	NEEDS	2	O	3	O	PASCO	CAP	0.00	0	0	0	0.16	0.00	0	0.01	1.00	0.02	0.08	498	
GIBSONTON DR	I-75 S RAMP	US HWY 301	L RTP	NEEDS	4	D	6	D	HILLSBOROUGH	CAP	0.03	0	0	0	0.24	0.10	0	0.08	0.17	0.06	0.08	499	
LITTLE RD EXT	FIVAY	U.S. 19	L RTP	CA	4	D	6	D	PASCO	CAP	0.05	0	0	0	0.16	0.07	0	0.07	0.11	0.20	0.08	500	
SR 37	N PARKWAY FRONTAGE RD	MAIN ST	CS	NEEDS	4	D	4	D	POLK	OPS	0.06	0	0	0	0.21	0.05	0	0.04	0.03	0.21	0.08	501	
US 19 (SUNCOAST BLVD)	MERRIVALE LN, W	US 98/ MS MAGGIE DR, W	L RTP;SIS	NEEDS	4	D	6	D	CITRUS	CAP	0.03	0	0	0	0.17	0.06	0	0.09	0.55	0.02	0.08	502	
CR 491 LECANTO HWY	CR 486 NORVELL BRYANT HWY	TRUMAN BLVD	L RTP	NEEDS	4	D	6	D	CITRUS	CAP	0.03	0	0	0	0.16	0.11	0	0.10	0.37	0.05	0.08	503	
CR 486 (NORVELL BRYANT HWY)	RESTON TERR	ESSEX AVE, N	L RTP	NEEDS	4	D	6	D	CITRUS	CAP	0.00	0	0	0	0.15	0.07	0	0.09	0.61	0.03	0.07	504	
U.S. 301 (N)	MORNINGSIDE DR	U.S. 98 BYPASS S	L RTP	NEEDS	4	D	6	D	PASCO	CAP;OPS	0.00	0	0	0	0.16	0.12	0	0.13	0.32	0.05	0.07	505	
CR 557	US 17 US 92	I-4	L RTP	CA	2	U	4	D	POLK	CAP	0.12	0	0	0	0.20	0.06	0	0.09	0.02	0.10	0.07	506	
SR 758	US 41	MCINTOSH RD	CS	NEEDS	6	D	6	D	SARASOTA	OPS	0.04	0	0	0	0.19	0.07	0	0.05	0.20	0.12	0.07	507	
US 41	SR 582 FOWLER AVE	US 92 HILLSBOROUGH AVE	CS	NEEDS	4	U	4	U	HILLSBOROUGH	OPS	0.08	0	0	0	0.18	0.03	0	0.03	0.16	0.18	0.07	508	
TOM STUART CAUSEWAY	GULF BLVD	ALT 19	CS	NEEDS	4	U	4	U	PINELLAS	OPS	0.01	0	0	0	0.16	0.08	0	0.09	0.53	0.01	0.07	509	
SR 45	SR 45A	VENICE AVE	CS	NEEDS	4	D	4	D	SARASOTA	OPS	0.08	0	0	0	0.31	0.04	0	0.03	0.09	0.03	0.07	510	
US 41B FLORIDA AVE	FLETCHER AVE	WATERS AVE	CS	NEEDS	5	U	5	U	HILLSBOROUGH	OPS	0.07	0	0	0	0.19	0.04	0	0.03	0.32	0.10	0.07	511	
CR 486 (NORVELL BRYANT HWY)	CR 491, N	OTTAWA AVE, N	L RTP	NEEDS	4	D	6	D	CITRUS	CAP	0.04	0	0	0	0.14	0.05	0	0.09	0.52	0.05	0.07	512	
CR 491 LECANTO HWY	US 41	SR 200	L RTP	CA	2	U	4	D	CITRUS	CAP	0.00	0	0	0	0.14	0.07	0	0.22	0.00	0.18	0.07	513	
BOUGAINVILLEA AVE	30TH ST	MCKINLEY DR	L RTP	NEEDS	2	U	4	D	HILLSBOROUGH	CAP	0.18	0	0	0	0.15	0.00	0	0.01	0.06	0.21	0.07	514	
C.R. 1 (LITTLE RD)	OLD C.R. 54	DUSTY LANE	L RTP	CA	4	D	6	D	PASCO	CAP	0.03	0	0	0	0.22	0.09	0	0.06	0.23	0.04	0.07	515	
C.R. 579 (EILAND BLVD)	S.R. 54	EILAND BLVD (Z.WEST)	L RTP	NEEDS	2	U	4	D	PASCO	CAP	0.04	0	0	0	0.26	0.09	0	0.13	0.00	0.03	0.07	516	
US 41 (FLORIDA AVE)	SR 200, N	CR 491, N	L RTP	NEEDS	2	D	4	D	CITRUS	CAP	0.04	0	0	0	0.15	0.06	0	0.09	0.07	0.20	0.07	517	
U.S. 19	SR 52	DENTON AVE	L RTP;SIS	CA	6	D	8	D	PASCO	CAP;OPS	0.02	0	0	0	0.16	0.13	0	0.08	0.06	0.12	0.07	518	
CR 486 (NORVELL BRYANT HWY)	CLYDESDALE AVE, N	CR 491, N	L RTP	NEEDS	4	D	6	D	CITRUS	CAP	0.06	0	0	0	0.16	0.04	0	0.07	0.45	0.04	0		

ON STREET	FROM	TO	SOURCE	STATUS	BASE YEAR		FUTURE YEAR		COUNTY	PROJECT TYPE*	STANDARDIZED SCORES										SCORE	RANK	
					LANES	TYPE	LANES	TYPE			CRASH RATE	INTENSITY OF FAC SERVED	EXISTING OR EMERGING FAC	FAC TO LIMITED ACCESS CONNECTION	CONGESTED TO FREE FLOW			PERCENT TRUCK TRAFFIC		LIVABILITY/ FREIGHT CONFLICT AREA			INDUSTRIAL EMPLOYMENT
					10%	15%	10%	15%							10%	12.5%							
US 41	US 301	SR 789 JOHN RINGLING CSWY	CS	NEEDS	4	D	4	D	SARASOTA	OPS	0.04	0	0	0	0.26	0.05	0	0.05	0.08	0.03	0.06	529	
SAM ALLEN RD	PARK ST	WILDER RD	L RTP	NEEDS	2	U	4	D	HILLSBOROUGH	CAP	0.00	0	0	0	0.28	0.05	0	0.12	0.00	0.04	0.06	530	
US 41 TAMiami TRAIL	CENTRAL SARASOTA PKWY	SR 72 STICKNEY POINT RD	L RTP	CA	4	D	6	D	SARASOTA	CAP	0.18	0	0	0	0.18	0.06	0	0.03	0.06	0.03	0.06	531	
PONCE DE LEON BLVD (US98/SR700)	YONTZ RD	COBB RD	L RTP	NEEDS	2	U	4	D	HERNANDO	CAP	0.00	0	0	0	0.16	0.10	0	0.21	0.00	0.07	0.06	532	
U.S. 301 (N)	WIRE RD	CENTENNIAL RD	L RTP	NEEDS	4	D	6	D	PASCO	CAP	0.07	0	0	0	0.14	0.09	0	0.10	0.22	0.02	0.06	533	
US19 (SR55)	RIDGE RD	HEXAM RD	L RTP;SIS	NEEDS	4	D	6	D	HERNANDO	CAP	0.12	0	0	0	0.20	0.08	0	0.07	0.00	0.03	0.06	534	
C.R. 587 (GUNN HWY)	HILLSBOROUGH CO	INTERLAKEN RD	L RTP	CA	2	U	4	D	PASCO	CAP	0.00	0	0	0	0.25	0.04	0	0.07	0.10	0.08	0.06	535	
US 41 (FLORIDA AVE)	CR 39	CR 488, W	L RTP	NEEDS	2	D	4	D	CITRUS	CAP	0.02	0	0	0	0.15	0.11	0	0.18	0.00	0.06	0.06	536	
C.R. 1 (LITTLE RD)	DUSTY LANE	C.R. 587 (MASS)	L RTP	CA	4	D	6	D	PASCO	CAP	0.04	0	0	0	0.20	0.09	0	0.07	0.06	0.04	0.06	537	
SHADY HILLS RD	S.R. 52	HERNANDO CO	L RTP	CA	2	U	4	D	PASCO	CAP	0.04	0	0	0	0.18	0.02	0	0.05	0.15	0.13	0.06	538	
MANSFIELD	HILLS CO LINE RD (S)	HILLS CO LINE RD (N)	L RTP	NEEDS	2	U	4	D	PASCO	CAP	0.32	0	0	0	0.17	0.01	0	0.02	0.00	0.01	0.06	539	
U.S. 301 (N)	CENTENNIAL RD	U.S. 98	L RTP	NEEDS	4	D	6	D	PASCO	CAP	0.01	0	0	0	0.14	0.10	0	0.10	0.27	0.01	0.06	540	
JEFFERSON ST	COBB RD	PONCE DE LEON BLVD	L RTP	CA	2	U	2	D	HERNANDO	OPS	0.10	0	0	0	0.14	0.04	0	0.12	0.09	0.09	0.06	541	
DALE MABRY HWY FRT RDS	COUNTY LINE RD	US 41	SIS	NEEDS	0	NA	4	D	PASCO	CAP-FR	0.00	0	0	0	0.24	0.10	0	0.07	0.00	0.03	0.06	542	
S.R. 54	C.R. 579 (MORRIS BRIDGE)	DEAN DAIRY	L RTP	NEEDS	2	U	4	D	PASCO	CAP	0.03	0	0	0	0.16	0.05	0	0.11	0.24	0.04	0.06	543	
US 41 (FLORIDA AVE)	ARLINGTON ST, E	INDEPENDENCE HWY, N	L RTP	NEEDS	2	D	4	D	CITRUS	CAP	0.00	0	0	0	0.17	0.07	0	0.13	0.11	0.06	0.06	544	
C.R. 579 (HANDCART)	FAIRVIEW HEIGHT	C.R. 579A (PROSPECT RD)	L RTP	NEEDS	2	U	4	D	PASCO	CAP	0.08	0	0	0	0.25	0.04	0	0.08	0.00	0.01	0.06	545	
S.R. 54	ALLEN RD	LANE STR	L RTP	NEEDS	2	U	4	D	PASCO	CAP	0.02	0	0	0	0.17	0.04	0	0.08	0.36	0.01	0.06	546	
US 41 (FLORIDA AVE)	CITRUS SPRINGS BLVD, N	CR 39	L RTP	NEEDS	2	D	4	D	CITRUS	CAP	0.03	0	0	0	0.15	0.10	0	0.19	0.00	0.03	0.06	547	
CR 486 (NORVELL BRYANT HWY)	PINE RIDGE BLVD, W	CLYDESDALE AVE, N	L RTP	NEEDS	4	D	6	D	CITRUS	CAP	0.00	0	0	0	0.16	0.04	0	0.07	0.23	0.09	0.06	548	
CENTRAL AVE LAKE ELBERT DR DUNDEE	SR 549 1ST ST	BUCKEY LOOP RD	L RTP	CA	2	U	3	U	POLK	CAP	0.18	0	0	0	0.16	0.02	0	0.02	0.01	0.08	0.06	549	
SPRING LAKE HWY	CHURCH RD	SR 50	CS	NEEDS	2	U	2	U	HERNANDO	OPS	0.16	0	0	0	0.19	0.01	0	0.03	0.00	0.07	0.06	550	
CR 486 (NORVELL BRYANT HWY)	OTTAWA AVE, N	FOREST RIDGE BLVD, N	L RTP	NEEDS	4	D	6	D	CITRUS	CAP	0.05	0	0	0	0.14	0.05	0	0.09	0.24	0.04	0.06	551	
US 41 (FLORIDA AVE)	COUNTRY CLUB BLVD, W	CITRUS SPRINGS BLVD, N	L RTP	NEEDS	2	D	4	D	CITRUS	CAP	0.04	0	0	0	0.14	0.08	0	0.21	0.00	0.03	0.06	552	
US19 (SR55)	THRASHER RD	CITRUS COUNTY LINE	L RTP;SIS	NEEDS	4	D	6	D	HERNANDO	CAP	0.11	0	0	0	0.19	0.06	0	0.08	0.00	0.02	0.06	553	
SHELDON RD	OLD MEMORIAL HWY	LINEBAUGH AVE	L RTP	NEEDS	4	D	6	D	HILLSBOROUGH	CAP	0.02	0	0	0	0.17	0.08	0	0.08	0.07	0.06	0.06	554	
C.R. 578 (COUNTY LINE RD)	EAST RD	SHADY HILLS	L RTP	CA	2	U	4	D	PASCO	CAP	0.00	0	0	0	0.17	0.06	0	0.11	0.15	0.05	0.06	555	
WILLOW BEND PKWY	U.S. 41	COLLIER PKY	L RTP	CA	2	U	4	D	PASCO	CAP	0.09	0	0	0	0.25	0.01	0	0.03	0.00	0.04	0.06	556	
CR 491 LECANTO HWY	ROOSEVELT BLVD	PINE RIDGE BLVD	L RTP	NEEDS	4	D	6	D	CITRUS	CAP	0.06	0	0	0	0.15	0.09	0	0.12	0.00	0.03	0.05	557	
CR 486 (NORVELL BRYANT HWY)	ANTHONY AVE, N	CITRUS HILLS BLVD, N	L RTP	NEEDS	4	D	6	D	CITRUS	CAP	0.13	0	0	0	0.15	0.07	0	0.09	0.00	0.03	0.05	558	
SR 200 (CARL G ROSE HWY)	PALMER WAY	CR 491, N	L RTP	NEEDS	2	D	4	D	CITRUS	CAP	0.00	0	0	0	0.14	0.02	0	0.07	0.44	0.02	0.05	559	
HILLS CO. RD	LIVINGSTON	C.R. 581	L RTP	CA	2	U	4	D	PASCO	CAP	0.08	0	0	0	0.23	0.01	0	0.01	0.06	0.06	0.05	560	
SR 45/45A	GULF COAST BLVD	SR 45 (N OF VENICE BYPASS)	CS	NEEDS	4	D	4	D	SARASOTA	OPS	0.05	0	0	0	0.22	0.07	0	0.05	0.00	0.01	0.05	561	
US19 (SR55)	KNUCKEY RD	THRASHER RD	L RTP;SIS	NEEDS	4	D	6	D	HERNANDO	CAP	0.09	0	0	0	0.20	0.05	0	0.06	0.00	0.02	0.05	562	
DALE MABRY FRT RD E/W	VAN DYKE RD	US HWY 41	L RTP;SIS	NEEDS	0	NA	2	U	HILLSBOROUGH	CAP-FR	0.04	0	0	0	0.19	0.09	0	0.05	0.00	0.03	0.05	563	
DALE MABRY FRT RD E/W	VAN DYKE RD	US HWY 41	L RTP;SIS	NEEDS	0	NA	2	U	HILLSBOROUGH	CAP-FR	0.04	0	0	0	0.19	0.09	0	0.05	0.00	0.03	0.05	563	
DALE MABRY FRT RD E/W	VAN DYKE RD	US HWY 41	L RTP;SIS	NEEDS	0	NA	2	U	HILLSBOROUGH	CAP-FR	0.04	0	0	0	0.19	0.09	0	0.05	0.00	0.03	0.05	563	
US19 (SR55)	CORTEZ BLVD (SR50)	RIDGE RD	L RTP;SIS	NEEDS	4	D	6	D	HERNANDO	CAP	0.06	0	0	0	0.17	0.08	0	0.07	0.00	0.03	0.05	567	
SR 685 HENDERSON BLVD	KENNEDY BLVD	DALE MABRY HWY	CS	NEEDS	4	D	4	D	HILLSBOROUGH	OPS	0.03	0	0	0	0.14	0.03	0	0.06	0.19	0.07	0.05	568	
EILAND BLVD	HANDCART	CLIFTON DOWN DR	L RTP	CA	2	U	4	D	PASCO	CAP	0.00	0	0	0	0.14	0.09	0	0.23	0.00	0.01	0.05	569	
US19 (SR55)	HEXAM RD	CENTRALIA RD	L RTP;SIS	NEEDS	4	D	6	D	HERNANDO	CAP	0.06	0	0	0	0.20	0.06	0	0.07	0.00	0.03	0.05	570	
PLEASANT GROVE RD	US 41	CR 581 CONNECTOR (NEW ROAD)	L RTP	NEEDS	2	U	4	D	CITRUS	CAP	0.08	0	0	0	0.21	0.01	0	0.04	0.00	0.05	0.05	571	
C.R. 583 (EHREN CUTOFF)	TOWER RD	COLLIER PKWY	L RTP	NEEDS	2	U	4	D	PASCO	CAP	0.00	0	0	0	0.28	0.03	0	0.04	0.00	0.02	0.05	572	
U.S. 301 (N)	C.R. 530 (KOSSIK RD)	BAILEY HILL RD	L RTP	NEEDS	4	D	6	D	PASCO	CAP	0.01	0	0	0	0.14	0.09	0	0.10	0.10	0.03	0.05	573	
CR 486 (NORVELL BRYANT HWY)	ESSEX AVE, N	ANTHONY AVE, N	L RTP	NEEDS	4	D	6	D	CITRUS	CAP	0.09	0	0	0	0.15	0.07	0	0.09	0.00	0.03	0.05	574	
SR 575	HERNANDO CO LINE	US 301	CS	NEEDS	2	U	2	U	PASCO	OPS	0.00	0	0	0	0.14	0.00	0	0.11	0.06	0.15	0.05	575	
SR 200 (CARL G ROSE HWY)	US 41, N	PALMER WAY	L RTP	NEEDS	2	D	4	D	CITRUS	CAP	0.06	0	0	0	0.14	0.03	0	0.06	0.23	0.03	0.05	576	
SR 200 (CARL G ROSE HWY)	CR 491, N	CR 39, E	L RTP	NEEDS	2	D	4	D	CITRUS	CAP	0.00	0	0	0	0.16	0.08	0	0.16	0.00	0.02	0.05	577	
DALE MABRY HWY	VAN DYKE RD	CHEVAL BLVD	L RTP;SIS	NEEDS	4	D	6	D	HILLSBOROUGH	CAP	0.09	0	0	0	0.15	0.07	0	0.04	0.00	0.02	0.05	578	
C.R. 1 (LITTLE RD)	TRINITY BLVD	S.R. 54	L RTP	CA	4	D	6	D	PASCO	CAP	0.05	0	0	0	0.15	0.05	0	0.06	0.09	0.04	0.05	579	
C.R. 577 (CURLEY RD)	ELAM RD	CLINTON AVE EXT	L RTP	CA	2	U	4	D	PASCO	CAP	0.00	0	0	0	0.26	0.03	0	0.06	0.00	0.00	0.05	580	
MITCHELL BLVD	C.R. 77 (SEVEN SPRINGS BLVD)	PERRINE RANCH EXT S	L RTP	NEEDS	4	D	6	D	PASCO	CAP	0.06	0	0	0	0.14	0.02	0	0.08	0.17	0.03	0.05	581	
S.R. 54	LANE STR	COURT ST	L RTP	NEEDS	2	U	4	D	PASCO	CAP	0.00	0	0	0	0.15	0.04	0	0.09	0.23	0.01	0.05	582	
VAN DYKE RD	OLD TOBACCO RD	WHIRLEY RD	L RTP	CA	2	U	4	D	HILLSBOROUGH	CAP	0.03	0	0	0	0.19	0.04	0	0.06	0.00	0.03	0.05	583	
WHITTING ST	MORGAN ST	BRUSH ST	L RTP	NEEDS	2	U	4	D	HILLSBOROUGH	CAP	0.00	0	0	0	0.15	0.02	0	0.03	0.00	0.14	0.05	584	
CR 486 (NORVELL BRYANT HWY)	CLEMENTS AVE, N	ANNAPOLIS AVE, N	L RTP	NEEDS	4	D	6	D	CITRUS	CAP	0.00	0	0	0	0.15	0.06	0	0.09	0.08	0.02	0.04	585	
AL TOMONT LN	HILLSBOROUGH CO	SR 54	L RTP	NEEDS	2	U	2	U	PASCO	OPS	0.00	0	0	0	0.20	0.01	0	0.02	0.09	0.07	0.04	586	
US 19 (SUNCOAST BLVD)	HERNANDO CO. LINE	MERRIVALE LN, W	L RTP;SIS	NEEDS	4	D	6	D	CITRUS	CAP	0.00	0	0	0	0.17	0.06	0	0.09	0.00	0.02	0.04	587	
C.R. 578 (COUNTY LINE RD)	GRAND CLUB DR	EAST RD	L RTP	NEEDS	4	D	6	D	PASCO	CAP	0.04	0	0	0	0.14	0.05	0	0.09	0.02	0.04	0.04	588	
WISCON RD	CORTEZ BLVD (SR50)	FORT DADE AVE	L RTP	NEEDS	2	U	4	D	HERNANDO	CAP	0.10	0	0	0	0.16	0.02	0	0.04	0.00	0.03	0.04	589	
DECUBELLIS	C.R. 1 (LITTLE RD)	STARKEY	L RTP	CA	2	U	4	D	PASCO	CAP	0.05	0	0	0	0.14	0.01	0	0.05	0.07	0.08	0.04	590	
CHANCEY RD	OAKWOOD DR	MORRIS BRIDGE RD	L RTP	NEEDS	2	U	4	D	PASCO	CAP	0.00	0	0	0	0.15	0.04	0	0.12	0.00	0.05	0.04	591	
C.R. 587 (MOONLAKE)	RIDGE EXT	S.R. 52	L RTP	CA	2	U	4	D	PASCO	CAP	0.05	0	0	0	0.15	0.01	0	0.04	0.04	0.07	0.04	592	
CR 486 (NORVELL BRYANT HWY)	CITRUS HILLS BLVD, N	CLEMENTS AVE, N	L RTP	NEEDS	4	D	6	D	CITRUS	CAP	0.00	0	0	0	0.15	0.06	0	0.09	0.00	0.02	0.04	593	
US19 (SR55)	CENTRALIA RD	KNUCKEY RD	L RTP;SIS																				

ON STREET	FROM	TO	SOURCE	STATUS	BASE YEAR		FUTURE YEAR		COUNTY	PROJECT TYPE*	STANDARDIZED SCORES										SCORE	RANK
					LANES	TYPE	LANES	TYPE			CRASH RATE	INTENSITY OF FAC SERVED	EXISTING OR EMERGING FAC	FAC TO LIMITED ACCESS CONNECTION	CONGESTED TO FREE FLOW		PERCENT TRUCK TRAFFIC		LIVABILITY/ FREIGHT CONFLICT AREA	INDUSTRIAL EMPLOYMENT		
											10%	10%	5%	10%	SPEED	TRUCK VOLUME	FACILITY CLASS	10%	7.5%	5%		
C.R. 578 (COUNTY LINE RD)	U.S. 19	GRAND CLUB DR	L RTP	NEEDS	4	D	6	D	PASCO	CAP	0.01	0	0	0	0.14	0.04	0	0.08	0.00	0.04	0.04	595
C.R. 577 (LAKE IOLA DR)	C.R. 41 (BLANTON RD)	HERNANDO	L RTP	NEEDS	2	U	6	D	PASCO	CAP	0.00	0	0	0	0.18	0.02	0	0.05	0.00	0.04	0.04	596
MITCHELL BLVD	TRINITY OAKS	C.R. 1 (LITTLE RD)	L RTP	NEEDS	4	D	6	D	PASCO	CAP	0.02	0	0	0	0.14	0.03	0	0.07	0.00	0.03	0.04	597
COLLIER PKWY	LIVINGSTON	WILLOW BEND PKWY	L RTP	CA	2	U	4	D	PASCO	CAP	0.00	0	0	0	0.20	0.00	0	0.01	0.00	0.04	0.04	598
WHITING ST	NEBRASKA AVE	BRUSH ST	L RTP	NEEDS	2	U	4	D	HILLSBOROUGH	CAP	0.00	0	0	0	0.15	0.01	0	0.02	0.00	0.08	0.04	599
MITCHELL BLVD	PERRINE RANCH EXT S	TRINITY OAKS	L RTP	NEEDS	4	D	6	D	PASCO	CAP	0.04	0	0	0	0.14	0.02	0	0.06	0.00	0.03	0.04	600
I-75	@ YORKSHIRE ST	NA	SIS	NEEDS	0	NA	0	NA	SARASOTA	NEW INT	0.00	0	0	0	0.17	0.02	0	0.08	0.00	0.00	0.04	601
C.R. 530 EXT (KOSSIK RD)	GREENSLOPE	U.S. 301 (GALL BLVD)	L RTP	NEEDS	4	D	6	D	PASCO	CAP	0.00	0	0	0	0.14	0.02	0	0.12	0.00	0.02	0.03	602
WIRE RD	PRETTY POND RD	OTIS ALLEN RD	L RTP	NEEDS	2	U	4	D	PASCO	CAP	0.00	0	0	0	0.15	0.02	0	0.07	0.00	0.02	0.03	603
WISCON RD	FORT DADE AVE	CALIFORNIA ST	L RTP	NEEDS	2	U	4	D	HERNANDO	CAP	0.00	0	0	0	0.16	0.02	0	0.04	0.00	0.01	0.03	604
U.S. 98 (BYPASS)	U.S.301 (S)	C.R. 35A (OLD LAKE LAND HWY)	L RTP	NEEDS	2	U	4	D	PASCO	CAP;OPS	0.00	0	0	0	0.14	0.01	0	0.02	0.00	0.05	0.03	605
C.R. 35A (OLD LAKE LAND HWY)	CITY LIMITS	U.S. 98 (BYPASS)	L RTP	NEEDS	2	U	4	D	PASCO	CAP	0.00	0	0	0	0.14	0.01	0	0.03	0.00	0.02	0.03	606
STARKEY	ALICO PASS	RIVER CROSSING	L RTP	CA	2	U	4	D	PASCO	CAP	0.00	0	0	0	0.14	0.00	0	0.00	0.00	0.01	0.02	607

<p>*Project Type Key: CAP = Capacity CAP-FR = Capacity: Frontage Roads GS = Grade Separation MGD LN = Managed Lanes NEWINT = New Interchange OPS = Operations</p>	<p>*Source Key: CS = Corridor Study FDOTPDE = FDOT Project Development and Environment Study FTMA = Freight Travel Market Analysis ISS/OPS = Stakeholder Issues and Opportunities LRTP = Long Range Transportation Plan PMP = Port Master Plan SIS = Strategic Intermodal System TBRFRS = Tampa Bay Regional Freight Rail Study</p>
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*Key for sources and project types located at end of table.

ON STREET	AT LOCATION	SOURCE	COUNTY	STANDARDIZED SCORES											SCORE	RANK			
				TRUCK CRASHES		INTENSITY OF FAC SERVED		EXISTING OR EMERGING FAC		FAC TO LIMITED ACCESS CONNECTION		PERCENT TRUCK TRAFFIC		LIVABILITY/FREIGHT CONFLICT AREA			INDUSTRIAL AND COMMERCIAL EMPLOYMENT		
				WEIGHT	15%	10%	5%	5%	20%	7.5%	5%	12.5%							
ULMERTON RD	34TH ST N	HS	PINELLAS	0.41	1.00	1.00	1.00	0.69	0.34	0.09	1.00	0.61	0.60	1					
I-275	SR 60	SIS	HILLSBOROUGH	0.00	1.00	1.00	0.00	0.43	1.00	0.13	1.00	0.69	0.58	2					
BROADWAY AVE	50TH ST (US 41)	HS	HILLSBOROUGH	0.95	1.00	1.00	1.00	0.38	0.12	0.17	1.00	0.51	0.57	3					
US 41	MANATEE AVE	CS	MANATEE	0.45	1.00	1.00	1.00	0.69	0.13	0.13	1.00	0.40	0.54	4					
US 301	CAUSEWAY BLVD	HS	HILLSBOROUGH	0.73	1.00	1.00	1.00	0.50	0.12	0.14	1.00	0.19	0.52	5					
I-75	I-4	SIS	HILLSBOROUGH	0.14	1.00	1.00	0.00	0.56	0.67	0.17	1.00	0.30	0.52	6					
US 41 (50TH ST)	CAUSEWAY BLVD	HS	HILLSBOROUGH	0.59	1.00	1.00	1.00	0.44	0.07	0.19	1.00	0.42	0.51	7					
22ND ST	CAUSEWAY BLVD	HS	HILLSBOROUGH	0.18	1.00	1.00	1.00	0.67	0.21	0.25	1.00	0.21	0.50	8					
US 41	6TH AVE	CS	MANATEE	0.55	1.00	1.00	1.00	0.54	0.00	0.13	1.00	0.35	0.49	9					
I-4	I-275 INTERSTATE JUNCTION	HS	HILLSBOROUGH	0.05	1.00	1.00	0.00	0.89	0.47	0.06	1.00	0.05	0.49	10					
SR 33	E/B I-4 LEFT TURN ON-RAMP	CS	POLK	0.27	0.67	1.00	1.00	0.38	0.00	0.73	1.00	0.73	0.48	11					
CYPRESS ST	WESTSHORE BLVD	HS	HILLSBOROUGH	0.27	1.00	1.00	1.00	0.52	0.03	0.04	1.00	0.60	0.48	12					
22ND ST	ON-RAMP TO I-4W	HS	HILLSBOROUGH	0.55	1.00	1.00	1.00	0.56	0.00	0.18	1.00	0.11	0.47	13					
SR 33	W/B I-4 LEFT TURN ON-RAMP	CS	POLK	0.00	0.67	1.00	1.00	0.69	0.01	0.49	1.00	0.55	0.46	14					
HILLSBOROUGH AVE	22ND ST	HS	HILLSBOROUGH	0.45	1.00	1.00	1.00	0.47	0.04	0.13	1.00	0.25	0.46	15					
I-4	SR 33	SIS	POLK	0.27	0.67	1.00	1.00	0.28	0.00	0.63	1.00	0.80	0.46	16					
50TH ST.	S. OF BROADWAY	HS	HILLSBOROUGH	0.05	1.00	1.00	1.00	0.54	0.04	0.17	1.00	0.51	0.45	17					
CSX	RECKER HIGHWAY/CR-655 (CROSSING #623082F)	SIS	POLK	0.09	1.00	1.00	1.00	0.48	0.00	0.48	1.00	0.42	0.45	18					
SR 683	WHITFIELD AVE	CS	MANATEE	0.36	1.00	1.00	0.00	0.61	0.04	0.26	0.00	0.71	0.44	19					
22ND ST	SR 60	HS	HILLSBOROUGH	0.18	1.00	1.00	1.00	0.42	0.01	0.13	1.00	0.56	0.44	20					
66TH ST N	BRYAN DAIRY RD	HS	PINELLAS	0.05	1.00	1.00	1.00	0.26	0.00	0.06	1.00	1.00	0.44	21					
CSX	FAULKENBURG ROAD NGCN 624359D	SIS	HILLSBOROUGH	0.23	1.00	1.00	1.00	0.36	0.01	0.06	1.00	0.59	0.44	22					
CR 672/BIG BEND RD	US 41/301	HS	HILLSBOROUGH	0.36	1.00	1.00	1.00	0.44	0.03	0.16	1.00	0.19	0.44	23					
ULMERTON RD	66TH ST. NORTH	HS	PINELLAS	0.14	1.00	1.00	1.00	0.51	0.05	0.12	1.00	0.35	0.43	24					
22ND ST	SOUTH OF I-4	HS	HILLSBOROUGH	0.41	1.00	1.00	1.00	0.40	0.00	0.20	1.00	0.20	0.43	25					
US 301	BLOOMINGDALE AVE/PROGRESS BLVD	HS	HILLSBOROUGH	0.50	1.00	1.00	1.00	0.53	0.07	0.10	0.00	0.23	0.43	26					
CSX	HILLSBOROUGH AVENUE/SR-600	SIS	HILLSBOROUGH	0.00	1.00	1.00	1.00	0.58	0.17	0.12	1.00	0.18	0.43	27					
CAUSEWAY BLVD	SERTOMA DR	HS	HILLSBOROUGH	0.05	1.00	1.00	1.00	0.64	0.05	0.25	1.00	0.13	0.43	28					
DR. MARTIN LUTHER KING JR BLVD	50TH ST	HS	HILLSBOROUGH	0.23	1.00	1.00	1.00	0.42	0.01	0.14	1.00	0.38	0.43	29					
I-4	US 98/SR35/700	SIS	POLK	0.05	1.00	1.00	1.00	0.47	0.03	0.17	1.00	0.48	0.43	30					
US 41	PORT SUTTON RD	HS	HILLSBOROUGH	0.18	1.00	1.00	1.00	0.50	0.03	0.21	1.00	0.22	0.43	31					
SR 683	63RD AVE E	CS	MANATEE	0.18	1.00	1.00	0.00	0.61	0.05	0.28	0.00	0.77	0.42	32					
SR 655	BW 7TH ST SW AND US 17	CS	POLK	0.14	1.00	1.00	0.00	0.79	0.01	0.07	1.00	0.27	0.42	33					
I-4	US 27/SR 25	SIS	POLK	0.05	1.00	1.00	1.00	0.48	0.10	0.38	1.00	0.13	0.42	34					
US 301	60TH AVE	CS	MANATEE	0.45	0.33	1.00	0.00	0.72	0.02	0.12	1.00	0.47	0.42	35					
US 41	RR CROSSING S OF CAUSEWAY BLVD	HS	HILLSBOROUGH	0.27	1.00	1.00	1.00	0.57	0.04	0.21	0.00	0.30	0.42	36					
I-75	UNIVERSITY PKWY	SIS	SARASOTA	0.00	0.67	1.00	1.00	0.77	0.15	0.21	0.00	0.40	0.42	37					
I-4	COUNTY LINE ROAD	SIS	POLK	0.09	1.00	1.00	1.00	0.50	0.02	0.47	0.00	0.48	0.41	38					
I-75	SR 60	SIS	HILLSBOROUGH	0.05	1.00	1.00	1.00	0.27	0.03	0.10	1.00	0.70	0.41	39					
WATERS AVE	DREW SPUR	TBRFRS	HILLSBOROUGH	0.05	1.00	1.00	0.00	0.54	0.02	0.06	1.00	0.69	0.41	40					
COUNTY LINE RD	I-4 INTERCHANGE AND FRONTAGE ROADS	HS	HILLSBOROUGH	0.09	1.00	1.00	1.00	0.29	0.01	0.40	0.00	0.84	0.41	41					
W. HILLSBOROUGH AVE	NEBRASKA AVE	HS	HILLSBOROUGH	0.27	1.00	1.00	1.00	0.42	0.05	0.08	1.00	0.11	0.40	42					
62ND ST	COLUMBUS DR	HS	HILLSBOROUGH	0.05	1.00	1.00	1.00	0.37	0.00	0.91	0.00	0.40	0.40	43					
CAUSEWAY BLVD	78TH ST	HS	HILLSBOROUGH	0.14	1.00	1.00	1.00	0.41	0.06	0.19	1.00	0.17	0.40	44					
CORTEZ BLVD/US 98/SR 50	KETTERING RD	HS	HERNANDO	0.09	0.67	1.00	1.00	0.40	0.17	0.34	1.00	0.20	0.40	45					
I-4	SR 546/MEMORIAL BOULEVARD	SIS	POLK	0.09	1.00	1.00	1.00	0.50	0.05	0.08	1.00	0.12	0.40	46					
34TH ST	54TH AVE N	HS	PINELLAS	0.27	1.00	1.00	1.00	0.47	0.01	0.07	0.00	0.40	0.39	47					
UNIVERSITY PKWY	ENTRANCE W OF US 301	CS	SARASOTA	0.00	1.00	1.00	1.00	0.65	0.01	0.06	0.00	0.44	0.39	48					
ULMERTON RD	ROOSEVELT BLVD	HS	PINELLAS	0.05	1.00	1.00	1.00	0.40	0.02	0.10	1.00	0.33	0.39	49					
FALKENBURG RD	CSX 'S' LINE	TBRFRS	HILLSBOROUGH	0.05	1.00	1.00	0.00	0.50	0.00	0.05	1.00	0.64	0.39	50					
UNIVERSITY PKWY	W OF US 301	CS	SARASOTA	0.00	1.00	1.00	1.00	0.65	0.00	0.06	0.00	0.42	0.39	51					
50TH ST.	RR CROSSING	HS	HILLSBOROUGH	0.05	1.00	1.00	1.00	0.51	0.05	0.17	0.00	0.43	0.39	52					
SR 33	COMBEE RD	CS	POLK	0.18	1.00	1.00	1.00	0.17	0.00	0.72	1.00	0.14	0.38	53					
SR 540	REYNOLDS RD	CS	POLK	0.32	0.67	1.00	1.00	0.47	0.01	0.15	1.00	0.09	0.38	54					
CSX	MAGNOLIA AVENUE (CROSSING # 625389Y)	SIS	POLK	0.00	1.00	1.00	1.00	0.46	0.00	0.13	1.00	0.25	0.38	55					
SR 70	MARTIN LUTHER KING AVE E	CS	MANATEE	0.05	1.00	1.00	0.00	0.55	0.01	0.09	1.00	0.45	0.38	56					
US 301	15TH ST E	CS	MANATEE	0.09	1.00	1.00	0.00	0.65	0.01	0.14	1.00	0.22	0.38	57					
US 41	SIESTA DRIVE	CS	SARASOTA	0.00	0.33	1.00	0.00	0.74	0.02	0.05	1.00	0.73	0.38	58					
SR 60	AT RR CROSSING E OF US 41	HS	HILLSBOROUGH	0.05	1.00	1.00	1.00	0.60	0.05	0.13	0.00	0.26	0.38	59					
I-75	US 98/SR 50	HS	HERNANDO	0.23	0.67	1.00	1.00	0.44	0.03	0.32	1.00	0.08	0.38	60					
38TH AVE	I-275	HS	PINELLAS	0.05	1.00	1.00	1.00	0.51	0.02	0.12	1.00	0.05	0.38	61					
CAUSEWAY BLVD	E OF US 41	HS	HILLSBOROUGH	0.05	1.00	1.00	1.00	0.37	0.00	0.19	1.00	0.25	0.38	62					
US 41	WALDEMERE ST	CS	SARASOTA	0.23	0.33	1.00	0.00	0.85	0.03	0.05	0.00	0.64	0.38	63					

*Key for sources at end of table.

ON STREET	AT LOCATION	SOURCE	COUNTY	STANDARDIZED SCORES											SCORE	RANK	
				TRUCK CRASHES	INTENSITY OF FAC SERVED		EXISTING OR EMERGING FAC		FAC TO LIMITED ACCESS CONNECTION		V/C RATIO	TRUCK DELAY	PERCENT TRUCK TRAFFIC	LIVABILITY/ FREIGHT CONFLICT AREA			INDUSTRIAL AND COMMERCIAL EMPLOYMENT
					15%	10%	5%	5%	20%	20%							
I-4	US 301	SIS	HILLSBOROUGH	0.09	1.00	1.00	1.00	0.23	0.01	0.16	1.00	0.42	0.38	64			
SR 60	34TH ST	HS	HILLSBOROUGH	0.14	1.00	1.00	1.00	0.29	0.01	0.12	1.00	0.29	0.38	65			
I-75 SB RAMP	US 98/SR 50	HS	HERNANDO	0.23	0.67	1.00	1.00	0.44	0.01	0.32	1.00	0.08	0.38	66			
I-75	US 301/19TH STREET	SIS	MANATEE	0.09	0.33	1.00	0.00	0.77	0.08	0.13	1.00	0.39	0.38	67			
SR 572 AIRPORT RD	DRANE FIELD RD	CS	POLK	0.00	1.00	1.00	1.00	0.19	0.00	0.26	1.00	0.53	0.37	68			
I-75	SR 72/CLARK ROAD	SIS	SARASOTA	0.00	0.67	1.00	1.00	0.75	0.18	0.20	0.00	0.04	0.37	69			
US 19	TAMPA RD	HS	PINELLAS	0.36	0.67	1.00	0.00	0.48	0.07	0.06	1.00	0.28	0.37	70			
US 41	14TH ST	CS	MANATEE	0.05	0.67	1.00	0.00	0.55	0.01	0.06	1.00	0.64	0.37	71			
SR 37	W CHRISTINA BLVD	CS	POLK	0.09	0.67	1.00	1.00	0.58	0.01	0.11	1.00	0.11	0.37	72			
US 27	SAND MINE RD	CS	POLK	1.00	0.00	0.00	0.00	0.68	0.07	0.11	1.00	0.09	0.37	73			
US 41	BEE RIDGE RD	CS	SARASOTA	0.32	0.33	1.00	0.00	0.59	0.00	0.05	0.00	0.93	0.37	74			
MARITIME BLVD	RR CROSSING N	HS	HILLSBOROUGH	0.05	1.00	1.00	0.00	0.52	0.05	1.00	0.00	0.17	0.37	75			
MCCLOSKEY BLVD	MARITIME BLVD	HS	HILLSBOROUGH	0.05	1.00	1.00	0.00	0.52	0.05	1.00	0.00	0.17	0.37	75			
HOOKERS POINT	RR CROSSING	PMP	HILLSBOROUGH	0.05	1.00	1.00	0.00	0.52	0.05	1.00	0.00	0.17	0.37	75			
PORT OF TAMPA	BERTHS 202-209	PMP	HILLSBOROUGH	0.05	1.00	1.00	0.00	0.52	0.05	1.00	0.00	0.17	0.37	75			
MARITIME BLVD	RR CROSSING S	PMP	HILLSBOROUGH	0.05	1.00	1.00	0.00	0.52	0.05	1.00	0.00	0.17	0.37	75			
HOOKERS POINT	GUY N. VERGER BLVD	PMP	HILLSBOROUGH	0.05	1.00	1.00	0.00	0.52	0.05	1.00	0.00	0.17	0.37	75			
US 41	PROSPECT ST	CS	SARASOTA	0.05	0.33	1.00	0.00	0.91	0.04	0.05	0.00	0.68	0.37	81			
US 41	BAHIA VISTA ST	CS	SARASOTA	0.32	0.33	1.00	0.00	0.85	0.04	0.05	0.00	0.44	0.37	82			
SR 544 LUCERN ROAD	1ST ST	CS	POLK	0.18	1.00	1.00	0.00	0.56	0.00	0.07	1.00	0.15	0.36	83			
SR 600	E. OF KRAFT RD	CS	POLK	0.00	1.00	1.00	1.00	0.44	0.00	0.17	1.00	0.09	0.36	84			
MEMORIAL HIGHWAY	SPRUCE ST	HS	HILLSBOROUGH	0.09	1.00	1.00	0.00	0.57	0.03	0.10	1.00	0.17	0.36	85			
BIG BEND RD	I-75 N ON RAMP	HS	HILLSBOROUGH	0.05	0.67	1.00	1.00	0.52	0.02	0.25	1.00	0.09	0.36	86			
SR 70	US 301	CS	MANATEE	0.00	1.00	1.00	0.00	0.48	0.01	0.21	1.00	0.38	0.36	87			
SLIGH AVE	DREW SPUR	TBRFRS	HILLSBOROUGH	0.05	1.00	1.00	0.00	0.52	0.00	0.04	0.00	0.76	0.36	88			
SR 37	SB NEAR THE POLK PKWY	CS	POLK	0.00	1.00	1.00	0.00	0.79	0.02	0.04	0.00	0.35	0.36	89			
SR 544 LUCERN ROAD	3RD ST NW	CS	POLK	0.00	1.00	1.00	0.00	0.62	0.01	0.07	1.00	0.23	0.36	90			
I-75	HWY 52 (OFF AND ON RAMPS)	HS	PASCO	0.59	0.33	0.00	1.00	0.51	0.05	0.24	1.00	0.03	0.36	91			
I-4	SR 559	SIS	POLK	0.23	0.67	1.00	0.00	0.56	0.01	0.34	1.00	0.11	0.36	92			
I-4	SR 539	SIS	POLK	0.00	1.00	1.00	1.00	0.32	0.00	0.19	1.00	0.20	0.35	93			
CSX	SR 60 (WEST OF MULBERRY, CROSSING # 624525T)	SIS	POLK	0.27	1.00	1.00	0.00	0.34	0.00	0.25	1.00	0.22	0.35	94			
GANDY BLVD	BRIGHTON BAY BLVD/DERBY LANE MAIN ENTRANCE	CS	PINELLAS	0.14	0.67	1.00	0.00	0.65	0.07	0.08	1.00	0.12	0.35	95			
SR 600	W. OF PUBLIX ENTRANCE	CS	POLK	0.09	1.00	1.00	1.00	0.31	0.00	0.18	1.00	0.09	0.35	96			
SR 54	US 41 & BROOKSVILLE SUB	TBRFRS	PASCO	0.82	0.00	0.00	0.00	0.56	0.17	0.11	1.00	0.19	0.35	97			
SR 54	US 41	HS	PASCO	0.82	0.00	0.00	0.00	0.56	0.17	0.11	1.00	0.19	0.35	98			
ORIENT RD	S OF BROADWAY AVE	HS	HILLSBOROUGH	0.05	1.00	1.00	1.00	0.43	0.00	0.07	0.00	0.38	0.35	99			
SR 659 COMBEE RD	RR CROSSING S. OF MINE AND MILL RD	CS	POLK	0.00	0.67	1.00	1.00	0.32	0.00	0.37	1.00	0.29	0.35	100			
US 92/GANDY BLVD	DERBY LANE WEST ENTRANCE	CS	PINELLAS	0.05	0.67	1.00	0.00	0.68	0.05	0.08	1.00	0.15	0.34	101			
SR 655	MCKEAN ST	CS	POLK	0.14	1.00	1.00	1.00	0.37	0.00	0.23	0.00	0.26	0.34	102			
SR 72	HONORE AVE	CS	SARASOTA	0.23	0.67	1.00	1.00	0.52	0.00	0.10	0.00	0.24	0.34	103			
US 41	9TH ST W	CS	MANATEE	0.00	0.67	1.00	0.00	0.51	0.00	0.07	1.00	0.54	0.34	104			
SR 589	SPRINGHILL DR	HS	HERNANDO	0.05	1.00	1.00	1.00	0.25	0.01	0.12	1.00	0.20	0.34	105			
SR 60	E. OF RR CROSSING	CS	POLK	0.23	1.00	1.00	0.00	0.48	0.01	0.26	0.00	0.33	0.34	106			
SR 572	WARING RD	CS	POLK	0.00	1.00	1.00	1.00	0.38	0.01	0.10	1.00	0.02	0.34	107			
US 19	CURLEW RD	HS	PINELLAS	0.18	0.67	1.00	0.00	0.49	0.04	0.05	1.00	0.23	0.33	108			
SR 17 10TH STREET	SR 542	CS	POLK	0.18	0.67	0.00	0.00	0.71	0.01	0.11	1.00	0.29	0.33	109			
US 301	CANAL RD/16TH AVE EAST	CS	MANATEE	0.00	0.33	1.00	1.00	0.58	0.01	0.10	1.00	0.19	0.33	110			
PARK BLVD	43RD ST	HS	PINELLAS	0.05	0.67	1.00	0.00	0.54	0.03	0.06	1.00	0.30	0.33	111			
SR 659 COMBEE RD	SADDLE CREEK RD	CS	POLK	0.05	1.00	1.00	0.00	0.44	0.01	0.22	1.00	0.13	0.33	112			
I-75	GIBSONTON DRIVE	SIS	HILLSBOROUGH	0.09	1.00	1.00	1.00	0.32	0.07	0.18	0.00	0.18	0.33	113			
I-275	GANDY BOULEVARD	SIS	PINELLAS	0.05	0.67	1.00	1.00	0.27	0.04	0.15	1.00	0.25	0.33	114			
SR 540	DECASTRO RD	CS	POLK	0.18	0.67	1.00	1.00	0.55	0.00	0.26	0.00	0.01	0.33	115			
SR 580 BUSCH BLVD	MCKINLEY DR/N 40TH ST	CS	HILLSBOROUGH	0.09	1.00	1.00	0.00	0.44	0.03	0.09	1.00	0.10	0.33	116			
SR 72	US 41 TAMIAMI TRAIL	CS	SARASOTA	0.00	0.67	1.00	0.00	0.51	0.00	0.05	1.00	0.43	0.33	117			
GANDY BLVD	GOODWILL INDUSTRIES	CS	PINELLAS	0.05	0.67	1.00	0.00	0.61	0.02	0.08	1.00	0.14	0.33	118			
COUNTY LINE RD	US 92	HS	HILLSBOROUGH	0.05	1.00	1.00	0.00	0.35	0.06	0.06	0.00	0.65	0.32	119			
I-275	ULMERTON ROAD/SR 688	SIS	PINELLAS	0.00	1.00	1.00	1.00	0.17	0.02	0.11	1.00	0.22	0.32	120			
SR 44	US 41/FLORIDA AVENUE	CS	CITRUS	0.05	0.33	0.00	0.00	0.79	0.26	0.10	1.00	0.13	0.32	121			
US 41	ARLINGTON ST	CS	SARASOTA	0.09	0.33	1.00	0.00	0.80	0.03	0.06	0.00	0.45	0.32	122			
US 17	US 92	CS	POLK	0.00	1.00	1.00	0.00	0.53	0.00	0.09	1.00	0.08	0.32	123			
US 92 (GANDY BLVD)	4TH STREET N	CS	PINELLAS	0.09	0.67	1.00	0.00	0.47	0.03	0.07	1.00	0.28	0.32	124			
US 19	CITRUS AVE	HS	CITRUS	0.05	0.67	0.00	0.00	0.73	0.08	0.11	1.00	0.15	0.31	125			
CSX	SR 60 (WEST OF LAKE WALES, CROSSING # 625419N)	SIS	POLK	0.09	0.00	0.00	0.00	0.26	0.00	0.39	0.00	0.06	0.10	336			

*Key for sources at end of table.

ON STREET	AT LOCATION	SOURCE	COUNTY	STANDARDIZED SCORES											SCORE	RANK
				TRUCK CRASHES	INTENSITY OF		EXISTING OR	FAC TO LIMITED		V/C RATIO	TRUCK DELAY	PERCENT TRUCK TRAFFIC	LIVABILITY/ FREIGHT CONFLICT AREA	INDUSTRIAL AND COMMERCIAL EMPLOYMENT		
					15%	10%	EMERGING FAC	CONNECTION	5%							
SUNCOAST PKWY SOUTHBOUND EXIT RAMP	HWY 54	HS	PASCO	0.05	0.33	1.00	1.00	0.51	0.03	0.12	1.00	0.02	0.31	126		
MARTIN LUTHER KING JR BLVD	NEBRASKA AVE	HS	HILLSBOROUGH	0.18	1.00	1.00	0.00	0.31	0.00	0.05	1.00	0.15	0.31	127		
US 41	301 BLVD	CS	MANATEE	0.05	1.00	1.00	0.00	0.37	0.00	0.11	1.00	0.18	0.31	128		
US 301	B ST	CS	MANATEE	0.00	0.33	1.00	0.00	0.72	0.01	0.15	1.00	0.15	0.31	129		
US 41	8TH AVE WEST	CS	MANATEE	0.00	1.00	1.00	0.00	0.47	0.00	0.04	1.00	0.09	0.31	130		
SR 548	FLORIDA AVE	CS	POLK	0.00	1.00	1.00	0.00	0.43	0.00	0.12	1.00	0.11	0.31	131		
PROGRESS BLVD	78TH ST	HS	HILLSBOROUGH	0.14	1.00	1.00	1.00	0.19	0.00	0.23	0.00	0.26	0.31	132		
SR 563	SR 539	CS	POLK	0.00	1.00	1.00	0.00	0.38	0.00	0.05	1.00	0.20	0.31	133		
SR 33 LAKELAND HILLS BOULEVARD	OLD COMBEE RD/DEESON POINTE BLVD	CS	POLK	0.14	0.67	1.00	1.00	0.53	0.01	0.08	0.00	0.04	0.31	134		
SR 37	SW 4TH ST	CS	POLK	0.00	1.00	1.00	0.00	0.38	0.00	0.19	1.00	0.12	0.30	135		
CSX	KATHLEEN ROAD (CROSSING #622866E)	SIS	POLK	0.00	1.00	1.00	1.00	0.43	0.00	0.14	0.00	0.07	0.30	136		
SR 559 POLK CITY RD	I-4	CS	POLK	0.32	0.00	0.00	0.00	0.81	0.01	0.40	1.00	0.09	0.30	137		
I-75	AT SR 758/BEE RIDGE ROAD	SIS	SARASOTA	0.14	0.00	0.00	0.00	0.72	0.27	0.10	1.00	0.19	0.30	138		
15TH AVENUE	WHITFIELD AVE.	CS	MANATEE	0.05	0.67	1.00	0.00	0.64	0.01	0.11	0.00	0.31	0.30	139		
SR 33 COMMONWEALTH AVENUE	OLD POLK CITY RD	CS	POLK	0.05	0.67	1.00	0.00	0.43	0.01	0.22	1.00	0.18	0.30	140		
SR 559 POLK CITY RD	SR 33	CS	POLK	0.18	0.67	1.00	0.00	0.41	0.00	0.21	1.00	0.07	0.30	141		
62ND ST	BROADWAY AVE	HS	HILLSBOROUGH	0.09	1.00	1.00	0.00	0.08	0.00	0.91	0.00	0.40	0.30	142		
US 41	RR CROSSING S OF MADISON AVE	HS	HILLSBOROUGH	0.05	1.00	1.00	0.00	0.50	0.08	0.22	0.00	0.07	0.30	143		
I-75	JACARANDA BOULEVARD	SIS	SARASOTA	0.09	0.33	1.00	0.00	0.60	0.03	0.14	1.00	0.12	0.30	144		
BROAD ST	SR 50 BYPASS	HS	HERNANDO	0.05	1.00	1.00	0.00	0.25	0.00	0.19	1.00	0.19	0.30	145		
BLOOMINGDALE AVE	LITHIA-PINECREST ROAD	HS	HILLSBOROUGH	0.09	0.00	0.00	0.00	0.62	0.33	0.05	1.00	0.27	0.29	146		
US 41	HILLVIEW ST	CS	SARASOTA	0.05	0.33	1.00	0.00	0.80	0.03	0.06	0.00	0.26	0.29	147		
I-4	SOCRUM LOOP ROAD	SIS	POLK	0.00	1.00	1.00	0.00	0.35	0.00	0.07	1.00	0.14	0.29	148		
I-275	31ST STREET SOUTH	SIS	PINELLAS	0.00	1.00	1.00	0.00	0.30	0.02	0.16	1.00	0.12	0.29	149		
SR 60	DIESEL RD/PRARIE MINE RD	CS	POLK	0.00	1.00	1.00	0.00	0.48	0.01	0.26	0.00	0.18	0.29	150		
SR 580	ARMENIA AVENUE	CS	HILLSBOROUGH	0.09	0.00	0.00	0.00	0.67	0.29	0.08	1.00	0.20	0.29	151		
I-275 N	BEARSS EXIT RAMP	HS	HILLSBOROUGH	0.41	0.00	0.00	0.00	0.63	0.07	0.10	1.00	0.22	0.29	152		
PARK BLVD	56TH ST	HS	PINELLAS	0.05	0.67	1.00	0.00	0.45	0.00	0.06	1.00	0.14	0.29	153		
CR 546 SADDLE CREEK RD	FISH HATCHERY RD	CS	POLK	0.05	0.67	1.00	1.00	0.17	0.00	0.14	1.00	0.13	0.28	154		
SR 44	US 19	CS	CITRUS	0.09	0.67	0.00	0.00	0.52	0.07	0.12	1.00	0.21	0.28	155		
SR 785	STICKNEY POINT RD	CS	SARASOTA	0.00	0.67	1.00	0.00	0.76	0.01	0.03	0.00	0.05	0.28	156		
DRANE FIELD ROAD	COUNTY LINE RD	CS	POLK	0.00	1.00	1.00	1.00	0.21	0.00	0.33	0.00	0.10	0.28	157		
SR 544 LUCERN ROAD	ENTRANCE TO WAL-MART DC	CS	POLK	0.00	1.00	1.00	0.00	0.45	0.00	0.17	0.00	0.20	0.28	158		
GULF-TO-BAY BOULEVARD (SR 60)	BELCHER RD	HS	PINELLAS	0.55	0.00	0.00	0.00	0.50	0.05	0.05	1.00	0.24	0.28	159		
ALEXANDER ST	CSX 'A' LINE	TBRFRS	HILLSBOROUGH	0.05	0.33	1.00	0.00	0.50	0.01	0.15	1.00	0.18	0.27	160		
UNIVERSITY PKWY	HONORE AVE	CS	SARASOTA	0.00	0.67	1.00	1.00	0.45	0.01	0.08	0.00	0.07	0.27	161		
GANDY BLVD	SNUG HARBOR ROAD	CS	PINELLAS	0.05	0.67	1.00	0.00	0.42	0.01	0.08	1.00	0.04	0.27	162		
I-75	CR 54	SIS	PASCO	0.18	0.33	0.00	1.00	0.33	0.11	0.16	1.00	0.03	0.27	163		
S DALE MABRY HWY	INTERBAY BLVD	CS	HILLSBOROUGH	0.05	0.67	1.00	0.00	0.34	0.02	0.11	1.00	0.09	0.27	164		
MOCCASIN WALLOW RD	CARTER RD	CS	MANATEE	0.05	1.00	0.00	0.00	0.47	0.01	0.16	1.00	0.01	0.26	165		
I-275	I-175	SIS	PINELLAS	0.00	1.00	1.00	0.00	0.24	0.01	0.09	1.00	0.06	0.26	166		
BOUGAINVILLEA AVE	MCKINLEY DR	HS	HILLSBOROUGH	0.05	1.00	1.00	0.00	0.25	0.00	0.06	0.00	0.42	0.26	167		
I-75	LAUREL ROAD	SIS	SARASOTA	0.00	0.33	1.00	0.00	0.49	0.02	0.22	0.00	0.50	0.26	168		
DALE MABRY HWY	S. OF KENNEDY BLVD	HS	HILLSBOROUGH	0.18	0.00	0.00	0.00	0.61	0.07	0.06	1.00	0.37	0.26	169		
SR 780	ARTHUR ANDERSEN PKWY	CS	SARASOTA	0.00	0.33	0.00	0.00	0.60	0.01	0.06	1.00	0.43	0.26	170		
SR 573/S DALE MABRY HWY	US 92/GANDY BLVD	CS	HILLSBOROUGH	0.32	0.00	0.00	0.00	0.48	0.03	0.11	1.00	0.44	0.26	171		
US 92	CHURCH AVENUE	CS	HILLSBOROUGH	0.14	0.00	0.00	0.00	0.65	0.05	0.09	1.00	0.35	0.26	172		
PARK AVE	CSX 'A' LINE	TBRFRS	HILLSBOROUGH	0.05	0.67	1.00	1.00	0.28	0.00	0.14	0.00	0.16	0.26	173		
US 41	SR 789 - RINGLING	CS	SARASOTA	0.18	0.00	0.00	0.00	0.61	0.01	0.07	1.00	0.42	0.26	174		
INTERBAY BLVD	WESTSHORE BLVD	HS	HILLSBOROUGH	0.05	0.67	1.00	0.00	0.21	0.00	0.36	1.00	0.10	0.25	175		
I-75	SR 681	SIS	SARASOTA	0.00	0.33	1.00	0.00	0.78	0.06	0.05	0.00	0.00	0.25	176		
GANDY BLVD	E. OF MANHATTAN AVE	CS	HILLSBOROUGH	0.18	0.00	0.00	0.00	0.65	0.05	0.09	1.00	0.21	0.25	177		
US 301	HASKOS RD	CS	MANATEE	0.00	0.33	1.00	0.00	0.43	0.00	0.15	1.00	0.12	0.25	178		
SR 17 SCENIC HIGHWAY	1ST ST	CS	POLK	0.00	0.00	0.00	0.00	0.81	0.04	0.08	1.00	0.15	0.25	179		
SR 758	OSPREY AVE	CS	SARASOTA	0.05	0.00	0.00	0.00	0.80	0.02	0.04	0.00	0.57	0.24	180		
US 19 (34TH ST)	2ND AVE	HS	PINELLAS	0.14	0.33	1.00	0.00	0.39	0.01	0.06	1.00	0.05	0.24	181		
SR 72	SAWYER RD	CS	SARASOTA	0.05	0.67	1.00	0.00	0.47	0.00	0.11	0.00	0.14	0.24	182		
US 41	COLONIAL LANE	CS	SARASOTA	0.09	0.00	0.00	0.00	0.98	0.11	0.06	0.00	0.04	0.24	183		
SR 54	US 19	CS	PASCO	0.27	0.00	0.00	0.00	0.52	0.10	0.06	1.00	0.17	0.24	184		
SR 72	E. OF SWIFT RD	CS	SARASOTA	0.00	0.67	1.00	0.00	0.48	0.00	0.06	0.00	0.16	0.24	185		
SAM ALLEN RD	PARK RD	HS	HILLSBOROUGH	0.05	0.67	1.00	0.00	0.45	0.04	0.09	0.00	0.07	0.24	186		
I-75	TOLEDO BLADE BOULEVARD	SIS	SARASOTA	0.09	0.33	0.00	1.00	0.41	0.00	0.08	1.00	0.01	0.24	187		
US 41	DORIAN ST	HS	CITRUS	0.05	0.67	0.00	0.00	0.48	0.01	0.12	1.00	0.04	0.23	188		

*Key for sources at end of table.

ON STREET	AT LOCATION	SOURCE	COUNTY	STANDARDIZED SCORES											SCORE	RANK			
				TRUCK CRASHES		INTENSITY OF FAC SERVED		EXISTING OR EMERGING FAC		FAC TO LIMITED ACCESS CONNECTION		PERCENT TRUCK TRAFFIC		LIVABILITY/ FREIGHT CONFLICT AREA			INDUSTRIAL AND COMMERCIAL EMPLOYMENT		
				WEIGHT	15%	10%	5%	5%	20%	20%	7.5%	5%	12.5%						
US 41	FRUITVILLE RD	CS	SARASOTA	0.27	0.00	0.00	0.00	0.52	0.00	0.08	1.00	0.26	0.23	189					
SR 72	GLENCOE AVE	CS	SARASOTA	0.00	0.67	1.00	0.00	0.47	0.00	0.04	0.00	0.14	0.23	190					
TARPON AVE	PINELLAS AVE	HS	PINELLAS	0.14	0.00	0.00	0.00	0.62	0.05	0.05	1.00	0.19	0.23	191					
MOCCASIN WALLOW RD	BUD RHODEN RD	CS	MANATEE	0.14	1.00	1.00	0.00	0.15	0.00	0.34	0.00	0.02	0.23	192					
US 27	FLORENCE VILLA GROVE RD	CS	POLK	0.09	0.00	0.00	0.00	0.68	0.07	0.10	1.00	0.05	0.23	193					
SR 559 POLK CITY RD	I-4	CS	POLK	0.23	0.00	0.00	0.00	0.60	0.01	0.14	1.00	0.09	0.23	194					
US 19	NEBRASKA AVE	HS	PINELLAS	0.18	0.00	0.00	0.00	0.51	0.09	0.06	1.00	0.19	0.23	195					
SR 684	SR 789 GULF DR	CS	MANATEE	0.05	0.00	0.00	0.00	1.00	0.05	0.05	0.00	0.05	0.23	196					
34TH STREET (19)	PINELLAS BAYWAY	HS	PINELLAS	0.05	0.33	1.00	0.00	0.30	0.00	0.05	1.00	0.16	0.22	197					
TURKEY CREEK RD	AIRPORT RD	HS	HILLSBOROUGH	0.05	0.33	1.00	0.00	0.32	0.00	0.08	0.00	0.50	0.22	198					
SR 44	CR 491 / LECANTO HWY	CS	CITRUS	0.32	0.00	0.00	0.00	0.50	0.24	0.11	0.00	0.16	0.22	199					
SR 699	112TH AVENUE	CS	PINELLAS	0.05	0.00	0.00	0.00	0.73	0.06	0.05	1.00	0.03	0.22	200					
US 301	BUCKEYE RD	CS	MANATEE	0.05	1.00	1.00	0.00	0.29	0.00	0.09	0.00	0.00	0.22	201					
US 41	ORLANDO AVE	CS	MANATEE	0.05	0.00	0.00	0.00	0.48	0.00	0.07	1.00	0.50	0.22	202					
I-75	SR 64/MANATEE AVENUE	SIS	MANATEE	0.09	0.00	0.00	0.00	0.59	0.07	0.17	1.00	0.09	0.22	203					
BUSCH BLVD	FLORIDA AVE	HS	HILLSBOROUGH	0.09	0.00	0.00	0.00	0.55	0.10	0.06	1.00	0.19	0.22	204					
GANDY BRIDGE	BRIDGE	CS	PINELLAS	0.05	0.67	1.00	0.00	0.38	0.04	0.08	0.00	0.03	0.22	205					
SR 60	FT. HARRISON	HS	PINELLAS	0.05	0.00	0.00	0.00	0.62	0.07	0.05	1.00	0.14	0.22	206					
US 41	PALM AVE	CS	SARASOTA	0.00	0.33	1.00	0.00	0.58	0.00	0.06	0.00	0.09	0.22	207					
I-4	SR 570/POLK PARKWAY	SIS	POLK	0.09	0.67	1.00	0.00	0.08	0.00	0.18	1.00	0.03	0.21	208					
US 301	SR 50	HS	HERNANDO	0.05	0.67	1.00	0.00	0.28	0.04	0.31	0.00	0.01	0.21	209					
US 41	BENEVA RD	CS	SARASOTA	0.09	0.00	0.00	0.00	0.59	0.01	0.04	1.00	0.19	0.21	210					
ALT US 19	PARK BOULEVARD (SR 694)	HS	PINELLAS	0.18	0.00	0.00	0.00	0.47	0.04	0.04	1.00	0.23	0.21	211					
SR 54	ROWAN ROAD/SEVEN SPRINGS BLVD	CS	PASCO	0.23	0.00	0.00	0.00	0.46	0.06	0.08	1.00	0.12	0.21	212					
SR 52	CR 581 (BELLAMY BROTHERS BLVD)	HS	PASCO	0.05	0.33	0.00	0.00	0.41	0.09	0.19	1.00	0.03	0.21	213					
SR 37	CR 640	CS	POLK	0.00	0.67	1.00	0.00	0.25	0.00	0.32	0.00	0.12	0.21	214					
SR 44	MONTGOMERY AVENUE	CS	CITRUS	0.05	0.33	0.00	0.00	0.48	0.02	0.09	1.00	0.09	0.21	215					
SR 580/BUSCH BLVD	N 18TH ST	CS	HILLSBOROUGH	0.05	0.00	0.00	0.00	0.62	0.02	0.06	1.00	0.14	0.21	216					
DALE MABRY HWY	HENDERSON AVE	HS	HILLSBOROUGH	0.05	0.00	0.00	0.00	0.47	0.06	0.09	1.00	0.28	0.20	217					
TARPON AVE	RING AVE	HS	PINELLAS	0.05	0.00	0.00	0.00	0.58	0.02	0.05	1.00	0.19	0.20	218					
TURKEY CREEK RD	SYDNEY RD	HS	HILLSBOROUGH	0.05	0.33	1.00	0.00	0.23	0.00	0.07	0.00	0.49	0.20	219					
PENDOLA POINT	RR CROSSING	PMP	HILLSBOROUGH	0.05	1.00	1.00	0.00	0.06	0.04	0.21	0.00	0.08	0.20	220					
US 41	JACARANDA BLVD	CS	SARASOTA	0.14	0.00	0.00	0.00	0.45	0.00	0.07	1.00	0.29	0.20	221					
SR 580/BUSCH BLVD	N. 22ND STREET	CS	HILLSBOROUGH	0.09	0.00	0.00	0.00	0.56	0.04	0.07	1.00	0.09	0.20	222					
SR 580/BUSCH BLVD	N. 30TH STREET	CS	HILLSBOROUGH	0.09	0.00	0.00	0.00	0.52	0.03	0.08	1.00	0.16	0.20	223					
SR 699	GULF WINDS DRIVE	CS	PINELLAS	0.05	0.00	0.00	0.00	0.78	0.05	0.04	0.00	0.18	0.20	224					
US 41	MARTIN LUTHER KING AVE	CS	MANATEE	0.14	0.00	0.00	0.00	0.55	0.00	0.05	1.00	0.11	0.20	225					
SR 17 SCENIC HIGHWAY	US 98/US 27	CS	POLK	0.36	0.33	1.00	0.00	0.16	0.00	0.33	0.00	0.03	0.20	226					
SR 699/75TH AVE	BLIND PASS RD	CS	PINELLAS	0.09	0.00	0.00	0.00	0.53	0.03	0.06	1.00	0.12	0.20	227					
I-75	SR 70	SIS	MANATEE	0.09	0.00	0.00	0.00	0.73	0.05	0.13	0.00	0.14	0.20	228					
I-75	SR 674	SIS	HILLSBOROUGH	0.00	0.00	0.00	0.00	0.39	0.15	0.16	1.00	0.18	0.19	229					
SR 60	MISSOURI	HS	PINELLAS	0.18	0.00	0.00	0.00	0.46	0.02	0.04	1.00	0.14	0.19	230					
83RD AVE	MARTIN LUTHER KING DR	HS	PINELLAS	0.05	0.67	1.00	0.00	0.23	0.00	0.05	0.00	0.14	0.19	231					
SR 700	SR 25	CS	POLK	0.32	0.33	1.00	0.00	0.15	0.00	0.36	0.00	0.03	0.19	232					
I-4	CR 557	SIS	POLK	0.36	0.00	0.00	0.00	0.48	0.09	0.10	0.00	0.12	0.19	233					
SR 44	HOMOSASSA TR / CR 490	CS	CITRUS	0.09	0.00	0.00	0.00	0.52	0.03	0.12	1.00	0.08	0.19	234					
SR 44	CREDE AVE	CS	CITRUS	0.05	0.00	0.00	0.00	0.48	0.01	0.15	1.00	0.21	0.19	235					
JEFFERSON ST	MILDRED AVE	HS	HERNANDO	0.09	0.00	0.00	0.00	0.46	0.01	0.24	1.00	0.12	0.19	236					
SR 580	NORTH BOULEVARD	CS	HILLSBOROUGH	0.05	0.00	0.00	0.00	0.43	0.14	0.06	1.00	0.10	0.19	237					
US 41	CR 777 RIVER RD	CS	SARASOTA	0.41	0.00	0.00	0.00	0.54	0.06	0.06	0.00	0.01	0.19	238					
SR 50	CSX 'S' LINE	TBRFRS	HERNANDO	0.05	0.67	1.00	0.00	0.13	0.00	0.48	0.00	0.01	0.19	239					
SR 699	150TH AVE	CS	PINELLAS	0.05	0.00	0.00	0.00	0.55	0.03	0.05	1.00	0.08	0.19	240					
SR 699	DOLPHIN VILLAGE S.C.	CS	PINELLAS	0.05	0.00	0.00	0.00	0.53	0.01	0.04	1.00	0.14	0.19	241					
38TH AVE	TYRONE BLVD	HS	PINELLAS	0.14	0.00	0.00	0.00	0.38	0.02	0.04	1.00	0.25	0.19	242					
SUNSET BLVD	MCMULLEN BOOTH RD	HS	PINELLAS	0.14	0.00	0.00	0.00	0.58	0.16	0.05	0.00	0.11	0.18	243					
SR 44	SOUTH PLEASANT GROVE RD	HS	CITRUS	0.05	0.67	0.00	0.00	0.43	0.02	0.09	0.00	0.11	0.18	244					
US 27	SR 60	SIS	POLK	0.32	0.00	0.00	0.00	0.14	0.00	0.47	1.00	0.17	0.18	245					
US 27	US 17/92	SIS	POLK	0.00	0.00	0.00	0.00	0.36	0.00	0.13	1.00	0.39	0.18	246					
US 92	CLARK AVENUE	CS	HILLSBOROUGH	0.05	0.00	0.00	0.00	0.65	0.05	0.09	0.00	0.22	0.18	247					
I-75	CR 777/RIVER ROAD	SIS	SARASOTA	0.00	0.33	1.00	0.00	0.45	0.01	0.07	0.00	0.00	0.18	248					
SR 686	HIGHLANDS	HS	PINELLAS	0.05	0.00	0.00	0.00	0.52	0.04	0.06	1.00	0.05	0.18	249					
SR 52	POMPANIC ST	HS	PASCO	0.09	0.33	0.00	0.00	0.56	0.01	0.20	0.00	0.02	0.18	250					
SR 17 SCENIC HIGHWAY	FLORIDA AVE	CS	POLK	0.00	0.00	0.00	0.00	0.55	0.00	0.10	1.00	0.08	0.18	251					

*Key for sources at end of table.

ON STREET	AT LOCATION	SOURCE	COUNTY	STANDARDIZED SCORES											SCORE	RANK
				TRUCK CRASHES	INTENSITY OF FAC SERVED		EXISTING OR EMERGING	FAC TO LIMITED ACCESS	V/C RATIO	TRUCK DELAY	PERCENT TRUCK TRAFFIC	LIVABILITY/ FREIGHT CONFLICT AREA	INDUSTRIAL AND COMMERCIAL EMPLOYMENT			
					15%	10%	FAC	CONNECTION			5%	7.5%	5%	12.5%		
GANDY BLVD	WESTSHORE BLVD	CS	HILLSBOROUGH	0.27	0.00	0.00	0.00	0.54	0.04	0.09	0.00	0.11	0.18	252		
SR 52	SHADY HILLS RD	HS	PASCO	0.05	0.00	0.00	0.00	0.49	0.06	0.12	1.00	0.01	0.18	253		
SR 699	106TH AVENUE	CS	PINELLAS	0.05	0.00	0.00	0.00	0.52	0.02	0.05	1.00	0.07	0.18	254		
SR 573	HOME DEPOT SOUTH ACCESS	CS	HILLSBOROUGH	0.05	0.00	0.00	0.00	0.48	0.01	0.11	1.00	0.11	0.18	255		
SR 573	BALLAST POINT BOULEVARD	CS	HILLSBOROUGH	0.05	0.00	0.00	0.00	0.48	0.01	0.11	1.00	0.11	0.18	255		
SR 54	GRAND BLVD	CS	PASCO	0.27	0.00	0.00	0.00	0.31	0.00	0.07	1.00	0.14	0.18	257		
SR 54	FROM OLD SR 54 TO LITTLE RD	CS	PASCO	0.05	0.33	1.00	0.00	0.29	0.00	0.08	0.00	0.18	0.18	258		
SR 776	US 41	CS	SARASOTA	0.00	0.00	0.00	0.00	0.56	0.00	0.04	1.00	0.08	0.18	259		
US 98 (PONCE DE LEON BLVD)	CR 491	HS	HERNANDO	0.14	0.00	0.00	0.00	0.45	0.14	0.43	0.00	0.05	0.18	260		
SR 60	HIGH ST	CS	POLK	0.00	0.00	0.00	0.00	0.49	0.00	0.34	1.00	0.02	0.18	261		
I-75	SUMTER BOULEVARD	SIS	SARASOTA	0.05	0.33	0.00	0.00	0.38	0.00	0.09	1.00	0.01	0.17	262		
BUSCH BLVD	NEBRASKA AVE	HS	HILLSBOROUGH	0.18	0.00	0.00	0.00	0.50	0.06	0.06	0.00	0.23	0.17	263		
SR 580	NEBRASKA AVE	CS	HILLSBOROUGH	0.18	0.00	0.00	0.00	0.50	0.06	0.06	0.00	0.23	0.17	264		
SR 699	44TH AVENUE	CS	PINELLAS	0.05	0.00	0.00	0.00	0.49	0.01	0.04	1.00	0.10	0.17	265		
SR 546	NORTH GRADY BLVD	CS	POLK	0.00	0.67	1.00	0.00	0.10	0.00	0.27	0.00	0.10	0.17	266		
GALL BLVD	SR 54	HS	PASCO	0.27	0.00	0.00	0.00	0.29	0.01	0.10	1.00	0.09	0.17	267		
US 92	HESPERIDES STREET	CS	HILLSBOROUGH	0.09	0.00	0.00	0.00	0.58	0.02	0.09	0.00	0.21	0.17	268		
SR 64 MANATEE AVE	75TH ST W	CS	MANATEE	0.09	0.00	0.00	0.00	0.42	0.00	0.07	1.00	0.12	0.17	269		
SR 56	BRUCE B DOWNS BLVD	HS	PASCO	0.14	0.00	0.00	0.00	0.36	0.00	0.05	1.00	0.17	0.17	270		
SR 44	N. TURKEY OAK DR.	HS	CITRUS	0.09	0.00	0.00	0.00	0.34	0.01	0.15	1.00	0.20	0.17	271		
SR 44	TURKEY OAK DR/JOINER TER.	CS	CITRUS	0.09	0.00	0.00	0.00	0.34	0.01	0.15	1.00	0.20	0.17	272		
SR 17 SCENIC HIGHWAY	1ST ST	CS	POLK	0.00	0.33	1.00	0.00	0.31	0.00	0.18	0.00	0.05	0.16	273		
DALE MABRY HWY	BAY TO BAY BLVD	HS	HILLSBOROUGH	0.09	0.00	0.00	0.00	0.32	0.02	0.10	1.00	0.19	0.16	274		
BELLEAIR RD	HIGHLANDS AVE	HS	PINELLAS	0.05	0.00	0.00	0.00	0.45	0.01	0.06	1.00	0.06	0.16	275		
SR 44	9TH AVE	CS	CITRUS	0.05	0.00	0.00	0.00	0.39	0.00	0.15	1.00	0.10	0.16	276		
GULF BLVD	PINELLAS BAYWAY	CS	PINELLAS	0.05	0.00	0.00	0.00	0.46	0.02	0.04	1.00	0.04	0.16	277		
PINELLAS BAYWAY	GULF BLVD	HS	PINELLAS	0.05	0.00	0.00	0.00	0.46	0.02	0.04	1.00	0.04	0.16	278		
CR 559	MORRIS RD	CS	POLK	0.23	0.00	0.00	0.00	0.54	0.00	0.16	0.00	0.04	0.16	279		
JEFFERSON ST	BROAD ST (US 41)	HS	HERNANDO	0.05	0.00	0.00	0.00	0.37	0.01	0.28	1.00	0.04	0.16	280		
SR 699	55TH AVENUE	CS	PINELLAS	0.05	0.00	0.00	0.00	0.63	0.03	0.04	0.00	0.14	0.16	281		
CR 559	LAKE STELLA DR	CS	POLK	0.00	0.00	0.00	0.00	0.34	0.00	0.16	1.00	0.23	0.16	282		
SR 44	CRYSTAL OAKS DR	CS	CITRUS	0.05	0.00	0.00	0.00	0.38	0.00	0.12	1.00	0.11	0.16	283		
SR 44	S MAYLEN AVE	CS	CITRUS	0.05	0.00	0.00	0.00	0.38	0.00	0.12	1.00	0.11	0.16	284		
SR 559 POLK CITY RD	GAPWAY RD	CS	POLK	0.00	0.00	0.00	0.00	0.44	0.01	0.20	1.00	0.02	0.16	285		
SR 44	SOUTHERN ST	CS	CITRUS	0.05	0.00	0.00	0.00	0.43	0.01	0.12	1.00	0.02	0.16	286		
SR 70	LORRAINE RD	CS	MANATEE	0.09	0.00	0.00	0.00	0.32	0.00	0.30	1.00	0.04	0.16	287		
SR 688	INDIAN ROCKS	HS	PINELLAS	0.09	0.00	0.00	0.00	0.34	0.01	0.07	1.00	0.12	0.15	288		
SR 699	MADEIRA WAY	CS	PINELLAS	0.05	0.00	0.00	0.00	0.41	0.00	0.05	1.00	0.08	0.15	289		
JEFFERSON ST	CORTEZ BLVD	HS	HERNANDO	0.27	0.00	0.00	0.00	0.36	0.06	0.29	0.00	0.06	0.15	290		
SR 17 10TH STREET	CR 546	CS	POLK	0.00	0.67	0.00	0.00	0.37	0.00	0.15	0.00	0.01	0.15	291		
SR 699	SR 688	CS	PINELLAS	0.05	0.00	0.00	0.00	0.40	0.01	0.06	1.00	0.07	0.15	292		
US 301	S OF BIG BEND RD	HS	HILLSBOROUGH	0.05	0.00	0.00	0.00	0.60	0.04	0.10	0.00	0.08	0.15	293		
SR 44	CR 581/PLEASANT GROVE ROAD	CS	CITRUS	0.05	0.33	0.00	0.00	0.43	0.02	0.09	0.00	0.11	0.15	294		
CR 559	CAROL BLVD	CS	POLK	0.00	0.00	0.00	0.00	0.67	0.00	0.16	0.00	0.03	0.15	295		
VAN DYKE RD	GUNN HIGHWAY	HS	HILLSBOROUGH	0.05	0.00	0.00	0.00	0.55	0.06	0.11	0.00	0.10	0.15	296		
CR 39	LITHIA-PINECREST RD	HS	HILLSBOROUGH	0.32	0.00	0.00	0.00	0.30	0.05	0.23	0.00	0.11	0.15	297		
US 301	S. OF 7TH ST	HS	PASCO	0.05	0.00	0.00	0.00	0.27	0.00	0.23	1.00	0.14	0.15	298		
SR 52	HANDCART RD	HS	PASCO	0.05	0.33	0.00	0.00	0.41	0.03	0.18	0.00	0.03	0.14	299		
VALRICO RD	CSX 'S' LINE	TBRFRS	HILLSBOROUGH	0.05	0.00	0.00	0.00	0.47	0.01	0.10	0.00	0.27	0.14	300		
SR 54	THYS RD	CS	PASCO	0.05	0.00	0.00	0.00	0.36	0.00	0.09	1.00	0.05	0.14	301		
GANDY BLVD	TRASK ST	CS	HILLSBOROUGH	0.05	0.00	0.00	0.00	0.57	0.01	0.09	0.00	0.11	0.14	302		
GANDY BLVD	HIMES AVE	HS	HILLSBOROUGH	0.00	0.00	0.00	0.00	0.33	0.00	0.12	1.00	0.13	0.14	303		
US 62	US 301	CS	MANATEE	0.14	0.00	0.00	0.00	0.55	0.00	0.12	0.00	0.01	0.14	304		
SR 580	I-275 NB RAMPS	CS	HILLSBOROUGH	0.09	0.00	0.00	0.00	0.46	0.01	0.06	0.00	0.23	0.14	305		
MCKETHAN RD	WOODTRACE DR	HS	HERNANDO	0.05	0.00	0.00	0.00	0.50	0.01	0.36	0.00	0.01	0.14	306		
CLEVELAND ST	MYRTLE AVE	HS	PINELLAS	0.05	0.00	0.00	0.00	0.30	0.00	0.04	1.00	0.14	0.14	307		
SR 776	OAK FARMS NURSERY	CS	SARASOTA	0.00	0.00	0.00	0.00	0.61	0.00	0.05	0.00	0.06	0.13	308		
SR 699	BATH CLUB CIRCLE	CS	PINELLAS	0.05	0.00	0.00	0.00	0.34	0.00	0.05	1.00	0.04	0.13	309		
SR 559 POLK CITY RD	ADAMS RD	CS	POLK	0.00	0.00	0.00	0.00	0.55	0.01	0.26	0.00	0.02	0.13	310		
SR 54	MADISON STREET	CS	PASCO	0.05	0.00	0.00	0.00	0.30	0.00	0.09	1.00	0.06	0.13	311		
SR 699	S OF 150TH AVE	CS	PINELLAS	0.05	0.00	0.00	0.00	0.58	0.01	0.05	0.00	0.01	0.13	312		
SR 44	WINN-DIXIE ENTRANCE	CS	CITRUS	0.05	0.00	0.00	0.00	0.22	0.00	0.12	1.00	0.16	0.13	313		
SR 44	CROFT AVENUE	CS	CITRUS	0.05	0.00	0.00	0.00	0.19	0.00	0.11	1.00	0.21	0.13	314		

*Key for sources at end of table.

ON STREET	AT LOCATION	SOURCE	COUNTY	STANDARDIZED SCORES											SCORE	RANK
				TRUCK CRASHES	INTENSITY OF		EXISTING OR EMERGING	FAC TO LIMITED	V/C RATIO	TRUCK DELAY	PERCENT TRUCK TRAFFIC	LIVABILITY/ FREIGHT CONFLICT AREA	INDUSTRIAL AND COMMERCIAL EMPLOYMENT			
					FAC SERVED	FAC								CONNECTION		
I-4	AT WEIGH STATIONS	HS	HILLSBOROUGH	0.05	0.00	0.00	0.00	0.41	0.08	0.28	0.00	0.03	0.13	315		
SR 44	ROCK CRUSHER RD	CS	CITRUS	0.05	0.00	0.00	0.00	0.21	0.00	0.12	1.00	0.16	0.13	316		
COACHMAN RD	AT RR CROSSING	HS	PINELLAS	0.05	0.00	0.00	0.00	0.54	0.02	0.06	0.00	0.03	0.13	317		
SR 60	VALRICO SUB	TBRFRS	HILLSBOROUGH	0.05	0.00	0.00	0.00	0.46	0.04	0.12	0.00	0.08	0.13	318		
SR 17 SCENIC HIGHWAY	CG HALL RD	CS	POLK	0.00	0.33	1.00	0.00	0.13	0.00	0.17	0.00	0.01	0.12	319		
SR 52	BROOKSVILLE SUB	TBRFRS	PASCO	0.05	0.00	0.00	0.00	0.48	0.02	0.17	0.00	0.03	0.12	320		
SR 60	CITROSUCO NORTH AMERICAN INC. WAREHOUSE	CS	POLK	0.00	0.00	0.00	0.00	0.13	0.00	0.59	1.00	0.02	0.12	321		
BUSCH BLVD	50TH ST	CS	HILLSBOROUGH	0.05	0.00	0.00	0.00	0.48	0.02	0.10	0.00	0.06	0.12	322		
SR 54	NEWPORT DRIVE	CS	PASCO	0.05	0.00	0.00	0.00	0.21	0.00	0.05	1.00	0.14	0.12	323		
SR 44	CASTLEGATE AVENUE	CS	CITRUS	0.05	0.00	0.00	0.00	0.19	0.00	0.11	1.00	0.12	0.12	324		
SR 44	COWBOY JUNCTION FLEA MARKET	CS	CITRUS	0.05	0.00	0.00	0.00	0.45	0.00	0.12	0.00	0.08	0.12	325		
SR 70	GREENBROOK BLVD	CS	MANATEE	0.09	0.00	0.00	0.00	0.19	0.00	0.17	1.00	0.01	0.12	326		
MOCCASIN WALLOW RD	BUFFALO RD	CS	MANATEE	0.05	0.00	0.00	0.00	0.21	0.00	0.15	1.00	0.00	0.11	327		
I-4	THONOTOSASSA RD	HS	HILLSBOROUGH	0.05	0.00	0.00	0.00	0.30	0.03	0.22	0.00	0.17	0.11	328		
SR 44	ENTERPRISE PT	CS	CITRUS	0.05	0.00	0.00	0.00	0.15	0.00	0.12	1.00	0.10	0.11	329		
SR 70	VERNA RD	CS	MANATEE	0.05	0.00	0.00	0.00	0.26	0.00	0.60	0.00	0.03	0.11	330		
COBB RD	CORTEZ BLVD	HS	HERNANDO	0.23	0.00	0.00	0.00	0.21	0.00	0.16	0.00	0.14	0.11	331		
GANDY BLVD	MEDIAN OPENING EAST OF THE GANDY BOAT LAUNCH ACCE*	CS	HILLSBOROUGH	0.05	0.00	0.00	0.00	0.38	0.03	0.09	0.00	0.06	0.10	332		
SR 62	BUNKER HILL RD	CS	MANATEE	0.00	0.00	0.00	0.00	0.45	0.01	0.13	0.00	0.02	0.10	333		
SR 758	HIGEL AVE	CS	SARASOTA	0.00	0.00	0.00	0.00	0.47	0.00	0.06	0.00	0.03	0.10	334		
SR 44	WALMART ENTRANCE	CS	CITRUS	0.09	0.00	0.00	0.00	0.28	0.00	0.11	0.00	0.19	0.10	335		
SR 44	SHELL GAS STATION/CITRUS CENTER	CS	CITRUS	0.09	0.00	0.00	0.00	0.29	0.00	0.11	0.00	0.16	0.10	337		
PARSONS AVE	CSX 'S' LINE	TBRFRS	HILLSBOROUGH	0.05	0.00	0.00	0.00	0.36	0.01	0.07	0.00	0.13	0.10	338		
SR 33 COMMONWEALTH AVENUE	APPALOOSA HILL RD	CS	POLK	0.00	0.00	0.00	0.00	0.37	0.00	0.27	0.00	0.06	0.10	339		
I-4	SR 39	HS	HILLSBOROUGH	0.05	0.00	0.00	0.00	0.29	0.01	0.31	0.00	0.08	0.10	340		
COBB RD (CR 485)	FT DADE AVE	HS	HERNANDO	0.05	0.00	0.00	0.00	0.12	0.00	0.10	1.00	0.09	0.10	341		
SLIGH AVE	FLORIDA AVE	HS	HILLSBOROUGH	0.05	0.00	0.00	0.00	0.39	0.01	0.04	0.00	0.08	0.10	342		
US 41	21ST AVE WEST	CS	MANATEE	0.00	0.00	0.00	0.00	0.45	0.00	0.04	0.00	0.04	0.10	343		
SR 33 COMMONWEALTH AVENUE	POYNER RD	CS	POLK	0.00	0.00	0.00	0.00	0.34	0.00	0.35	0.00	0.02	0.10	344		
SR 62	CR 39	CS	MANATEE	0.05	0.00	0.00	0.00	0.32	0.00	0.26	0.00	0.04	0.10	345		
SR 50	BROOKSVILLE SUB	TBRFRS	HERNANDO	0.05	0.00	0.00	0.00	0.30	0.00	0.26	0.00	0.08	0.10	346		
CSX	SR-60/HOPEWELL NGCN: 624572H	SIS	HILLSBOROUGH	0.05	0.00	0.00	0.00	0.21	0.01	0.34	0.00	0.13	0.09	347		
SR 70	E LEBANON ST	CS	MANATEE	0.00	0.00	0.00	0.00	0.29	0.00	0.44	0.00	0.02	0.09	348		
SR 33 COMMONWEALTH AVENUE	DEEN STILL RD	CS	POLK	0.14	0.00	0.00	0.00	0.19	0.00	0.30	0.00	0.07	0.09	349		
SR 62	SR 37	CS	MANATEE	0.09	0.00	0.00	0.00	0.19	0.00	0.44	0.00	0.02	0.09	350		
SR 699	183RD TERR	CS	PINELLAS	0.05	0.00	0.00	0.00	0.32	0.00	0.05	0.00	0.07	0.08	351		
US 92	BRANCH FORBES RD	HS	HILLSBOROUGH	0.05	0.00	0.00	0.00	0.25	0.01	0.21	0.00	0.08	0.08	352		
SR 37	CR 630	CS	POLK	0.09	0.00	0.00	0.00	0.14	0.00	0.43	0.00	0.07	0.08	353		
US 41	BROOKSVILLE SUB	TBRFRS	PASCO	0.05	0.00	0.00	0.00	0.25	0.00	0.23	0.00	0.05	0.08	354		

*Key for sources at end of table.

ON STREET	AT LOCATION	SOURCE	COUNTY	STANDARDIZED SCORES										SCORE	RANK				
				TRUCK CRASHES		INTENSITY OF FAC SERVED		EXISTING OR EMERGING FAC		FAC TO LIMITED ACCESS CONNECTION		PERCENT TRUCK TRAFFIC				LIVABILITY/FREIGHT CONFLICT AREA		INDUSTRIAL AND COMMERCIAL EMPLOYMENT	
				WEIGHT	15%	10%	5%	5%	20%	20%	7.5%	5%	12.5%						
SR 700	AVON PARK CUTOFF RD	CS	POLK	0.00	0.00	0.00	0.00	0.05	0.00	0.82	0.00	0.06	0.08	355					
SR 70	DESOTO COUNTY LINE RD	CS	MANATEE	0.00	0.00	0.00	0.00	0.15	0.00	0.63	0.00	0.01	0.08	356					
SR 37	FORT GREEN MINE	CS	POLK	0.00	0.00	0.00	0.00	0.21	0.00	0.38	0.00	0.07	0.08	357					
PARK BLVD	OAKHURST	HS	PINELLAS	0.05	0.00	0.00	0.00	0.31	0.00	0.07	0.00	0.04	0.08	358					
SR 37	ALBRITTON RD	CS	POLK	0.00	0.00	0.00	0.00	0.20	0.00	0.43	0.00	0.04	0.08	359					
SR 17 SCENIC HIGHWAY	GOLFVIEW CUTOFF RD	CS	POLK	0.00	0.00	0.00	0.00	0.27	0.00	0.16	0.00	0.07	0.08	360					
SR 37	S. OF CSXT RR CROSSING	CS	POLK	0.00	0.00	0.00	0.00	0.17	0.00	0.44	0.00	0.04	0.07	361					
SR 64	222ND ST	CS	MANATEE	0.00	0.00	0.00	0.00	0.28	0.00	0.21	0.00	0.00	0.07	362					
US 41	CR 491	HS	CITRUS	0.05	0.00	0.00	0.00	0.24	0.00	0.12	0.00	0.06	0.07	363					
S DALE MABRY HWY	MARCUM ST	CS	HILLSBOROUGH	0.09	0.00	0.00	0.00	0.21	0.00	0.07	0.00	0.09	0.07	364					
NEBRASKA AVE	PARIS ST	HS	HILLSBOROUGH	0.05	0.00	0.00	0.00	0.25	0.00	0.06	0.00	0.08	0.07	365					
US 301	BAKER BLVD	HS	HERNANDO	0.05	0.00	0.00	0.00	0.22	0.00	0.23	0.00	0.01	0.07	366					
SR 700	KELLER RD	CS	POLK	0.00	0.00	0.00	0.00	0.12	0.00	0.52	0.00	0.05	0.07	367					
SR 62	DUETTE RD	CS	MANATEE	0.00	0.00	0.00	0.00	0.16	0.00	0.48	0.00	0.00	0.07	368					
SR 44	HIGHVIEW AVE	CS	CITRUS	0.05	0.00	0.00	0.00	0.19	0.00	0.11	0.00	0.12	0.07	369					
SR 37	FOUR CORNERS MINE RD	CS	MANATEE	0.00	0.00	0.00	0.00	0.17	0.00	0.34	0.00	0.04	0.07	370					
SR 64	WAUCHULA RD	CS	MANATEE	0.00	0.00	0.00	0.00	0.22	0.00	0.22	0.00	0.02	0.06	371					
SR 699/GULF BLVD	75TH AVENUE	CS	PINELLAS	0.05	0.00	0.00	0.00	0.15	0.00	0.06	0.00	0.13	0.06	372					
CSX	SR-674/COLLEGE AVENUE	SIS	HILLSBOROUGH	0.05	0.00	0.00	0.00	0.18	0.00	0.13	0.00	0.01	0.06	373					
SR 17 SCENIC HIGHWAY	COUNTY RD 640	CS	POLK	0.00	0.00	0.00	0.00	0.19	0.00	0.15	0.00	0.01	0.05	374					
SR 64 MANATEE AVE	CR 789 GULF DR	CS	MANATEE	0.00	0.00	0.00	0.00	0.04	0.00	0.08	0.00	0.04	0.02	375					

*Source Key:	PMP = Port Master Plan
CS = Corridor Study	SIS = Strategic Intermodal System
HS = Trucker Survey and Agency Hot Spots	TBRFRS = Tampa Bay Regional Freight Rail Study

INTRODUCTION

As part of the needs assessment for the Strategic Freight Plan, an analysis of network conditions and truck trip-making characteristics was undertaken for the major freight travel markets in the Tampa Bay Region. The freight travel markets focus on major highways and parallel and connecting facilities that provide for truck mobility into, out of, within and across the region. Some travel markets span several counties while others are limited to a portion of a single county, depending on the predominant truck flows, major freight origins and destinations, and the study area boundaries. In total, 12 freight travel markets were identified. They are portrayed in **Map B-1**.

For each travel market, statistics about network loads and capacities are presented for the major facility types that comprise the regional freight network: limited access freeways, regional freight mobility corridors, and designated freight distribution routes. The statistics provide insight into the relative utility of the different networks for truck trips as well as all vehicle trips and reveal where networks are potentially underutilized or overutilized. This information was used to identify potential freight strategies to provide a better distribution and circulation of truck trips on the regional freight network.

DATA SOURCES AND SUMMARY STATISTICS

Several notable differences exist among the freight travel markets located within FDOT District Seven (Citrus, Hernando, Pasco, Pinellas and Hillsborough Counties) and those found within FDOT District One (Polk, Manatee, and Sarasota Counties). The principal difference is that the statistics presented for the former were derived from the Tampa Bay Regional Planning Model (TBRPM) and those of the latter came from the Polk Transportation Planning Organization (TPO) Model and Sarasota/Manatee/Charlotte Model and an off-model analysis used to forecast future truck trips in the District One counties. This truck trip forecasting method is presented in Appendix D. Since the analysis hinged on these disparate data sources, some results were reported differently or omitted. Also, although Freight Travel Market 1 spans from the North Port area to the Port of Tampa and Freight Travel Market 2 stretches from the Gateway area in Pinellas County to the Osceola County line, these markets were split at the FDOT District boundaries, and the data were summarized for the portions of the travel market within the respective FDOT Districts.

FDOT District Seven Statistics

The analysis of freight travel markets within FDOT District Seven travel was conducted in summer of 2010 and summarized the following network statistics projected for the year 2035:

- Total vehicle miles of travel (VMT) and the share of total VMT on each respective network
- Auto VMT and network share
- Truck VMT and network share
- Average percent truck traffic on each network
- Vehicle miles of capacity (VMC) on each network
- VMT/VMC ratio

These statistics were summarized for limited access freeways, regional freight mobility corridors, other designated freight distribution routes, and functionally classified arterials and collectors. Additional statistics summarize for the travel market as a whole include:

- The percent of truck trips in the travel market with both trip ends inside the travel market (I/I trips) by light truck, heavy truck, and all trucks
- The average trip length for trucks making I/I trips for light, heavy, and all trucks
- The percent of truck trips in the travel market with one trip end inside the travel market and one trip end outside the travel market (I/E trips) by light, heavy, and all trucks
- The average trip length for trucks making I/E trips for light, heavy, and all trucks
- Travel market VMT for light, heavy, and all trucks
- The split of light trucks versus heavy trucks in the travel market

- Ratio of the average percent truck traffic in the travel market to the average percent truck traffic in all FDOT District Seven travel markets
- Ratio of the average split of heavy truck trips in the travel market to the average split of heavy truck trips in all FDOT District Seven travel markets
- The ratio of the percent of I/E trips in the travel market to the average percent of I/E trips for all travel markets

These statistics provide indications of each freight travel market's role in regional goods movement, especially in terms of clarifying the need to accommodate long-haul heavy truck trips or light truck trips. For example, Freight Travel Market 7 that is centered on the Suncoast Parkway has a notably lower share of heavy truck trips than is typical, while Freight Travel Market 8 (focused on SR 50) hosts a higher than normal share of heavy trucks. Likewise, some travel markets serve a larger than normal share of trucks that stay within the travel market (for example, Freight Travel Markets 4, 5, and 9) while others tend to accommodate trips moving from a major freight terminal within the travel market to other parts of the region or state (Freight Travel Markets 1 and 6, for instance).

FDOT District One Statistics (Polk, Sarasota and Manatee Counties)

The travel markets analysis for FDOT District One was performed in autumn of 2011. Since there was less reliability in terms of truck trip distribution forecasted by the Polk TPO travel demand model and the Sarasota-Manatee MPO/Charlotte MPO travel demand model as compared to the TBRPM, statistics about I/I and I/E trips as well as trip lengths were not derived for any travel market or portion thereof in the District One counties. Similarly, light truck and heavy truck trips were not split out in either of the FDOT District One travel demand models, so all figures are reported for total trucks only. The statistics summarized for FDOT District One travel markets include:

- Total VMT and network share
- Auto VMT and network share
- Truck VMT and network share
- Average percent truck traffic on each network
- VMC on each network
- VMT/VMC ratio

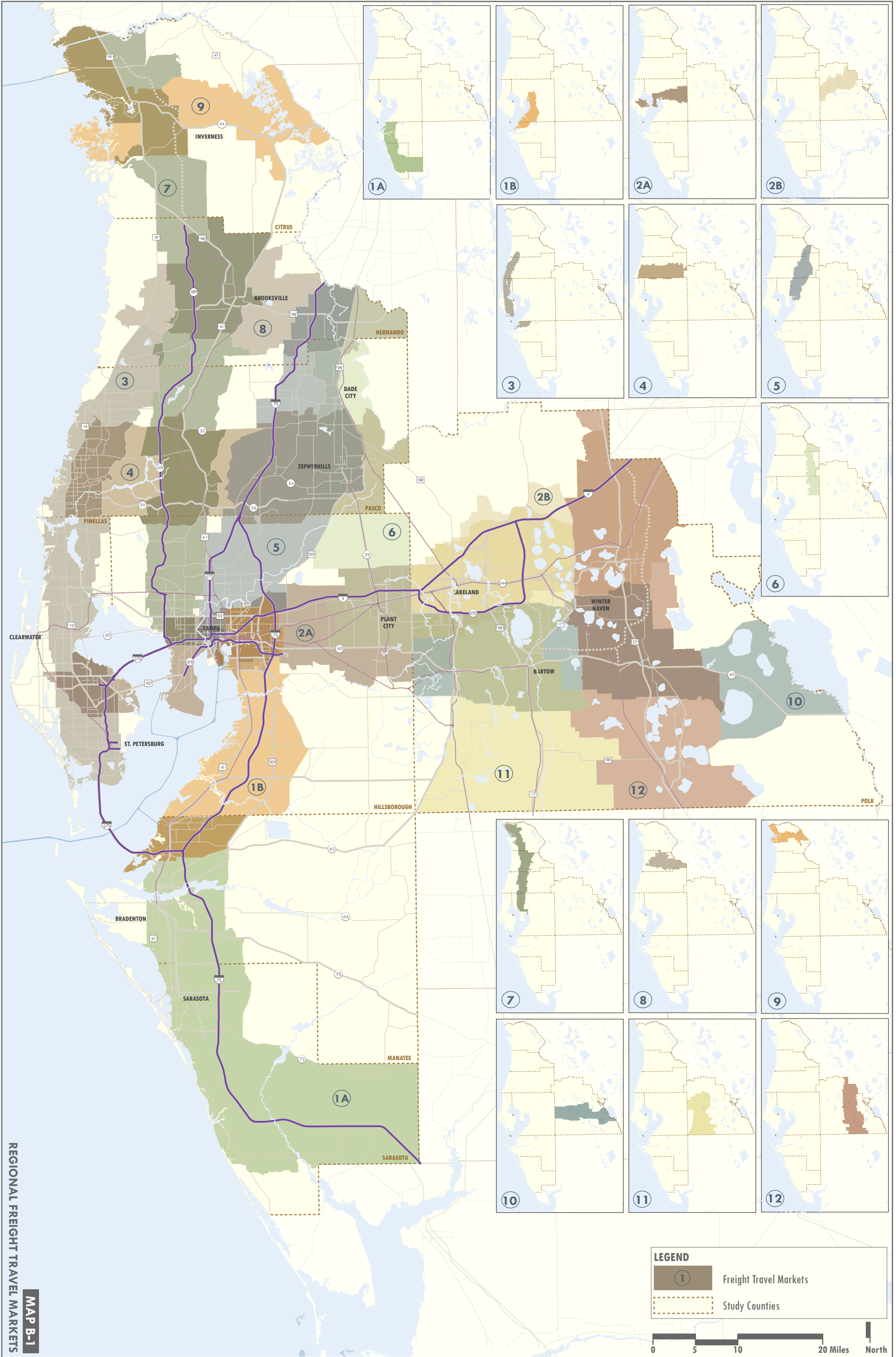
These statistics were summarized for limited access freeways, regional freight mobility corridors, other designated freight distribution routes and freight activity center streets. Functionally classified arterial and collector networks were not included because the off-model truck traffic projections were performed for the freight network only. Although there is less information available for the FDOT District One travel markets, general information about network loading is summarized and provides a sense of which networks are most heavily utilized by trucks. Based on the available summary statistics, trends and conditions within each travel market were outlined. These describe the anticipated growth in truck traffic over time and the nature of truck traffic in a general sense for each travel market and are listed on each travel market's summary sheet in this appendix.

ISSUES IDENTIFICATION

Informed by the summary statistics reported and the trends and conditions outlined for each travel market, key issues were described. The issue identification process was initiated by the TBRGMS study team who, in addition to referencing the travel market statistics and trends, brought local knowledge of travel conditions, development trends, and modal considerations within each travel market area to bear. The issues identified were then vetted with local stakeholders through the Goods Movement Advisory Committee and coordination meetings with FDOT, the regional MPOs, and city and county personnel to ensure their accurate and comprehensive portrayal. The issues identified for each freight travel market are listed on the travel market summary sheets in this appendix.

POTENTIAL FREIGHT IMPROVEMENT STRATEGIES AND PROJECTS

The final component of the freight travel markets analysis was the identification of potential strategies and projects to improve goods movement in each travel market area. As with the issues identification, this process was performed initially by the TBRGMS team and vetted with local stakeholders. The strategies/projects identification resulted in opportunities to improve roadway operations or identify needed capacity improvements not included in other plans. The summary statistics, trends and conditions outlines, and key issues in each travel market were used to inform the identification of candidate freight strategies/projects, and each strategy/project was subjected to the prioritization process applied for all freight needs in the region (see Appendix A). The potential strategies and projects identified for each travel market are listed on the travel market summary sheets in this appendix.



MAP B-1
REGIONAL FREIGHT TRAVEL MARKETS

LEGEND

- ① Freight Travel Markets
- Study Counties

0 5 10 20 Miles North

FREIGHT TRAVEL MARKET SUMMARY NO. 1A: CHARLOTTE COUNTY TO PORT MANATEE

Trends and Conditions

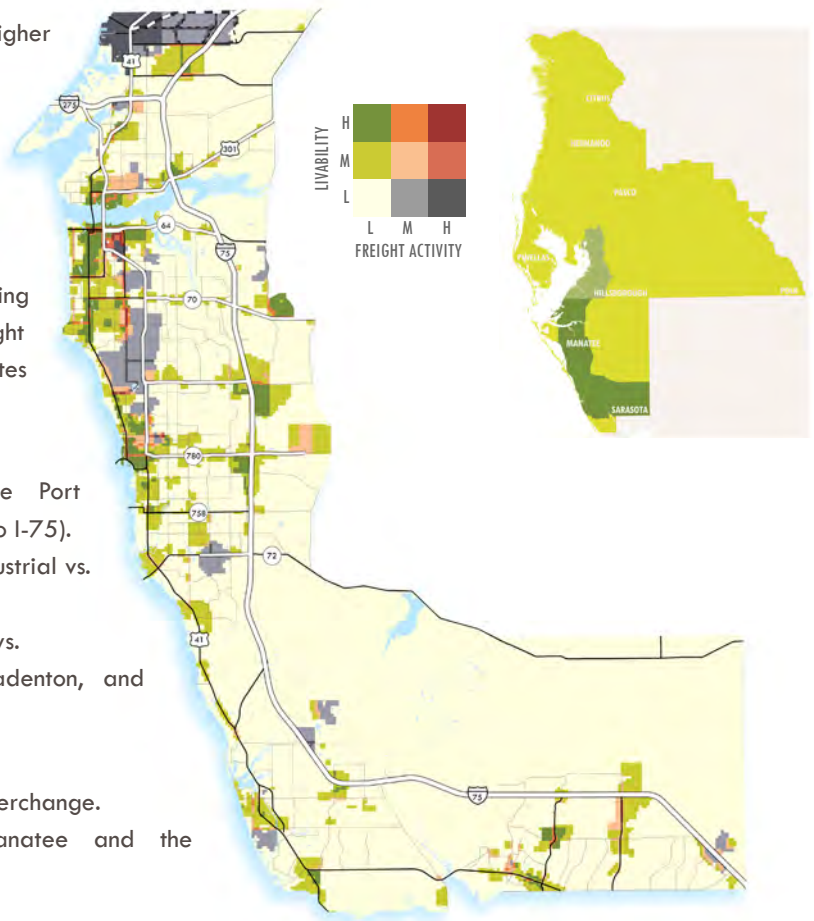
- Truck volume is forecast to increase at a higher rate than auto volume.
- Total truck volume in the corridor is expected to double between 2010 and 2035.
- The bulk of forecasted growth in truck volume is expected to be carried by freeways.
- Trucks are expected to comprise an increasing percentage of total traffic on regional freight mobility corridors and freight distribution routes between 2010 and 2035.

Freight Travel Market Issues

- Accessibility to Port Manatee and the Port Encouragement Zone (especially east/west to I-75).
- Conflicting development pressures (port/industrial vs. residential).
- Commuter/freight traffic conflicts on freeways.
- Truck traffic in downtown Sarasota, Bradenton, and Palmetto.

Potential Strategies/Projects

- Port Manatee Connector to I-75 and new interchange.
- New access road connecting Port Manatee and the Encouragement Zone.
- Add capacity to I-75 (special use lanes).
- ITS/signal optimization/channelization on regional freight mobility corridors.



2035 Freight Network Performance Statistics

FACILITY CLASS	Total VMT	Class %	Auto VMT	Class %	Truck VMT	Class %	% Truck Traffic
Limited Access Freeway	10,354,472	36%	8,452,073	33%	1,902,399	71%	18.4%
Regional Freight Mobility Corridor	6,400,219	22%	6,000,270	23%	399,949	15%	6.2%
Other Designated Freight Distribution Route	10,258,218	36%	9,900,209	38%	358,009	13%	3.5%
FAC Street	1,490,984	5%	1,462,646	6%	28,338	1%	1.9%
Total	28,503,893	100%	25,815,198	100%	2,688,695	100%	9.4%

FREIGHT TRAVEL MARKET SUMMARY NO. 1B: PORT MANATEE TO PORT OF TAMPA

Trends and Conditions

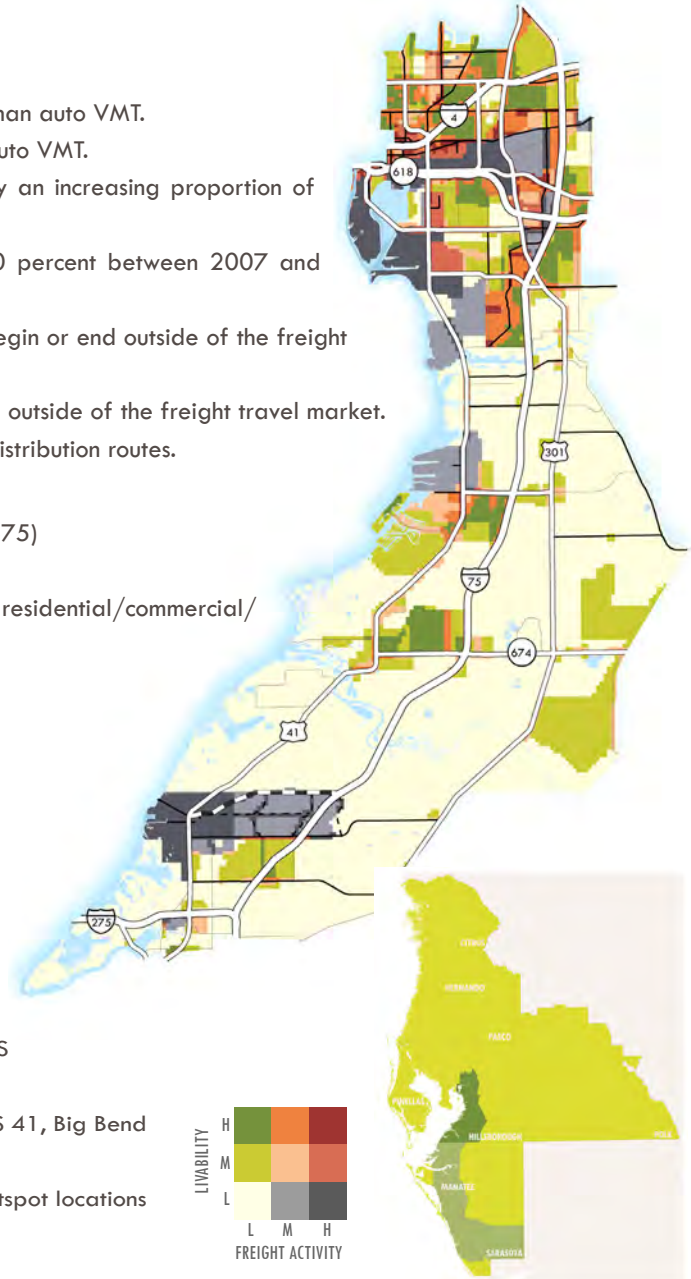
- Total truck VMT is forecast to increase at a faster rate than auto VMT.
- Freeway truck VMT is expected to increase more than auto VMT.
- Freeways and local freight distribution routes will carry an increasing proportion of truck trips.
- Heavy truck VMT is forecast to increase by nearly 10 percent between 2007 and 2035.
- Approximately three-quarters of all heavy truck trips begin or end outside of the freight travel market.
- By 2035, the majority of all truck trips will begin or end outside of the freight travel market.
- Congestion is increasing on freeways and local freight distribution routes.

Freight Travel Market Issues

- Accessibility to Port of Tampa (especially east/west to I-75)
- Railway/roadway conflicts
- Conflicting development pressures (port/industrial vs. residential/commercial/office)
- North/south roadway capacity

Potential Strategies/Projects

- Add capacity to I-75 (special use lanes)
- Causeway Blvd - Maritime to US 301 (4D-6D)
- Madison Ave - US 41 to 78th St (2U-4D)
- Grade separation at Rock Port/US 41
- Grade separation at SR 60/CSX
- Grade separation at Causeway Blvd east of US 41
- Interchange at US 301 and Causeway Blvd (or NB to WB flyover)
- Optimize signal timing on freight corridors (US 41, US 301, Big Bend Rd, e.g.)
- ITS projects to manage congestion/incidents (US 301, US 41, Big Bend Rd)
- Geometric improvements to at-grade intersections at hotspot locations
- Enhance rest area truck parking capacity



2035 Freight Network Performance Statistics

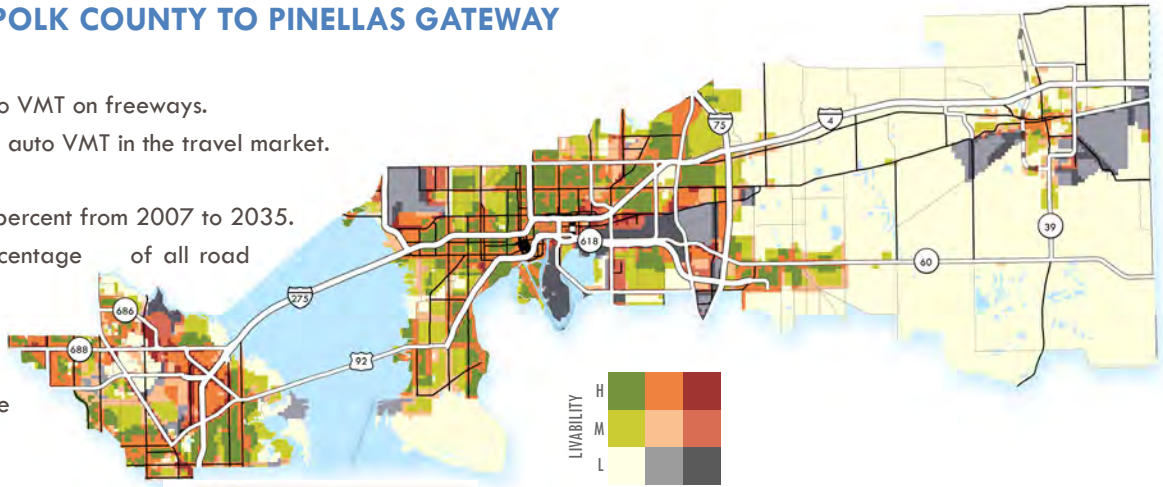
FACILITY CLASS	Total VMT	Class %	Auto VMT	Class %	Truck VMT	Class %	% Truck Traffic	VMC	Total VMT/ VMC
Freeway	10,129,711	54%	9,228,916	53%	900,795	68%	8.9%	7,441,205	1.36
Regional Freight Corridor	4,720,933	25%	4,467,047	26%	253,886	19%	5.4%	4,233,270	1.12
Freight Distribution Route	1,670,102	9%	1,602,514	9%	67,589	5%	4.0%	1,747,877	0.96
Arterial	787,981	4%	733,511	4%	54,470	4%	6.9%	1,595,203	0.49
Collector	1,453,953	8%	1,409,240	8%	44,713	3%	3.1%	3,120,418	0.47
Total	18,762,680	100%	17,441,228	100%	1,321,453	100%	7.0%	18,137,973	1.03

TRUCK CLASS	I/I Trips (%)	Avg. Length (Mi.)	I/E Trips (%)	Avg. Length (Mi.)	VMT	% of VMT	SUMMARY STATISTICS	
Light Trucks	48%	5.4	52%	10.5	536,509	54%	Ratio of Frt. Travel Mkt. Pct. Truck Traffic to Avg. Pct. Truck Traffic	1.01
Heavy Trucks	24%	6.9	76%	27.9	458,587	46%	Ratio of Frt. Travel Mkt. Pct. Heavy Trucks to Avg. Pct. Heavy Trucks	0.99
All Trucks	42%	5.6	58%	16.8	995,096	100%	Ratio of Frt. Travel Mkt. Pct I/E Trips to Avg. Pct. I/E Trips	1.23

FREIGHT TRAVEL MARKET SUMMARY NO. 2A: POLK COUNTY TO PINELLAS GATEWAY

Trends and Conditions

- Truck VMT is growing at more than twice the rate of auto VMT on freeways.
- Total truck VMT is also forecast to grow faster than total auto VMT in the travel market.
- VMT/VMC is increasing on all roadways.
- Heavy truck VMT is expected to increase by nearly 13 percent from 2007 to 2035.
- Freeways carry a higher percentage of truck VMT as a percentage of all road class VMT compared to auto VMT.
- Two-thirds of heavy truck trips begin or end outside of the freight travel market.
- Truck VMT on collector roads is forecast to increase significantly from 2007 to 2035.



Freight Travel Market Issues

- Connectivity between the A and S rail lines in Plant City
- Preserving the character of downtown Plant City
- East/west roadway capacity: dependence on I-4 and I-275
- Accessibility to Port of Tampa
- Truck traffic impacts of ILC in Winter Haven
- Access and circulation to/around Southeast Tampa Industrial Area (CSX Intermodal)
- Rail Corridor in East Hillsborough (US 92)
- Hillsborough Ave - I-275 & west



Potential Strategies/Projects

- Add capacity to I-4
- Special use lanes on I-4/I-275 (truck lanes or thru traffic lanes)
- Enhance capacity and/or improve operations on parallel facilities to I-4 (US 92, e.g.)
- I-4/SR 60 connector between Dover and Plant City
- Hillsborough Ave - 50th St to Orient Rd (4D-6D)
- US 92 - Park Rd to Wabash Avenue (2U-4D)
- Orient Rd - Broadway Ave to I-4 (2U-4D)
- County Line Rd - SR 60 to Pipkin Rd (2U-4D)
- Signal Optimization, ITS, way-finding signage (SR 60, Hillsborough Ave, Gandy Blvd, Ulmertown Rd, County Line Road)
- Channelization of trucks through Gateway Area

2035 Freight Network Performance Statistics

FACILITY CLASS	Total VMT	Class %	Auto VMT	Class %	Truck VMT	Class %	% Truck Traffic	VMC	Total VMT/VMC
Freeway	14,709,228	45%	13,354,047	44%	1,355,181	59%	9.2%	10,177,937	1.45
Regional Freight Corridor	6,850,469	21%	6,382,982	21%	467,486	20%	6.8%	6,325,216	1.08
Freight Distribution Route	6,324,945	19%	6,067,182	20%	257,762	11%	4.1%	6,425,390	0.98
Arterial	1,480,891	5%	1,374,797	5%	106,094	5%	7.2%	1,632,033	0.91
Collector	3,427,492	10%	3,326,516	4%	100,976	4%	2.9%	4,729,908	0.72
Total	32,793,024	100%	30,505,525	100%	2,287,500	100%	7.0%	29,290,484	1.12

TRUCK CLASS	I/I Trips (%)	Avg. Length (Mi.)	I/E Trips (%)	Avg. Length (Mi.)	VMT	% of VMT	SUMMARY STATISTICS	
Light Trucks	60%	5.4	40%	9.9	1,144,646	59%	Ratio of Frt. Travel Mkt. Pct. Truck Traffic to Avg. Pct. Truck Traffic	1.00
Heavy Trucks	33%	8.6	67%	27.1	789,368	41%	Ratio of Frt. Travel Mkt. Pct. Heavy Trucks to Avg. Pct. Heavy Trucks	0.88
All Trucks	54%	5.8	46%	15.5	1,934,014	100%	Ratio of Frt. Travel Mkt. Pct I/E Trips to Avg. Pct. I/E Trips	0.98

FREIGHT TRAVEL MARKET SUMMARY NO. 2B: OSCEOLA COUNTY TO POLK COUNTY

Trends and Conditions

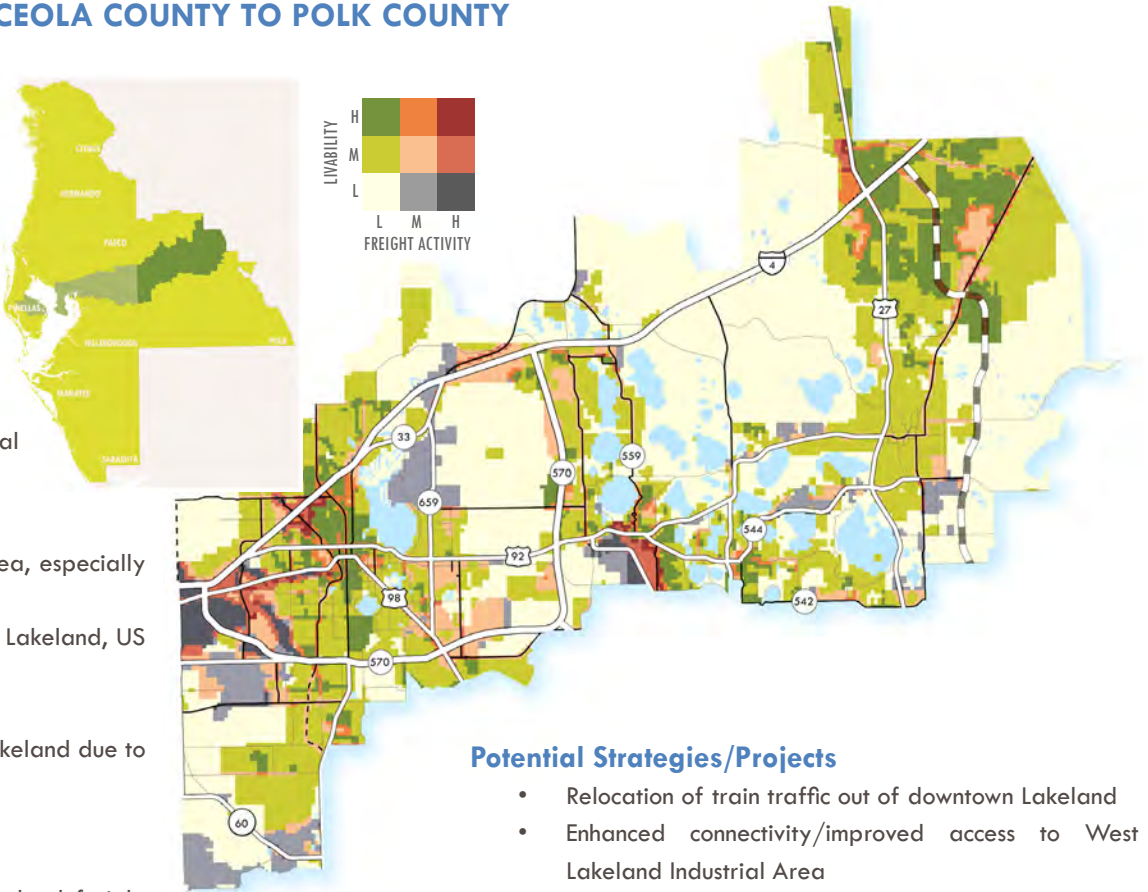
- Total truck volume is forecast to increase at a higher rate than total auto volume.
- Freeways and regional freight mobility corridors are projected to carry the vast majority of total truck traffic in the travel market in 2035.
- Freeways are projected carry around 36 percent of all traffic but 57 percent of truck traffic in 2035.
- Truck traffic in the travel market is projected to grow fastest on freeways.
- Trucks are expected to comprise around 30 percent of total traffic on freeways by 2035 (up from 24 percent in 2010).

Freight Travel Market Issues

- Accessibility and circulation in West Lakeland industrial area, especially access to I-4
- Commuter and truck conflicts at major activity areas: West Lakeland, US 98, Auburndale
- High percent truck traffic throughout the travel market
- Expected increase in number of trains through downtown Lakeland due to planned Winter Haven ILC
- Limited capacity and commuter/freight conflicts on I-4
- Access to Lakeland-Linder Regional Airport
- Dependence on County Line Road in Plant City/West Lakeland freight activity areas to provide connections between I-4, the airport area, and SR 60
- Obsolete interchange functionality at I-4 and SR 33 (Exit 38)
- Inadequate truck parking at I-4 rest areas

2035 Freight Network Performance Statistics

FACILITY CLASS	Total VMT	Class %	Auto VMT	Class %	Truck VMT	Class %	% Truck Traffic
Limited Access Freeway	4,973,582	36%	3,472,103	31%	1,501,479	57%	30.2%
Regional Freight Mobility Corridor	5,069,553	37%	4,298,244	39%	771,309	29%	15.2%
Other Designated Freight Distribution Route	2,953,225	22%	2,578,150	23%	375,075	14%	12.7%
FAC Street	735,363	5%	729,075	7%	6,288	0%	0.9%
Total	13,731,723	100%	11,077,572	100%	2,654,151	100%	19.3%



Potential Strategies/Projects

- Relocation of train traffic out of downtown Lakeland
- Enhanced connectivity/improved access to West Lakeland Industrial Area
- ITS/signal optimization/truck channelization on US 98, US 92, SR 544, County Line Road, Kathleen Road
- Grade Separation at County Line Road/CSX
- US 92 - Park Rd to Wabash Avenue (2U-4D)
- Extend Gateway Boulevard east to County Line Road and construct new interchange at Gateway Boulevard and Polk Parkway
- Reconstruct I-4 Exit 38 interchange to accommodate signalization and turn lane improvements to better serve truck and commuter traffic
- Provision of additional truck parking at I-4 rest areas
- Extension of South Frontage Road to provide connection between SR 572/Galloway Road and I-4

FREIGHT TRAVEL MARKET SUMMARY NO. 3: PORT MANATEE TO NORTH PINELLAS

Trends and Conditions

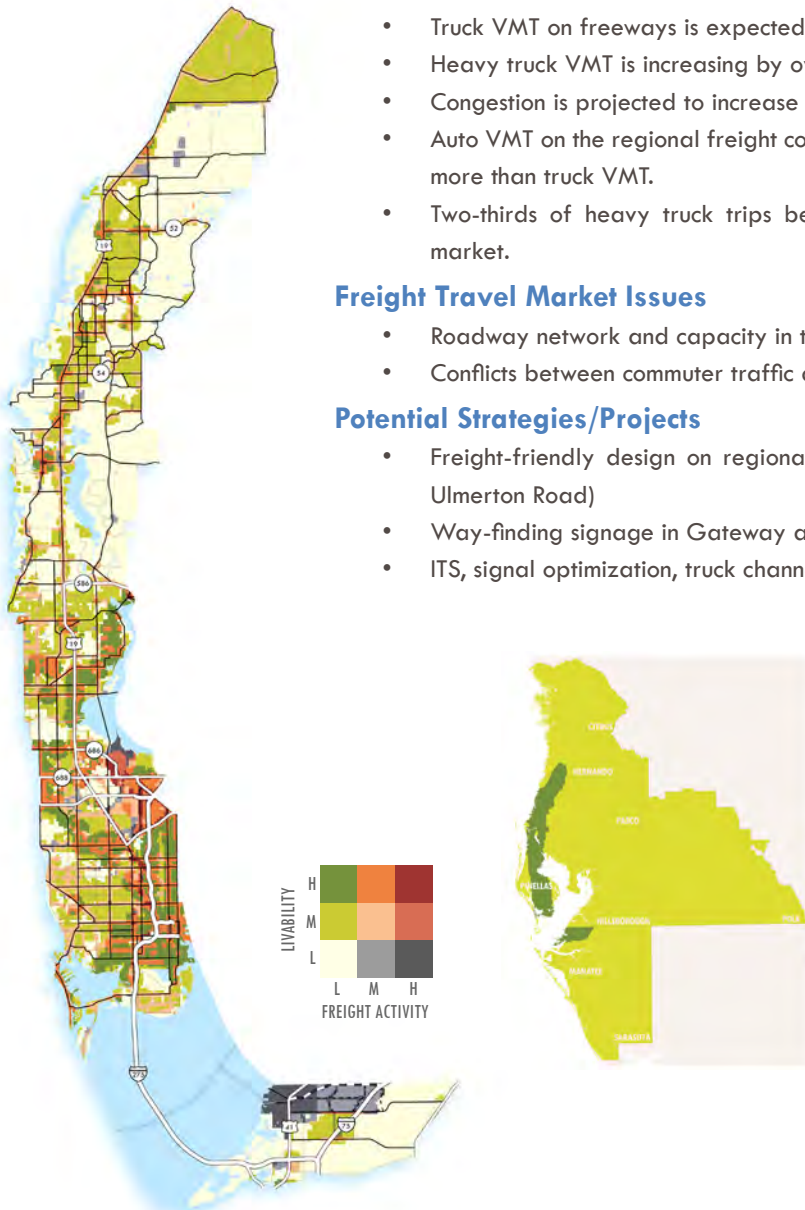
- Truck VMT on freeways is expected to increase faster than auto VMT.
- Heavy truck VMT is increasing by over ten percent between 2007 and 2035.
- Congestion is projected to increase significantly on freeways.
- Auto VMT on the regional freight corridors is expected to increase significantly more than truck VMT.
- Two-thirds of heavy truck trips begin or end outside of the freight travel market.

Freight Travel Market Issues

- Roadway network and capacity in the Gateway area and along US 19
- Conflicts between commuter traffic and freight traffic

Potential Strategies/Projects

- Freight-friendly design on regional freight corridors (especially US 19 and Ulmerton Road)
- Way-finding signage in Gateway area along US 19 and Ulmerton Rd
- ITS, signal optimization, truck channelization (US 19, Ulmerton Rd)

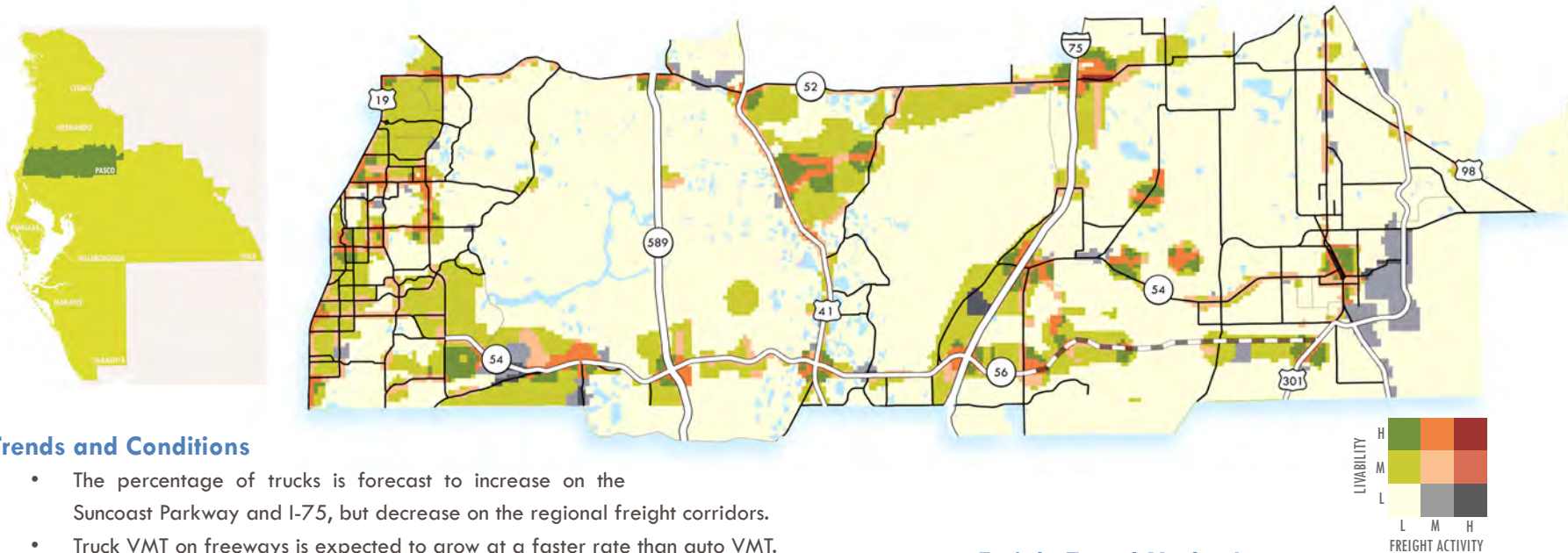


2035 Freight Network Performance Statistics

FACILITY CLASS	Total VMT	Class %	Auto VMT	Class %	Truck VMT	Class %	% Truck Traffic	VMC	Total VMT/ VMC
Freeway	10,129,711	54%	9,228,916	53%	900,795	68%	8.9%	7,441,205	1.36
Regional Freight Corridor	4,720,933	25%	4,467,047	26%	253,886	19%	5.4%	4,233,270	1.12
Freight Distribution Route	1,670,102	9%	1,602,514	9%	67,589	5%	4.0%	1,747,877	0.96
Arterial	787,981	4%	733,511	4%	54,470	4%	6.9%	1,595,203	0.49
Collector	1,453,953	8%	1,409,240	8%	44,713	3%	3.1%	3,120,418	0.47
Total	18,762,680	100%	17,441,228	100%	1,321,453	100%	7.0%	18,137,973	1.03

TRUCK CLASS	I/I Trips (%)	Avg. Length (Mi.)	I/E Trips (%)	Avg. Length (Mi.)	VMT	% of VMT	SUMMARY STATISTICS	
Light Trucks	48%	5.4	52%	10.5	536,509	54%	Ratio of Frt. Travel Mkt. Pct. Truck Traffic to Avg. Pct. Truck Traffic	1.01
Heavy Trucks	24%	6.9	76%	27.9	458,587	46%	Ratio of Frt. Travel Mkt. Pct. Heavy Trucks to Avg. Pct. Heavy Trucks	0.99
All Trucks	42%	5.6	58%	16.8	995,096	100%	Ratio of Frt. Travel Mkt. Pct I/E Trips to Avg. Pct. I/E Trips	1.23

FREIGHT TRAVEL MARKET SUMMARY NO. 4: PASCO COUNTY EAST-WEST



Trends and Conditions

- The percentage of trucks is forecast to increase on the Suncoast Parkway and I-75, but decrease on the regional freight corridors.
- Truck VMT on freeways is expected to grow at a faster rate than auto VMT.
- Auto VMT is expected to increase more than truck VMT on the regional freight corridors.
- The percent of trucks is forecast to increase more than 10 percent from 2007 to 2035.
- Heavy truck VMT is also expected to increase significantly from 2007 to 2035.
- Over three quarters of all heavy truck trips begin or end outside of the freight travel market.

Freight Travel Market Issues

- Conflicts with community plans on principal E/W corridors (SR 56/54, SR52, US 41)
- Distribution traffic, accessibility to commercial centers
- Intersection design at hotspot locations

2035 Freight Network Performance Statistics

FACILITY CLASS	Total VMT	Class %	Auto VMT	Class %	Truck VMT	Class %	% Truck Traffic	VMC	Total VMT/VMC
Freeway	3,425,235	20%	3,028,662	19%	396,573	40%	11.6%	2,565,885	1.33
Regional Freight Corridor	2,716,756	16%	2,559,372	16%	157,384	16%	5.8%	2,711,024	1.00
Freight Distribution Route	7,210,825	43%	6,883,931	43%	326,894	33%	4.5%	8,484,105	0.85
Arterial	1,821,466	11%	1,745,439	11%	76,027	8%	4.2%	2,352,630	0.77
Collector	1,668,840	10%	1,629,075	10%	39,765	4%	2.4%	2,607,216	0.64
Total	16,843,122	100%	15,846,479	100%	996,643	100%	5.9%	18,720,860	0.90

TRUCK CLASS	I/I Trips (%)	Avg. Length (Mi.)	I/E Trips (%)	Avg. Length (Mi.)	VMT	% of VMT	SUMMARY STATISTICS	
Light Trucks	74%	5.6	26%	11.9	478,737	48%	Ratio of Frt. Travel Mkt. Pct. Truck Traffic to Avg. Pct. Truck Traffic	0.85
Heavy Trucks	21%	10.5	79%	36.3	527,616	52%	Ratio of Frt. Travel Mkt. Pct. Heavy Trucks to Avg. Pct. Heavy Trucks	1.13
All Trucks	63%	5.9	37%	23.0	1,006,353	100%	Ratio of Frt. Travel Mkt. Pct I/E Trips to Avg. Pct. I/E Trips	0.79

Potential Strategies/Projects

- ITS, signal optimization, truck channelization (SR 56/54, SR 52, US 41)
- Freight-friendly design at hotspot intersections
- Grade separation at US 41/CSX/SR 54
- Grade separation at SR 52/CSX

FREIGHT TRAVEL MARKET SUMMARY NO. 5: PORT OF TAMPA TO EAST HERNANDO

Trends and Conditions

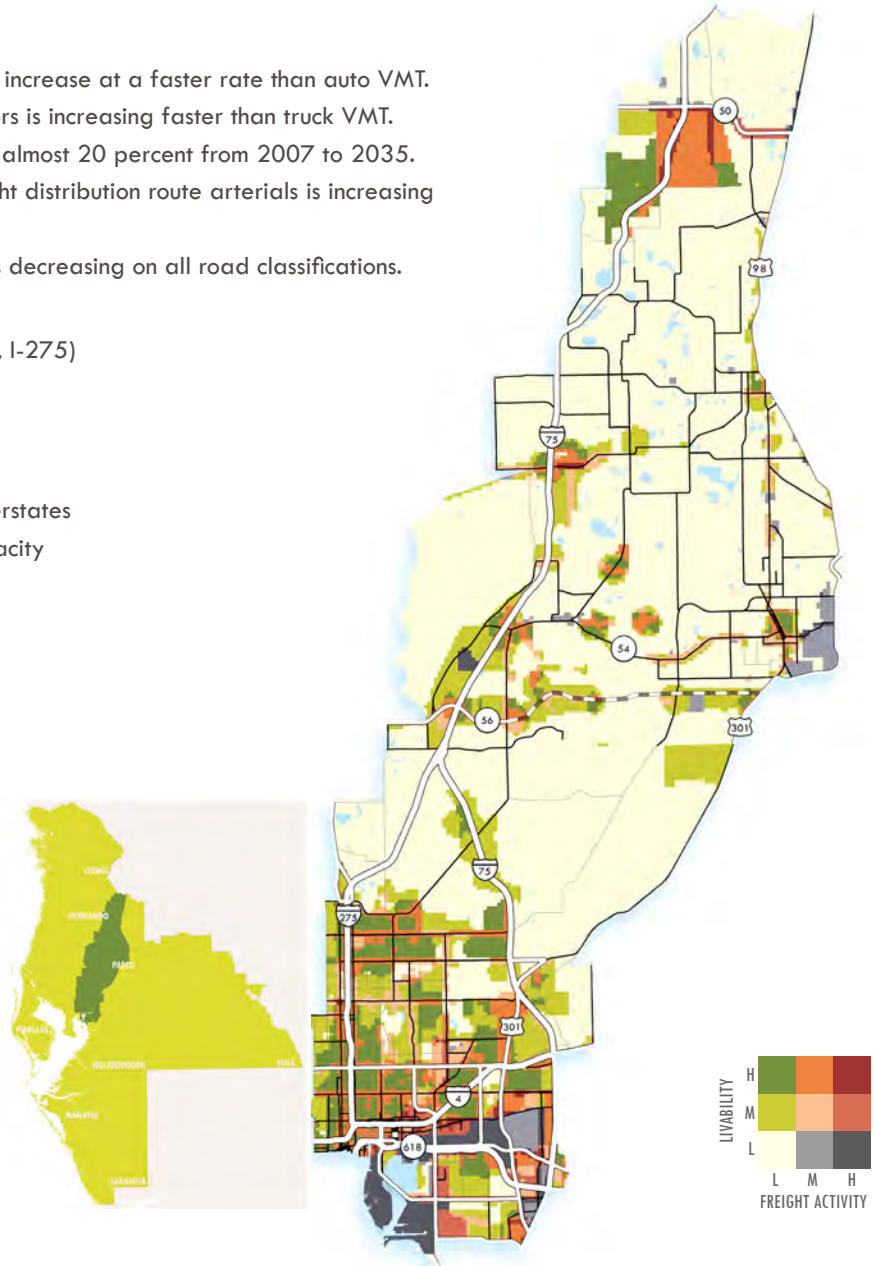
- Truck VMT on freeways is forecast to increase at a faster rate than auto VMT.
- Auto VMT on regional freight corridors is increasing faster than truck VMT.
- Heavy truck VMT is forecast to grow almost 20 percent from 2007 to 2035.
- Truck and auto VMT on the non-freight distribution route arterials is increasing significantly.
- Except for the arterials, VMT/VMC is decreasing on all road classifications.

Freight Travel Market Issues

- Commuter traffic/truck conflicts (I-75, I-275)
- Interstate capacity, high truck VMT

Potential Strategies/Projects

- Add capacity to I-75 (4F-6F)
- Special use lanes (truck lanes) on Interstates
- Enhance rest area truck parking capacity
- Grade separation at SR 50/CSX



2035 Freight Network Performance Statistics

FACILITY CLASS	Total VMT	Class %	Auto VMT	Class %	Truck VMT	Class %	% Truck Traffic	VMC	Total VMT/VMC
Freeway	14,915,315	46%	13,346,044	45%	1,569,271	67%	10.5%	11,379,600	1.31
Regional Freight Corridor	4,452,463	14%	4,166,160	14%	286,303	12%	6.4%	4,187,295	1.06
Freight Distribution Route	8,731,130	27%	8,377,233	28%	353,897	15%	4.1%	8,713,575	1.00
Arterial	1,570,700	5%	1,509,205	5%	61,495	3%	3.9%	1,751,816	0.90
Collector	2,489,836	8%	2,426,018	8%	63,819	3%	2.6%	3,498,483	0.71
Total	32,159,444	100%	29,824,660	100%	2,334,785	100%	7.3%	29,530,769	1.09

TRUCK CLASS	I/I Trips (%)	Avg. Length (Mi.)	I/E Trips (%)	Avg. Length (Mi.)	VMT	% of VMT	SUMMARY STATISTICS	
Light Trucks	66%	5.8	34%	10.6	905,516	55%	Ratio of Frt. Travel Mkt. Pct. Truck Traffic to Avg. Pct. Truck Traffic	1.05
Heavy Trucks	30%	9.6	70%	29.6	749,103	45%	Ratio of Frt. Travel Mkt. Pct. Heavy Trucks to Avg. Pct. Heavy Trucks	0.97
All Trucks	58%	6.2	42%	17.9	1,654,619	100%	Ratio of Frt. Travel Mkt. Pct I/E Trips to Avg. Pct. I/E Trips	0.89

FREIGHT TRAVEL MARKET SUMMARY NO. 6: PLANT CITY TO EAST HERNANDO



Trends and Conditions

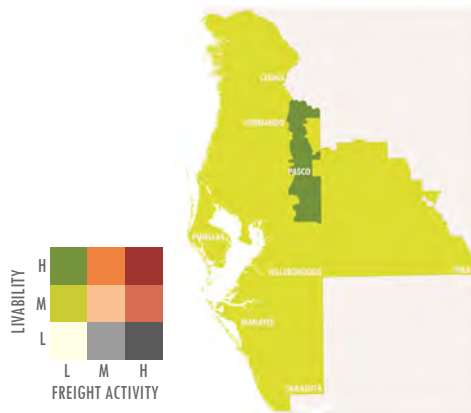
- Truck VMT on I-4 is forecast to increase faster than auto VMT.
- Auto VMT on regional freight corridors is forecast to grow faster than truck VMT.
- VMT/VMC is projected to increase for all road classifications except local freight distribution routes.
- The percent of trucks is expected to increase on I-4, but decrease on the regional freight corridors.
- Truck VMT on the arterials is expected to grow by nearly 50 percent from 2007 to 2035.
- Nine of ten heavy truck trips begin or end outside of the freight travel market.

Freight Travel Market Issues

- Truck traffic in downtown Zephyrhills and downtown Plant City

Potential Strategies/Projects

- Chancey Road - US 301 in Zephyrhills to US 98/US 301 in Dade City (2U-4D)
- ITS, signal optimization, truck channelization (SR 39, US 98, Chancey Road)
- Transfer roadway ownership - Alexander St/SR 39 swap
- Sam Allen Road - SR 39 to Park Rd (2U-4D)



2035 Freight Network Performance Statistics

FACILITY CLASS	Total VMT	Class %	Auto VMT	Class %	Truck VMT	Class %	% Truck Traffic	VMC	Total VMT/VMC
Freeway	2,832,415	35%	2,357,381	33%	475,035	55%	16.8%	2,051,322	1.38
Regional Freight Corridor	1,946,023	24%	1,761,204	25%	184,820	21%	9.5%	2,598,596	0.75
Freight Distribution Route	2,134,245	27%	2,004,954	28%	129,292	15%	6.1%	3,235,313	0.66
Arterial	468,133	6%	411,731	6%	56,401	6%	12.0%	655,017	0.71
Collector	624,732	8%	602,475	8%	22,257	3%	3.6%	1,349,766	0.46
Total	8,005,549	100%	7,137,745	100%	867,804	100%	10.8%	9,890,014	0.81

TRUCK CLASS	I/I Trips (%)	Avg. Length (Mi.)	I/E Trips (%)	Avg. Length (Mi.)	VMT	% of VMT	SUMMARY STATISTICS	
Light Trucks	42%	4.2	58%	9.2	271,064	54%	Ratio of Frt. Travel Mkt. Pct. Truck Traffic to Avg. Pct. Truck Traffic	1.56
Heavy Trucks	10%	8.2	90%	27.8	233,939	46%	Ratio of Frt. Travel Mkt. Pct. Heavy Trucks to Avg. Pct. Heavy Trucks	0.99
All Trucks	34%	4.5	66%	15.2	505,003	100%	Ratio of Frt. Travel Mkt. Pct I/E Trips to Avg. Pct. I/E Trips	1.40

FREIGHT TRAVEL MARKET SUMMARY NO. 7: PORT OF TAMPA TO NORTH CITRUS

Trends and Conditions

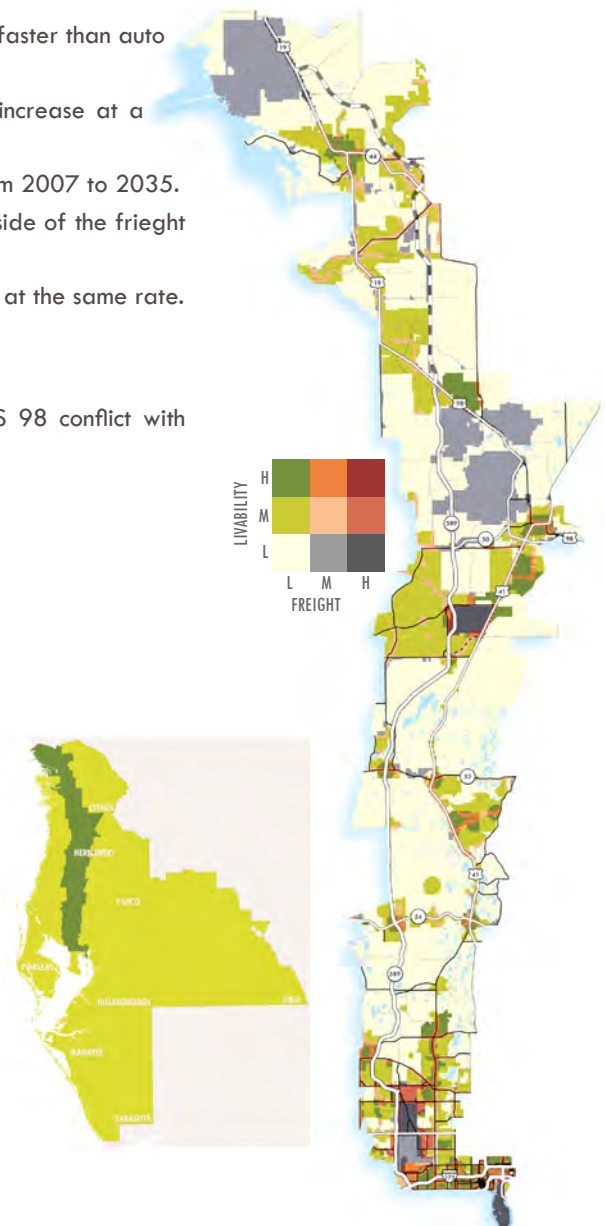
- Truck VMT on the Suncoast Parkway is expected to increase faster than auto VMT.
- Auto VMT on the regional freight corridors is forecast to increase at a faster rate than truck VMT.
- Heavy truck VMT is forecast to grow by over 15 percent from 2007 to 2035.
- Nearly 75 percent of all heavy truck trips begin or end outside of the freight travel market.
- The total VMT for both autos and trucks is expected to grow at the same rate.
- Congestion is increasing slightly on all road classifications.

Freight Travel Market Issues

- Truck traffic in downtown Brooksville - mining trucks on US 98 conflict with livability goals for downtown
- Efficient, safe truck movements on Dale Mabry Hwy
- Access and circulation at Hernando Airport

Potential Strategies/Projects

- Transfer roadway ownership in downtown Brooksville (US 98, US 41)
- Freight friendly design for heavy trucks (rock hauling in Hernando)
- ITS, signal optimization, way-finding (US 19)
- US 41 - Connerton Road (Pasco) to Ayers Road (Hernando) (2U-4D)
- Grade separation at US 41/CSX north of SR 52
- ITS, signal optimization, way-finding (address signs/markers) (Dale Mabry N - access to commercial uses; Dale Mabry S - access to Port Tampa)
- Freight friendly geometry (turning radii) for commercial delivery on Dale Mabry
- Suncoast Parkway Extension



2035 Freight Network Performance Statistics

FACILITY CLASS	Total VMT	Class %	Auto VMT	Class %	Truck VMT	Class %	% Truck Traffic	VMC	Total VMT/ VMC
Freeway	6,906,115	28%	6,489,234	28%	416,881	34%	6.0%	6,822,200	1.01
Regional Freight Corridor	5,245,978	21%	4,949,466	21%	296,511	24%	5.7%	4,950,272	1.06
Freight Distribution Route	7,718,204	31%	7,358,432	31%	359,772	30%	4.7%	6,821,770	1.13
Arterial	1,219,322	5%	1,169,480	5%	49,842	4%	4.1%	1,512,477	0.81
Collector	3,694,122	15%	3,600,240	15%	93,882	8%	2.5%	5,377,703	0.69
Total	24,783,741	100%	23,566,853	100%	1,216,888	100%	4.9%	25,484,422	0.97

TRUCK CLASS	I/I Trips (%)	Avg. Length (Mi.)	I/E Trips (%)	Avg. Length (Mi.)	VMT	% of VMT	SUMMARY STATISTICS	
Light Trucks	59%	5.0	41%	9.7	860,455	57%	Ratio of Frt. Travel Mkt. Pct. Truck Traffic to Avg. Pct. Truck Traffic	0.71
Heavy Trucks	27%	11.3	73%	29.1	656,270	43%	Ratio of Frt. Travel Mkt. Pct. Heavy Trucks to Avg. Pct. Heavy Trucks	0.93
All Trucks	52%	5.7	48%	16.0	1,516,725	100%	Ratio of Frt. Travel Mkt. Pct I/E Trips to Avg. Pct. I/E Trips	1.02

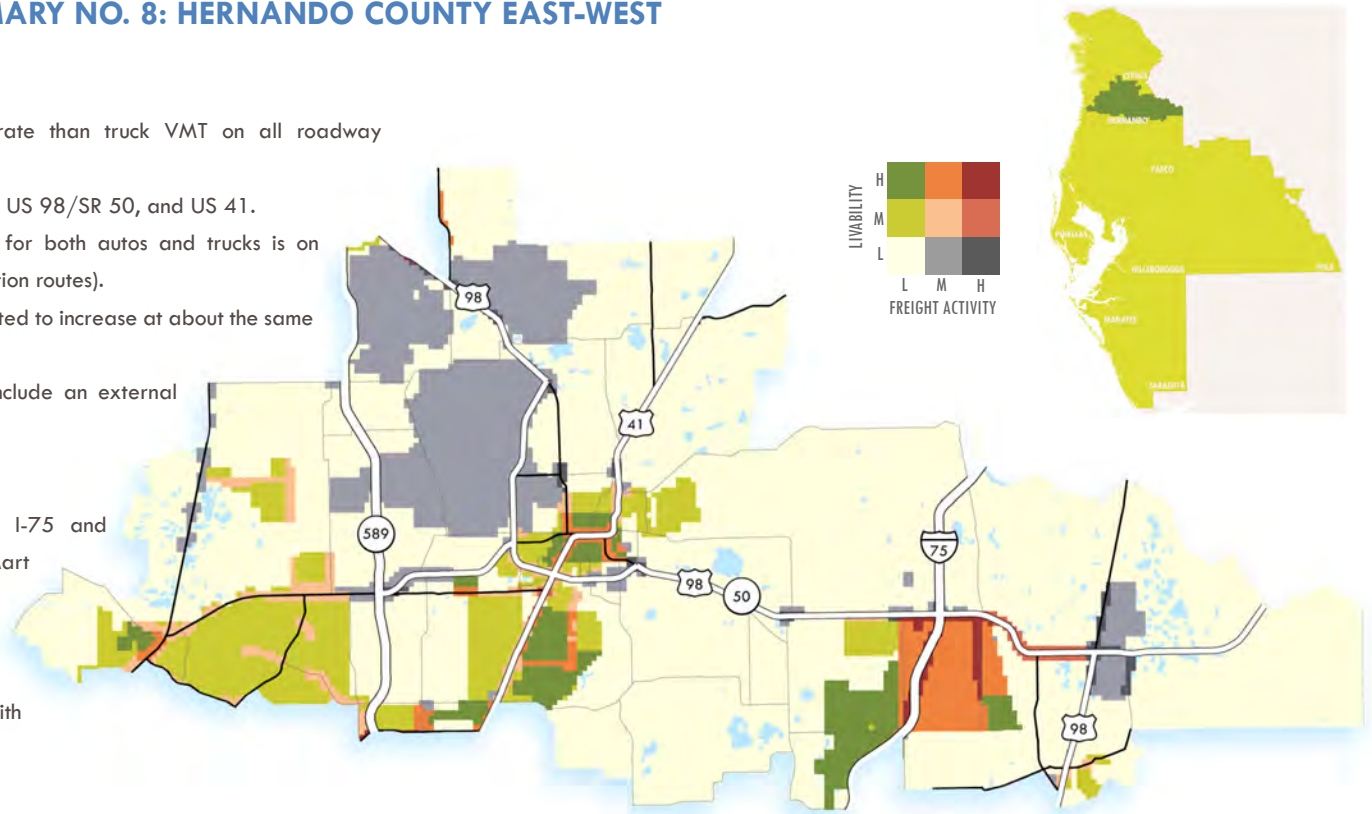
FREIGHT TRAVEL MARKET SUMMARY NO. 8: HERNANDO COUNTY EAST-WEST

Trends and Conditions

- Auto VMT is increasing at a faster rate than truck VMT on all roadway classifications.
- The percentage of trucks is increasing on US 98/SR 50, and US 41.
- The highest expected increase in VMT for both autos and trucks is on arterials (not designated freight distribution routes).
- Heavy truck and light truck VMT is expected to increase at about the same rate from 2007 to 2035.
- Nearly nine of ten heavy truck trips include an external point.

Freight Travel Market Issues

- Truck movements on SR 50 between I-75 and Orlando (long distance from Wal-Mart distribution center); west of I-75 (local delivery; rock hauling)
- Truck traffic in downtown Brooksville
 - mining trucks on SU 98 conflict with livability goals for downtown



2035 Freight Network Performance Statistics

FACILITY CLASS	Total VMT	Class %	Auto VMT	Class %	Truck VMT	Class %	% Truck Traffic	VMC	Total VMT/VMC
Freeway	1,454,376	23%	1,225,433	21%	228,944	44%	15.7%	1,824,029	0.80
Regional Freight Corridor	1,812,160	28%	1,643,580	28%	168,580	32%	9.3%	1,925,192	0.94
Freight Distribution Route	1,563,628	24%	1,479,067	25%	84,561	16%	5.4%	2,012,944	0.78
Arterial	159,656	2%	154,352	3%	5,303	1%	3.3%	229,248	0.70
Collector	1,424,060	22%	1,385,843	24%	38,217	7%	2.7%	2,477,612	0.57
Total	6,413,880	100%	5,888,275	100%	525,605	100%	8.2%	8,469,025	0.76

TRUCK CLASS	I/E Trips (%)	Avg. Length (Mi.)	I/E Trips (%)	Avg. Length (Mi.)	VMT	% of VMT	SUMMARY STATISTICS	
Light Trucks	62%	5.0	38%	10.0	162,372	47%	Ratio of Frt. Travel Mkt. Pct. Truck Traffic to Avg. Pct. Truck Traffic	1.18
Heavy Trucks	14%	7.1	86%	34.4	184,116	53%	Ratio of Frt. Travel Mkt. Pct. Heavy Trucks to Avg. Pct. Heavy Trucks	1.14
All Trucks	51%	5.1	49%	19.8	346,488	100%	Ratio of Frt. Travel Mkt. Pct I/E Trips to Avg. Pct. I/E Trips	1.04

Potential Strategies/Projects

- SR 50 - Lake County to McKethan Rd (2U-4D)
- SR 50 - McKethan to Cortez Blvd Bypass (4D-6D)
- Freight friendly design for heavy trucks to accommodate rock hauling in Hernando
- Grade separation at SR 50/CSX

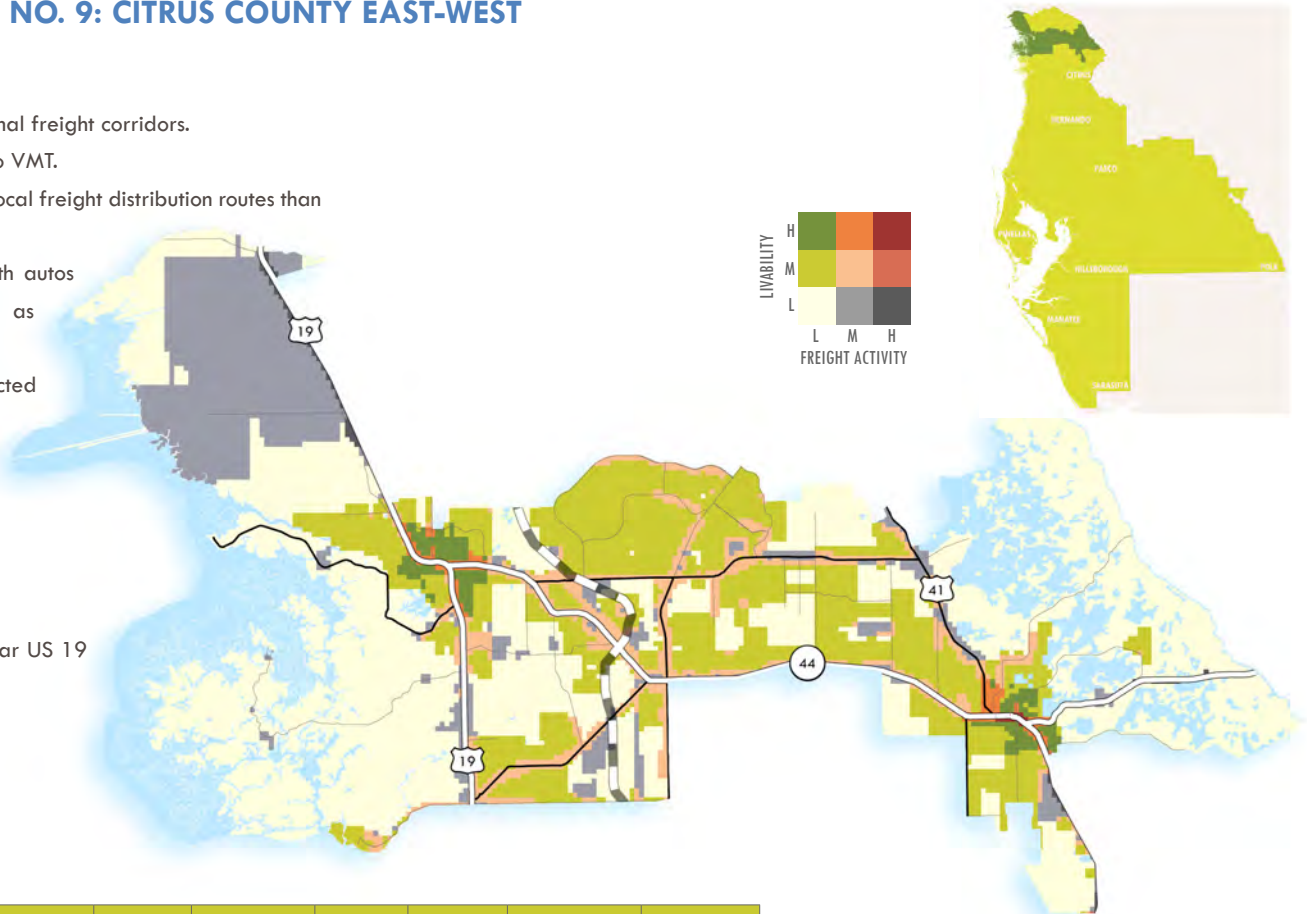
FREIGHT TRAVEL MARKET SUMMARY NO. 9: CITRUS COUNTY EAST-WEST

Trends and Conditions

- More than half of all truck VMT is on the regional freight corridors.
- Truck VMT is expected to grow faster than auto VMT.
- Truck VMT is forecast to increase faster on the local freight distribution routes than on regional freight mobility corridors.
- VMT is expected to increase the most for both autos and trucks on the arterials (not designated as freight distribution routes).
- The percentage of internal truck trips is expected to be nearly twice that of the internal/external trips.
- Heavy truck VMT is expected to grow significantly between 2007 to 2035.

Freight Travel Market Issues

- Access/circulation to Inverness Airport
- Truck and rail access to new industrial park near US 19 and Florida Barge Canal
- Access to I-75



2035 Freight Network Performance Statistics

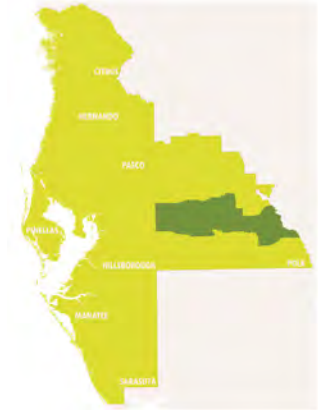
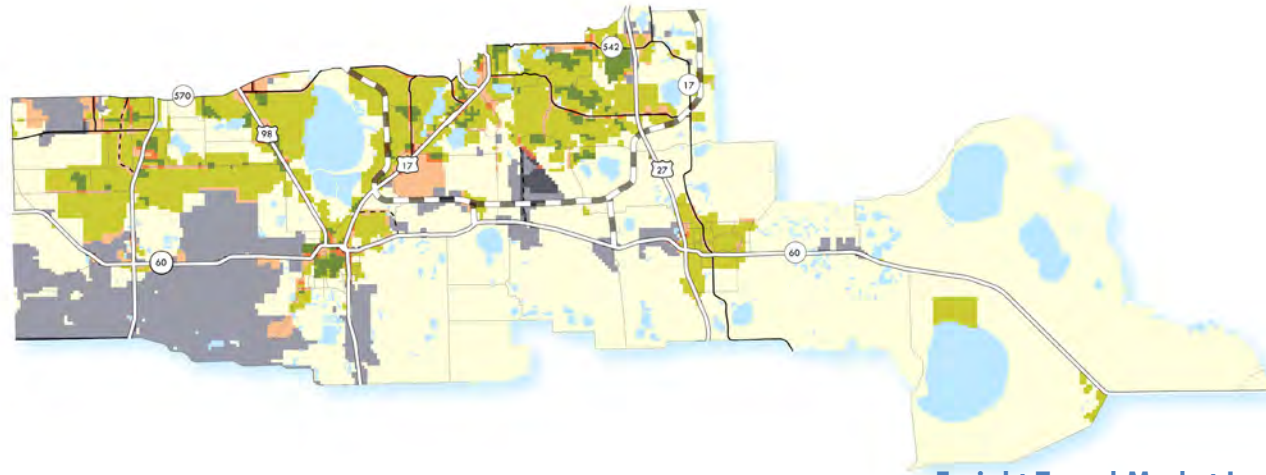
FACILITY CLASS	Total VMT	Class %	Auto VMT	Class %	Truck VMT	Class %	% Truck Traffic	VMC	Total VMT/ VMC
Freeway	-	-	-	-	-	-	-	-	-
Regional Freight Corridor	1,583,551	48%	1,480,421	47%	103,130	60%	6.5%	2,021,790	0.78
Freight Distribution Route	767,733	23%	733,723	23%	34,010	20%	4.4%	876,375	0.88
Arterial	209,401	6%	199,980	6%	9,421	5%	4.5%	212,720	0.98
Collector	763,630	23%	737,823	23%	25,807	15%	3.4%	1,204,350	0.63
Total	3,324,316	100%	3,151,948	100%	172,368	100%	5.2%	4,315,235	0.77

TRUCK CLASS	I/E Trips (%)	Avg. Length (Mi.)	I/E Trips (%)	Avg. Length (Mi.)	VMT	% of VMT	SUMMARY STATISTICS	
Light Trucks	73%	4.9	27%	9.9	105,968	54%	Ratio of Frt. Travel Mkt. Pct. Truck Traffic to Avg. Pct. Truck Traffic	0.75
Heavy Trucks	33%	6.2	67%	28.4	88,924	46%	Ratio of Frt. Travel Mkt. Pct. Heavy Trucks to Avg. Pct. Heavy Trucks	0.98
All Trucks	65%	5.0	35%	17.2	194,892	100%	Ratio of Frt. Travel Mkt. Pct I/E Trips to Avg. Pct. I/E Trips	0.74

Potential Strategies/Projects

- ITS/signal optimization/channelization on SR 44, US 19
- Extension of Florida Northern Rail line from power plant to new industrial park
- Freight friendly design on SR 44, SR 48 to I-75

FREIGHT TRAVEL MARKET SUMMARY NO. 10: POLK COUNTY EAST-WEST (SR 60)



Trends and Conditions

- Truck traffic in the travel market is forecast to nearly double between 2010 and 2035.
- Truck traffic is projected to nearly triple on freeways in response to the planned Winter Haven ILC and Central Polk Parkway.
- Auto volumes are expected to grow primarily on regional freight mobility corridors, which carry the bulk of total traffic in the travel market.
- Trucks are projected to comprise around 24 percent of total traffic in the travel market by 2035 and over 25 percent on freeways and regional freight mobility corridors.
- With the advent of the Winter Haven ILC, it is expected that the majority of truck trips in the area will consist of long-haul heavy truck trips that have at least one trip end outside of the travel market.

Freight Travel Market Issues

- Large increases in truck and train traffic and shifting freight travel patterns due to planned Winter Haven ILC and Central Polk Parkway
- Access to I-4 and Polk Parkway from Winter Haven ILC
- Conflicts between anticipated truck traffic on SR 60 and livability goals in central Bartow
- Truck/commuter conflicts on SR 60, US 27, and US 98, especially in absence of Central Polk Parkway
- Uncertainty surrounding construction of Central Polk Parkway
- High truck travel demand between I-4 and Florida Turnpike/Southeast Florida via US 27 and SR 60

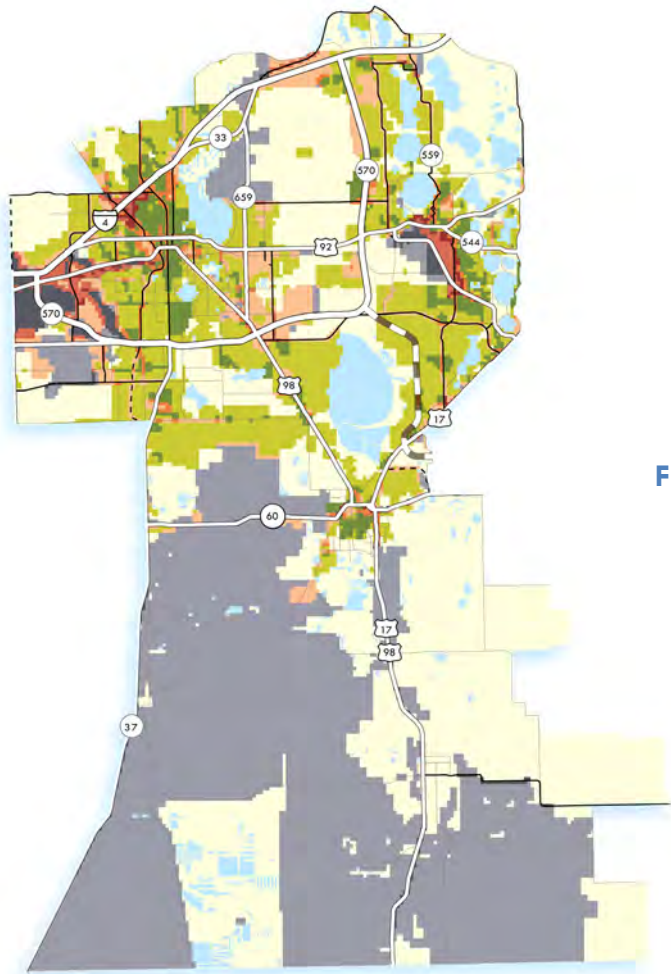
Potential Strategies/Projects

- ITS/signal optimization/channelization on SR 60, through Bartow and Lake Wales and on US 98 between SR 60 and Polk Parkway
- Capacity enhancements on SR 60 (4D to 6D) to serve Winter Haven ILC
- Operational improvements to US 27
- Freight friendly design on SR 60 and US 27 (outside urban areas), Pollard Road, and Central Polk Parkway interchanges
- Lane restriction within or truck routing around Dixieland and Downtown Lakeland

2035 Freight Network Performance Statistics

FACILITY CLASS	Total VMT	Class %	Auto VMT	Class %	Truck VMT	Class %	% Truck Traffic
Limited Access Freeway	284,888	4%	213,513	4%	71,375	5%	25.1%
Regional Freight Mobility Corridor	4,552,004	71%	3,337,621	68%	1,214,383	79%	26.7%
Other Designated Freight Distribution Route	1,513,212	23%	1,266,910	26%	246,302	16%	16.3%
FAC Street	92,621	1%	91,635	2%	986	0%	1.1%
Total	6,442,725	100%	4,909,679	100%	1,533,046	100%	23.8%

FREIGHT TRAVEL MARKET SUMMARY NO. 11: HARDEE COUNTY TO LAKELAND



Trends and Conditions

- Truck volumes are expected to increase at a higher rate than auto volumes between 2010 and 2035.
- The majority of truck traffic in the travel market is currently served by regional freight mobility corridors, but growth in truck traffic is projected to occur primarily on freight distribution routes and freeways.
- Trucks are expected to comprise about 20 percent of all traffic in the travel market in 2035 and a little less than 30 percent of freeway traffic.
- Regional freight mobility corridors are expected to carry long and short-haul heavy trucks serving mining activities in southwest Polk County.

Freight Travel Market Issues

- Preservation of downtown Lakeland and communities with the advent of increased regional truck and train traffic
- Truck and rail access from mining sites to processing facilities
- Commuter/freight conflicts on US 98
- Potential for heavy truck traffic utilizing County Line Road as an alternate route to SR 37 between Hardee County and Lakeland, especially in absence of SR 563 Extension
- SR 37 corridor extremely constrained through Dixieland Community Redevelopment Area
- ITS and signal optimization along SR 37 from SR 60 to the Polk Parkway
- Encourage truck traffic in western Polk County to use County Line Road between SR 60 and I-4 by adding directional and information signage along the route

Potential Strategies/Projects

- ITS/signal optimization/channelization on US 98 north of SR 60 and on Kathleen Road
- Capacity enhancement on Recker Highway (2U to 4D)
- Capacity enhancement on SR559 (2U to 4D)
- Freight friendly design on SR 37 and US 98 south of SR 60
- Lane restriction within or truck routing around Dixieland and Downtown Lakeland

2035 Freight Network Performance Statistics

FACILITY CLASS	Total VMT	Class %	Auto VMT	Class %	Truck VMT	Class %	% Truck Traffic
Limited Access Freeway	2,889,991	27%	2,042,277	24%	847,714	40%	29.3%
Regional Freight Mobility Corridor	4,564,884	43%	3,715,046	43%	849,838	41%	18.6%
Other Designated Freight Distribution Route	2,611,473	24%	2,217,658	26%	393,815	19%	15.1%
FAC Street	599,195	6%	594,971	7%	4,224	0%	0.7%
Total	10,665,543	100%	8,569,952	100%	2,095,591	100%	19.6%

FREIGHT TRAVEL MARKET SUMMARY NO. 12: HARDEE COUNTY TO DAVENPORT

Trends and Conditions

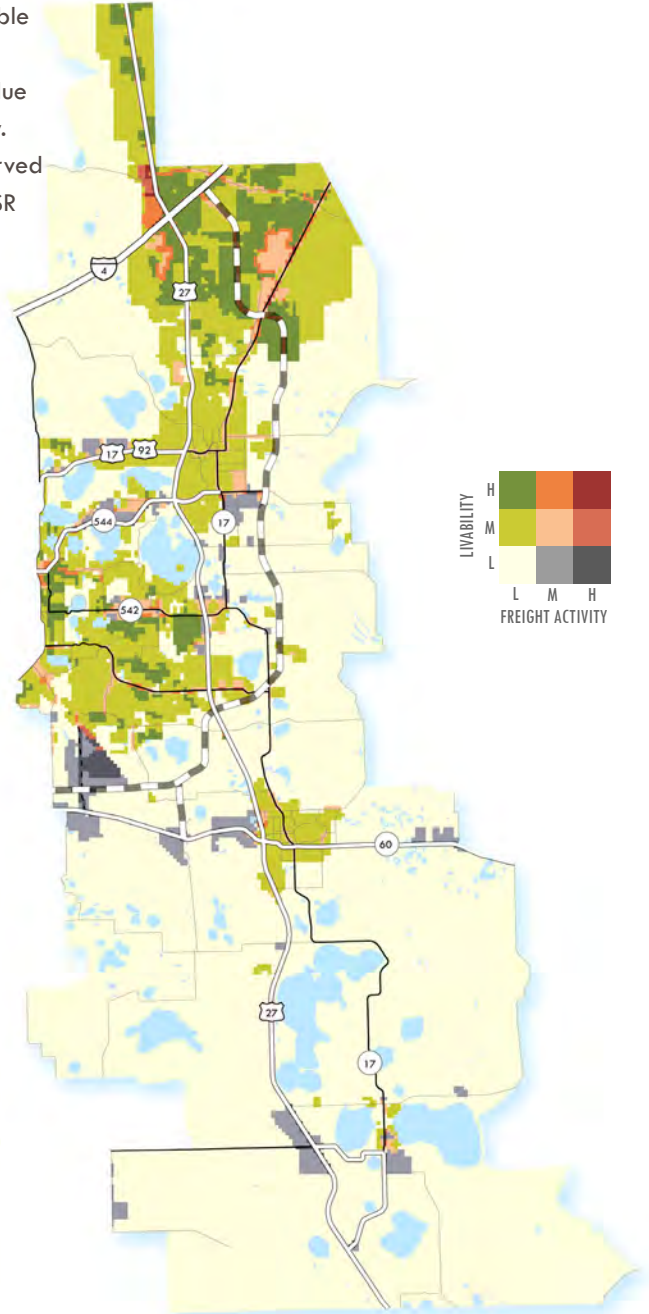
- Truck traffic in the travel market is forecast to nearly double between 2010 and 2035.
- Truck traffic on freeways is expected to more than double due to the planned Winter Haven ILC and Central Polk Parkway.
- The majority of truck and auto traffic is projected to be served by regional freight mobility corridors, notable US 27 and SR 60.
- Trucks are projected to comprise more than 21 percent of total traffic in the travel market and more than 31 percent of all traffic on freeways.

Freight Travel Market Issues

- Increased regional truck traffic on US 27 due to Winter Haven ILC and increased distribution activity from Frostproof, Haines City, Lucerne Park, and Davenport FACs
- Commuter/freight conflicts on US 27, especially north of SR 60

Potential Strategies/Projects

- ITS/signal optimization/channelization on US 27
- Access management and wayfinding plans for Frostproof and Haines City FAC areas to minimize truck traffic using scenic SR 17
- Interchange improvements at US 27/SR 60 to better accommodate trucks



2035 Freight Network Performance Statistics

FACILITY CLASS	Total VMT	Class %	Auto VMT	Class %	Truck VMT	Class %	% Truck Traffic
Limited Access Freeway	1,655,645	19%	1,135,952	17%	519,693	28%	31.4%
Regional Freight Mobility Corridor	5,232,208	60%	4,160,839	61%	1,071,369	57%	20.5%
Other Designated Freight Distribution Route	1,608,430	19%	1,320,023	19%	288,407	15%	17.9%
FAC Street	196,472	2%	194,446	3%	2,026	0%	1.0%
Total	8,692,755	100%	6,811,260	100%	1,881,495	100%	21.6%

INTRODUCTION

The Tampa Bay Regional Strategic Freight Plan study area covers a sizeable region that includes eight counties and more than 50 municipalities. Each jurisdiction has its own plans for growth and development documented in comprehensive plans and detailed in other documents like neighborhood or special area plans. These plans express the long-term livability visions for these communities. The number and diversity of local planning initiatives makes it difficult to understand what plans are defined within particular boundaries and how those plans relate to regional systems, like the regional freight transportation network.

To understand the geography of freight and livability planning initiatives throughout the study area, a freight and land use compatibility analysis was performed that utilizes local land use and special planning area data and truck traffic statistics. The data were collected from the regional MPOs, local jurisdictions, FDOT, and other entities. Using GIS, the data sets were laid over a countywide polygrid (see example for Hillsborough County in **Figure C-1**) for each county in the study area. Each cell in the grid was scored according to the land uses and freight activity in the area to identify portions of the county where livability issues are the primary concern, areas where freight activity is emphasized, and areas where these concerns conflict with each other.

This appendix documents the methods and data sets employed for performing the compatibility analysis. It covers the data sets and sources that were overlaid, how these data sets were scored to establish ordinal levels of freight activity and livability in each county, and the mapping of the analysis results. The results of the process and details about data sets and sources are documented for all of the Strategic Freight Plan study area counties.

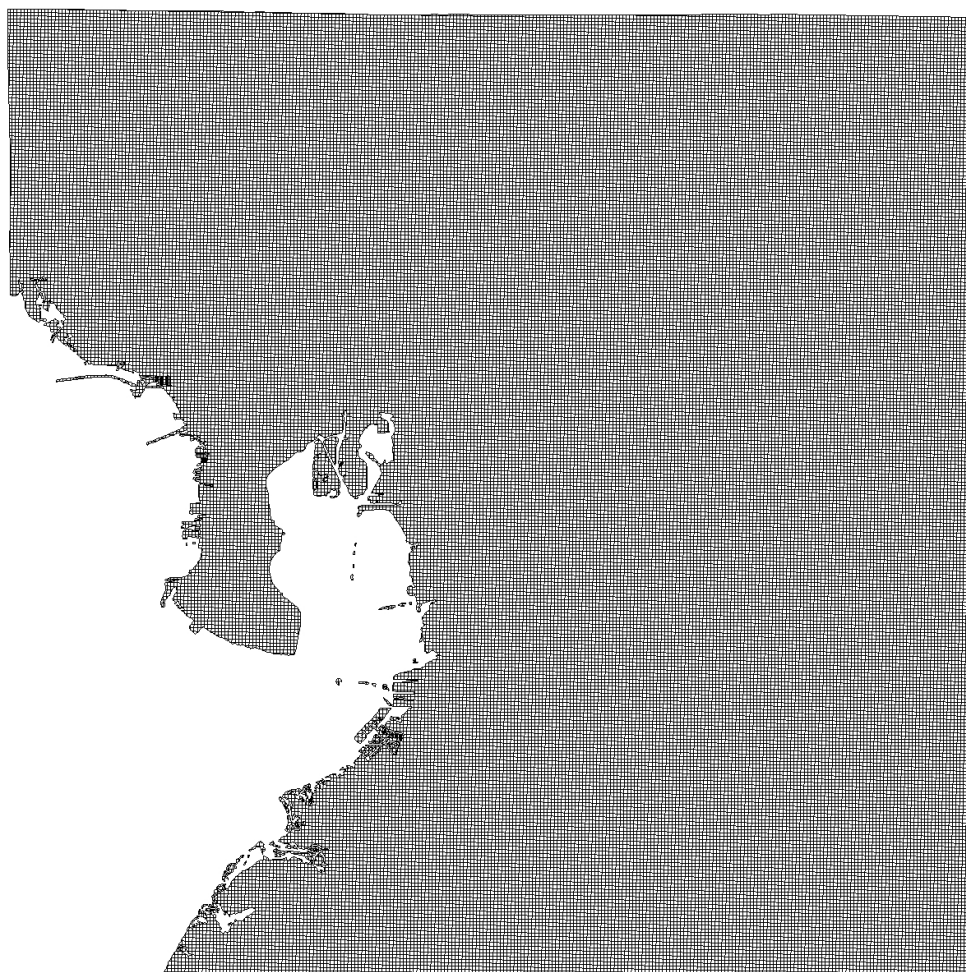


Figure C-1: Hillsborough County Polygrid

LAND USE AND FREIGHT ACTIVITY DATA SETS

For each county in the Strategic Freight Plan study area, a unique bundle of data sets was used to evaluate the emphasis placed on livability in different areas. The project team assembled future land use and special planning area data for each county and regional activity center data provided by the West Central Florida Chairs Coordinating Committee (CCC). The kinds of special planning areas considered included potential future rapid transit station areas, community redevelopment areas, designated activity centers and market nodes, and Developments of Regional Impact (DRI). Since different counties have different plans, each county was considered separately. The details of the various data sets utilized in assessing the level of local priority given to livability concerns are described for each county below.

In contrast to the livability assessments, freight activity was assessed using a consistent set of regional data and applied to each county in the study area. The general data sets used to evaluate freight activity are described after a discussion of the county-specific data sets used in the livability analyses.

Hillsborough County

The livability assessment in Hillsborough County was based on the following seven general area types, defined by local, countywide and regionwide data sets:

- Draft potential transit station areas
- Livable future land uses
- Industrial future land uses
- Community redevelopment areas (CRA)
- Activity centers
- Regional anchors
- Regional freight activity centers (FAC)

Each of these data sets and their sources are described below.

Draft Potential Transit Station Areas

The Hillsborough Area Regional Transit (HART) Alternatives Analysis (AA) for the Northeast and West Corridors includes preliminary alignments for rapid transit improvements between the Tampa International Airport area and the New Tampa area through Westshore, Downtown, and Ybor City. A point shape file of draft potential transit station areas based on the centermost West and Northeast alignment alternatives still under consideration in the HART AA at the time of the analysis (July 2010) was used. These station areas are draft only but provide a reasonable approximation of livability areas around future rapid transit nodes.

Livable Future Land Uses

The countywide future land use map for Hillsborough County is comprised of the separate future land use maps for unincorporated Hillsborough County and the municipalities of Tampa, Plant City, and Temple Terrace. Separate data sets for each jurisdiction were obtained from the Hillsborough City-County Planning Commission in July of 2010. Future land uses considered as “livable” included medium- to high-density residential, office, and mixed use designations. The complete list of future land use designations and their allocation as livable or industrial land uses for each jurisdiction is shown in Attachment A. The attachment also displays land use designations that were neither considered to be indicative of freight or livability emphases for this analysis.

Industrial Future Land Uses

Industrial future land uses were isolated to identify areas where livability would be considered a low priority. The same future land use data sets used for identifying livable future land uses were used to depict industrial future land uses.

Community Redevelopment Agency Areas

CRA areas are established by local governments to revitalize downtowns, preserve historic structures or

districts, and generally enhance the affected district. The local government must adopt a resolution finding that the area is blighted or lacks affordable housing and that rehabilitation is necessary to the public interest. A map of CRA areas was developed by Renaissance Planning Group in September 2009 for the HART AA study based on maps published on the City of Tampa website. The CRA data set used for that map was also applied in this analysis.

Activity Centers

The local comprehensive plans for the City of Tampa and unincorporated Hillsborough County identify activity centers that are targeted to accommodate future growth in those jurisdictions. Activity centers are areas with high existing and future population and employment densities. They are focal points for the surrounding community. For this analysis, the Hillsborough County City-County Planning Commission provided shape files for primary and secondary activity centers in unincorporated Hillsborough County and for business centers and urban villages for the City of Tampa. These data sets were delivered in September of 2009.

Additionally, the Midtown area of Plant City was included as an activity center for the purposes of this analysis. The midtown area is adjacent to downtown Plant City and has been targeted by the City for medium- to high-density mixed use redevelopment and infrastructure improvements. The data set depicting the Midtown boundary was developed by Renaissance based on a map available from the City's official web site.

Regional Anchors

The Chairs Coordinating Committee (CCC) for the West Central Florida Region is a coordination entity that ensures consistency among long range transportation plans for an eight-county region that includes all of the FDOT District Seven counties plus Polk, Manatee, and Sarasota Counties. The CCC's regional long range transportation plan (2008) identifies regional anchors, which are important destinations that influence regional travel demand and travel patterns. These areas are similar to the local activity centers, and often the two overlap. The regional anchors are classified as high, medium, or low tier. The regional anchors data set is based on Activity Center designations developed by the Tampa Bay Area Regional Transportation Authority and approved by the CCC as part of the regional LRTP.

Regional Freight Activity Centers

The TBRGMS defined regional FACs for the FDOT District Seven region. These are areas with significant concentrations of freight activity and employment (existing and planned). Like industrial future land uses, the data set was used to identify areas where livability would be considered a low priority.

Pinellas County

The livability assessment in Pinellas County was based on the following seven general area types:

- Potential future transit station areas
- Livable future land uses
- Industrial future land uses
- CRAs
- Activity center
- Regional anchors
- Regional FACs

Since some of these, such as the regional anchors and FACs, are the same area types and data sets used in the analysis for Hillsborough County, only data sets unique to Pinellas County are described below.

Potential Transit Station Areas

Like Hillsborough County, rapid transit stations are planned throughout Pinellas County as areas where livability will be a high priority. The station areas data set used for this analysis was developed by Renaissance while working on the 2035 Long Range Transportation Plan with the Pinellas County MPO. The station areas are found along a handful of future rapid transit alignments connecting St. Petersburg, Clearwater, Largo, and

Oldsmar to each other and to Hillsborough County. These station areas are not based on a detailed study and are subject to change.

Livable Future Land Uses and Industrial Future Land Uses

A countywide generalized future land use layer was provided by the Pinellas Planning Council in July of 2010. The land uses designated as livable are shown in Attachment A, along with those designated as industrial.

Community Redevelopment Agency Areas

The Pinellas County Planning Department provided a data set of CRA boundaries in Pinellas County. The data set was delivered in July 2010.

Activity Centers

The identification of activity centers in Pinellas County was based on the scenario plan referenced in the 2035 Long Range Transportation Plan update. The scenario planning process identified the county's major population and employment centers and corridors.

Pasco County

The unique data sets used in evaluating livable areas in Pasco County are described below.

Livable Future Land Uses and Industrial Future Land Uses

A countywide generalized future land use layer was obtained through the Pasco County MPO in August 2010. Livable, industrial, and all other land use categories for Pasco County are displayed in Attachment A.

Market Nodes

In addition to the future land use layer, the MPO provided a point shape file displaying market nodes. The market nodes are similar to the activity centers described in Hillsborough County, although there is greater striation. The Tampa Bay Regional Transportation Authority (TBARTA) development impact nodes are similar to transit station areas, where livability would be considered a high priority. The major market nodes, major infill nodes, and incorporated downtown areas refer to different area types, but generally have similar characteristics as the primary activity centers in Hillsborough County. Finally, the minor market nodes in Pasco resemble the secondary activity centers in Hillsborough.

Hernando County

The unique data sets used in evaluating livable areas in Hernando County are described below.

Livable Future Land Uses and Industrial Future Land Uses

The Hernando County Planning Department provided a countywide future land use shape file in July 2010. Livable, industrial, and other land use categories for Hernando County are displayed in Attachment A.

Community Redevelopment Agency Areas

The Hernando County Planning Department provided a data set of CRA boundaries in Hernando County. The data set was delivered in July 2010.

Developments of Regional Impact and Development Districts

The Hernando County Planning Department provided boundary shape files for development districts and anticipated DRIs in the county in July 2010. The development districts and DRIs represent areas where future major developments are anticipated. Most of the development will include heavy residential, retail, professional, and mixed-use components, meaning that livability concerns will be prioritized in these areas.

Activity Centers

The Hernando County Planning Department also provided a point shape file of activity centers and major attractors in Hernando County. Activity centers in urban and transitioning areas were assumed to emphasize livability concerns and were included in the analysis. Activity centers in rural areas and around Hernando

Regional Airport were assumed to either emphasize freight activity or have minimal livability concerns (e.g., bicycling and pedestrian activity would be minimal and not present conflicts with freight movements like they would in livable areas).

Citrus County

The unique data sets used in evaluating livable areas in Citrus County are described below.

Livable Future Land Uses and Industrial Future Land Uses

The Citrus County Office of GIS provided a countywide future land use shape file in August 2010. Livable, industrial, and other land use categories for Citrus County are displayed in Attachment A.

City Limits/Overlay Districts

In the absence of having defined activity centers (other than the Regional Anchors defined by the CCC), it was assumed that the incorporated areas of Crystal River and Inverness as well as the Floral City and Homosassa overlay districts would represent the areas of the county where livability would be considered a priority. The Citrus County Office of GIS provided boundary shape files for the city limits and overlay districts in August 2010.

Polk County

The unique data sets used in evaluating livable areas in Polk County are described below.

Livable Future Land Uses and Industrial Future Land Uses

The Polk County Transportation Planning Organization (TPO), Central Florida Regional Planning Council (CFRPC), and several municipalities within Polk County provided future land use shapes file in July 2011. Livable, industrial, and other land use categories for Polk County are displayed in Attachment A.

Development Areas

Transit Supportive Development Areas (TSDA) and Urban Growth Areas (UGA) are identified within the future land use layer for unincorporated Polk County. These function as overlay areas, not distinct future land use designations.

Community Redevelopment Agency Areas

The Polk County TPO provided a data set of CRA boundaries in Polk County. The data set was delivered in July 2011.

Manatee County

The unique data sets used in evaluating livable areas in Sarasota County are described below.

Activity Centers

The Sarasota/Manatee MPO's LRTP identifies activity centers that are sites for mixed land uses and multimodal travel. These include the Gateway North, Lakewood Center, and Northwest Sector DRIs in Manatee County. Areas within the cities of Bradenton and Palmetto with mixed use future land use designations were also included as activity centers. See Attachment A for specific FLU designation used to identify activity centers.

Livable Future Land Uses and Industrial Future Land Uses

Future land use layers for Manatee County, City of Bradenton and City of Palmetto were obtained from the respective jurisdictions in Summer 2011. Livable and industrial future land use categories for the County and Cities are displayed in Attachment A. Future land use designations that represented "activity centers" were not included as livable future land uses to avoid double counting.

Community Redevelopment Agency/Downtown Development Authority/Enterprise Zone Areas

Several special planning areas in Manatee County were included in the livability assessment. These included

the 14th Street CRA, Central CRA (both in Bradenton), the Palmetto CRA, the South County CRA, Bradenton Downtown Development Authority, and Palmetto Enterprise Zone.

Sarasota County

The unique data sets used in evaluating livable areas in Sarasota County are described below.

Activity Centers

The Sarasota/Manatee MPO's LRTP identifies activity centers that are sites for mixed land uses and multimodal travel. These include areas within the cities of Sarasota and North Port as well as portions of unincorporated Sarasota County having mixed use future land use designations. See Attachment A for specific FLU designation used to identify activity centers.

Livable Future Land Uses and Industrial Future Land Uses

Future land use layers for Sarasota County, City of Sarasota, City of Venice, and City of North Port were obtained from the respective jurisdictions in Summer 2011. Livable and industrial future land use categories for the County and Cities are displayed in Attachment A. Future land use designations that represented "activity centers" were not included as livable future land uses to avoid double counting. For Sarasota County, the Major Employment Center (MEC) designation was generally used to identify both livable and industrial future land uses, as there were no other industrial FLU categories. MEC areas that were primarily industrial in nature were categorized as industrial FLU areas, while all other MEC areas were included as activity centers.

Community Redevelopment Agency/Enterprise Zone/Overlay District Areas

Several special planning areas in Manatee County were included in the livability assessment. These included the North Trail Overlay District, the City of Sarasota CRA, and the New Town Enterprise Zone.

Regionwide Freight Activity Data Sets

While the livability assessment for each county was based on unique data sets and planning efforts, the freight activity assessment uses a consistent set of data for each county. The FAC shape file covers all of FDOT District Seven and was used to identify areas where freight activity would be a priority. This data set was also used in the livability assessment to identify areas where livability would be low, but its application in the freight activity assessment is more nuanced, where the varying intensities of the FACs (a field in the attributes table) represents a varying level of priority given to freight movements.

Each county's future land use layer was used to identify industrial future land uses (details about which land uses were categorized as industrial are provided in Attachment A). Like the FAC data set, these were used to identify areas where livability is a low priority, but were used also in the separate freight activity assessment to identify areas where freight activity would receive relatively high priority. More information is provided about these two tracks of analysis and how they relate to each other later in the document in the section on scoring the overlay data.

Finally, the 2035 Cost Affordable loaded highway network from the Tampa Bay Regional Planning Model (TBRPM) was used to assess truck traffic in the District Seven Counties. The two-way percent truck traffic field was used to categorize corridors as carrying high, medium, or low truck traffic. In the District One Counties, the truck components of the Polk and Manatee/Sarasota/Charlotte models were deemed unsuitable for use in this and other portions of the Strategic Freight Plan. Thus, separate off-model projections of daily truck traffic were prepared for Polk, Manatee, and Sarasota Counties. The method for developing the off-model projections is described in Appendix D.

SCORING OF LAND USE AND FREIGHT ACTIVITY OVERLAY DATA

Having assembled all of the data sets for the livability assessment and the freight activity assessment, each data set was laid over the countywide polygrid for each respective county. Where grid cells intersected a

livability planning area or a freight activity area, a score was assigned for those cells in the corresponding field in the GIS attributes table. For example, cells in the Hillsborough County grid that intersected the CRA boundaries received a score of 1 in the CRA field. This section addresses how fields were scored, the summation of scores, the classification of different cells as high, medium, or low livability areas or freight activity areas, and the combination of livability and freight activity classifications.

Scoring of Discrete Data Sets

The scores applied for general sets of data are presented below, along with the rationale behind the weight given to specific data sets or variables within the data sets. Each data set has a corresponding field in the attribute table for each countywide grid shape file. The number of points indicated reflects the value assigned to each cell intersecting the data set under discussion in the corresponding field in the countywide grid attribute tables. Tables displaying which data sets were used in the livability and freight activity assessments for each county and the scores associated with each data set for each county are displayed in Attachment B.

Future transit station areas - 3 pts: Transit station areas are often sites planned for medium- to high-density residential, office, and mixed use development. The importance of providing a high level of multimodal accessibility to the stations means that bicycle and pedestrian movements are given high priority. These areas were therefore considered to heavily emphasize livability. The point shape files used in this analysis were buffered using a half-mile radius to approximate the area in which livability would be prioritized. Station areas were included in the analysis for Hillsborough and Pinellas Counties, while TBARTA development impacts (future commuter transit station areas) were included in the Pasco County analysis.

Livable future land uses – 2pts: Livable future land uses included medium- to high-density residential, office, and mixed use development types. These areas would be expected to host relatively high levels of pedestrian and bicycle traffic and present conflicts with heavy truck movements. While these livability areas often overlap with transit station areas, they are not as focused. Moreover, having a livable future land use designation does not necessarily mean that the area will exhibit all of the conditions associated with the livability concept, only that these areas have densities and activities that would typically characterize livability principles. Therefore, the scoring of this field is slightly lower than that for the transit station areas.

Industrial future land uses – (-1) pt and 1 pt: Industrial future land uses included high and low industrial designations, as well as heavy commercial and industrial mixed use categories, and were used in both the livability assessment and the freight activity assessment. For the livability assessment, cells intersecting industrial future land uses received a score of minus one for the livable future land use score.¹ For the freight activity assessment, cells intersecting industrial future land uses received a score of one in the industrial future land use score.

Community Redevelopment Agency areas – 1pt: CRAs are areas targeted for redevelopment, often due to blighted conditions. They are predominantly in urban areas, and it was assumed for this analysis that the anticipated improvements to the community will promote livability, although the extent to which the core concepts of livability are emphasized would likely vary from one CRA to the next. Therefore, a single point was allocated to grid cells intersecting CRAs.

Activity centers and similar data sets – 1 to 2 pts: Activity centers were generally treated as two-tiered area types in the livability analysis, even if more than two categories of activity center were under consideration. The higher tier activity centers – such as primary activity centers in unincorporated Hillsborough County, business centers in the City of Tampa, or the urban core and town center activity centers in Pinellas County – received two points due to the relatively high development density, intensity of activity, mix of uses, and multimodal travel in these areas. Lower tier activity centers received one point. In District One, Manatee and

¹ Unless the grid cells also intersected a livable future land use, in which case the score of two for livable future land uses was retained. This overlap is possible because the boundaries of livable and industrial future land uses sometimes abut each other within area single grid cell, meaning that the grid cell intersects simultaneously the livable future land use and the industrial future land use. The livable future land use receives precedence in the livability analysis because the industrial future land use is accounted for in the freight activity analysis.

Sarasota Counties identified relatively few activity centers, which were scored at two points each. For Polk County, however, the Transit Supportive Development Areas and Urban Growth Areas sometimes represented relatively large swaths of land, and so these areas received only one point, with the assumption that the highest livability areas would emerge where other supporting data sets overlapped with the TSDA/UGA cells.

Regional Anchors – 1 to 2 pts: The CCC identified three tiers of regional anchors. For the livability assessment, high tier regional anchors received two points, while medium and low tier regional anchors received one point. The medium and low tier regional anchors were grouped together because their status as regional anchors warranted some allocation of points, but the high tier regional anchors did not necessarily exhibit the sufficient livability characteristics to justify a three-tiered scheme. That is, the high tier regional anchors did not all reflect the same level of livability that would be expected in station areas (which were allocated three points), and were thus awarded two points, leaving two categories (medium and low tiers) meriting points allocation with a single integer (one) available for any points allocation to occur.

Regional freight activity centers – (-1) and 2 to 3 pts: Like industrial future land uses, the regional FAC data set was used in both the livability assessment and the freight activity assessment. In the livability assessment, FACs were scored exactly the same way as the industrial future land uses with the score of minus one. For the freight activity assessment, grid cells intersecting the high intensity freight activity centers received a score of three while those intersecting the medium and low intensity freight activity centers received a score of two. As with the regional anchors, the medium and low intensity activity centers were considered together. In this case, their status as FACs indicates that these areas are important nodes of freight activity warranting a higher score than what was given to industrial future land uses.

Percent truck traffic – 0 to 3 pts (freight): The 2035 Cost Affordable loaded highway network from the Tampa Bay Regional Planning Model (TBRPM) was utilized for the freight activity assessment. The corridors on which trucks comprise the highest percentage of total traffic received the highest scores. If the percent truck traffic was less than three percent, zero points were allocated; at three to five percent, one point was given; at five to ten percent, two points were awarded; and where the percent truck traffic was greater than ten percent, three points were given.

For District One counties, projected truck volumes were based on an off-model forecasting methodology (see Appendix D). The forecasted truck volumes were compared to total volumes projected by the Polk TPO Model and the Sarasota/Manatee/Charlotte Model to obtain percent truck traffic forecasts. The same thresholds and scores were applied in support of the freight activity assessment in District One counties as those described for District Seven counties.

Summation of Scores

After points were allocated to each grid cell according to the overlap with corresponding data sets, the overall livability and freight activity scores for each cell were calculated. In the analysis of freight activity, the sum of the individual freight activity scores was used to develop a composite freight activity score for each cell in the grid.

For the livability analysis, the various livability fields were summed to obtain the composite livability score for most grid cells. However, for cells that intersected industrial future land use areas or freight activity center areas (areas assumed to have a negative impact on livability), a slightly different approach was taken. Where those cells did not intersect other livability data layers, a composite livability score of minus one was calculated. If these cells coincided with additional livability emphasis areas, however, the negative scores were ignored and all positive scores were summed to obtain the composite livability score. This approach prevented the negative scores from diminishing the overall emphasis placed on livability concerns in some industrial areas. The negative composite livability scores, however, revealed areas where livability was specifically not of concern and where freight activity could be effectively emphasized.

Cell Classification

Table C-1 describes the thresholds used to classify each cell as a high, medium, or low livability area and a high, medium, or low freight activity area. As the table shows, cells with a composite livability score of three points or higher were classified as high livability areas. The threshold of three points was chosen because transit station areas were assumed necessarily to be high livability areas. Any positive composite livability score less than three was classified as a medium livability area, and any negative value was considered low (industrial) livability.

As noted in the preceding section describing the data sets, many land use designations were assumed to be low livability areas, including areas with low-density residential designations. Even where these areas include residential activity, the automobile was presumed to be the predominant mode of travel, and Euclidian zoning patterns were presumed to prevail. Thus, these areas were assumed to present fewer potential conflicts with freight movements than the higher density, mixed use areas identified in the livability assessment. For this reason, large portions of the study area did not overlap with the livable or industrial future land uses, CRAs, activity centers, or other applied data sets. Grid cells in these areas had composite livability scores of zero. Cells in these “low” livability areas were classified as low livability areas but were distinguished from low (industrial) livability areas.

Table C-1: Thresholds for High, Medium, and Low Livability and Freight Activity Areas

Livability	
High	3 or more
Medium	1 to 2
Low	0
Low (Industrial)	-1
Freight Activity	
High	4 or more
Medium	1 to 3
Low	0

For the freight activity assessment, a threshold of four points or higher was used to define high freight activity areas. This means that a cell intersecting both a high intensity freight activity center and industrial future land use, or intersecting medium intensity freight activity center and medium truck traffic levels, or finding itself amidst a similar combination of overlapping factors would be deemed a high freight activity area. This caused the region’s most intense freight activity centers and trucking corridors to emerge as high freight activity areas. All positive composite freight activity scores less than four were considered medium freight activity areas. Areas with virtually no truck traffic and no freight related land uses (those with composite freight activity scores of zero) were classified as low freight activity areas.

Creating a Composite Livability and Freight Classification

With the composite freight activity and livability scores calculated, the two were combined to create a two-term definition of each cell. The first term represents the level of freight activity in the area, and the second represents the livability emphasis of the area. These two-term cell definitions were mapped according to the three-by-three policy matrix shown in **Figure C-2**.

Low Freight Activity/ High Livability	Medium Freight Activity/ High Livability	High Freight Activity/ High Livability
Low Freight Activity/ Medium Livability	Medium Freight Activity/ Medium Livability	High Freight Activity/ Medium Livability
Low Freight Activity/ Low Livability	Medium Freight Activity/ Low (Industrial) Livability	High Freight Activity/ Low (Industrial) Livability

Figure C-2: Freight Activity and Livability Emphasis Overlay Matrix

High and medium livability areas that coincide with low freight activity areas are represented in the green boxes in the upper left of the matrix. High and medium freight activity areas that coincide with “low (industrial)” livability areas are represented by the grey boxes in the bottom row of the matrix. Areas with medium to high livability scores and medium to high freight activity scores are represented by the orange and red boxes that comprise the upper right quadrant of the matrix. These are the areas in which potential or existing conflicts between freight activity and livability emphases are most acute. Finally, in the lower left corner, all “low” livability areas are represented by the pale yellow square. These are areas where there is also generally very little freight activity; any freight activity occurring in these areas are typically serving through movements rather than providing access, and potential conflicts between freight movements and person movements is typically minimal. As an example, the results of the analysis for Hillsborough County are displayed in **Figure C-3**.

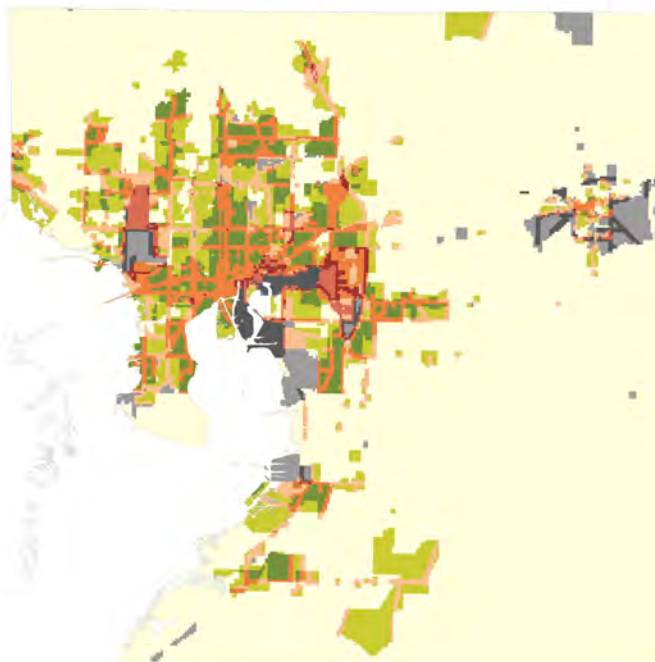


Figure C-3: Hillsborough County Livability and Freight Activity Areas Overlay - Analysis Results

FIELD REVIEW

After the freight activity and livability areas conflict analysis was completed for each county in the Strategic Freight Plan study area, the project team verified the results in the field. Two field review teams drove the region's freight distribution routes and freight mobility corridors with maps of the conflict analysis results. Each team provided notes and map illustrations identifying needed refinements to the conflict maps based on their observations. Since planned developments and future land use designations were employed in the initial analysis, the existing conditions observed were considered in light of anticipated developments. The local knowledge and professional planning judgment of the field review teams were leveraged to determine what revisions were appropriate in specific locations.

In some cases, new areas of conflict were identified; in other cases, conflict areas shown in the original analysis were found to be definitively freight-oriented or livability-oriented. For example, in Hillsborough County, some of the activity centers identified in the comprehensive plans – which were used to assess livability – were distinguished as activity centers due to the intensity of industrial activity in those areas. Hence, their contribution to the area's livability ranking was inappropriate. The area north of Tampa International Airport and portions of East Tampa/Brandon near the CSX intermodal yard are two examples of such areas. The conflicts in these areas were eliminated, and they area represented as freight activity in a revised map.

A record of revisions based on field review and discussions with study stakeholders was kept within the GIS attributes associated with each countywide polygrid layer. The revised results of the freight activity and land use compatibility analysis based on field review for the example of Hillsborough County are displayed in **Figure C-4**. **Map C-5** displays the results of the analysis based on field review for the entire region.

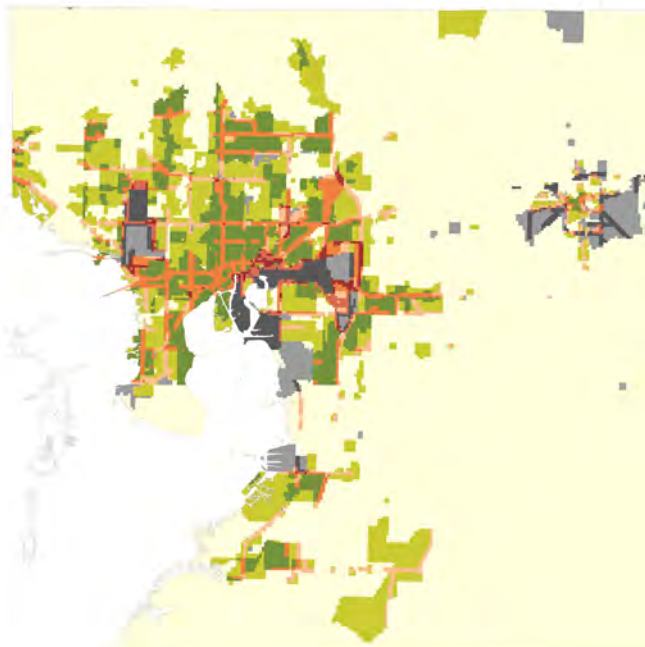
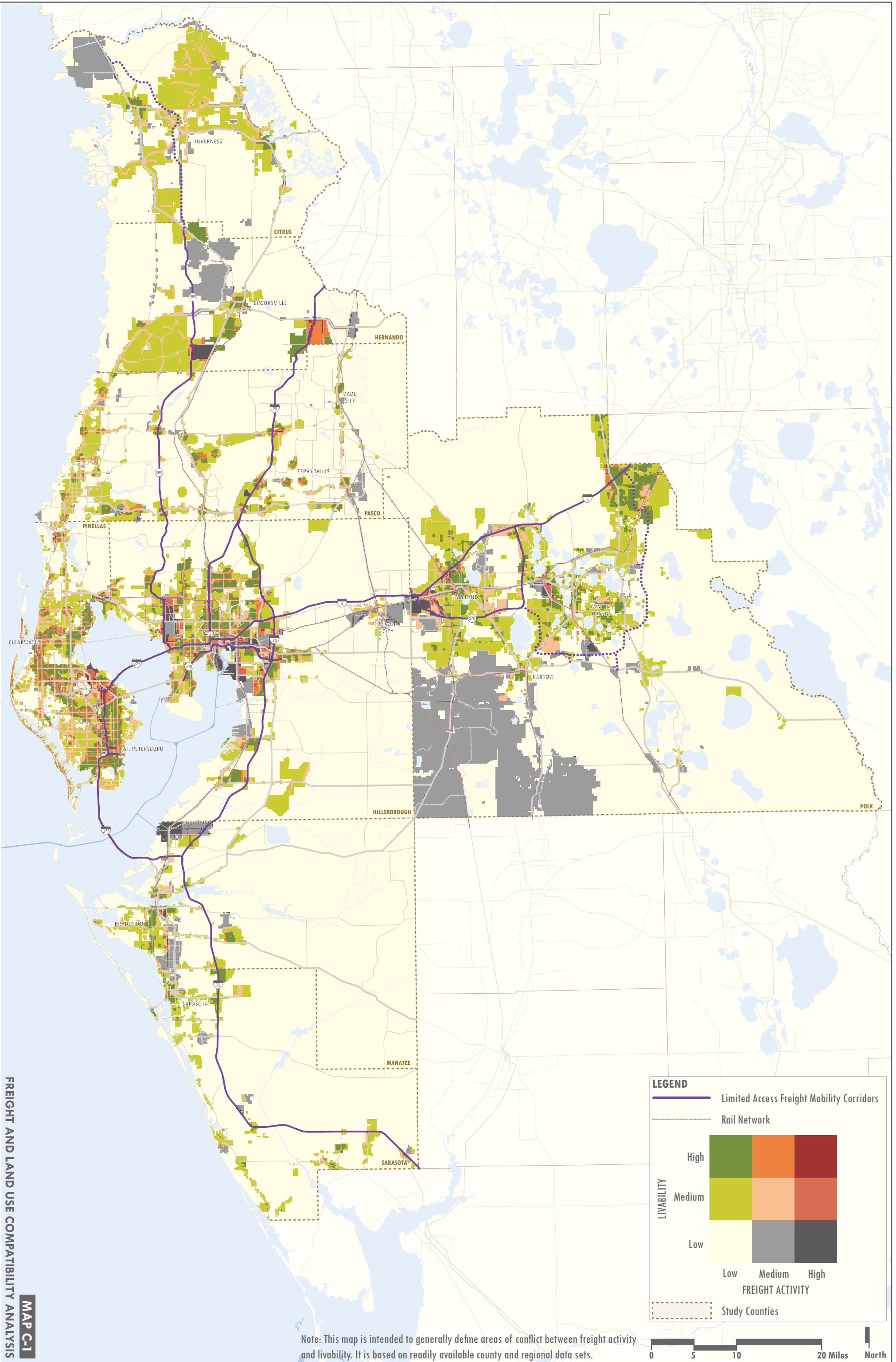


Figure C-4: Hillsborough County Livability and Freight Activity Areas Overlay - Revised Results Based on Field Review



Note: This map is intended to generally define areas of conflict between freight activity and livability. It is based on readily available county and regional data sets.



ATTACHMENT A: COUNTY AND MUNICIPAL FUTURE LAND USE CATEGORIES ORGANIZED BY LIVABILITY OR FREIGHT EMPHASIS

	FLU CODE	FLU DESCRIPTION
HILLSBOROUGH COUNTY - UNINCORPORATED	Livability Emphasis	
	UMU-20	URBAN MIXED USE-20 (1.0 FAR)
	SMU-6	SUBURBAN MIXED USE-6 (.35 FAR)
	CMU-12	COMMUNITY MIXED USE-12 (.50 FAR)
	NMU-4	NEIGHBORHOOD MIXED USE-4 (3) (.35 FAR)
	RMU-35	REGIONAL MIXED USE-35 (2.0 FAR)
	OC	OFFICE COMMERCIAL-20 (.75 FAR)
	CPV	CITRUS PARK VILLAGE
	PEC	PLANNED ENVIRONMENTAL COMMUNITY-1/2 (.25 FAR)
	R-12	RESIDENTIAL-12 (.35 FAR)
	R-20	RESIDENTIAL-20 (.35 FAR)
	WVR-2	WIMAUMA VILLAGE RESIDENTIAL-2 (.25 FAR)
	RCP	RESEARCH CORPORATE PARK (1.0 FAR)
	Freight/Industrial Emphasis	
	HI	HEAVY INDUSTRIAL (.50 FAR)
	LI	LIGHT INDUSTRIAL (.50 FAR)
	LI-P	LIGHT INDUSTRIAL PLANNED (.50 FAR)
	Other (no livability or freight emphasis assumed)	
	A	AGRICULTURAL-1/10 (.25 FAR)
	AE	AGRICULTURAL ESTATE-1/2.5 (.25 FAR)
	A/M	AGRICULTURAL/MINING-1/20 (.25 FAR)
	A/R	AGRICULTURAL/RURAL-1/5 (.25 FAR)
	N	NATURAL PRESERVATION
	P/QP	PUBLIC/QUASI PUBLIC
	R-2P	RESIDENTIAL PLANNED 2
	R-1	RESIDENTIAL 1 (.25 FAR)
	R-2	RESIDENTIAL 2 (.25 FAR)
	R-4	RESIDENTIAL 4 (.25 FAR)
	R-6	RESIDENTIAL 6 (.25 FAR)
	R-9	RESIDENTIAL 9 (.35 FAR)
	WATER	WATER

	FLU CODE	FLU DESCRIPTION
CITY OF TAMPA	Livability Emphasis	
	CBD	CENTRAL BUSINESS DISTRICT
	CMU-35	COMMUNITY MIXED USE-35 (1.5 FAR)
	GMU-24	GENERAL MIXED USE-24 (1.5 FAR)
	RMU-100	REGIONAL MIXED USE-100 (3.5 FAR)
	R-20	RESIDENTIAL-20 (.50 FAR)
	R-35	RESIDENTIAL-35 (.50 FAR)
	R-50	RESIDENTIAL-50 (.50 FAR)
	R-83	RESIDENTIAL-83 (.50 FAR)
	SMU-3	SUBURBAN MIXED USE-3 (.25 FAR)
	SMU-6	SUBURBAN MIXED USE-6 (.50 FAR)
	TU-24	TRANSITIONAL USE-24 (1.5 FAR)
	UMU-60	URBAN MIXED USE-60 (2.5 FAR)
	R-10	RESIDENTIAL-10 (.35 FAR)
	Freight/Industrial Emphasis	
	M-AP	AIRPORT COMPATIBILITY
	HC-24	HEAVY COMMERCIAL-24 (1.5 FAR)
	HI	HEAVY INDUSTRIAL (1.5 FAR)
	LI	LIGHT INDUSTRIAL (1.5 FAR)
	Other (no livability or freight emphasis assumed)	
	MACDILL	MAC DILL AIR FORCE BASE
	ESA	MAJOR ENVIRONMENTALLY SENSITIVE AREAS
	P/QP	MAJOR PUBLIC/SEMI-PUBLIC
	R/OS	MAJOR RECREATIONAL/OPEN SPACE
	R-3	RESIDENTIAL 3
	R-6	RESIDENTIAL 6
	R/W	RIGHT OF WAY
	RE-10	RURAL ESTATE-10 (.25 FAR)
WATER	WATER	

	FLU CODE	FLU DESCRIPTION
PLANT CITY	Livability Emphasis	
	DC	DOWNTOWN CORE
	LCO	LIGHT COMMERCIAL OFFICE (10 DU/ACRE, FAR.35)
	MU/GW	MIXED USE - GATEWAY (16 DU/ACRE, FAR.35)
	MU/RC	MIXED USE - RESIDENTIAL/COMMERCIAL
	R-20	RESIDENTIAL-20 (20 DU/ACRE, FAR.35)
	R-12	RESIDENTIAL-12 (12 DU/ACRE, FAR.35)
	Freight/Industrial Emphasis	
	C	COMMERCIAL (16 DU/ACRE, FAR.35)
	I	INDUSTRIAL (FAR.50)
	MU-R/C/I	MIXED USE - RESIDENTIAL/COMMERCIAL/INDUSTRIAL
	Other (no livability or freight emphasis assumed)	
	NP	NATURAL PRESERVATION
	RO	PARKS, RECREATION AND OPEN SPACE
	P	PUBLIC/SEMI-PUBLIC
	R-4	RESIDENTIAL-4 (4 DU/ACRE)
	R-6	RESIDENTIAL-6 (6 DU/ACRE, FAR.25)
TA	TRANSITIONAL AREA (DUE TO ANNEXATION)	
WATER	WATER	
TEMPLE TERRACE	Livability Emphasis	
	CMU-12	COMMUNITY MIXED USE-12 (12 DU/ACRE)
	DMU-25	DOWNTOWN MIXED USE-25 (25 DU/ACRE)
	OI	OFFICE/INSTITUTIONAL
	RCP	RESEARCH/CORPORATE PARK
	UMU-20	URBAN MIXED USE-20 (20 DU/ACRE)
	R-18	RESIDENTIAL - 18 (18 DU/ACRE)
	Freight/Industrial Emphasis	
	C	COMMERCIAL
	Other (no livability or freight emphasis assumed)	
	R	PARK/RECREATION OPEN SPACE
	P	PUBLIC/SEMI-PUBLIC
	R-4	RESIDENTIAL 4 (4 DU/ACRE)
	R-9	RESIDENTIAL 9 (9 DU/ACRE)
	ROW	RIGHT OF WAY
	WATER	WATER

	FLU CODE	FLU DESCRIPTION
PINELLAS COUNTY - COUNTYWIDE	Livability Emphasis	
	CBD	CENTRAL BUSINESS DISTRICT
	CRD	COMMUNITY REDEVELOPMENT DISTRICT
	PR-R	PLANNED REDEVELOPMENT RESIDENTIAL
	PR-MU	PLANNED REDEVELOPMENT MIXED-USE
	RFH	RESORT FACILITIES HIGH
	RFM	RESORT FACILITIES MEDIUM
	R/O/R	RESIDENTIAL/OFFICE/RETAIL
	R/OG	RESIDENTIAL/OFFICE GENERAL
	R/OL	RESIDENTIAL/OFFICE LIMITED
	RH	RESIDENTIAL HIGH
	RU	RESIDENTIAL URBAN
	RM	RESIDENTIAL MEDIUM
	Freight/Industrial Emphasis	
	CL	COMMERCIAL LIMITED
	CG	COMMERCIAL GENERAL
	IG	INDUSTRIAL GENERAL
	IL	INDUSTRIAL LIMITED
	T/U ¹	TRANSPORTATION/UTILITY
	PR-C	PLANNED REDEVELOPMENT COMMERCIAL
	Other (no livability or freight emphasis assumed)	
	CN	COMMERCIAL NEIGHBORHOOD
	CR	COMMERCIAL RECREATION
	I	INSTITUTIONAL
	P	PRESERVATION
	R/OS	RECREATION/OPEN SPACE
	RE	RESIDENTIAL ESTATE
	RL	RESIDENTIAL LOW
	RLM	RESIDENTIAL LOW MEDIUM
	ROAD	RIGHT-OF-WAY
RR	RESIDENTIAL RURAL	
RS	RESIDENTIAL SUBURBAN	
WATER	WATER	
1. Utility easements omitted.		

	FLU CODE	FLU DESCRIPTION
PASCO COUNTY - COUNTYWIDE	Livability Emphasis	
	MU	MIXED USES
	NT	NEWTOWN
	OFF	OFFICE
	PD	PLANNED DEVELOPMENT
	RES - 12	RESIDENTIAL-12 du/ga
	RES - 24	RESIDENTIAL-24 du/ga
	ROR	RETAIL/OFFICE/RESIDENTIAL
	TC	TOWN CENTER
	EC	EMPLOYMENT CENTER
	AT	MAJOR ATTRACTORS
	Freight/Industrial Emphasis	
	COM	COMMERCIAL
	IH	INDUSTRIAL-HEAVY
	IL	INDUSTRIAL-LIGHT
	Other (no livability or freight emphasis assumed)	
	AG	AGRICULTURAL - 0.1 du/ga
	AG/R	AGRICULTURAL/ RURAL - 0.2 du/ga
	C/L	COASTAL LAND - .025 du/ga
	CON	CONSERVATION LAND
	R/OS	MAJOR RECREATION / OPEN SPACE
	P/SP	MAJOR PUBLIC / SEMI PUBLIC
	RES - 9	RESIDENTIAL-9 du/ga
RES - 6	RESIDENTIAL-6 du/ga	
RES - 3	RESIDENTIAL-3 du/ga	
RES - 1	RESIDENTIAL-1 du/ga	
HERNANDO COUNTY - COUNTYWIDE	Livability Emphasis	
	city	CITY
	pdev	PLANNED DEVELOPMENT
	Freight/Industrial Emphasis	
	com	COMMERCIAL
	ind	INDUSTRIAL
	mine	MINING
	Other (no livability or freight emphasis assumed)	
	con	CONSERVATION
	educ	EDUCATION
	pf	PUBLIC FACILITY
	rec	RECREATION
	res	RESIDENTIAL
rur	RURAL	

	FLU CODE	FLU DESCRIPTION
CITRUS COUNTY - COUNTYWIDE	Livability Emphasis	
	CITY	CITY
	HDR	HIGH DENSITY RESIDENTIAL
	MDR	MEDIUM DENSITY RESIDENTIAL
	PSO	PROFESSIONAL SERVICES AND OFFICES
	RMU	RESIDENTIAL MIXED USE
	Freight/Industrial Emphasis	
	TCU	TRANSPORTATION, COMMUNICATIONS, AND UTILITIES
	GNC	GENERAL COMMERCIAL
	EXT	EXTRACTIVE
	IND	INDUSTRIAL
	CLC	COASTAL LAKES COMMERCIAL
	Other (no livability or freight emphasis assumed)	
	AGR	AGRICULTURAL
	CL	LOW INTENSITY COASTAL AND LAKES
	CON	CONSERVATION
	CRR	CENTRAL RIDGE RESIDENTIAL
	LDR	LOW DENSITY RESIDENTIAL
	MHP	MOBIILE HOME PARK
	PSI	PUBLI/SEMI PUBLIC INSTITUTIONAL
	RAC	RURAL ACTIVITY CENTER
	REC	RECREATION
	RUR	RURAL RESIDENTIAL
RVP	RECREATIONAL VEHICLE PARK	

	FLU CODE	FLU DESCRIPTION
POLK COUNTY - UNINCORPORATED	Livability Emphasis	
	RAC	REGIONAL ACTIVITY CENTER
	TC	TOWN CENTER
	OC	OFFICE CENTER
	RM	RESIDENTIAL MEDIUM
	RH	RESIDENTIAL HIGH
	Freight/Industrial Emphasis	
	BPC-1	BUSINESS PARK CENTER
	BPC-2	BUSINESS PARK CENTER
	IND	INDUSTRIAL
	PM	PHOSPHATE MINING
	Other (no livability or freight emphasis assumed)	
	CC	CONVENIENCE CENTER
	NAC	NEIGHBORHOOD ACTIVITY CENTER
	CAC	COMMUNITY ACTIVITY CENTER
	CORE	CARMP CORE
	PI	PROFESSIONAL INSTITUTIONAL
	LR	LEISURE/RECREATION
	INST-1	INSTITUTIONAL
	INST-2	INSTITUTIONAL
	ROS	RECREATION OPEN SPACE
	PRES	PRESERVATION
	RCC	RURAL CLUSTER CENTER (NON-RESIDENTIAL)
	RCC-R	RURAL CLUSTER CENTER (RESIDENTIAL)
	RS	RESIDENTIAL SUBURBAN
	RL-1	RESIDENTIAL LOW
	RL-2	RESIDENTIAL LOW
	RL-3	RESIDENTIAL LOW
	RL-4	RESIDENTIAL LOW
	A/RR	AGRICULTURAL/RURAL RESIDENTIAL

	FLU CODE	FLU DESCRIPTION
LAKELAND	Livability Emphasis	
	MCC	MIXED COMMERCIAL CORRIDOR
	RAC	REGIONAL ACTIVITY CENTER
	RH	RESIDENTIAL HIGH
	RM	RESIDENTIAL MEDIUM
	Freight/Industrial Emphasis	
	BP	BUSINESS PARK
	I	INDUSTRIAL
	IAC	INTERCHANGE ACTIVITY CENTERS
	Other (no livability or freight emphasis assumed)	
	ARL	AGRICULTURE RESIDENTIAL LOW
	CAC	COMMUNITY ACTIVITY CENTER
	C	CONSERVATION
	CC	CONVENIENCE CENTER
	NAC	NEIGHBORHOOD ACTIVITY CENTER
	P	PRESERVATION
	PI	PUBLIC AND INSTITUTIONAL
	R	RECREATION
RL	RESIDENTIAL LOW	
RVL	RESIDENTIAL VERY LOW	
CITY OF WINTER HAVEN	Livability Emphasis	
	CO	COMMERCIAL OFFICE
	RH	RESIDENTIAL HIGH
	RM	RESIDENTIAL MEDIUM
	Freight/Industrial Emphasis	
	BPC	BUSINESS PARK CENTER
	IN	INDUSTRIAL
	Other (no livability or freight emphasis assumed)	
	AGR	AGRICULTURE
	CON	CONSERVATION
	CR	COMMERCIAL RETAIL
	GI	GOVERNMENT INSTITUTIONAL
	OS	OPEN SPACE-RECREATION
RL	RESIDENTIAL LOW	

	FLU CODE	FLU DESCRIPTION
CITY OF AUBURDALE	Livability Emphasis	
	2	MEDIUM DENSITY RESIDENTIAL
	3	HIGH DENSITY RESIDENTIAL
	9	COMMUNITY ACTIVITY CENTER
	13	SCHOOLS, PUBLIC AND PRIVATE
	Freight/Industrial Emphasis	
	10	INDUSTRIAL
	11	BUSINESS PARK
	Other (no livability or freight emphasis assumed)	
	1	LOW DENSITY RESIDENTIAL
	4	INSTITUTIONAL
	5	COMMERCIAL CORRIDOR
	6	COMMERCIAL ENCLAVE
	7	CONVENIENCE CENTER
	8	NEIGHBORHOOD ACTIVITY CENTER
	12	CITY, PUBLIC USES, PARKS
	14	CONSERVATION
	15	AGRICULTURE
	16	LAKES
	17	RAILROAD RIGHT OF WAY
18	TOURISM COMMERCIAL CENTER	
30	IN CITY, NO FLU	
CITY OF BARTOW	Livability Emphasis	
	HDR	HIGH DENSITY RESIDENTIAL
	MDR	MEDIUM DENSITY RESIDENTIAL
	MU	MIXED USE
	OF	OFFICE
	Freight/Industrial Emphasis	
	IN	INDUSTRIAL
	Other (no livability or freight emphasis assumed)	
	AG	AGRICULTURE
	COM	COMMERCIAL
	CON	CONSERVATION
	INST	INSTITUTIONAL
	LDR	LOW DENSITY RESIDENTIAL
	ROS	RECREATION/OPEN SPACE
WATER	WATER	

	FLU CODE	FLU DESCRIPTION
CITY OF DAVENPORT	Livability Emphasis	
	OP	OFFICE PARK
	RH	RESIDENTIAL HIGH
	RM	RESIDENTIAL MEDIUM
	Freight/Industrial Emphasis	
	IND	INDUSTRIAL
	MW	MANUFACTURING/WAREHOUSING
	Other (no livability or freight emphasis assumed)	
	CAC	COMMUNITY ACTIVITY CENTER
	CON	CONSERVATION
	GI	GOVERNMENT INSTITUTIONAL
	REC	RECREATION
	RL	RESIDENTIAL LOW
	RP	RESIDENTIAL PARK
CITY OF DUNDEE	Livability Emphasis	
	DT	DOWNTOWN TRANSITIONAL
	MDR	MEDIUM DENSITY RESIDENTIAL
	MUVC	MIXED USE VILLAGE CENTER
	Freight/Industrial Emphasis	
	CIC	COMMERCIAL/INDUSTRIAL CORRIDOR
	Other (no livability or freight emphasis assumed)	
	COM	COMMERCIAL
	CON	CONSERVATION
	LAKE	LAKES
	LDR	LOW DENSITY RESIDENTIAL
	PB	PUBLIC BUILDINGS AND GROUNDS
	PLB	PARKS AND LAKE BOULEVARDS
	ROW	RIGHT OF WAY
	VLDR	VERY LOW DENSITY RESIDENTIAL
	WATER	WATER
	ND	(UNKNOWN)
CITY OF EAGLE LAKE	Livability Emphasis	
		HIGH DENSITY RESIDENTIAL
		MEDIUM DENSITY RESIDENTIAL
		SCHOOLS AND PUBLIC
	Freight/Industrial Emphasis	
		BUSINESS PARK (LIGHT INDUSTRIAL)
	Other (no livability or freight emphasis assumed)	
		LOW DENSITY RESIDENTIAL
		NO LAND USE DESIGNATION
		COMMERCIAL
	CONSERVATION	
	NEIGHBORHOOD ACTIVITY CENTER	

	FLU CODE	FLU DESCRIPTION
CITY OF FORT MEADE	Livability Emphasis	
	DMU	DOWNTOWN MIXED USE
	MF	MULTIFAMILY
	Freight/Industrial Emphasis	
	IND	INDUSTRIAL
	Other (no livability or freight emphasis assumed)	
	SF	SINGLE FAMILY
	COM	COMMERCIAL
	CON	CONSERVATION
	PB	PUBLIC BUILDINGS AND GROUNDS
	REC	RECREATION
CITY OF FROSTPROOF	Livability Emphasis	
	RH	RESIDENTIAL HIGH
	RM	RESIDENTIAL LOW
	Freight/Industrial Emphasis	
	HI	HEAVY INDUSTRIAL
	Other (no livability or freight emphasis assumed)	
	AG	AGRICULTURE
	AT	(UNKNOWN)
	COM	COMMERCIAL
	CON	CONSERVATION
	PB	PUBLIC BUILDINGS
	REC	RECREATION
	RL	RESIDENTIAL LOW
	Other (no livability or freight emphasis assumed)	
HIGHLAND PARK	CON	CONSERVATION
	ER	(UNKNOWN)
	HST	HISTORIC
	LAKE	LAKES
	ROS	RECREATION/OPEN SPACE
	ROS	RECREATION/OPEN SPACE
	SFLDR	SINGLE FAMILY/LOW DENSITY RESIDENTIAL
	SFR	SINGLE FAMILY RESIDENTIAL

	FLU CODE	FLU DESCRIPTION
CITY OF LAKE ALFRED	Livability Emphasis	
	MDR	MEDIUM DENSITY RESIDENTIAL
	MU	MIXED USE
	Freight/Industrial Emphasis	
	IND	INDUSTRIAL
	Other (no livability or freight emphasis assumed)	
	AG	AGRICULTURE
	COM	COMMERCIAL
	CON	CONSERVATION
	LAKE	LAKES
	LDR	LOW DENSITY RESIDENTIAL
	NC	(UNKNOWN)
	PBG	PUBLIC BUILDINGS AND GROUNDS
	ROS	RECREATION/OPEN SPACE
VLDR	VERY LOW DENSITY RESIDENTIAL	
CITY OF LAKE HAMILTON	Livability Emphasis	
	RES-M	RESIDENTIAL MEDIUM
	Freight/Industrial Emphasis	
	IL	INDUSTRIAL LIGHT
	Other (no livability or freight emphasis assumed)	
	AG	AGRICULTURE
	CON	CONSERVATION
	CS	(UNKNOWN)
	LAKE	LAKES
	PARK	PARKS
	PENDING	PENDING
	RES-1	RESIDENTIAL 1
	RES-3	RESIDENTIAL 3
	RES-3.5	RESIDENTIAL 3.5
ROR	RECREATION/OPEN SPACE	
CITY OF MULBERRY	Livability Emphasis	
	HDR	HIGH DENSITY RESIDENTIAL
	Freight/Industrial Emphasis	
	IND	INDUSTRIAL
	Other (no livability or freight emphasis assumed)	
	COM-H	COMMERCIAL HEAVY
	COM-R	COMMERCIAL RETAIL
	CON	CONSERVATION
	LAKE	LAKES
	LDR	LOW DENSITY RESIDENTIAL
	MH	MOBILE HOME
	PBG	PUBLIC BUILDINGS AND GROUNDS
	ROS	RECREATION/OPEN SPACE
	RPUD	(UNKNOWN)

	FLU CODE	FLU DESCRIPTION
CITY OF POLK CITY	Livability Emphasis	
	RM	RESIDENTIAL MEDIUM
	Freight/Industrial Emphasis	
	IND	INDUSTRIAL
	Other (no livability or freight emphasis assumed)	
	CCX	(UNKNOWN)
	COM	COMMERCIAL
	CONS	CONSERVATION
	CONX	(UNKNOWN)
	INSTX	INSTITUTIONAL
	LAKE	LAKES
	ND	(UNKNOWN)
	PU	(UNKNOWN)
	REC	RECREATION
	RL	RESIDENTIAL LOW
	RL1X	(UNKNOWN)
	RLDGS	(UNKNOWN)
	RSX	(UNKNOWN)
VLR	VERY LOW DENSITY RESIDENTIAL	
MANATEE COUNTY - UNINCORPORATED	Livability Emphasis	
	MU	MIXED USE ²
	OM	MEDIUM INTENSITY OFFICE
	ROR	RETAIL/OFFICE/RESIDENTIAL
	RES-16	RESIDENTIAL 16
	Freight/Industrial Emphasis	
	IH	INDUSTRIAL - HEAVY
	IL	INDUSTRIAL - LIGHT
	IU	INDUSTRIAL - URBAN
	Other (no livability or freight emphasis assumed)	
	AG-R	AGRICULTURE/RURAL
	CON	CONSERVATION LANDS
	ER	ESTATE RURAL
	OL	LOW INTENSITY OFFICE
	P/SP-1	PUBLIC/SEMI-PUBLIC
	P/SP-2	MAJOR PUBLIC/SEMI-PUBLIC
	RES-1	RESIDENTIAL 1
	RES-3	RESIDENTIAL 3
	RES-6	RESIDENTIAL 6
	RES-9	RESIDENTIAL 9
	R/OS	RECREATION/OPEN SPACE
	UF-3	URBAN FRINGE
CITY	MUNICIPALITIES	

	FLU CODE	FLU DESCRIPTION
CITY OF BRADENTON	LIVABILITY EMPHASIS	
	PROF	PROFESSIONAL OFFICE/MEDICAL
	PS	PUBLIC/PRIVATE SCHOOLS
	RESHIGH	RESIDENTIAL HIGH
	RESMED	RESIDENTIAL MEDIUM
	UCBD	URBAN CORE BUSINESS DISTRICT ¹
	URB CORE	URBAN CORE ¹
	URBCOMM	URBAN COMMERCIAL CORRIDOR
	URBVIL	URBAN VILLAGE ¹
	Freight/Industrial Emphasis	
	IND	INDUSTRIAL
	Other (no livability or freight emphasis assumed)	
	CONSERV	CONSERVATION
	R/OS	RECREATION/OPEN SPACE
	RESLOW	RESIDENTIAL LOW
	RESVLOW	RESIDENTIAL VERY LOW
	SUBCOMM	SUBURBAN COMMERCIAL CORRIDOR
CITY OF PALMETTO	Livability Emphasis	
	COMC	COMMERCIAL CORE ¹
	PUD	PLANNED UNIT DEVELOPMENT
	PD	PLANNED COMMUNITY (MIXED USE)
	RES10	RESIDENTIAL 10
	RES14	RESIDENTIAL 14
	Freight/Industrial Emphasis	
	HCOMIN	HEAVY COMMERCIAL/INDUSTRIAL
	Other (no livability or freight emphasis assumed)	
	GCOM	GENERAL COMMERCIAL
	MHP	MOBILE HOME PARK
	PF	PUBLIC SERVICE FACILITY
	PU	PUBLIC USE
	RES4	RESIDENTIAL 4
	RES6	RESIDENTIAL 6
	UNDEF	UNDEFINED
	1. Used for Activity Center Designations.	

	FLU CODE	FLU DESCRIPTION
SARASOTA COUNTY	Livability Emphasis	
	HDR	HIGH DENSITY RESIDENTIAL
	MEC ¹	MAJOR EMPLOYMENT CENTER (NON-INDUSTRIAL) ²
	OFFMF	OFFICE/MULTIFAMILY RESIDENTIAL
	Freight/Industrial Emphasis	
	MEC	MAJOR EMPLOYMENT CENTER (INDUSTRIAL) ²
	Other (no livability or freight emphasis assumed)	
	BI	BARRIER ISLAND
	CHI	COMMERCIAL HIGHWAY INTERCHANGE
	COM	COMMERCIAL
	COMCOR	COMMERCIAL CORRIDOR
	LDR	LOW DENSITY RESIDENTIAL
	LTOFF	LIGHT OFFICE
	MEDR	MEDIUM DENSITY RESIDENTIAL (5 TO 9 DUS/AC)
	MGU	MAJOR GOVERNMENT USES
	MODR	MODERATE DENSITY RESIDENTIAL (2 TO 5 DUS/AC)
	PCP	PUBLIC CONSERVATION/PRESERVATION
RURAL	RURAL	
SRURAL	SEMI-RURAL	
WATER	WATER	
CITY OF SARASOTA	Livability Emphasis	
	BAYFRONT ¹	DOWNTOWN BAYFRONT
	CORE2	DOWNTOWN CORE
	EDGE	URBAN EDGE
	MF-MED	MULTIFAMILY MEDIUM DENSITY
	MF-MOD	MULTIFAMILY MODERATE DENSITY
	MIXED	MIXED RESIDENTIAL
	MR (1-9) ^{1,3}	METROPOLITAN/REGIONAL
	UN	URBAN NEIGHBORHOOD
	Freight/Industrial Emphasis	
	PIC	PRODUCTION INTENSIVE COMMERCIAL
	Other (no livability or freight emphasis assumed)	
	CC	COMMUNITY COMMERCIAL
	COI	COMMUNITY OFFICE/INSTITUTIONAL
	NC	NEIGHBORHOOD COMMERCIAL
	NO	NEIGHBORHOOD OFFICE
	OPEN	OPEN SPACE/RECREATIONAL
RR	RAILROAD	
SF-LOW	SINGLE FAMILY LOW DENSITY	
SF-VL	SINGLE FAMILY VERY LOW DENSITY	
1. Used for Activity Center Designations.		
2. MECs with primarily industrial activities were distinguished from non-industrial MECs to define areas of both high human activity and high freight activity.		
3. Excludes MR 6		

	FLU CODE	FLU DESCRIPTION
CITY OF VENICE	Livability Emphasis	
		MEDIUM DENSITY RESIDENTIAL
	Freight/Industrial Emphasis	
		AIRPORT OPERATIONS
		INDUSTRIAL
		INDUSTRIAL-COMMERCIAL
	Other (no livability or freight emphasis assumed)	
		COMMERCIAL
		CONSERVATION
		GREENWAY/RIVER BUFFER
		INSTITUTIONAL-PROFESSIONAL
		LOW DENSITY RESIDENTIAL
		MARINE PARK
		MODERATE DENSITY RESIDENTIAL
		PUBLIC BUILDINGS AND FACILITIES
		RECREATIO/OPEN SPACE
	TRANSITION	
	WATERWAYS	
CITY OF NORTH PORT	Livability Emphasis	
		LU-F-ACTIVITYCENTER ¹
		LU-F-HIGH
		LU-F-PROFESSIONAL OFFICE/INSTITUTIONAL
	Freight/Industrial Emphasis	
		LU-F-INDUSTRIAL
	Other (no livability or freight emphasis assumed)	
		EXISTING IOA VILLAGE
		HOSPITAL BOUNDARY
		LU-F-COMMERCIAL
		LU-F-CONSERVATION
		LU-F-ESTATES
		LU-F-FUTURE ANNEXATION
		LU-F-LOW
		LU-F-MEDIUM
		LU-F-NONE
		LU-F-PUBLIC
		LU-F-REC_OPEN
		LU-F-UTILITYINDUSTRIALCORRIDOR
	LU-F-VILLAGE	
	TOLEDO PLACE BOUNDARY	
1. Used for Activity Center Designations.		

ATTACHMENT B: LIVABILITY AND FREIGHT EMPHASIS SCORING RUBRICS BY COUNTY

	INDICATOR	SCORE
HILLSBOROUGH COUNTY	Livability Indicators	
	Station areas (1/2 mi buffer)	3
	Livable FLUs	2
	Industrial FLUs	-1
	CRA's	1
	Activity Centers	
	Hillsborough	
	Primary	2
	Secondary	1
	Tampa	
	Business Centers	2
	Urban Villages	1
	Plant City	
	Midtown	1
	CCC Regional Anchors	
	Tier	
	Low	1
	Med	1
	High	2
	Freight Activity Centers	-1
	Freight Indicators	
	Freight Activity Center Intensity	
	Low	2
Medium	2	
High	3	
Industrial FLUs	1	
Percent Truck Traffic		
< 3%	0	
3-5%	1	
5-10%	2	
> 10%	3	

	INDICATOR	SCORE
PINELLAS COUNTY	Livability Indicators	
	Station areas (1/2 mi buffer)	3
	Livable FLUs	2
	Industrial FLUs	-1
	CRA's	1
	Activity Centers	
	Urban Core	2
	Town Center	2
	Suburban Center	1
	Neighborhood Center	1
	Employment Center	1
	CCC Regional Anchors	
	Tier	
	Low	1
	Med	1
	High	2
	Freight Activity Centers	-1
	Freight Indicators	
	Freight Activity Center Intensity	
	Low	2
	Medium	2
	High	3
	Industrial FLUs	1
	Percent Truck Traffic	
	< 3%	0
	3-5%	1
	5-10%	2
> 10%	3	

	INDICATOR	SCORE
PASCO COUNTY	Livability Indicators	
	Livable FLUs	2
	Industrial FLUs	-1
	Market Nodes ¹	
	TBARTA Dev Impacts	3
	Major Infill Nodes	2
	Inc. Downtown Areas	2
	Major Market Nodes	2
	Minor Market Nodes	1
	CCC Regional Anchors	
	Tier	
	Low	1
	Med	1
	High	2
	Freight Activity Centers	-1
	Freight Indicators	
	Freight Activity Center Intensity	
	Low	2
	Medium	2
	High	3
Industrial FLUs	1	
Percent Truck Traffic		
< 3%	0	
3-5%	1	
5-10%	2	
> 10%	3	
<p>1. Applied 1/2 mile buffer around market nodes (point shape file) to define livability emphasis areas.</p>		

	INDICATOR	SCORE
HERNANDO COUNTY	Livability Indicators	
	Livable FLUs	2
	Industrial FLUs	-1
	CRA's	1
	DRIs and Development Districts	1
	Activity Centers ¹	1
	CCC Regional Anchors	
	Tier	
	Low	1
	Med	1
	High	2
	Freight Activity Centers	-1
	Freight Indicators	
	Freight Activity Center Intensity	
	Low	2
	Medium	2
	High	3
	Industrial FLUs	1
	Percent Truck Traffic	
	< 3%	0
3-5%	1	
5-10%	2	
> 10%	3	
<p>1. Selected TAZs within 1/2 mi radius of Act Ctr points, excluding the Hernando Airport, and zones designated rural (urban and transitioning zones only selected - based on field "AREA_FLAG_")</p>		

	INDICATOR	SCORE
CITRUS COUNTY	Livability Indicators	
	Livable FLUs	2
	Industrial FLUs	-1
	City Limits/Overlay Districts	1
	CCC Regional Anchors	
	Tier	
	Low	1
	Med	1
	High	2
	Freight Activity Centers	-1
	Freight Indicators	
	Freight Activity Center Intensity	
	Low	2
	Medium	2
	High	3
	Industrial FLUs	1
	Percent Truck Traffic	
	< 3%	0
	3-5%	1
5-10%	2	
> 10%	3	

	INDICATOR	SCORE
POLK COUNTY	Livability Indicators	
	Development Areas	
	Transit Supp. Dev. Area	1
	Urban Growth Area	1
	Livable FLUs	2
	Industrial FLUs	-1
	CRA	1
	CCC Regional Anchors	
	Tier	
	Low	1
	Med	1
	High	2
	Freight Activity Centers	-1
	Freight Indicators	
	Freight Activity Center Intensity	
	Low	2
	Medium	2
	High	3
	Industrial FLUs	1
	Percent Truck Traffic	
	< 3%	0
	3-5%	1
5-10%	2	
> 10%	3	

	INDICATOR	SCORE
MANATEE COUNTY	Livability Indicators	
	Activity Centers ¹	2
	Livable FLUs ²	2
	Industrial FLUs	-1
	CRA/DDA/EZs	1
	CCC Regional Anchors	
	Tier	
	Low	1
	Med	1
	High	2
	Freight Activity Centers	-1
	Freight Indicators	
	Freight Activity Centers	
	Intensity	
	Low	2
	Medium	2
	High	3
	Industrial FLUs	1
	Percent Truck Traffic	
	< 3%	0
3-5%	1	
5-10%	2	
> 10%	3	
<p>1. Based on LRTP activity centers map: Gateway North, Lakewood Center, Northwest Sector DRIs and certain FLUs identified in Attachment A</p> <p>2. Does not include FLU categories used for activity center designations</p>		

	INDICATOR	SCORE
SARASOTA COUNTY	Livability Indicators	
	Activity Centers ³	2
	Livable FLUs ⁴	2
	Industrial FLUs	-1
	CRAs/DDAs	1
	CCC Regional Anchors	
	Tier	
	Low	1
	Med	1
	High	2
	Freight Activity Centers	-1
	Freight Indicators	
	Freight Activity Centers	
	Intensity	
	Low	2
	Medium	2
	High	3
	Industrial FLUs	1
	Percent Truck Traffic	
	< 3%	0
3-5%	1	
5-10%	2	
> 10%	3	
<p>1. Based on LRTP activity centers map: Gateway North, Lakewood Center, Northwest Sector DRIs and certain FLUs identified in Attachment A</p> <p>2. Does not include FLU categories used for activity center designations</p>		

TRUCK VOLUME FORECASTING METHODOLOGY FOR POLK, SARASOTA AND MANATEE COUNTIES

Estimated future truck volumes are a factor in the prioritization methodology used to identify strategic freight investments in the Tampa Bay Strategic Freight Plan. For the District Seven counties within the study area, truck traffic projections from the Tampa Bay Regional Planning Model (TBRPM) were used in the prioritization process. However, a review of plots depicting existing truck traffic and estimated future truck traffic in Polk, Sarasota, and Manatee counties (based on their respective travel demand models) suggests those models are not estimating truck flows with the same predictability and reliability as those for other vehicular traffic. Thus, the following methodology was used to project truck traffic in Polk, Sarasota and Manatee counties for the year 2035.

1. The growth in total traffic between the base network (2007 using SE data for the same year) and existing plus committed (E+C) network (2013/14 using 2035 SE data) was calculated to establish an overall growth rate on each network link. A compound annual growth rate (CAGR) was calculated for each link according to the formula:

$$CAGR_{2007,2035} = \left(\frac{TOTV_{2035}}{TOTV_{2007}} \right)^{\frac{1}{2035-2007}} - 1 \quad TOTV = \text{Total Volume}$$

2. FDOT truck counts from 2010 were then tabulated for each link. Many links in the model network had no corresponding count data from the FDOT data set, but most of the freight network was covered. For links on the regional freight network where existing truck data were unavailable, several resources and/or methods were used to estimate truck volumes. These are discussed in Step 4 along with adjustments made to the projections resulting from Steps 1-3.
3. The compound annual growth rate factor for total traffic between 2007 and 2035 was applied to grow the 2010 truck volumes to 2035 levels.

$$TruckVOL_{2035} = (CAGR_{2007,2035} + 1)^{2035-2010} * TruckVOL_{2010}$$

4. After a review of the reasonableness of the resulting projections, manual adjustments to specific links and areas were made based on changes in land use or other factors that were expected to affect truck volumes over the long term. In some cases, these adjustments affected existing facilities where high/low growth projected for overall traffic resulted in higher/lower than expected truck volumes on the link. In other cases, new roads were proposed as part of the future freight network, and these had no baseline traffic data which could be grown. Traffic volumes for existing links with no existing truck traffic counts were also addressed in this step.

Projections for new roads and adjustments to projections on existing facilities were derived from traffic studies for Developments of Regional Impact (DRIs) and Project Development and Environment (PD&E) studies.

For existing facilities with no existing count data, traffic analyses supporting DRIs and PD&Es were also employed. In areas where these documents were unavailable, an areawide truck factor was calculated and used to estimate current truck volumes, which were then grown using the CAGR for each respective link.

Roads for which adjustments/new assignments were applied are listed below, grouped according to the projection method used.

EXISTING ROADS WITH NO TRUCK DATA – AREAWIDE TRUCK FACTOR METHOD

For many existing facilities that lacked existing truck data, an areawide truck factor was used to estimate existing truck traffic. The areawide truck factor was the median truck factor observed in the 2010 FDOT traffic data for a general area (e.g., southwest Polk County), excluding freeways. This factor was applied to the base total traffic figure to obtain base year truck estimates. The base year truck estimates were then grown using the CAGR from 2007 to 2035 to obtain projections for 2035 truck traffic. **Table D-1** lists the areas for which areawide factors were calculated, describes their extents, and the estimated areawide truck factor.

Table D-1: Areawide Truck Factors

Area Name	Description of Boundaries	Median Truck Factor
Northeast Hillsborough-Northwest Polk	North of I-4, SR 39 and east, US 98 and east, northern county boundaries	8.2%
Southeast Hillsborough-Southwest Polk	South of SR 60, CR 39 and east, US 17/98 and east, southern county boundaries	18.2%
East Manatee	Verna-Bethany Road and east, county boundary	18.4%
West Lakeland-Plant City Freight Activity Area	North of SR 60, south of I-4, SR 39 and east, SR 37 Florida Ave and west	5.4%
Southeast Polk	East of US 17/98, SR 60 and south, county boundary	17.1%
Venice-North Port	South and west of I-75, south of Laurel Road, US 41 and east, Englewood Road and east, county boundary	3.7%
East Lakeland-Auburndale	South of I-4, Combee Road and east, SR 540 and north, west of Spirit Lake Road, US 92 and north, CR 557 and north	9.6%
East Winter Haven	US 17/92 and south, SR 17 and west, north of SR 60, east of US 17, Rifle Range Rd and east	5.9%

The areawide truck factors and 2035 truck traffic projections were calculated for the roadways listed below that lacked existing truck data.

Knights Station Road

Description: Two-lane rural road connects the Kathleen Road Freight Activity Center (FAC) to eastern Hillsborough County

Area Referenced/Truck Factor: Northeast Hillsborough-Northwest Polk / 8.2%

2035 Projection: Around 1,000 trucks per day in the west; about 1,700 trucks per day in the east near the Kathleen Road FAC

Galloway Road north of I-4

Description: North-south, two-lane rural/suburban road between Knights Station Road and I-4 frontage roads.

Area Referenced/Truck Factor: Northeast Hillsborough-Northwest Polk / 8.2%

2035 Projection: Around 1,800 trucks per day; about 3,500 trucks per day in the south at the I-4 frontage roads

Galloway Road south of I-4

Description: North-south, two-lane rural/suburban road between I-4 frontage roads and US 92

Area Referenced/Truck Factor: West Lakeland-Plant City Freight Activity Area / 5.4%

2035 Projection: Around 800 trucks per day; about 1,500 trucks per day in the north at the I-4 frontage roads

Kathleen Road

Description: A four lane suburban road that serves the Kathleen Road FAC north of I-4 and connects Knights Station Road with the Interstate

Area References/Truck Factor: Northeast Hillsborough-Northwest Polk / 8.2%

2035 Projection: Around 2,000 trucks per day

Waring Road

Description: North-south, two-lane rural road between the Polk Parkway and Old Medulla Road, east of Lakeland Linder Regional Airport

Area Referenced/Truck Factor: West Lakeland-Plant City Freight Activity Area / 5.4%

2035 Projection: Around 1,200 trucks per day; about 1,900 trucks per day in the north between Drane Field Road and Polk Parkway

CR 630A (Frostproof Area)

Description: Two-lane rural road between the US 27 and Frostproof FAC

Area Referenced/Truck Factor: Southeast Polk County / 17.1%

2035 Projection: Around 500 trucks per day

CR 640W (Hopewell Mine area)

Description: Two-lane rural road that serves the Hopewell phosphate plant in southeast Hillsborough County near the Polk County line

Area Referenced/Truck Factor: Southwest Hillsborough-Southeast Polk County / 18.2%

2035 Projection: Around 1,900 trucks per day

CR 39 (northeast Manatee)

Description: Two-lane rural road that serves agricultural and mining-related truck trips

Area Referenced/Truck Factor: East Manatee / 18.4%

2035 Projection: Around 1,400 trucks per day

Duette Road

Description: Two-lane rural road that serves agricultural and mining-related truck trips

Area Referenced/Truck Factor: East Manatee / 18.4%

2035 Projection: Around 2,200 trucks per day

Wauchula Road

Description: Two-lane rural road that serves agricultural truck trips

Area Referenced/Truck Factor: East Manatee / 18.4%

2035 Projection: Around 1,700 trucks per day

Clay Gulley Road

Description: Two-lane rural road that serves agricultural truck trips

Area Referenced/Truck Factor: East Manatee / 18.4%

2035 Projection: Around 600 trucks per day

Sugarbowl Road

Description: Two-lane rural road that serves agricultural truck trips.

Area Referenced/Truck Factor: East Manatee / 18.4%

2035 Projection: Around 700 trucks per day south of Clay Gulley Road; 100 trucks per day north of Clay Gulley Road

Sumter Blvd

Description: Two-lane suburban facility just north of Charlotte County with relatively low freight utility

Area Referenced/Truck Factor: Venice-North Port / 3.7%

2035 Projection: A little less than 450 trucks per day

CR 546

Description: Two-lane rural/suburban facility in central Polk County. Only the portion between Old Dixie Highway and CR 655 was estimated using the areawide truck factor method

Area Referenced/Truck Factor: East Lakeland-Auburndale / 9.6%

2035 Projection: Around 2,000 trucks per day

CR 655

Description: A rural/suburban facility that is four lanes for most of its length, tapering to two lanes in the north

Area Referenced/Truck Factor: East Lakeland-Auburndale / 9.6%

2035 Projection: 2,200 trucks per day south of Denton Avenue; 2,500 trucks per day north of Berkeley Ridge Lane; around 3,500 trucks per day between Denton Avenue and Berkeley Ridge Lane

CR 559A

Description: A two-lane rural/suburban facility that connects CR 655 to SR 559

Area Referenced/Truck Factor: East Lakeland-Auburndale / 9.6%

2035 Projection: Around 1,500 trucks per day, with slightly higher volumes projected in the east

Spirit Lake Road

Description: A two-lane urban facility north of Recker Highway, four lanes south of Recker Highway; this road connects SR 540 and SR 544 through the Auburndale FAC

Area Referenced/Truck Factor: East Lakeland-Auburndale / 9.6%

2035 Projection: 2,200 to 2,500 trucks per day north of Recker Highway; around 3,200 trucks per day south of Recker Highway

CR 542

Description: A two-lane urban/suburban facility that connects US 27 and SR 17 near Dundee

Area Referenced/Truck Factor: East Winter Haven / 5.9%

2035 Projection: 1,500 trucks per day

NEW OR RECENTLY COMPLETED ROADS WITH NO TRUCK DATA – AREAWIDE TRUCK FACTOR METHOD

No existing truck or total traffic data were available for new and recently built facilities. The areawide truck factors referenced in Table 1 were applied to future total volumes projected on the E+C network or Cost Affordable network - depending on the prospective date of implementation – to derive projections of future truck traffic.

Waring Road Extension

Description: North-south, two-lane rural road between that extends Waring Road south to Pipkin Road

Area Referenced/Truck Factor: West Lakeland-Plant City Freight Activity Area / 5.4%

2035 Projection: A little less than 500 trucks per day

Old Medulla Road

Description: Connects Waring Road and Pipkin Road via Airport Access Road. It is not a new road, but was adjusted to account for the Waring Road Extension

Area Referenced/Truck Factor: West Lakeland-Plant City Freight Activity Area / 5.4%

2035 Projection: Around 500 trucks per day

Bartow Road/Lakeland In-Town Bypass

Description: The western leg of the In-Town Bypass was not on the base (2007) model network. The recently-completed Bypass connects US 98/Bartow Road with George Jenkins Boulevard, providing connectivity to the Publix industrial complex on US 92/New Tampa Highway in West Lakeland.

Area Referenced/Truck Factor: 2010 observed truck factors from FDOT were used instead of areawide factors. The issue with this road was the lack of CAGR since the link was not on the base model network. Thus the observed truck factors were applied to the projected total volumes on the E+C network.

2035 Projection: Around 1,700 trucks per day east of MLK Avenue; around 1,200 trucks per day west of MLK Avenue

Recker Highway Extension

Description: A short extension of Recker Highway beyond Thornhill Road and creating a continuous north-south link with CR 655 (Berkeley Road) is part of the cost affordable 2035 highway network

Area Referenced/Truck Factor: East Lakeland-Auburndale / 9.6%

2035 Projection: Around 2,300 trucks per day

Fish Hatchery Road Extension

Description: A short extension of Fish Hatcher road south of Memorial Boulevard to Main Street

Area Referenced/Truck Factor: East Lakeland-Auburndale / 9.6%

2035 Projection: Around 625 trucks per day

REFERENCE TO IN-LINE/PARALLEL/NEIGHBORING SEGMENTS

In some cases, where an existing roadway lacked existing truck data to support projections, an in-line (or continuous) segment of the same roadway was referenced and extended to provide a projection. Alternatively, parallel and/or neighboring segments provided some cues for making reasonable projections. While projecting truck volumes in this manner is not ideal, it can be useful in select instances when traffic is unlikely to change from one segment of a roadway to the next, when no other truck or total traffic data are available, and/or when summarizing an areawide truck factor would be difficult or inefficient.

Reynolds Road

Truck volumes were projected for the northern portions of Reynolds Road, but no existing truck counts were available for those portions around the Polk Parkway and Winter Lake Road. Since there are few major intersecting roads to divert trucks from the northern portions of the road (there is no interchange at the Polk Parkway), it was assumed that the projections for the northern portions could be extended into the southern portions. Thus, the resulting truck projections were around 1,375 trucks per day.

Fruitville Road (east of I-75 to International Trade Center)

Existing truck volumes on Fruitville Road in the vicinity of the International Trade Center FAC were unavailable. However, truck volumes on Fruitville Road immediately east of I-75 were projected to be about 3,400 trucks per day. It was assumed that all of these trips were going to or coming from the International Trade Center or points east. Thus, a future daily truck volume of 3,400 trucks was assumed.

River Road

Volumes on River Road between US 41 and E Venice Avenue were projected to exceed 3,000 trucks per day. Existing (2010) truck volumes on the road are about 1,300 trucks per day. Given the lack of freight-related activities in the corridor and the area, the truck volumes projected by the method described above were deemed too high, attributable to a high growth rate in overall traffic. Put differently, the team judged that trucks are expected to make up a smaller percentage of total traffic in the future than they do today. The truck projections for these segments of River Road were brought down to about 2,800 trucks per day to match the volume projected for River Road at the I-75 interchange.

County Line Road Extension (north of I-4)

An extension of County Line Road north of Interstate 4 along the Hillsborough/Polk County line was identified as a need in the Polk County Long Range Transportation Plan (LRTP.) It is not a cost affordable improvement, so there is no future year model data for the planned new roadway. To project future truck volumes, nearby parallel roadways were referenced. Park Road north of I-4 was chosen as the road that most closely resembles the future County Line Road Extension due to its similar surrounding land uses and freeway connectivity. Park Road and County Line Road will provide access from SR 39 to the industrial and distribution activities in Plant City south of I-4. The future truck volumes projected in the TBRPM for Park Road were around 1,000 trucks per day. Thus, this figure was used as a reasonable future truck volume for County Line Road.

Southside Frontage Rd

And extension of the southern I-4 frontage road in western Lakeland is included as an unfunded need in the Polk LRTP. It connects Memorial Boulevard to Galloway Road and the I-4 frontage road system. It was assumed that its role would be similar to that served by Swindell Road, which is not part of the freight transportation system but provides connectivity between Memorial and Galloway. No base year truck data were available for Swindell Road, so a projection was made based on the areawide truck factor method used for other segments in this analysis. The West Lakeland area was referenced (truck factor of 5.4%) to calculate existing volumes that were then grown by the CAGR for total traffic on each link. The resulting projection was around 1,000 trucks per day. This value was used as the projected daily truck volume for the Southside Frontage Road.

SR 563 N-S Extension

A new roadway in western Polk County south of Lakeland, the SR 563 extension would provide a north-south route that branches off of Harden Boulevard south of the Polk Parkway, continues south past Pipkin Road and converges with SR 37 between Ewell Road and Shepherd Road. While there is no suitable parallel or in-line route to reference, it seems reasonable that future truck volumes on the SR 563 extension will be similar to those projected for Harden Boulevard and SR 37. Projections for those facilities range from about 1,000 trucks per day to around 2,000 trucks per day. A projected volume of around 1,500 trucks per day for the new roadway thus seemed reasonable for the purposes of this analysis.

Fish Hatchery Road Extension

Truck volumes along the portion of the Fish Hatchery Road Extension south of Main Street and connecting to Reynolds Road could not be made using the areawide truck factor method. It was assumed that truck volumes on this portion would be similar to those projected for the portion between Memorial Highway and Main Street. The projected daily truck volume is about 625 trucks per day.

TRAFFIC STUDIES

Several major transportation infrastructure investments are in the planning stages in District One. Two key projects, the Central Polk Parkway and the Port Manatee Connector have been the subjects of extensive study with detailed traffic analyses. The traffic studies performed for each of these projects were referenced to develop projections for future truck traffic on these new roads and make adjustments to other roads affected by their construction.

Central Polk Parkway PD&E

The PD&E study for the Central Polk Parkway (CPP) identified a preferred alignment and tabulated 2035 daily traffic volumes for this future limited access highway and nearby/intersecting roads. The PD&E Final Traffic Study assumed a daily truck factor of 16 percent on the CPP and provided observed or estimated truck factors on other major roads in the vicinity. The volumes and truck factors were combined to estimate 2035 truck volumes on the CPP and neighboring segments included in the traffic analysis. The segments analyzed in the PD&E study and associated truck volumes derived are presented in **Table D-2**. The “New Assignment or Adjustment” column indicates whether the truck projection is being assigned to a segment with no prior projection resulting from Steps 1-3 (New) or represents an adjustment to a prior projection based on the traffic analysis (Adj.).

Table D-2: Truck Traffic Projections Derived From Central Polk Parkway PD&E Study

Roadway	From	To	2035 Daily Truck Volume	New Assignment or Adjustment
Central Polk Parkway	Polk Parkway	US 17	13,280	New
Central Polk Parkway	US 17	Bartow Northern Connector	12,160	New
Central Polk Parkway	Bartow Northern Connector	SR 60 Connector (west of Pollard Rd)	17,184	New
Central Polk Parkway	SR 60 Connector (west of Pollard Rd)	Pollard Road	17,408	New
Central Polk Parkway	Pollard Road	SR 60 Connector (east of Pollard Rd)	17,728	New
Central Polk Parkway	SR 60 Connector (east of Pollard Rd)	US 27	18,560	New
Central Polk Parkway	US 27	CR 544	16,672	New
Central Polk Parkway	CR 544	CR 580	17,376	New
Central Polk Parkway	CR 580	US 17/92	15,136	New

Table D-2: Truck Traffic Projections Derived From Central Polk Parkway PD&E Study (Continued)

Roadway	From	To	2035 Daily Truck Volume	New Assignment or Adjustment
Central Polk Parkway	US 17/92	I-4	12,320	New
Polk Parkway	Central Polk Parkway	US 92	6,916	Adj.
Polk Parkway	SR 540	Central Polk Parkway	7,828	Adj.
Polk Parkway	US 98	SR 540	10,735	Adj.
SR 540	Polk Parkway	Central Polk Parkway	4,575	Adj.
SR 540	Central Polk Parkway	Thornhill Rd	5,100	Adj.
US 17	Central Polk Parkway	Spirit Lake Rd	3,621	Adj.
US 17	Bartow Northern Connector	Central Polk Parkway	9,538	Adj.
Bartow Northern Connector	US 17	Central Polk Parkway	4,988	New
Bartow Northern Connector	Central Polk Parkway	SR 60	2,375	New
SR 60 Connector (west of Pollard Rd)	SR 60	Central Polk Parkway	10,016	New
Pollard Road	SR 60	Central Polk Parkway	11,051	New
Pollard Road ¹	Central Polk Parkway	CSX ILC	9,675	New
SR 60 Connector (east of Pollard Rd)	SR 60	Central Polk Parkway	8,064	New
US 27	Thompson Nursery Rd	Central Polk Parkway	7,315	Adj.
US 27	Central Polk Parkway	SR 540	5,700	Adj.
CR 544	SR 17	Central Polk Parkway	1,425	New
CR 580	Central Polk Parkway	Lake Marion Creek Rd	3,762	Adj.
CR 580	SR 17	Central Polk Parkway	1,520	Adj.
US 17/92	Central Polk Parkway	Ronald Reagan Parkway	4,062	Adj.
US 17/92	Bay St	Central Polk Parkway	1,662	Adj.

Table D-2: Truck Traffic Projections Derived From Central Polk Parkway PD&E Study (Continued)

Roadway	From	To	2035 Daily Truck Volume	New Assignment or Adjustment
I-4	Central Polk Parkway	Osceola County	20,975	Adj.
I-4	US 27	Central Polk Parkway	16,550	Adj.
SR 60	Bartow Northern Connector	SR 60 Connector (west of Pollard Rd)	9,139	Adj.
SR 60	SR 60 Connector (west of Pollard Rd)	Rifle Range Rd	10,212	Adj.
SR 60	Rifle Range Rd	Alturas Rd	11,304	Adj.
SR 60	Alturas Rd	Pollard Rd	10,508	Adj.
SR 60	Pollard Rd	SR 60 Connector (east of Pollard Rd)	9,761	Adj.
SR 60	SR 60 Connector (east of Pollard Rd)	US 27	19,985	Adj.
Rifle Range Rd	SR 60	CR 559	1,387	Adj.

¹ Although a specific truck factor for Pollard Road was not found in the CPP PD&E study, daily trip generation rates at the CSX ILC (served by Pollard Road) were included, from which a 21.5% truck factor was derived.

Port Manatee Connector PD&E Existing Traffic Analysis and Port Manatee Master Plan Streets with Existing Truck Data and 2035 Future Total Volumes Projections

Several streets in the Port Manatee vicinity had unusually high CAGRs due to very low total volume estimates in the base year. These high growth rates yielded very high future truck volumes when applying steps 1-4 of the off-model truck projections method. Other streets in the vicinity seemed to show unreasonably low truck volumes (US 41, e.g.). In either of these cases, constant percent truck traffic values from the Port Manatee Connector PD&E study Existing Traffic Analysis were applied to future total volumes projected by the model to obtain future truck volumes. This method was applied to the following segments north of I-275 and west of I-75:

Buckeye Road: US 41 to US 301

Truck Factor: 22.6 %

Resulting Projection: Around 2,000 trucks per day west of I-75; around 600 trucks per day east of I-75. (Current volumes on Buckeye Road are less than 200 trucks per day west of I-75, but substantial growth in truck traffic west of the Interstate can be expected in light of increased trucking activity in and around Port Manatee and the Encouragement Zone.)

South Dock St: Port Manatee to US 41

Truck Factor: 37.0 %

Resulting Projection: Around 5,500 trucks per day

Piney Point Rd: Port Manatee to US 41

Truck Factor: 41.8 %

Resulting Projection: Around 2,250 trucks per day

US 41: Piney Point Rd to Hillsborough County

Truck Factor: 17.7 %

Resulting Projection: Around 5,500 trucks per day

US 41: Buckeye Rd to Piney Point Rd

Truck Factor: 15.0 %

Resulting Projection: Around 5,500 trucks per day; around 7,500 trucks per day south of South Dock St

US 41: Moccasin Wallow Rd to Buckeye Rd

Truck Factor: 11.5 %

Resulting Projection: Around 5,500 trucks per day

US 41: I-275 to Moccasin Wallow Rd

Truck Factor: 12.9 %

Resulting Projection: Around 6,000 trucks per day

Moccasin Wallow Rd: US 41 to I-75

Truck Factor: 18.0 %

Resulting Projection: Around 3,000 trucks per day near I-75; around 1,500 trucks per day near US 41

Moccasin Wallow Rd: I-75 to US 301

Truck Factor: 8.0 %

Resulting Projection: Around 1,500 trucks per day

36th Ave: Moccasin Wallow Rd to Buckeye Rd

Truck Factor: 13.5 %

Resulting Projection: Around 700-800 trucks per day

36th Ave: I-275 to Moccasin Wallow Rd

Truck Factor: 6.1 %

Resulting Projection: Around 1,600 trucks per day

Port Manatee Connector

The Port Manatee Connector is a planned connection between Port Manatee and I-75. Several potential alignments are under consideration, some of which involve the use of existing facilities. The current preferred alignment, however, consists of an extension of Piney Point Road in a new right of way, providing a direct east-west connection between the Port at US 41 and I-75, the primary regional highway used by trucks serving the port area. This preliminary alignment is included in the Strategic Freight Plan needs assessment, and future volumes were projected for the new facility based on anticipated growth in cargo at Port Manatee.

The Port Manatee Master Plan provides projections for future growth, including growth in the Port's traditional cargoes as well as for container traffic. Those growth projections were utilized to assess future truck traffic generated by the Port, which was assumed to be the primary source for truck traffic along the new roadway. **Table D-3** shows the calculation of projected future truck trips based on commodity growth at Port Manatee and includes notes about data sources and assumptions.

Table D-3: Future Daily Truck Traffic at Port Manatee, 2035

	General Bulk Cargo	Containers
Truck Trip Generation (trucks per day/100K annual tons) ¹	33.5	38.4
Annual Tons 2035 ²	20,000,000	400,000 ³
Anticipated Daily Truck Trips	6,700	154
	Total Daily Trucks 2035 = 6,854	

- ¹ Truck trip generation rates assumed to be the same as those for the Port of Tampa, documented in the Port Intermodal Transportation and Goods Movement Study, Tampa Port Authority, 2009.
- ² Tonnage projections were made for year 2030 in Port Manatee Master Plan (2009) but did not account for recent economic conditions. It was assumed that the growth projections at Port Manatee for 2030 are reasonable for 2035.
- ³ Roughly based on existing tonnage and TEU data from Tampa Port Authority, a ratio of eight tons per TEU was used to estimate truck trips produced at Port Manatee by container traffic.

The results of an origin/destination (OD) survey of truck drivers operating out of Port Manatee was performed for the Port Manatee Connector PD&E Study. The survey documented the primary routes truckers use to access Port Manatee. For this analysis, it was assumed that two of those routes – (I-75/I-275/US 41 and I-75/Moccasin Wallow Road/US 41 – were most likely to be replaced by the Port Manatee Connector. The survey results reveal that about 20 percent of vehicles coming to the Port and 23 percent of vehicles leaving the Port use one of these two routes. While not all of those trips are truck trips, it was assumed that those figures would be roughly representative of truck trips. Thus, using the OD survey results as a reference point, it was assumed that about 21.5 percent of the truck trips generated at Port Manatee would use the Port Manatee Connector daily. This results in a projected 2035 daily truck volume of about 1,500 from Port Manatee alone. The Port Manatee Encouragement Zone (EZ) would load additional trips on the Port Manatee Connector.

No formal projections of growth in industrial activity or truck traffic were found for the EZ. For the purposes of this analysis, a similarly sized, mature freight activity center was referenced to provide a sense of the future potential volume of trucks entering and leaving the EZ each day at build-out. The South I-75 (Sabal Park) Industrial Area FAC in central Hillsborough County is similar in size to the Port Manatee EZ and has a somewhat similar character in terms of being situated relatively close to Port of Tampa terminals (although not directly adjacent to the port as the EZ is), having a light mix of residential uses among industrial areas, and being served by similar types of highway facilities. The estimated daily truck trip generation at the Sabal Park FAC is 7,000. Assuming that a similar number of truck trips would be generated by the EZ and that the proportion of trips using the Port Manatee Connector would be similar to that expected for trucks serving Port Manatee, about 1,500 truck trips from the EZ are expected to utilize the Port Manatee Connector.

Thus, combining the sketches of future truck trip generation at Port Manatee and the EZ and assuming some additional truck trips not associated directly with either the Port or the EZ would utilize the Port Manatee Connector, the daily truck volume projected for the new roadway is about 3,200 trucks per day.

Other Encouragement Zone Streets

Finally, new streets are planned to serve the EZ internally. While the Port Manatee Connector provides connectivity from the EZ to I-75, it is assumed to have no direct interaction with the industrial sites in the EZ or its internal street network. This function is expected to be served by the planned Dock Street Extension and – to a lesser extent – by Buckeye Road via Gateway Boulevard and Sweetwater Preserve Road. For sketch projection purposes, it was assumed that the Dock Street extension would host 70 percent of trucks entering and leaving the EZ, Gateway Boulevard 20 percent, and Sweetwater Preserve Road 10 percent. It was assumed that half of the trips entering at each of these points would serve sites immediately along those segments and half would proceed further into the EZ.

Dock Street Extension – US 41 to Gateway Blvd: 4,900 trucks per day

Dock Street Extension –Gateway Blvd to Sweetwater Preserve Rd: about 2,450 trucks per day

Gateway Blvd – Buckeye Rd to Dock St Extension: 1,400 trucks per day

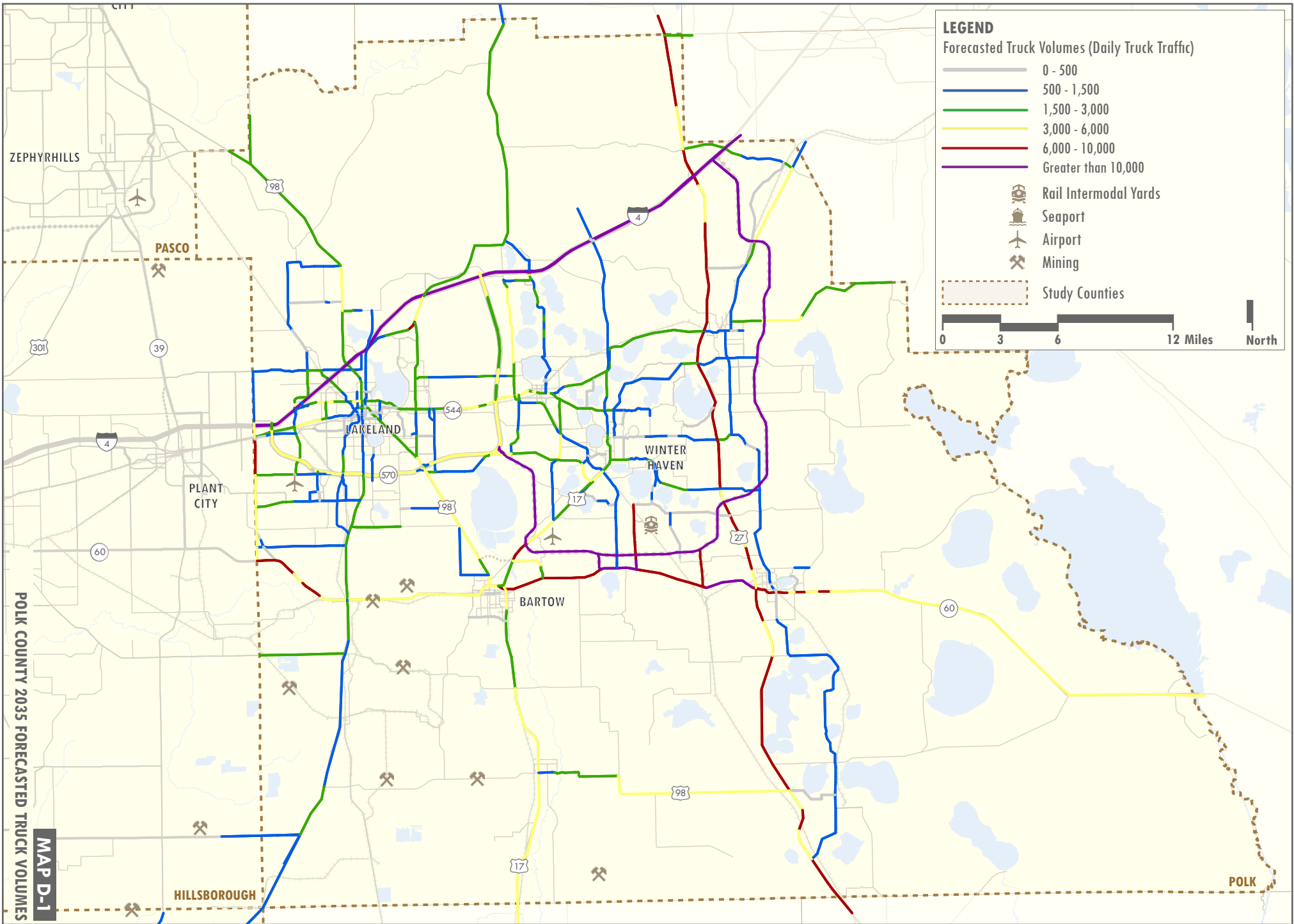
Gateway Blvd – Dock St Extension to northern terminus: 700 trucks per day

Sweetwater Preserve Rd – Buckeye Rd to Dock St Extension: 700 trucks per day

Sweetwater Preserve Rd – Dock St Extension to northern terminus: 350 trucks per day

Sawgrass Rd – I-75 to Buckeye Rd: 700 trucks per day (arbitrary assignment – assumed Sawgrass will provide new connectivity to I-75 at the Port Manatee Connector interchange, which will encourage truck traffic, but there are relatively few truck trip generators to the east).

The results of the off-model projections described herein are displayed in the attached **Map D-1** for Polk County and **Map D-2** for Manatee and Sarasota Counties.



POLK COUNTY 2035 FORECASTED TRUCK VOLUMES

MAP D-1

ZEPHYRHILLS

PASCO

LAKELAND

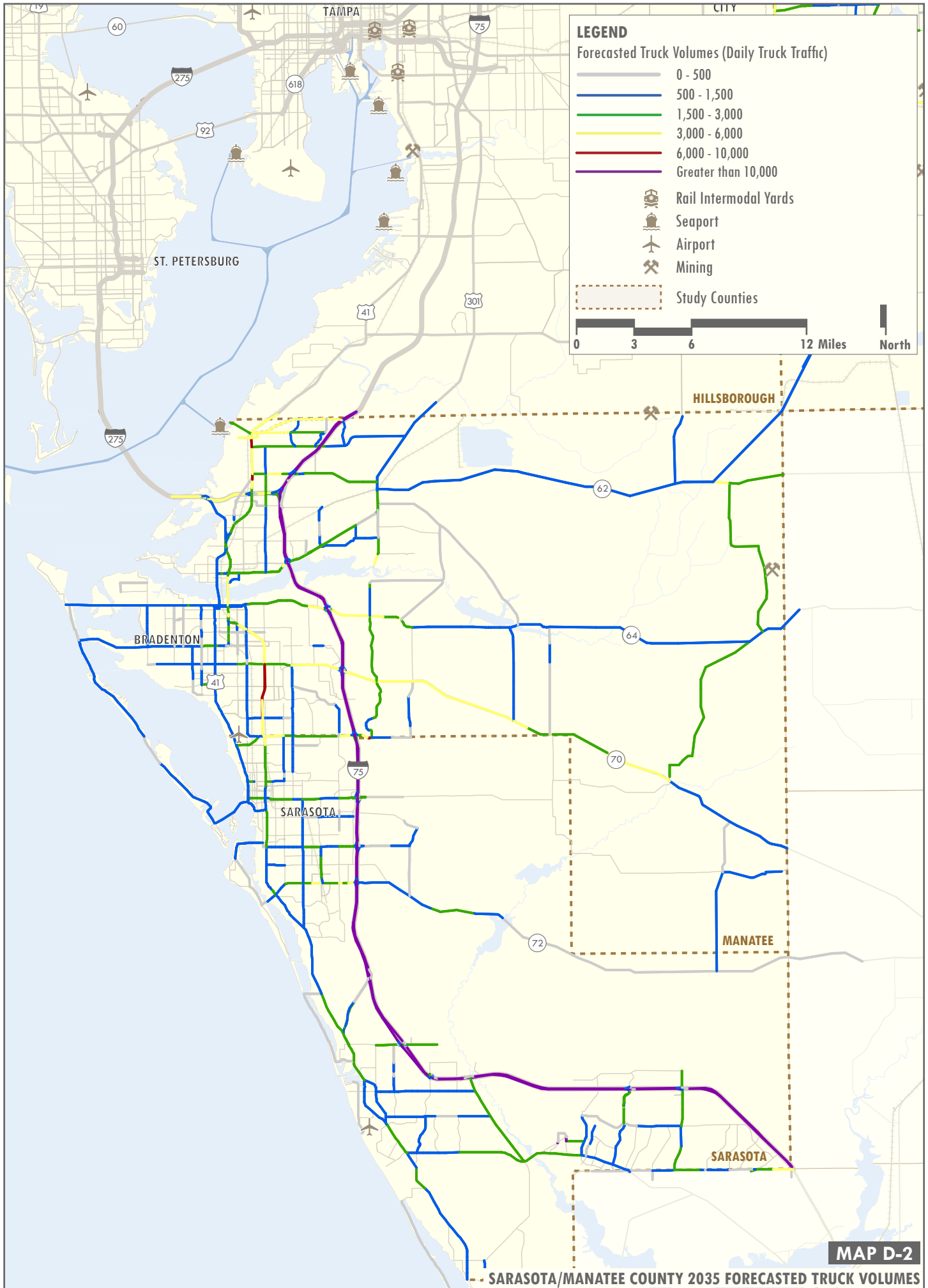
PLANT CITY

WINTER HAVEN

BARTOW

HILLSBOROUGH

POLK



LEGEND
Forecasted Truck Volumes (Daily Truck Traffic)

- 0 - 500
- 500 - 1,500
- 1,500 - 3,000
- 3,000 - 6,000
- 6,000 - 10,000
- Greater than 10,000

- Rail Intermodal Yards
- Seaport
- Airport
- Mining

Study Counties



MAP D-2
SARASOTA/MANATEE COUNTY 2035 FORECASTED TRUCK VOLUMES



The Goods Movement Advisory Committee (GMAC) guides and informs the freight planning process in the Tampa Bay region. It includes representation from transportation and land use planning agencies, intermodal entities, economic development groups, and the trucking industry within the Tampa Bay region.

The GMAC had an integral role in the development of the Strategic Freight Plan. Collaboration between the study team and the GMAC occurred throughout the plan development process. The GMAC met six times during the plan development process at key project milestones to discuss and develop:

- Goals and objectives
- Freight-related issues in the region
- Performance measures and evaluation criteria
- Corridor-based and freight hotspot needs
- Land use and freight compatibility
- Freight project implementation guidance
- Priority freight investment strategies

Appendix E provides an overview of the six meetings, including a summary of the issues discussed and the outcomes of the meetings, the presentations given, and the materials provided.

Goods Movement Advisory Committee Representation

- Planners
 - Land Use Planners
 - Transportation Planners
- Intermodal Entities
 - Port Authorities
 - Aviation Authorities
 - CSX Transportation
- Economic Development Groups
 - Chambers of Commerce
 - Regional and Local Economic Development Departments
- Trucking/Shipping Communities
 - Trucking Companies and Associations
 - Distribution and Warehousing Companies



Tampa Bay Regional Goods Movement



**GOODS MOVEMENT ADVISORY COMMITTEE
KICK-OFF MEETING
MARCH 17, 2010 at 10:00 AM**

**FDOT DISTRICT VII AUDITORIUM
11201 NORTH MCKINLEY DRIVE, TAMPA**

AGENDA

1. Welcome and Introductions
2. Presentation
 - a. Strategic Freight Plan
 - b. Study Purpose and Process
 - c. Freight Resources
 - d. GMAC Role
3. Discussion
4. Next Steps



Tampa Bay Regional Goods Movement



GOODS MOVEMENT ADVISORY COMMITTEE KICK-OFF MEETING MARCH 17, 2010

MEETING SUMMARY

Meeting Purpose

This Kick-off meeting of the Goods Movement Advisory Committee (GMAC) served as an organizational meeting to review the study purpose, schedule, and process for developing a Strategic Freight Plan, as well as the role of the GMAC in the development of the plan. An overview of the regional freight database and the project Web site that provides freight planning resources in support of the study was also provided.

Discussion

The meeting participants engaged in a general discussion about various elements and topics related to freight planning and the study process. The following summary organizes the thoughts and issues shared at the meeting:

Funding Issues

- The Strategic Plan will identify the type of funding available to implement freight improvements (i.e. economic development funding, MPO CMAQ, STP, etc.)
- There are no dedicated funding sources for infrastructure improvements related to freight movement. A dedicated funding source for freight related improvements would need to be a policy commitment by MPOs, the state, and local governments. Further discussion is needed to determine if/what type(s) of funding source(s) can be committed by governments to implement freight improvement projects.
- Pasco County allocates funding to assist with the relocation and expansion of corporations through their economic development efforts. The same type of approach could be used for freight infrastructure improvements by applying discretionary funding to support improvements that enable the goods movement industry to succeed and grow.
- It is important to recognize the freight/air quality relationship and subsequent funding opportunities. For example, I-75 is recognized as a “Green Corridor” by FDOT, and there will be opportunities to seek and obtain funding for air quality improvements (CMAQ) and to minimize pollution by trucks along the corridor. The potential to apply CMAQ funding towards air quality improvements and freight improvements will be significant in the near future.
- The Port of Tampa has been lobbying extensively to obtain funding for improvements within the Port. The current system can be improved when it comes to directly addressing

freight/goods movement. There are no direct policies that allocate substantial funding to freight/goods movement infrastructure. The next transportation bill will be vital to changing the status quo. The current system is out-dated regarding how projects that improve freight mobility and operations are prioritized at the national, state and MPO levels of government. Funding mostly is garnered through lobbying efforts at the national and state levels. There are examples of regions that directly allocate pools/pots of funding to freight planning and infrastructure (i.e. Philadelphia), but serious reform will not occur until decision-makers understand the importance of a good freight transportation network and its affect on economic prosperity. The new transportation bill needs to include significant freight considerations as part of the package.

Freight Corridor Evaluation and Screenings

- As part of this study, operational hot spots and Corridor Screenings are being conducted.
- The main focus of freight corridor screenings is to identify freight issues early in the corridor planning process and to identify strategies that benefit freight mobility that can be implemented in the short-term and long-term.
- The corridor screenings can also be integrated into the design process immediately to address freight issues. It is important to incorporate findings prior to the design process to ensure the issues are addressed. Screenings both identify the problems/issues and also raise the overall awareness of freight/goods movement needs.

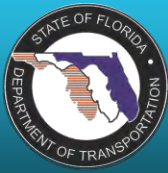
Project Identification and Implementation Strategies

- The Strategic Plan will produce specific projects (short and long-term) and associated planning level costs. The planning level costs will be comparable to LRTP project cost estimates. A list of recommended improvements will be developed. The implementing agencies can then utilize these recommendations in the programming process.
- Existing or present needs are typically identified as Hot Spots requiring immediate improvements such as operational and geometric improvements at intersections. Capacity improvements (adding lanes) are generally tied to long-term growth.
- It will be up to each public agency/MPO to follow this process. The challenge is getting the interest of the GMAC involved, but when specifics are available (recommended projects and associated costs); it helps significantly to move the process forward.
- There is an ongoing disconnect between the private and public sectors in terms of the expectations and time required to implement projects. The private sector needs improvements done as soon as possible from a freight/goods movement standpoint, but the public sector process to implement projects from concept to concrete can take many years. A process that better supports the immediate needs of the freight/goods movement sectors is needed.
- Projects that address truck operational issues, such as improved turning radii, extending turn lanes, and operational signal improvements, can often be implemented in a reasonable period of time and at a relatively low cost and benefit travel conditions for trucks.

- Short-term project identification could be modeled in the same fashion as the MPO Congestion Management Process (CMP). The public and trucking community would have the opportunity to identify problem areas that need improvements. This should remain a dynamic and continuous process.

General Discussion

- A flow diagram that depicts the role of the GMAC in the development of the Strategic Plan will be developed and provided at the next meeting.
- The Goods Movement Study Web site has a comment form that allows viewers/stakeholders to provide comments and concerns regarding the study and freight issues in general.



Tampa Bay Regional Goods Movement

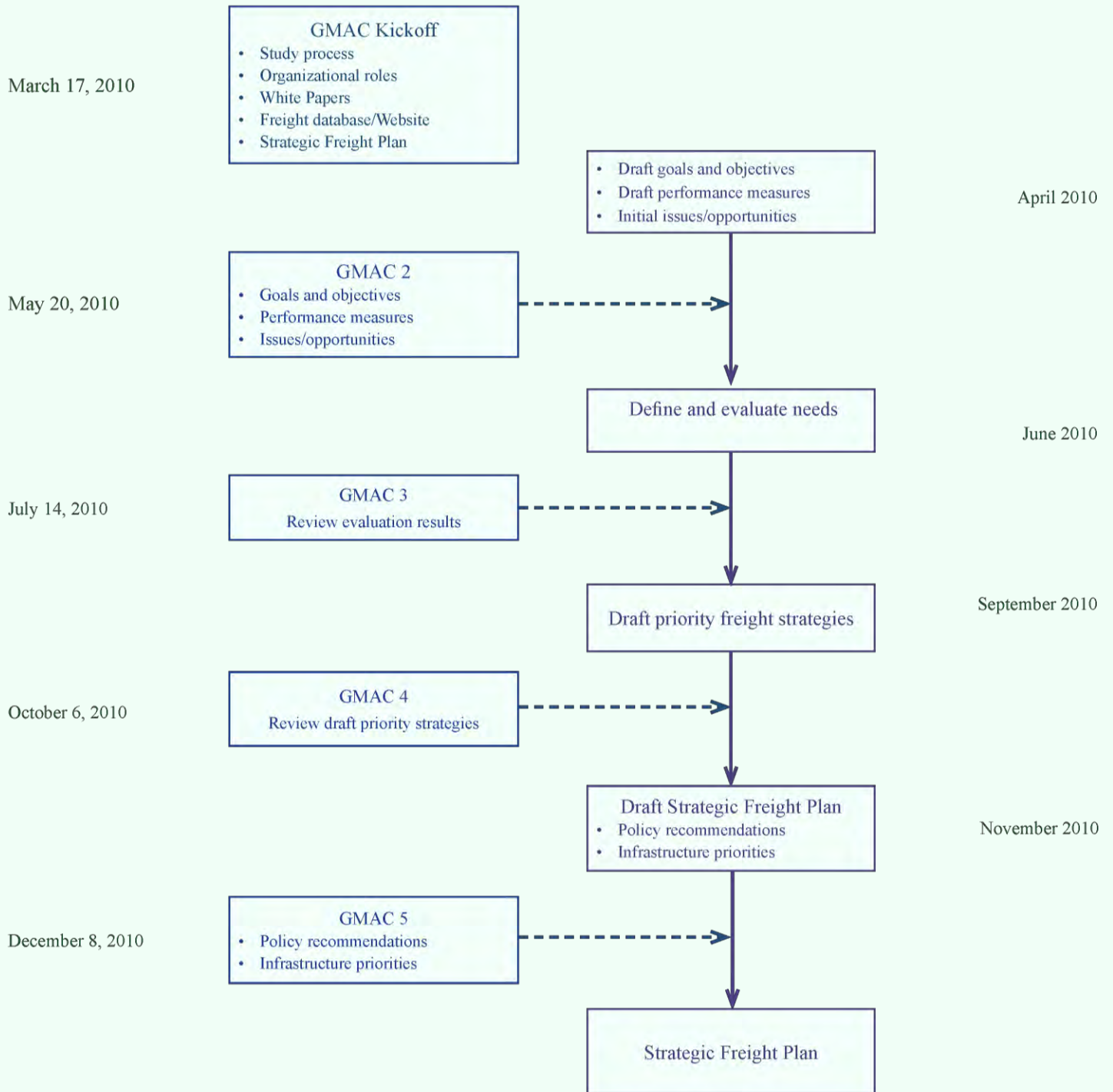


SCHEDULE

STAKEHOLDER INVOLVEMENT

TECHNICAL TRACK

SCHEDULE





Why are we doing this study?

- Trucks are everywhere
- Trucks are not going away
- Truck traffic is increasing
- Trucks contribute to congestion and reduced mobility for all

Tampa Bay Regional Goods Movement Study

Intro Economics System Trends Resources/Web site Strategic Plan Next Steps 1

Why are we doing this study?

However...

... trucks have unique operating characteristics and needs.

Addressing these needs will improve mobility for both trucks and autos.

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Intro Economics System Trends Resources/Web site Strategic Plan Next Steps 2

Wide Turn Series

SR 54 and US 301, Zephyrhills

Tampa Bay Regional Goods Movement Study

Intro Economics System Trends Resources/Web site Strategic Plan Next Steps 3

Major Intersection USA

Tampa Bay Regional Goods Movement Study

Intro Economics System Trends Resources/Web site Strategic Plan Next Steps 4

Wide Turn Series

50th And Broadway Ave, Tampa

Tampa Bay Regional Goods Movement Study

Intro Economics System Trends Resources/Web site Strategic Plan Next Steps 5

Wide Turn Series



50th And Broadway Ave, Tampa



Tampa Bay Regional Goods Movement Study

[Intro](#) [Economics](#) [System](#) [Trends](#) [Resources/Web site](#) [Strategic Plan](#) [Next Steps](#) 6

Signal Timing Series



US301 at Causeway Blvd, Tampa



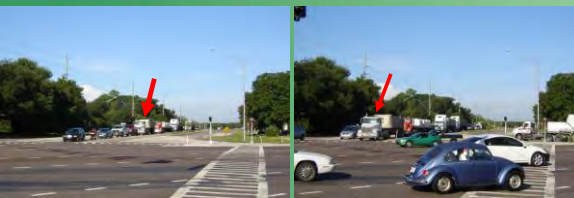
Tampa Bay Regional Goods Movement Study

[Intro](#) [Economics](#) [System](#) [Trends](#) [Resources/Web site](#) [Strategic Plan](#) [Next Steps](#) 7

Signal Timing Series



US 301 and Progress Blvd/Bloomingdale Ave.



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Illegal Movements



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Illegal Movements



Illegal U-Turn



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Insufficient Turn Lane Length



Blocked Thru Lane Northbound 50th at Causeway Blvd.



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Blocking Traffic



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Intro Economics System Trends Resources/Web site Strategic Plan Next Steps 12

Slow Acceleration



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Intro Economics System Trends Resources/Web site Strategic Plan Next Steps 13

Why are we doing this study?



- Enhance freight mobility
- Sustain and stimulate economy
- Preserve communities
- Create an effective freight planning framework

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Intro Economics System Trends Resources/Web site Strategic Plan Next Steps 14

Freight Mobility is a Valuable Resource



- Promotes commerce
- Creates jobs
- Provides us with just about everything we need



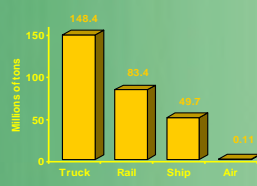
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Intro Economics System Trends Resources/Web site Strategic Plan Next Steps 15

Moving More Than You Think



- Regionally more than 282.6 million tons of cargo valued at \$191 billion originates, terminates or passes through the Tampa Bay region annually
- Trucks transport over half of the total tonnage
- All other modes depend on trucks at some point in the goods movement process



Source: Freight Analysis Framework 2.0 (2002)

Tampa Bay Regional Goods Movement Study

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Moving More Than You Think



The Port of Tampa (2007)

- 48.2 Million tons of cargo (port and tenants)
- Contributes \$8 billion annually to the region
- Top Commodities: Petroleum Products, Liquid Sulfur, Bulk Limestone, and Phosphate



Sources: State of the Port 2007 and TIA Annual Report

Tampa Bay Regional Goods Movement Study

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Moving More Than You Think



Tampa International Airport (2007)

- Transported 101,600 tons of air cargo
- Revenue from air cargo was \$2.04 million
- Top Commodities: Machinery, Computers/Electronics, Medical/Dental Equipment, and Photo Equipment



Sources: State of the Port 2007 and TIA Annual Report

Tampa Bay Regional Goods Movement Study

Intro **Economics** System Trends Resources/Web site Strategic Plan Next Steps 18

Moving More Than You Think



CSX Transportation (2000)

- Transported over 223,000 automobiles on 19,800 railcars
- Transported 51,000 intermodal containers and trailers



Tampa Bay Regional Goods Movement Study

Intro **Economics** System Trends Resources/Web site Strategic Plan Next Steps 19

Moving More Than You Think



Trucking Industry (2002)

- Transported nearly 150 million tons of cargo within the region



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Intro **Economics** System Trends Resources/Web site Strategic Plan Next Steps 20

Regional Freight Related Employment



- 9,800 businesses
- 164,000 jobs
- \$6.8 Billion in annual payroll



Includes Transportation/Warehousing, Manufacturing, and Wholesale Trades

Source: Info USA

Tampa Bay Regional Goods Movement Study

Intro **Economics** System Trends Resources/Web site Strategic Plan Next Steps 21

What is Freight Mobility?



The **seamless** transport of goods using a **multi-modal** transportation **network**.



Tampa Bay Regional Goods Movement Study

Intro Economics **System** Trends Resources/Web site Strategic Plan Next Steps 22

Freight Network Components



- Freight Activity Centers
- Strategic Trade Corridors
- Regional Goods Movement Corridors
- Local Truck Routes

Tampa Bay Regional Goods Movement Study

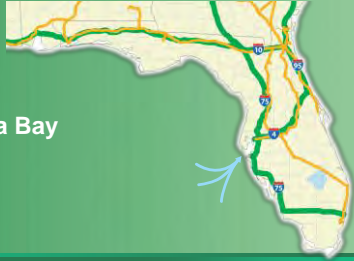
Intro Economics **System** Trends Resources/Web site Strategic Plan Next Steps 23

Freight Network Components



Strategic Trade Corridors

- Highway
- Rail
- Sea Lanes

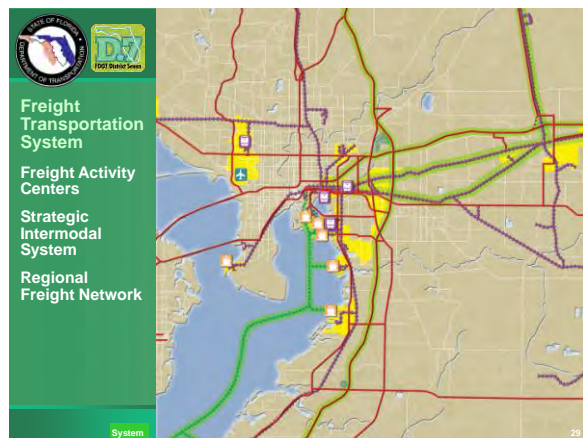
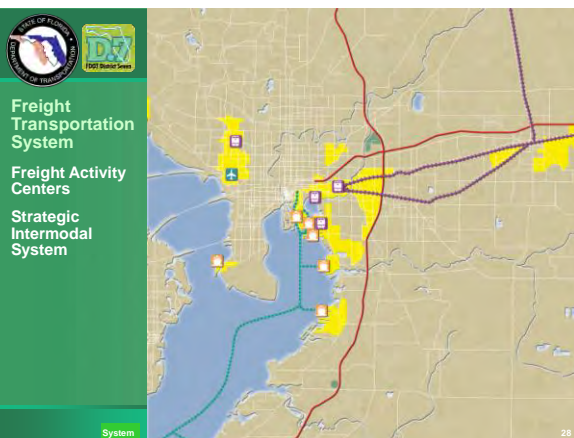
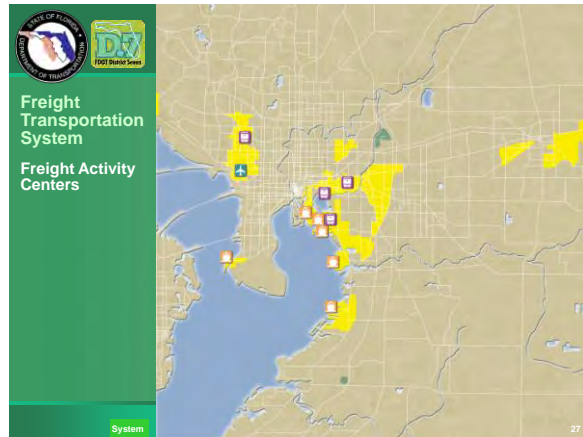
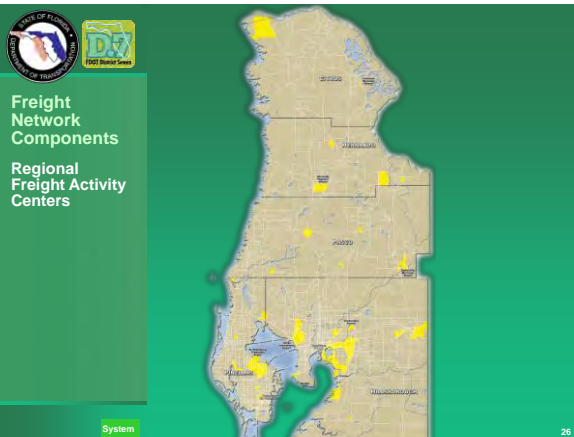


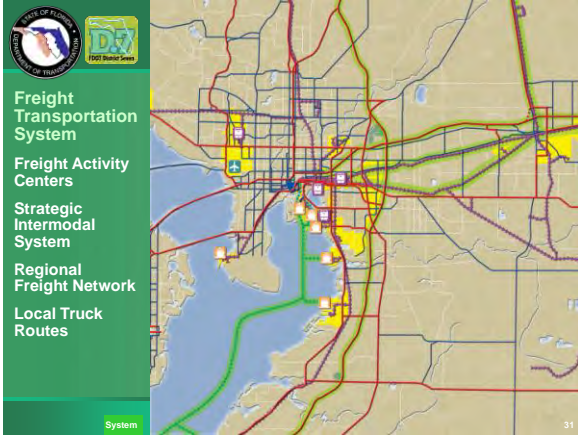
Connecting Tampa Bay
Nationally and
Internationally

Freight Network Components



- Manufacturing and Distribution Areas
- Seaports
- Airports
- Railroad Hubs





Current Freight Trends

- Just-In-Time Delivery: production and deliveries scheduled so that parts arrive exactly when needed.
- Results
 - Reduced inventories
 - Reduced need to warehouse goods
 - Transportation network has become a **rolling warehouse**.



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Emerging Freight Trends

- Larger aircraft will handle standard shipping containers, increasing high speed transportation capacity
- Construction of larger and faster ocean-bound container ships
- Short sea shipping reduces trucks
- Double-stacking freight containers on rail cars has increased
- Development of regional rail-truck Intermodal Logistics Centers




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Freight Truck Trends In Particular

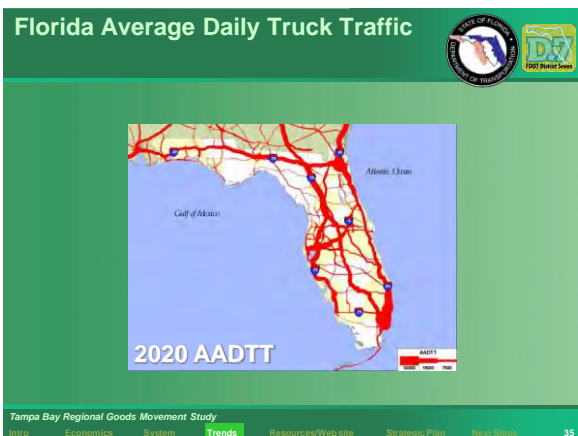
- More trucks will transport smaller loads
- Truck trips will be shorter and more regional
- Florida truck volumes are projected to increase by 50 % by 2025




Tampa Bay Regional Goods Movement Study

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Sources of Goods Movement/Freight Information

Tampa Bay Regional Goods Movement Website

Tampa Bay Regional Goods Movement Study

Intro Economics System Trends Resources/Web site Strategic Plan Next Steps

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Sources of Goods Movement/Freight Information



www.tampabayfreight.com



Sources of Goods Movement/Freight Information



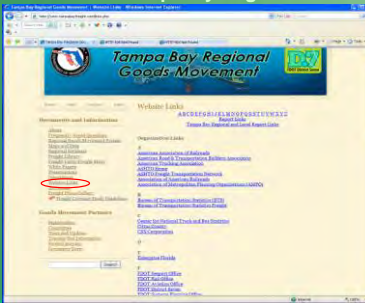
www.tampabayfreight.com



Sources of Goods Movement/Freight Information



www.tampabayfreight.com



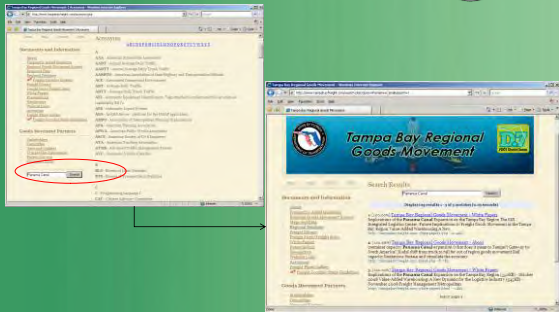
Sources of Goods Movement/Freight Information



www.tampabayfreight.com



Search for Information

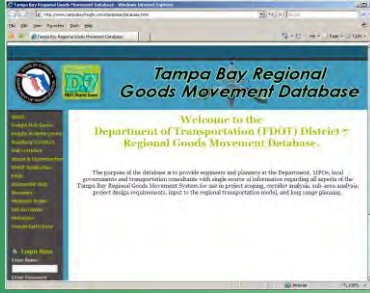


Sources of Goods Movement/Freight Information

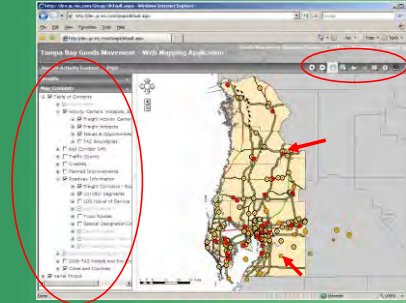


Regional Goods Movement Database

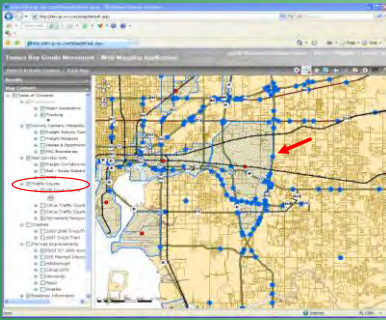
Access to the Regional Database



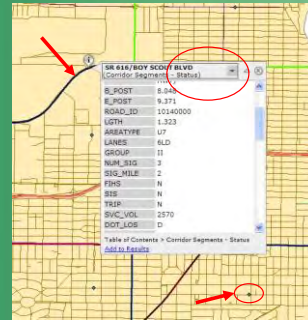
GMap Application



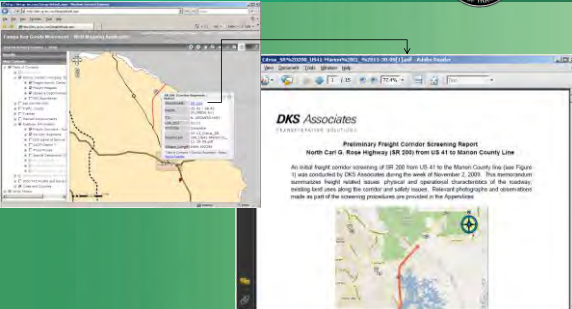
GMap Application



GMap Application



GMap Application



Regional Database



County	Freight Activity Center	General Location	View FAC	Edit	Map
Citrus	Florida Power at Red Lake (Emerging)	NE Citrus County west of US 19	View	LSR	Map
Citrus	Previews Marineport Airport (Emerging)	US 41 south of Dunwoody	View	LSR	Map
Hernando	Lettingwell Road (Emerging)	Eastern Hernando County at SR 50 and Lettingwell Road	View	LSR	Map
Hernando	North Brooksville Industrial Area (Overhead FAC)	NE of Brooksville on US 99	View	LSR	Map
Hernando	Hernando County parcel Industrial Area	South of Brooksville at US 41 and US 524	View	LSR	Map
Hillsborough	Hudson Street (Port of Tampa)	S of SR 99 on W of 2nd St	View	LSR	Map
Hillsborough	Ridgport Plant Station/Portside Point (Port of Tampa)	W of US 41 S of Catherine Blvd	View	LSR	Map
Hillsborough	Big Bend/Port Authority (Port of Tampa)	South Hillsborough County, north of Apollo Beach	View	LSR	Map
Hillsborough	Alafia River (Port of Tampa)	Along US 41 north of Alafia River	View	LSR	Map
Hillsborough	Southeast Tampa Industrial Area	Along Adams Street (SR 60) corridor between 24th Street and O'Neil Road	View	LSR	Map
Hillsborough	South I-75 (Gulfstream Industrial Area)	Western end of I-75 and west of US 301	View	LSR	Map
Hillsborough	East Central Tampa Industrial Area	East Tampa 76TH ST and Hillsborough Ave.	View	LSR	Map
Hillsborough	Plant City Airport Industrial Area	200 Plant City between CSX 14 and 57 Street	View	LSR	Map
Hillsborough	East Plant City Industrial Area	Plant City, along the Park Road corridor and extends northwest along SR 633 to County Road 1000	View	LSR	Map



MOVING FORWARD

Tampa Bay Regional Goods Movement Study

Intro Economics System Trends Resources/Web site **Strategic Plan** Next Steps 49

Progress to date a solid foundation



- Freight Activity Centers
- Freight Corridors
- Freight Hot Spots
- Freight Corridor and Sub Area Study Guidelines
- Web site



Tampa Bay Regional Goods Movement Study

Intro Economics System Trends Resources/Web site **Strategic Plan** Next Steps 50

Strategic Plan


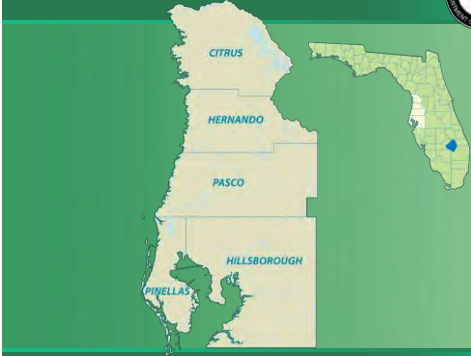


- Comprehensive and multi-modal
- Regional focus with local input
 - Long Range Vision
 - Implementation Plan

Tampa Bay Regional Goods Movement Study

Intro Economics System Trends Resources/Web site **Strategic Plan** Next Steps 51

Study Area

Tampa Bay Regional Goods Movement Study

Intro Economics System Trends Resources/Web site **Strategic Plan** Next Steps 52

Goods Movement Advisory Committee



- Government agencies
- Intermodal entities
- Economic development groups
- Trucking/shipping community



Tampa Bay Regional Goods Movement Study

Intro Economics System Trends Resources/Web site **Strategic Plan** Next Steps 53

GMAC Role



- Guide and inform freight planning process
- Develop strategies that will provide safe and efficient freight goods movement and promote economic development
- Educate the **private** sector freight community about the public planning process
- Educate the **public** sector about private sector needs and timelines



Tampa Bay Regional Goods Movement Study

Intro Economics System Trends Resources/Web site **Strategic Plan** Next Steps 54

Transportation Providers Committee



- Adhoc Committee
- Share challenges and opportunities
- Insights on current conditions and issues
- Identify traffic operational “hot spots”
- Provide unique perspective

Strategic Plan



- Develop integrated and connected regional freight network
- Define regional freight priorities
- Implementation plan
 - Long-term infrastructure improvements
 - Short-term operational strategies
 - Economic, transportation and land use policy framework

Strategic Plan



Short-term Projects

- “Quick Fix” - Low Cost
 - Adding or extending turn lanes
 - Adding traffic signals
 - Adjusting traffic signal timing
 - Turning radii improvements
 - Access controls

Long-term Projects

- Complex - Higher Cost
 - New highway / rail construction
 - Adding traffic lanes to increase capacity
 - New access
 - Grade separations

Plan Content



- Plan purpose and regional context
- Economic value of enhanced freight mobility
- Infrastructure and modal assets
- Challenges and barriers to goods movement
- Economic and freight mobility opportunities
- Regional priorities and implementation strategy
- Goods Movement Management System

Plan Process



- Develop plan objectives and performance measures
- Define challenges and opportunities
- Define and evaluate “issues-based” freight needs
- Determine priority freight strategies
- Develop implementation plan
 - Policy recommendations
 - Infrastructure priorities

GMAC Involvement



March	Organizational meeting
May	Plan objectives, issues and opportunities
July	Evaluation of regional freight mobility needs
October	Draft priority freight strategies
December	Draft Strategic Freight Plan – policy and infrastructure recommendations



Discussion



- May 20 Meeting
 - Define plan objectives
 - Define/refine Issues and Opportunities
 - Identify level of importance
- Post Meeting Evaluation
 - Translate opportunities to concepts
 - Evaluate concepts



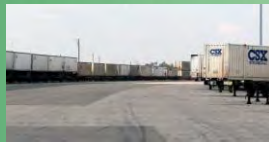
- Distribution and logistics
- Economic factors
- Modal Conflicts
- Accessibility to freight centers
- Road and rail network capacity
- Operational issues



- Possible effects
 - Diversion of trains statewide
 - More trains between Tampa and the ILC
 - Increased truck volumes
 - Relocation and consolidation of industrial areas



- Rail freight capacity
- Limitations of modal shift to rail



- Port of Tampa container expansion
- Expansion of aggregate imports
- Panama Canal expansion
- Cuba???



Rail / Highway Conflicts



- More trains = increased vehicle delay
- Rail relocations away from population centers
- Rail/highway grade separations
- Commuter rail



Tampa Bay Regional Goods Movement Study

Intro Economics System Trends Resources/Web site Strategic Plan Next Steps 66

Challenges/Opportunities



- Community impacts
- Land use conflicts



Tampa Bay Regional Goods Movement Study

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Challenges/Opportunities



- Commuter / truck conflicts
- Truck parking at delivery points
- Truck parking capacity at rest stops



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www.tampabayfreight.com

Tampa Bay Regional Goods Movement Study

Intro Economics System Trends Resources/Web site Strategic Plan Next Steps 70





Tampa Bay Regional Goods Movement



FREIGHT PLANNING RESOURCES

Tampa Bay Freight Website – The Tampa Bay Freight Website (www.tampabayfreight.com) is the primary resource for freight stakeholders and the general public to access information relevant to goods movement planning in the region. It provides information about the freight transportation system and links to other freight planning resources described below. The Website provides access to the Tampa Bay Regional Freight Database, which is a GIS map-based resource that brings together available freight related data to a single location. It includes an interactive mapping feature that allows the user to access data via a simple “point and click” action. Information such as Level of Service (LOS), crash data, truck counts, etc. can be displayed and layered over the latest available aerial photography. An application that links some of this information to Goggle Earth is currently under development.

Regional Goods Movement System – This is a synopsis of the various components of the regional goods movement system including descriptions of the freight activity centers, regional freight corridors (including roadways, rail, and waterways), and local truck routes. Although not specifically part of the system, freight “hot spots” are also described in this section. This information can be found on the Tampa Bay Freight Website under the heading **Regional Goods Movement System**, and the associated sub headings for each of the components.

Freight Map Gallery – In addition to the descriptions of the various components of the regional goods movement system, the Tampa Bay Freight Website includes a gallery of maps depicting data such as existing and future truck flows, roadways over capacity, truck routes, FDOT regional work program, and other information for the region and each of the counties within the region. These maps can be found on the Website under the heading **Maps and Data** and can be zoomed and printed as necessary.

Freight White Papers – A series of White Papers that provide research on various subjects relevant to freight planning in the Tampa Bay Region have been developed to inform the study process and decision-making about goods movement in the Tampa Bay Region. The White Papers are located on the Tampa Bay Freight Website under the **Freight White Paper** heading. As new papers are identified and developed to support the study, they will be posted to the Website. The White Papers are grouped under the following categories:

- Freight Economics
- Regional Opportunities
- Freight Systems and Infrastructure
- Freight Trends
- Freight management

A complete list of the White Papers is provided in Attachment 1.

Freight Library – The Freight Library is a compilation of information for stakeholders and interested parties regarding Goods Movement planning across the Tampa Bay Region, state of Florida, and North America. It includes various reports, manuals, and research papers relevant to Goods Movement planning and operations. These documents can be downloaded and printed, and are located under the **Freight Library** heading of the Tampa Bay Freight Website. Like the Freight White papers, the document links are grouped by general subjects of interest.

- Freight Public Planning or Planning for Freight
- Freight Modal Operations and Performance
- Freight Infrastructure
- Designing for Freight Movement
- Freight Economics and Economic Development
- Freight Related issues and Opportunities
- Freight Related Public Policy
- Freight Funding and Finance
- Freight and the Community/Public Involvement

A complete list of the documents located in the library is provided in Attachment 2.

Freight Website Links – A compilation and alphabetized list of links to agency and industry Websites associated with Goods Movement planning is located on the Tampa Bay Freight Website under the **Website Links** heading. These links provide additional sources of freight related information.

Freight Facts and Figures – Various types of information relevant to the affect of the freight industry on the regional economy are located on the Tampa Bay Freight Website under the **Freight Facts/Freight Story** heading.

Freight Acronyms – An alphabetized listing of acronyms and their translation are located on the Tampa Bay Freight Website under the **Acronyms** heading.

Freight Photo Gallery – This gallery includes photos depicting freight related activities from around the region. Submission of photos from the project stakeholders are welcomed and will be added to the Website with their permission.

Attachment 1

Freight White Papers

Freight Economics

- The Effect of Rising Fuel costs on Goods Movement Mode Choice and Infrastructure Needs
- The Distribution Industry in West Central Polk County and Plant City

Regional Opportunities

- Implications of the Panama canal Expansion on the Tampa Bay Region
- The CSX Integrated Logistics Center: Future Implications to Freight Goods Movement in the Tampa Bay Region
- Value-Added Warehousing: A New Dynamic for the Logistics Industry

Freight Systems and Infrastructure

- The Preservation of Local truck Routes: A Primary Connection Between Commerce and the Regional Freight Network

Freight Trends

- Freight Villages — An Approach to Integrating Freight and Industrial Activity in a Community Friendly Manner

Freight Management

- Establishing Active Freight Advisory Committees – Regional and MPO
- Methodology, Design, and Application of the Tampa Bay regional Freight Database

Attachment 2

Freight Library Documents

Freight Public Planning or Planning for Freight

- Freight Facts and Figures 2009
- Building Planning Capacity Between Public and Private Sector Partners in the Freight Industry: A Resource Manual
- Addressing Freight in the Transportation Planning Process
- Multi Jurisdictional Challenges

Freight Modal Operations and Performance

- Strategic Multimodal Analysis, Task 3: Chicago-New York Corridor Analysis
- Freight Performance Measure Systems (FPMS) System Evaluation and Data Analysis
- Defense Logistics From DoD Stovepipes to "Focused Logistics"
- Freight Carriers From Modal Fragmentation to Coordinated Logistics
- Freight Systems From System Construction to System Optimization
- Trucks involved in Fatal Accidents 2006 Factbook
- Estimated Cost of Freight Involved in Highway Bottlenecks
- Analysis of Freight Movement Mode Choice Factors
- Rail Freight Solutions to Roadway Congestion Final Report and Guidebook
- Strategies for Managing Increasing Truck Traffic
- Fontana Truck Generation Study
- Forecasting Metropolitan Commercial and Freight Travel
- Sub-regional Freight Movement Truck Access Study

Freight Infrastructure

- Minnesota Interstate Truck Parking Study
- Freight Transportation Infrastructure: Assessing The Need For Statewide Coordination
- Commercial Truck Parking Supply - Study of Adequacy of Parking Facilities
- Study of Adequacy of Commercial Truck Parking Facilities - Technical Report

Designing for Freight Movement

- Designing for Truck Movements and Other Large Vehicles in Portland

Freight Economics and Economic Development

- Impact of Congestion on Shippers' Inventory Costs
- Trade From National Markets to Global Markets
- Economy The Rapid Change in both Manufacturing and Service Sectors
- From Push to Pull Logistics

Freight Related Issues and Opportunities

- Building Freight Capacity through Better Operations: Defining the National Agenda
- Freight Rail Transportation Long-Term Issues CBO 2006

Freight Related Public Policy

- Transportation Policy Evolution of Federal Freight Transportation Policy
- Regulation From Economic Deregulation to Safety Regulation
- AAR News Release - Bigger Trucks
- Evolution of Federal Freight Transportation Policy
- Freight Planning Guidebook
- National Policy and Strategies Can Help Improve Freight Mobility

Freight Funding and Finance

- Future Financing Options to Meet Highway and Transit Needs
- Freight Funding and Financing

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- Integrating Freight Facilities and Operations with Community Goals

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Moving Florida to a Greater Economic Activity

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**FDOT District Seven Tampa Bay Regional Goods Movement Study
Issues and Opportunities**

Map ID	County	Location	Type	Category	Description	Issue	Opportunity	Issue Level
1	Hillsborough	I-4 - SR 60 connector between Dove and Plant City	Roadway Network Capacity and Connectivity	Corridor	Limited access facility connecting I-4 to SR 60 between McIntosh Road and Turkey Creek Road in eastern Hillsborough County. This connection would improve freight mobility between I-4 and numerous freight centers using SR 60.	Lack of connectivity between I-4 and freight centers in Polk County	Improved freight connectivity through the construction of an I-4 to SR 60 limited access connector	2
2	Hillsborough	I-4 right-of-way	Roadway Network Capacity and Connectivity	Corridor	FDOT and TBARTA are considering alternatives for improved mobility within the I-4 right-of-way. Managed lanes and passenger rail are being considered. Either one of these would improve freight mobility within the corridor depending on the type of facility and connections that will be made.	Need for enhanced capacity in the I-4 corridor	Enhanced capacity through the construction of managed lanes/passenger rail lines within I-4 right-of-way	1
4	Hillsborough	Hillsborough/Polk County Line Road	Roadway Network Capacity and Connectivity	Facility	County Line Road is a viable link between SR 60 and I-4. The southern section is one lane in each direction. The northern section, while having two lanes in each direction, has frequent signals and the potential for high volumes of truck and other traffic in the future. Capacity improvements are needed on County Line Road to improve freight mobility.	Inadequate capacity on County Line Road	Widening of County Line Road would create an improved freight mobility link	1
5	Hillsborough	1-4 to Crosstown Connector	Roadway Network Capacity and Connectivity	Facility	The Crosstown Connector will enhance the connection between the Port of Tampa, the Selmon Expressway and I-4. Construction is anticipated to be complete by 2013.	Inadequate freight access options between I-4/I-275 and Port of Tampa	Improved port access through the construction of a direct, limited access connection between I-4, the Selmon Expressway and the Port of Tampa	1
6	Hillsborough	Tampa International Airport Interchanges	Roadway Network Capacity and Connectivity	Facility	The FDOT is improving SR 60/Memorial Highway from I-275 to the Courtney Campbell Causeway interchange, in the vicinity of Tampa International Airport. The project extends west one mile onto the Courtney Campbell Causeway (SR 60) and north to the Veterans Expressway.	Safety and mobility deficiencies	Increased mobility and access to Tampa International Airport	1
7	Hillsborough	I-275 between Westshore and downtown Tampa	Roadway Network Capacity and Connectivity	Facility	FDOT is widening I-275 between Westshore and downtown Tampa. Long range plans include additional special use lanes within the corridor.	Regional mobility and capacity deficiencies	Enhanced capacity through the widening and additional of special use lanes to I-275	1
20	Hillsborough	Plant City	Rail Network Capacity and Connectivity	Corridor	Two active CSX Rail lines meet in downtown Plant City. Providing the ability to switch between the lines would create choice in which line to use for trips between Plant City and Tampa. Switching could occur between Alexander Road and downtown.	Flexibility needed in freight trip scheduling and routing	CSX line switch would provide choice of two rail lines for trips between Plant City and Tampa	1
22	Hillsborough	Plant City	Rail Network Capacity and Connectivity	Facility	An opportunity exists between Alexander Road and Turkey Creek for a classification and intermodal yard. It would provide access to the CSX Rail lines and be in close proximity to I-4 and SR 60.	Additional capacity needed for freight operations and logistics	Potential location of new intermodal/classification yard	3
25	Hillsborough	CSX Line alternative in south Hillsborough County	Rail Network Capacity and Connectivity	Corridor	Establishing new rail capacity that connects existing rail in Manatee County with existing CSX Lines. This investment would be warranted if there were a significant shift to rail freight for goods going to Southwest Florida, if the existing lines connecting the Port of Tampa were limited by capacity, or if CSX lines took on a public rail transit component.	Additional rail freight capacity needed	Alternative rail line would improve capacity to south Hillsborough County and Southwest Florida	2
40	Hillsborough	Port of Tampa Channel	Port Water Access	Freight Activity Center	The depth of the shipping channel going to the Port of Tampa is currently limited and cannot accommodate certain large container ships. Opportunity for the Port of Tampa to be competitive in the container cargo business could be hindered if the next generation cargo ships cannot be accommodated.	Limited shipping channel depth	Expansion of shipping channel	1

**FDOT District Seven Tampa Bay Regional Goods Movement Study
Issues and Opportunities**

Map ID	County	Location	Type	Category	Description	Issue	Opportunity	Issue Level
42	Hillsborough	Port Tampa	Port Water Access	Freight Activity Center	There is the potential that the fuel terminal at Port Tampa could be replaced by facilities at the Port of Tampa. Jet fuel is currently piped to Tampa International Airport from Port Tampa. In order to ensure the viability of a new jet fuel terminal, a new pipeline would need to be constructed between the Port of Tampa and Tampa International Airport.	Future constraints on transporting fuel to Tampa International Airport	Potential consolidation of fuel offloading facilities and redevelopment of Port Tampa as a result of relocation of current use to Port of Tampa	2
43	Hillsborough	Sunshine Skyway Bridge	Port Water Access	Systemwide	Many Post-Panamax ships cannot fit under the Sunshine Skyway Bridge.	Bridge height constraints	Development of cargo facilities outside of Sunshine Skyway Bridge	2
50	Hillsborough	Port of Tampa	Port Land Side Access	Systemwide	As the Port of Tampa expands its container business, there will be an increase in freight activity at the Port. This is an economic opportunity, but would result in an increase in truck traffic and rail activity that would impact the current capacity of the transportation system.	Will increase roadway, rail congestion	Increased cargo vessel traffic would result in increased economic opportunity	1
61	Hillsborough	Port of Tampa	Distribution and Logistics	Freight Activity Center	The fuel terminals at the Port of Tampa are used to load trucks that carry fuel to retail outlets. The distribution radius includes Gainesville to the north, Fort Myers and Naples to the south and Orlando to the east. The facilities have storage tanks for gasoline, diesel and ethanol.	Truck-based fuel delivery adds to roadway congestion.	Inland fuel distribution facility serving widespread area would decrease fuel truck trips.	2
65	Hillsborough	Inland port in Hillsborough County	Distribution and Logistics	Facility	A new inland port on I-75, with connections to rail and pipeline, would greatly reduce the need for truck access to the Port of Tampa.	Increasing truck congestion at the Port of Tampa	New inland port on I-75 would aid in decreasing truck traffic in the urbanized area	1
72	Hillsborough	Port of Tampa	Economic Factors	Freight Activity Center	There are cargo lines that currently stop in Houston, TX and Mobile, AL that could stop in Tampa in the future.	Underutilization of Port for container cargo	Increase in container business at the Port of Tampa	1
104	Hillsborough	Anderson Road FAC	Economic Factors	Freight Activity Center	Relocate auto yard closer to statewide and regional freight corridors. CSX has plans to potentially move the TDSI functions of both Tampa and Orlando to the new ILC in Winter Haven. If this takes place, this 75 acre parcel can be converted to other uses and may accommodate businesses along Hillsborough Avenue that may have to be relocated due to TIA expansion for the new passenger terminal.	Auto yard is a source of congestion within urban area	Relocation of auto yard closer to major freight corridors would help to decrease truck congestion in the urbanized area	1
105	Hillsborough	Port Tampa	Economic Factors	Freight Activity Center	Port Tampa is physically separated from the rest of the port facilities. This area could potentially be redeveloped into other uses if the existing uses could be relocated to the east side of the bay. There are two issues associated with this concept. A major aviation fuel pipeline leading to Tampa International Airport and a direct line to supply MacDill AFB with aviation fuel. Secondly, the cost to relocate the private facilities to other port locations will be costly and would have to be in place prior to any move, including new pipelines.	Port Tampa disconnected from the rest of port complex	Redevelopment potential of Port Tampa area	1
106	Hillsborough	Port of Tampa Hooker's Point	Port Land Side Access	Freight Activity Center	There is currently limited capacity for a drayage to rail intermodal yard plus a single access point at Maritime Blvd will limit truck throughput.	Limited drayage capacity to rail intermodal yard	Add access point and direct ship-to-rail capability to increase throughput and capability for direct dockside ship to rail modal transfer of containers	1
107	Hillsborough	Port of Tampa Hooker's Point	Economic Factors	Freight Activity Center	There is limited short term auto storage at this site. Increased capacity would provide the opportunity to handle more automobile imports.	Limited short-term storage, single point-of-access	Increased potential to handle more auto imports	1

**FDOT District Seven Tampa Bay Regional Goods Movement Study
Issues and Opportunities**

Map ID	County	Location	Type	Category	Description	Issue	Opportunity	Issue Level
108	Hillsborough	Rockport, Port Sutton, and Pendola Pointe	Roadway Network and Capacity	Freight Activity Center	The creation of grade separations of US 41 and the Rockport rail crossings would improve traffic flow on US 41 and Causeway Boulevard by reducing rail/highway conflicts.	Rail/auto conflicts at crossings on US 41 and Causeway Boulevard	Construction of grade separations at conflict points will reduce road/rail conflicts on US 41/Causeway Boulevard	1
109	Hillsborough	Rockport, Port Sutton, and Pendola Pointe	Rail Network Capacity and Connectivity	Freight Activity Center	The rerouting of trains supporting phosphate related industries to a southern approach would reduce impact to Causeway Blvd, US 41 at Rockport and SR 60 as well as to reduce the number of trains routed through the densely populated Brandon area. This strategy would require a new rail line from eastern Hillsborough County to the Palmetto Subdivision mainline. A relocated rail crossing would still require a grade separation at US 41 to get to the port. In addition, grade separations would be required at US 301 and at I-75.	Rail/auto conflicts source of increased congestion	Reroute trains supporting phosphate related industries to the south to reduce auto/rail conflicts	1
110	Hillsborough	Rockport, Port Sutton, and Pendola Pointe	Roadway Network and Capacity	Freight Activity Center	Improve Madison Avenue and Progress Boulevard to 4-lanes from US 41 to US 301 to include "truck friendly" design features.	Madison Avenue and Progress Boulevard require improvement to accommodate truck traffic	Improvements including the implementation of "truck friendly" roadway design improvements to accommodate truck traffic	1
111	Hillsborough	Alafia, East Yard	Rail Network and Capacity	Freight Activity Center	Reconfigure switching operations at the East Tampa Yard (Mosaic fertilizer plant) to prevent unnecessary impacts to US 41.	Operations at East Tampa Yard affecting US 41	Reconfigure switching operations.	2
112	Hillsborough	Port Redwing/Eastern port facilities	Economic factors	Freight Activity Center	Port Redwing or other vacant/expanded port facilities along US 41 can be developed into a state-of-the-art container facility. CSX rail operations could be relocated and consolidated from Anderson Road, Transflo, and Uceta to the Big Bend FAC. 1) Direct ship to rail container transloading could be provided to eliminate drayage impacts on road system. 2) Load and assemble container trains at the port or into the immediate vicinity. 3) Several CSX facilities could be reorganized into a single location. 4) Redevelopment of industrial uses in previously occupied rail facilities. 5) Move container operations, vehicle import operations out of Hooker's Point.	Addition cargo capacity needed at Port Redwing if growth is to occur	Port Redwing could be redeveloped into state of the art container facility	2
113	Hillsborough	Port Redwing	Roadway Network and Capacity	Freight Activity Center	Establish direct "trucks only" connector from I-75 to Port Redwing/US41 Gateway. Trucks only interchange north of Big Bend Road could be developed. This will reduce the truck traffic on Big Bend Rd, a rapidly developing residential and commercial corridor, provide direct access to the port facilities west of US 41 and to potential dedicated truck lanes on I-75 (SIS) from the Manatee county line to SR 54 in Pasco County.	Direct access necessary for expansion to be viable	Exclusive truck connector from I-75 to Port Redwing would improve truck connectivity	2
114	Hillsborough	Southeast Tampa Industrial Area FAC	Distribution and Logistics	Freight Activity Center	Intermodal container/trailer capacity could be improved by either expanding the existing Uceta yard or relocating the yard to a larger property. The existing TRANSFLO facility could be relocated from 39th St to the new consolidated location if this option is developed.	Need for increased intermodal capacity	Expansion of existing facility	2
115	Hillsborough	Southeast Tampa Industrial Area FAC	Roadway Network and Capacity	Freight Activity Center	Improved traffic operations are needed within this area. Consider grade separations over CSX mainline at SR 60 (Adamo Dr). Feeder lines can be consolidated resulting in only double track south of Broadway Avenue, which could be considered for a grade separation. Improve the internal road network by enhancing Broadway Avenue, Columbus Drive, and the intersections at both of these streets and 62nd Street. Improve 62nd Street entrance to the intermodal yard if retained in this area.	Inadequate facilities to support traffic operations in area	Rail/roadway grade separations and realignments to improve traffic operations	1

**FDOT District Seven Tampa Bay Regional Goods Movement Study
Issues and Opportunities**

Map ID	County	Location	Type	Category	Description	Issue	Opportunity	Issue Level
116	Hillsborough	East Central Tampa Industrial Area FAC	Roadway Network and Capacity	Freight Activity Center	The congested internal circulation and off-road parking for tractor trailers can be improved. May be constrained by ROW due to location of buildings, lack of space for off-street parking of large trucks, and ingress/egress on 56th Street.	Inadequate facilities to support traffic circulation	Improvements to roadways, structures, and internal circulation	2
117	Hillsborough	Plant City Airport Industrial	Roadway Network and Capacity	Freight Activity Center	Access connectors (Turkey Creek Rd, US 92, and Forbes Road) to I-4 can be improved including additional storage lanes, improved signal timing that benefits truck movement, and truck friendly intersection geometry.	Improved freight access to I-4 needed	Improve access connectors to I-4	3
118	Hillsborough	East Plant City Industrial FAC	Economic Factors	Freight Activity Center	This area has been rezoned for industrial uses. Plant City estimates approximately 10,000,000 square feet at build out.	Future growth will warrant need for increased industrial capacity	Area rezoned for industrial use will provide opportunity for redevelopment potential	3
126	Hillsborough	East Plant City Industrial FAC	Roadway Network and Capacity	Freight Activity Center	Future development plans should include truck friendly geometry on the internal road network. Access can be improved on both Park Road and US 92 as well east County Line Road. Development industry the could make beneficial use of the rail line in the area.	Future development will require transportation improvements	Internal/external "truck friendly" design	3
123	Hillsborough	Tampa Road Industrial Area FAC	Roadway Network and Capacity	Freight Activity Center	Connectivity to the regional freight corridors can be improved. Location is constrained by having only one connector route, Hillsborough Ave to the veterans and to I-275.	Greater connectivity to regional freight corridors is needed	Implementation of northern connector route	2
23	Hernando	Intermodal facility at CSX rail line and SR 50	Distribution and Logistics	Facility	A future intermodal yard on the CSX rail line at SR 50 in Hernando County would serve a complementary function for the proposed Winter Haven ILC site. This area is designated for industrial use in the Hernando County Comprehensive Plan.	Additional capacity needed for freight operations and logistics	Potential development of a complimentary Intermodal yard on CSX Rail Line at SR 50 (Hernando County)	3
64	Hernando	Hernando County Airport FAC	Distribution and Logistics	Freight Activity Center	The Hernando County Airport is expected to continue to grow as a center of warehousing and distribution as a result of it's accessible location along US 41 and the Suncoast Parkway.	Future industrial capacity may be needed	Hernando County Airport could be developed and expanded as a FAC	1
124	Hernando	Hernando County Airport FAC	Economic Factors	Freight Activity Center	Develop the Hernando County Airport as a regional industrial hub through expansion of the aquaculture industry and development of incubator industries. Over time, air cargo niche markets could be developed by attracting industries that require time sensitive delivery options. The FAC can be expanded internally in accordance with its Master Plan. The rail industrial park on the east side of the airport could be promoted to larger manufacturing companies requiring bulk material transport. There is potential competition from other regional airports for this market.	Future growth may warrant the need for additional industrial capacity	Hernando County Airport could be developed and expanded as a FAC	1
103	Hernando	Kettering Road FAC	Economic Factors	Freight Activity Center	Over 4,000 acres of vacant land are planned for industrial development at this site. This FAC is an ideal location for a freight distribution center and/or value added industries. This site benefits from excellent connection to the SIS including direct access to I-75 serving Ocala, Gainesville, and Tampa and SR 50 serving Orlando and Brooksville.	Future growth may warrant the need for additional industrial capacity	Future industrial capacity through the development of Kettering Road FAC	3
51	Manatee	Port Manatee Roadway Connections	Port Land Side Access	Corridor	Opportunity for new or improved roadway connections to Port Manatee from I-75. (Port Manatee Connector)	Improved accessibility needed	New/improved roadway connections between Port Manatee and I-75	2
	Manatee	Port Manatee Roadway Connections	Port Land Side Access	Corridor	Opportunity for improved access between port and Encouragement Zone.	Improved accessibility needed	New direct access between Port Manatee and Encouragement Zone	2

**FDOT District Seven Tampa Bay Regional Goods Movement Study
Issues and Opportunities**

Map ID	County	Location	Type	Category	Description	Issue	Opportunity	Issue Level
119	Pasco	Zephyrhills Airport	Economic Factors	Freight Activity Center	This facility has potential for development into a multimodal air/rail/trucking hub.	Future growth will warrant need for increased industrial capacity	Potential for development into a multimodal hub	3
125	Pasco	Zephyrhills Airport	Roadway Network and Capacity	Freight Activity Center	In order to realize potential of FAC development, better access to I-75 and US 301 is necessary. SR 56 is planned for expansion and US 301 should also be expanded to four lanes.	Poor access to I-75 and US 301	Improve access to I-75 and US 301 and evaluate future expansion of US 301	3
74	Pinellas	Gateway area	Economic Factors	Freight Activity Center	The amount of available industrial land in the Gateway area could be reduced by market forces pushing for residential and commercial development.	Potential decrease in available land for development	Create an area, through policies, enabling a mix of industrial, commercial, office and residential uses in the area	1
120	Pinellas	Dome Industrial Center	Economic Factors	Freight Activity Center	St. Petersburg provides incentives for companies wishing to relocate here. There is potential for redevelopment into distribution center with warehousing.	Desire for industrial redevelopment	Potential development into warehousing/distribution center	2
127	Pinellas	Dome Industrial Center FAC	Roadway Network and Capacity	Freight Activity Center	In order for suitable redevelopment to occur, improvements to internal street network to reduce truck related congestion is needed.	Inadequate internal transportation infrastructure	Improvements to internal street network	2
121	Pinellas	Gateway	Roadway Network and Capacity	Freight Activity Center	Expand capacity of internal road network and regional connectors. Implement freight friendly design standards on truck corridors.	Additional road capacity needed	Expand capacity of connectors and employ "freight friendly" design	1
122	Pinellas	St Petersburg-Clearwater International Airport (PIE)	Economic Factors	Freight Activity Center	Expand air operations for both passenger and cargo. Explore similar operational functions to Sanford/Orlando arrangement where PIE could handle all Charter flights and most of cargo and Tampa International Airport handles majority of regular passenger operations.	Desire for expanded passenger and air cargo capacity	Explore specialization in charter and air cargo flights	1
3	Polk	Winter Haven ILC	Roadway Network Capacity and Connectivity	Facility	If the Winter Haven ILC is built out to its full potential, truck traffic on SR 60 west of Winter Haven could increase significantly. This depends on what new connector roads are constructed in Polk County. Direct and convenient access via US 98 or a new road east of US 98 to the Polk Parkway enhance freight mobility to the ILC.	Increased freight congestion on SR 60	Improved access to Polk Parkway as a reliever to SR 60	2
8	Polk	New limited access facility between Winter Haven ILC and Polk Parkway	Roadway Network Capacity and Connectivity	Facility	A new limited access facility connecting the Polk Parkway to the proposed ILC would provide an alternative for trucks that would otherwise use SR 60 to get to and from I-4.	Increased congested generated by ILC	Polk Parkway - ILC connector could relieve SR 60	1
9	Polk	I-4 at US 27 Interchange	Roadway Network Capacity and Connectivity	Facility	Interchange improvements are planned at the I-4 and US 27. This could increase industrial activity at that location.	Potential demand for increased industrial capacity	Interchange improvements planned at I-4/US 27	3
21	Polk	CSX in Polk County ILC	Rail Network Capacity and Connectivity	Corridor	Trains coming to and from the proposed ILC can be routed through Plant City or around Plant City to the east via two different CSX Rail Lines.	Routing of ILC related train traffic	Greater flexibility in routing of rail freight traffic	2
24	Polk	Winter Haven ILC Rail Line Extension	Rail Network Capacity and Connectivity	Facility	Extending the CSX line from Bartow to the proposed ILC site would provide an alternative route to the primary CSX line for freight that is going to and from the Port of Tampa and points south.	Alternative rail routes for port traffic needed	CSX line extension from Bartow to ILC	3

**FDOT District Seven Tampa Bay Regional Goods Movement Study
Issues and Opportunities**

Map ID	County	Location	Type	Category	Description	Issue	Opportunity	Issue Level
60	Polk	Winter Haven ILC	Distribution and Logistics	Facility	Development of the Winter Haven Intergrated Logistics Center will present opportunities for the relocation of major freight distribution and logistics operations to a more centralized location providing greater access to regional and statewide transportation corridors.	Need for centralized distribution and logistics operations	Development of Winter Haven ILC	1
70	Polk	Polk County	Economic Factors	Systemwide	The supply of recoverable phosphate is limited. Most of the supply is in Polk County with some resources in east Hillsborough County and north Hardee County. Permitting restrictions on mining and environmental concerns also effectively limit the supply. Commodity flows and fertilizer product distribution may decrease due to these factors.	Declining supply of recoverable phosphate in Central Florida	Potential decrease in demand for freight capacity	2
10	Citrus	Suncoast Parkway in Citrus County	Roadway Network Capacity and Connectivity	Facility	The planned extension of the Suncoast Parkway into Citrus County would enhance regional freight mobility by providing direct access to US 98 and SR 44.	Need for enhanced freight mobility in Citrus County	Greater freight access and mobility in Citrus County as a result of the planned extension of the Suncoast Parkway into Citrus County	3
100	Citrus	Inverness Airport FAC	Roadway Network Capacity and Connectivity	Freight Activity Center	Citrus County plans to develop the area at the south side of the airport into an industrial park on County owned land. This will require the extension of Watson Street in order to provide direct access from US 41.	Development of Industrial Park will require enhanced access to US 41	Improved access to the Inverness Airport through the extension of Watson St to provide adequate access to US 41	3
101	Citrus	Florida Power FAC	Economic Factors	Freight Activity Center	Expand development of industrial land near US 19 and the Florida Barge Canal.	Potential future need for additional industrial capacity	Industrial Development Potential	3
102	Citrus	Florida Power FAC	Rail Network Capacity and Connectivity	Freight Activity Center	Extension of the Florida Northern Rail line from the power plant to the new industrial park would provide additional access in order to optimize additional industrial development on land near US 19 and the Florida Barge Canal.	No regional rail connection to site of proposed new industrial park	Provision of rail connectivity through the extension the Florida Northern line from the power plant to the new industrial park	3
11	Region	I-75	Roadway Network Capacity and Connectivity	Corridor	There is the possibility of adding additional general purpose and managed lanes to I-75, greatly increasing the capacity of the road to carry freight and other traffic.	Inadequate regional freight capacity in I-75 corridor	Additional general-purpose or managed lanes	1
26	Regional	Regionwide	Rail Network Capacity and Connectivity	Systemwide	There are a number of rail corridors that are being analyzed by TBARTA and others for possible new rail transit lines. This type of investment could limit the ability to expand freight rail capacity in those rights of way. However, depending on technology choices for rail, the transit investments could provide an expansion of freight rail capacity through double tracking and other improvements such as sidings and improved speed ratings.	Addition of rail transit limits freight rail capacity	Capacity addition through double tracking	1
62	Regional	Regionwide	Distribution and Logistics	Corridor	There is a pipeline running from the Port of Tampa to Orlando, but it currently operates near capacity. Other than this pipeline, all fuel in the region is delivered by truck. Other pipelines could significantly reduce the need for long haul truck deliveries of fuel from the Port of Tampa.	Trucks deliver fuel from Port of Tampa	Additional pipelines would provide more efficient delivery	3
67	Regional	Regionwide	Distribution and Logistics	Systemwide	If the price of fuel and energy rises considerably, there will be a greater emphasis on warehousing and retailing at the same location or in close proximity. This could be built around trucking, as it is now in big box models, or around rail and waterfronts.	Potential shift in future freight mobility patterns	Foster "Freight Village" Concept in light of higher fuel costs	2
68	Regional	Regionwide	Distribution and Logistics	Systemwide	As transportation costs have increased, there has been an increase in the demand for warehousing. This is because partial loads and just-in-time delivery are more expensive than full loads and distribution as needed.	Increased demand for warehousing	Foster "Freight Village" Concept in light of higher fuel costs	2

FDOT District Seven Tampa Bay Regional Goods Movement Study
Issues and Opportunities

Map ID	County	Location	Type	Category	Description	Issue	Opportunity	Issue Level
76	Regional	Regionwide	Economic Factors	Systemwide	If extreme fuel prices occur and fuel scarcity becomes a discernable reality, electrification of rail corridors for freight and passengers should occur.	Lack of awareness of results of fossil fuel scarcity	Increase awareness of alternate fuel options	2
78	Regional	Regionwide	Economic Factors	Systemwide	If fuel consumption declines and the gas tax structure is not altered, revenue for new roadway improvements will be limited.	Uncertainty of future gas tax revenue	Dedicated funding source for freight improvements	2
90	Regional	Regionwide	Mode Choice	Systemwide	The higher fuel prices rise, the greater the likelihood of a shift in logistics to take advantage of the lower transportation costs associated with shipping and rail. Major shifts will not take place in the short run due to the limited number of goods that can be shifted between modes, existing industrial and retail land use patterns, existing location of manufacturing centers and limited competition in rail and shipping.	Potential shifts in logistics due to high fuel costs	Foster "Freight Village" Concept in light of higher fuel costs	2
91	Regional	Regionwide	Mode Choice	Systemwide	It is possible to distribute fuel by rail, but the practice is not currently in place. If fuel costs rise to certain levels, long haul distribution by rail with distribution terminals in different parts of the region (e.g. Gainesville and Fort Myers) could compete with the current truck and trailer dominated distribution system. This would reduce the number of long haul truck trips on the interstate system and other major facilities.	Large number of long-haul truck trips	Potential shift to rail distribution	3

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<i>Jim Edwards</i>								
Richard Gehring	Pasco County Growth Management	7530 Little Road	Suite 320	New Port Richey	34654	rgehring@pascocountyfl.net	(727) 847-8193	
<i>Justyna Buszewski</i>								
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Todd Vandeberg	Zephyrhills Development Services	5335 8th Street		Zephyrhills	33542	tvandeberg@ci.zephyrhills.fl.us	(813) 780-0000	
Hernando County								
Dennis Dix	Hernando County MPO	20 N. Main Street	Room 262	Brooksville	34601	DennisD@co.hernando.fl.us	(352) 754-4057	
Charles Mixson	Hernando County Public Works	1525 East Jefferson St		Brooksville	34601	Charlesm@co.hernando.fl.us	(352) 754-4060	
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Cynthia Jones	Citrus County Planning Department	2575 S Panther Pride Drive	Suite 140	Lecanto	34462	cynthia.jones@bocc.citrus.fl.us	(352) 527-5247	
Ken Koch	City of Inverness, Development Services	212 W Main Street		Inverness		kkoch@inverness-FL.gov	(352) 726-3401	
Quincy Wylupek	Inverness Airport	3528 S. Airport Road		Inverness	34450	quincy.wylupek@bocc.citrus.fl.us	(352) 341-2200	

for D7 FOOT

Tampa

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Manatee County								
<i>David Gustafson</i> John Osborne	Manatee County Planning Department	1112 Manatee Avenue West		Bradenton	34205	<i>David.Gustafson@mymanatee.org</i> johnosborne@mymanatee.org	(941) 749-3070	
Steve Tyndall	Manatee County Port Authority	301 Tampa Bay Way		Palmetto	34221	styndal@portmanatee.com	(941) 722-6621	
<i>Tony Rodriguez Manatee County Publicworks 1022 26th Ave E Bradenton 34208 tony.rodriguez@mymanatee.org adl 708-7425 TR</i>								
Sarasota County								
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Thomas Polk	Sarasota County Planning Department	1660 Ringling Boulevard		Sarasota	34236	tpolk@scgov.net	(941) 861-5000	
Michael Walley	Sarasota/Manatee International Airport	6000 Airport Circle		Sarasota	34243	michael.walley@srq-airport.com	(941) 359-5200	
Transportation Providers								
Mark Caroll	Wal-Mart	5100 Kettering Road		Brooksville	34602	mark.caroll@walmart.com	(352) 799-6974	
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Bob Persutte	United Parcel Service	5100 Acline Drive		Tampa	33619	rpersutte@ups.com	(813) 241-1033	
Ken Rollyson	Publix Corporation	407 Lakeland		Lakeland	32809	ken.rollyson@publix.com	(863) 370-3001	<i>KR</i>
Bob Sherrill	The National Defense Transportation Association (Tampa)	PO Box 6060		MacDill AFB	33608	bobsherrill@tampabayndta.org		
Dick Wiggins	Averitt Express	6501 Harney Road		Tampa	33610	dwiggins@averittexpress.com	(813) 621-1992	



Tampa Bay Regional Goods Movement



**GOODS MOVEMENT ADVISORY COMMITTEE
MEETING 2
MAY 20, 2010 at 10:00 AM**

**FDOT DISTRICT VII AUDITORIUM
11201 NORTH MCKINLEY DRIVE, TAMPA**

AGENDA

1. Introductions and Meeting Goals
2. Presentation
 - a. Strategic Plan Objectives and Performance Measures
 - b. Overview of Identified Freight Issues
3. Facilitated Exercise - Issues Identification and Prioritization
4. Next Steps



Tampa Bay Regional Goods Movement



GOODS MOVEMENT ADVISORY COMMITTEE MEETING 2 MAY 20, 2010

MEETING SUMMARY

Meeting Purpose

The purpose of this second meeting of the Goods Movement Advisory Committee (GMAC) was to identify the most relevant issues affecting freight mobility and livability in the region and to review draft objectives and performance measures for the Strategic Freight Plan. An overview of the issues affecting freight mobility and livability in the region was presented, and the GMAC provided their sentiments about the most pressing issues for the Strategic Plan through facilitated group discussions. Draft objectives and performance measures were provided to the GMAC for their review and response. The project schedule was revisited, as the next GMAC meeting originally scheduled for July 14th has been moved to August 25th to allow for more time to define and evaluate system needs.

Overview of Issues and General Discussion

The meeting participants engaged in a general discussion about key issues affecting the goods movement system, organized by the two elements of freight mobility and community livability – which should be balanced in an optimally planned system that meets the needs of all stakeholders. A preliminary list of issues prepared by the consultant team was presented to the GMAC for discussion:

Freight Mobility Issues

1. Roadway Capacity
2. Roadway Connectivity
3. Roadway Operations Related to Truck Movements
4. Roadway/Rail Conflicts
5. Freight/Passenger Rail Conflicts
6. Rail Capacity/Connectivity
7. Port Road Access
8. Port Water Access
9. Safety
10. Regional Economic and Industry Trends
11. Distribution and Logistics Needs

Community Livability Issues

1. Traffic Flow and Congestion
2. Safety and Security
3. Air Quality and Other Environmental Impacts
4. Economic Development
5. Noise and Vibrations
6. Land Use and Property Values
7. Communication

In the course of the discussion, it was determined that two additional issues should be added to the Freight Mobility column for the breakout discussions and consideration in the study: Security and Regulatory Framework.

- Security is an important issue regarding freight mobility. In many ways, security acts like a toll booth. Time is money to the freight industry and the longer the security lines, the bigger the issue it becomes to freight and goods movement. The higher the threat level, the higher the screening, and hence higher costs to the freight industry.
- The local regulatory framework affects freight as it moves from jurisdiction to jurisdiction. One jurisdiction may be more accommodating the freight than another. There may be state versus local road ownership conflicts, or truck restricted routes impeding on-time delivery. In addition, truck drivers' interpretation of local regulation may not be consistent.

Other issues were raised that fell under one of the issue categories on the preliminary list. The importance of good freight access to MacDill AFB, Busch Gardens, and the two airports was noted. The need to address rail/roadway crossings, non-freight development pressures around Freight Activity Centers, and protection of freight corridors was highlighted.

Breakout Group Discussions

Following the general issues discussion, the committee broke out into groups to discuss a menu of issues and identify which issues are most critical to long term goods movement planning. Individuals within the groups were asked to identify five priority issues, with at least two coming from the Community Livability element and at least two from the Freight Mobility element. This helps to maintain a balanced perspective when evaluating long term freight mobility plans, recognizing the need to support goods movement while being sensitive to livability concerns. These scores were then tallied and reported by each group.

Table 1 on the next page shows the menu of Freight Mobility and Community Livability issues, the results of the group scoring process for each group, the total number of points tallied for each issue and the overall ranking of each issue. As the table indicates, there were three groups, each of a different size and identified by color (red, blue, or green). Since all individual scores are summarized in the table, there is no weight attached to group size.

The table shows the balance of freight mobility and livability issues achieved by requiring participants to choose at least two issues from each element. Three of the top five priority issues were from the Freight Mobility element, while the top issue was in the Community Livability element. Overall, however, livability issues accounted for only about a quarter of the total points tallied, with all groups focusing more heavily on freight mobility issues.

Most of the top five issues pertain directly to facilitating traffic movement with the exception of economic development, identified as the fourth highest priority issue. However, if the "safety and security" livability issue and "safety" and "security" freight mobility issues were combined, safety and security concerns would stand as the third highest priority issue. Two livability issues ("noise and vibrations" and "communication") and one freight mobility issue ("port water access") were not identified as priority issues by any of the participants.

Table 1 – Prioritization of Freight Mobility and Community Livability Issues

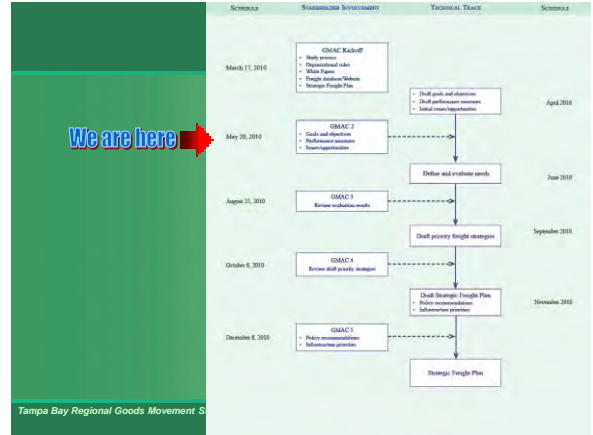
Rank	Freight Mobility Issues	Points			TOTAL
		Green Group	Blue Group	Red Group	
2	F2 Roadway Connectivity	3	1	24	28
3	F3 Roadway Operations Related to Truck Movements	1	10	14	25
5	F1 Roadway Capacity	17			17
6	F7 Port Road Access	4	5	5	14
7	F6 Rail Capacity/Connectivity	3		8	11
8	F9 Safety		5	4	9
8	F12 Security		5	4	9
13	F4 Roadway/Rail Conflicts	5		1	6
14	F10 Regional Economic and Industry Trends	5			5
14	F13 Regulations		5		5
16	F5 Freight/Passenger Rail Conflicts	1		2	3
16	F11 Distribution and Logistics Needs			3	3
18	F8 Port Water Access				0
	<i>Freight Mobility Subtotal</i>	<i>39</i>	<i>31</i>	<i>65</i>	<i>135</i>
Community Livability Issues					
1	L1 Traffic Flow and Congestion	12	5	13	30
4	L5 Economic Development	7	1	10	18
8	L3 Air Quality and Other Environmental Impacts	1	2	6	9
8	L6 Land Use and Property Values	1	4	4	9
12	L2 Safety and Security		4	4	8
18	L4 Noise and Vibrations				0
18	L7 Communication				0
	<i>Livability Subtotal</i>	<i>21</i>	<i>16</i>	<i>37</i>	<i>74</i>
	Total	81	63	139	283

Draft Goal, Objectives, and Performance Measures

In closing the meeting, the committee members were provided a handout containing a draft goal statement for the goods movement study, along with a preliminary list of objectives for the Freight Mobility and Community Livability elements. Potential performance measures for each objective were listed. Committee members were asked to review these items and provide input within the next three weeks.

Attendees

Brian Hunter	FDOT District 7
Nadine Jones	Hillsborough County Aviation Authority
Ram Kancharla	Tampa Port Authority
Danny Lamb	FDOT District 7
Linda Stachewicz	FDOT District 7
Janille Smith-Colin	FDOT District 7
Ashley Quaid	FDOT District 7
Lee Royal	FDOT District 7
Joe Zambito	Hillsborough County MPO
Randy Kranjec	Hillsborough County MPO
Greg Miller	Tampa Bay Regional Planning Council
Gina Harvey	Pinellas County MPO
Ali Atefi	Pasco County MPO
Justyna Buszewski	Pasco County Growth Mangement
Hugh Pascoe	Hernando County MPO
Ben Dunn	Polk County Planning Department
Amy Perez	FDOT District 1
Tony Rodriguez	Manatee County Public Works
Mike Maholtz	Sarasota/Manatee County MPO
Frank Kalpakis	Renaissance Planning Group
David Stamm	Renaissance Planning Group
Mary Stallings	Gramail Crawford
Bob O'Donnell	URS Corporation
Rob Cursey	URS Corporation
Rob Balmes	URS Corporation



Overview: GMAC Meeting May 20, 2010

- Balancing the two elements of goods movement
- Issues overview
 - Preliminary list
 - GMAC discussion & guidance
- Goal, objectives, and performance measures
- Next steps

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Freight Operations | Community Livability

Improving freight mobility means striving for balance and addressing the issues of each element...

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Issues: Freight

- Roadway capacity
- Roadway connectivity

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Issues: Freight

- Roadway operations related to truck movements
- Roadway/rail conflicts
- Freight/passenger rail conflicts

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Issues: Freight



- ✓ Rail capacity
- ✓ Rail connectivity



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Issues: Freight



- ✓ Port road access
- ✓ Port water access



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Issues: Freight



- ✓ Safety
- ✓ Regional economic & industry trends
- ✓ Distribution & logistics needs



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Other Freight Issues?



- ✓ [Group suggestions]

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Issues: Livability



- ✓ Traffic flow & congestion
- ✓ Safety & security



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Issues: Livability



- ✓ Air quality & other environmental impacts
- ✓ Noise & vibrations



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Issues: Livability



- Economic development
- Land use & property values
- Communication



Tampa Bay Regional Goods Movement Study

Other Livability Issues?



- [Group suggestions]

Tampa Bay Regional Goods Movement Study

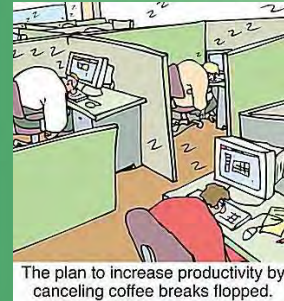
Breakout Groups & Voting Process



1. Breakout groups of 8-10 people
2. Facilitated discussion of issues
3. 5 voting cards per person
 - a. Write down one issue per card
 - b. You must vote for 2 Freight issues, 2 Livability issues, and 1 of your choice
4. Each group reports voting results – top 3 issues for each element

Tampa Bay Regional Goods Movement Study

BREAK



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List of Issues



Freight

- F1. Roadway Capacity
- F2. Roadway Connectivity
- F3. Roadway Operations Related to Truck Movements
- F4. Roadway/Rail Conflicts
- F5. Freight/Passenger Rail Conflicts
- F6. Rail Capacity/Connectivity
- F7. Port Road Access
- F8. Port Water Access
- F9. Safety
- F10. Regional Economic & Industry Trends
- F11. Distribution & Logistics Needs

Livability

- L1. Traffic Flow & Congestion
- L2. Safety & Security
- L3. Economic Development
- L4. Air Quality & Other Environmental Impacts
- L5. Noise & Vibrations
- L6. Land Use & Property Values
- L7. Communication

Tampa Bay Regional Goods Movement Study

Goal Development



DRAFT GOAL STATEMENT:

Provide an effective and efficient freight transportation system that fosters the economic vitality and livability of the Tampa Bay Region

Tampa Bay Regional Goods Movement Study

Freight Objectives (Preliminary)



1. Improve **safety** conditions on the freight transportation system
2. Improve **accessibility** for freight transport to designated freight activity centers
3. Improve **connectivity** between freight activity centers and the Strategic Intermodal System
4. Improve **mobility** conditions and the **overall performance** of the freight transportation system

Tampa Bay Regional Goods Movement Study

Livability Objectives (Preliminary)



1. Improve **safety, accessibility, and mobility** conditions where the freight and passenger transportation systems interact
2. Improve **protection and mitigation** for communities, neighborhoods, and natural resources which are impacted by the freight transportation system
3. Improve the freight transportation system's contribution to the **economic competitiveness** of the region and its communities
4. Implement **regional and local coordination** of plans and policies that encourage an integrated approach to freight and livability issues

Tampa Bay Regional Goods Movement Study

Performance Measures



- Selection of performance measures
 - Link to issues and objectives
 - Importance/priority
 - Keep it (relatively) simple
- Data considerations
 - Availability (effort & cost)
 - Easy to use
 - Reliability & accuracy

Tampa Bay Regional Goods Movement Study

Performance Measures (Freight Examples)



- Safety
 - Truck crash rates on freight roadway network
 - Freight rail crash rates
- Accessibility & Connectivity
 - Available capacity of freight network serving FACs
 - LOS on roadways serving FACs
 - Hours of delay on freight system
 - Number of freight transport modes serving FACs
- Mobility & Overall Performance
 - Available capacity on freight system
 - Average travel speed on freight system
 - Percentage of trucks to total traffic volumes

Tampa Bay Regional Goods Movement Study

Performance Measures (Livability Examples)



- Safety, Accessibility & Mobility
 - Conflicts between freight & passenger rail traffic
 - Hazardous material incidents
- Protection & Mitigation
 - Mobile source emissions from freight sources
 - Percentage of non-compatible land uses adjacent to freight corridors & FACs
- Economic Competitiveness
 - Tonnage, value, & type of cargo moving through region annually (broken out by transport mode)
 - Increase in freight-oriented employment sectors
- Regional & Local Coordination
 - Level of involvement of freight industry in local and regional planning meetings

Tampa Bay Regional Goods Movement Study

Next Steps



- Finalize draft items
 - Issues & opportunities
 - Goal & objectives
 - Performance measures
- Define & evaluate needs
- Next GMAC meeting: August 25th

Tampa Bay Regional Goods Movement Study





Tampa Bay Regional Goods Movement



Freight Mobility Issues

- F1. Roadway Capacity
- F2. Roadway Connectivity
- F3. Roadway Operations Related to Truck Movements
- F4. Roadway/Rail Conflicts
- F5. Freight/Passenger Rail Conflicts
- F6. Rail Capacity/Connectivity
- F7. Port Road Access
- F8. Port Water Access
- F9. Safety
- F10. Regional Economic & Industry Trends
- F11. Distribution & Logistics Needs

Livability Issues

- L1. Traffic Flow & Congestion
- L2. Safety & Security
- L3. Air Quality & Other Environmental Impacts
- L4. Noise & Vibrations
- L5. Economic Development
- L6. Land Use & Property Values
- L7. Communication

GOAL: Provide an effective and efficient freight transportation system that fosters the economic vitality and livability of the Tampa Bay Region

Potential performance measures in gray

Freight Objectives

F1	Improve safety conditions on the freight transportation system
F1.1	Truck crash rates on the freight roadway network
F1.2	Fatalities involving truck crashes on the freight roadway network
F1.3	Number of freight rail crashes
F2	Improve accessibility for freight transport to designated freight activity centers
F2.1	Available capacity of freight network serving freight activity centers
F2.2	Level of service for roadways serving freight activity centers
F2.3	Travel times on roadways serving freight activity centers (measured between SIS and freight activity center)
F2.4	Hours of delay on freight transportation system
F2.5	Number of freight transport modes serving freight activity centers
F3	Improve connectivity between freight activity centers and the Strategic Intermodal System
	<i>Same performance measures as Objective F2</i>
F4	Improve mobility conditions and the overall performance of the freight transportation system
F4.1	Available capacity of freight transportation system
F4.2	Hours of delay on freight transportation system
F4.3	Length of off-peak travel periods for truck travel
F4.4	Average travel speed on freight transportation system
F4.5	Percentage of trucks to total traffic volumes on the freight roadway network

Livability Objectives

L1	Improve safety, accessibility, and mobility conditions where the freight and passenger transportation systems interact
L1.1	Number of safety incidents at at-grade rail crossings
L1.2	Conflicts between freight and passenger rail traffic
L1.3	Number of hazardous material incidents occurring during transportation or at Freight Activity Centers
L1.4	Impacts of freight traffic on travel time, delay, and level of service in key commuting corridors
L2	Improve protection and mitigation for communities, neighborhoods, and natural resources which are impacted by the freight transportation system
L2.1	Mobile source emissions resulting from truck and freight rail sources
L2.2	Percentage of non-compatible land uses adjacent to freight corridors and activity centers
L2.3	Quantity and quality of natural resources potentially affected
L3	Improve the freight transportation system's contribution to the economic competitiveness of the region and its communities
L3.1	Tonnage, value, and type of cargo moving through region annually, broken out by port, airports, rail, and trucks
L3.2	Increase in freight-oriented employment sectors, broken out by region, counties, and communities
L3.3	Number of freight-related businesses opening or expanding in the region
L3.4	New occupied industrial/warehouse building space added to region and by submarket
L4	Implement regional and local coordination of plans and policies that encourage an integrated approach to freight and livability issues
L4.1	Level of involvement of freight industry in local and regional planning initiatives

DRAFT

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✓ ● Danny Lamb	FDOT District 7, Planning	11201 N. Malcolm McKinley Drive		Tampa	33612	daniel.lamb@dot.state.fl.us	(813) 975-6437	
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James Wagner	City of Clearwater Development & Neighborhoods Services	100 S. Myrtle Avenue	2nd Floor	Clearwater	33756	james.wagner@myclearwater.com	(727) 562-4567	
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✓ ● Gina Harvey	Pinellas County MPO	600 Cleveland Street	Suite 750	Clearwater	33755	gharvey@co.pinellas.fl.us	(727) 464.8200	GH
Tom Washburn	Pinellas County Department of Public Works	22211 US 19	Bldg 10	Clearwater	33765	twashburn@co.pinellas.fl.us	(727) 464-8804	
Tom Whalen	City of St. Petersburg Department Transportation & Parking	175 Fifth Street N	P.O. Box 2842	St. Petersburg	33731	tom.whelen@stpete.org	(727) 892-5274	

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Justyna Buszewski	Pasco County Growth Mangement	7530 Little Road	Suite 320	New Port Richey	34654	ibuszewski@pascocountyfl.net	(727) 847-8193	
Jim Edwards	Pasco County MPO	7530 Little Road	Suite 320	New Port Richey	34654	jedwards@pascocountyfl.net	(727) 847-8140	
Richard Gehring	Pasco County Growth Management	7530 Little Road	Suite 320	New Port Richey	34654	rgehring@pascocountyfl.net	(727) 847-8193	
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Todd Vandenberg	Zephyrhills Development Services	5335 8th Street		Zephyrhills	33542	tvandenberg@ci.zephyrhills.fl.us	(813) 780-0000	
Hernando County								
✓ Hugh Pascoe	Hernando County MPO	20 N. Main Street	Room 262	Brooksville	34601	DennisD@co.hernando.fl.us	(352) 754-4057	
Susan Goebel	Hernando County Public Works	1525 East Jefferson St		Brooksville	34601	sgoebel@co.hernando.fl.us	(352) 754-4060	
Don Silvernell	Hernando Regional Airport	15800 Flight Path Drive		Brooksville	34604	dsilvernell@co.hernando.fl.us	(352) 754-4061	
Citrus County								
Charles Balut	Citrus County Department of Public Works	3600 W. Sovereign Path	Suite 241	Lecanto	34461	charles.balut@bocc.citrus.fl.us	(352) 527-5446	
Cynthia Jones	Citrus County Planning Department	2575 S Panther Pride Drive	Suite 140	Lecanto	34462	cynthia.jones@bocc.citrus.fl.us	(352) 527-5247	
Ken Koch	City of Inverness, Development Services	212 W Main Street		Inverness		kkoch@inverness-FL.gov	(352) 726-3401	
Quincy Wylupek	Inverness Airport	3528 S. Airport Road		Inverness	34450	quincy.wylupek@bocc.citrus.fl.us	(352) 341-2200	



Tampa Bay Regional Goods Movement



**GOODS MOVEMENT ADVISORY COMMITTEE
MEETING 3
AUGUST 25, 2010 at 10:00 AM**

**FDOT DISTRICT VII AUDITORIUM
11201 NORTH MCKINLEY DRIVE, TAMPA**



AGENDA

1. Introductions and Meeting Goals
2. Presentation
 - a. Strategic Plan Objectives and Performance Measures
 - b. Freight Activity and Livability Conflict Analysis and Strategy Framework
3. Facilitated Exercise - Policy and Strategy Development
4. Next Steps



Tampa Bay Regional Goods Movement



GOODS MOVEMENT ADVISORY COMMITTEE

MEETING 3

AUGUST 25, 2010

MEETING SUMMARY

Meeting Purpose

The purpose of the third meeting of the Goods Movement Advisory Committee (GMAC) was to review draft objectives and performance measures, develop a policy framework for freight mobility planning based on local planning contexts, and to identify goods movement strategies and projects serving the District's primary freight travel markets. Revisions to the draft goals, objectives, and performance measures addressing freight mobility and community livability were presented to the committee. The project team also presented a draft menu of context-sensitive strategies and policies for addressing freight mobility for the committee to review and provide comment.

The GMAC reviewed trends and conditions for nine freight travel markets throughout FDOT District 7, as well as a list of issues impacting the travel markets and suggested strategies and projects for improving freight mobility in each. The committee provided comments/revisions/additions to the issues list and strategies/projects list during a break out group session. The committee will provide further feedback on the proposed strategies and projects, and revisions will be presented at the next meeting that will be held on October 6, 2010.

Overview of Policy Framework

The project team presented a draft policy framework for freight mobility planning based on an analysis of prospective conflicts between freight mobility and community planning issues. The analysis provides information about the number, nature, and geography of planning initiatives – plans that emphasize dense, mixed-use areas and promote multimodal transportation, especially walking, bicycling, and transit – and freight activity. The analysis uses an overlay of livability planning criteria (future transit station areas, high-density and/or mixed-use future land uses, activity center designations in local and/or regional plans, e.g.) and freight activity (freight activity centers, percent truck traffic on roadways, industrial future land uses, e.g.) and supports a policy framework that provides geographic context for the implementation of certain policies and strategies:

- Low Livability/Low Freight Activity Areas – Evaluate accessibility to freight network and potential for redevelopment or restoration/conservation.
- Low Livability/High Freight Activity Areas – Emphasize freight mobility and accessibility.

- High Livability/Low Freight Activity Areas – Emphasize multimodal transportation and identify strategic freight corridors.
- High Livability/High Freight Activity Areas – Mitigate conflicts between freight and commuters, bicyclists, and pedestrians.

For each tier in the policy framework, potential strategies, roadway design standards, and policies were provided, and revisions/additions will be made based on comments from the GMAC and presented at the next meeting.

Breakout Group Discussions

After the presentation of the overlay analysis and policy framework, the committee broke into three groups to discuss potential long- and short-term issues and strategies in each of the freight mobility corridors. Each group visited a separate station displaying information about three of the freight travel markets (FTM), grouped as follows:

Station 1:

- FTM 1 - Port Manatee to Port of Tampa
- FTM 3 - Port Manatee to North Pinellas
- FTM 4 - Pasco County East-West

Station 2:

- FTM 2 - Polk County to Pinellas Gateway Area
- FTM 5 - Port of Tampa to East Hernando
- FTM 6 - Plant City to East Hernando

Station 3:

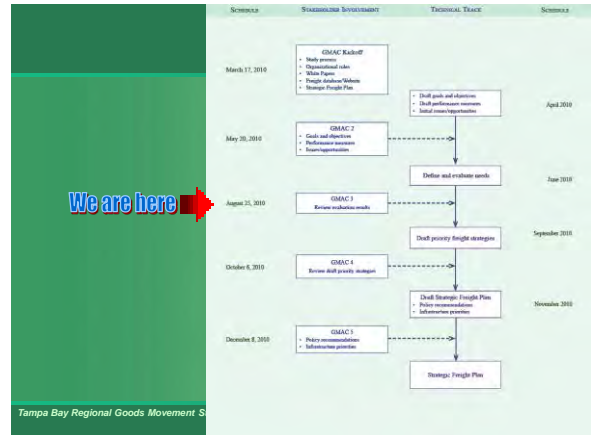
- FTM 7 - Port of Tampa to North Citrus
- FTM 8 - Hernando County East-West
- FTM 9 - Citrus County East-West

Each of the three discussion groups spent about 20 minutes at each station to review information about the freight travel markets and provide comments.

At the close of the meeting, attendees were invited to provide further feedback about the freight travel markets and the draft policy framework. A brief questionnaire consisting of three open-ended questions was distributed to facilitate feedback and focus comments, with responses requested to be received by September 7.

Attendees

Brian Hunter	FDOT District 7
Nadine Jones	Hillsborough County Aviation Authority
Ram Kancharla	Tampa Port Authority
Danny Lamb	FDOT District 7
Linda Stachewicz	FDOT District 7
Joe Zambito	Hillsborough County MPO
Greg Miller	Tampa Bay Regional Planning Council
Chelsea Ross	Pinellas County MPO
Ali Atefi	Pasco County MPO
Dennis Dix	Hernando County MPO
Janille Smith-Colin	FDOT D7/Liaison
Ben Dunn	Polk County Planning Department
David Gustafson	Manatee County Planning Department
Mike Maholtz	Sarasota/Manatee County MPO
Ken Rollyson	Publix Corporation
James Andrews	FDOT D7/Rail
Bob Crawley	FDOT D1
Jerry Graham	Traf-o-Data (FDOT D1)
Frank Kalpakis	Renaissance Planning Group
David Stamm	Renaissance Planning Group
Alex Bell	Renaissance Planning Group
Mary Stallings	Grimail Crawford
Rob Cursey	URS Corporation
Bob O'Donnell	URS Corporation



- ### Agenda
- Objectives and performance measures
 - Strategy and policy analysis framework
 - Group exercise
 - Freight travel markets
 - Initial strategies
 - Next steps

Goal Statement

*Provide a **safe, secure, effective** and efficient freight transportation system that fosters the economic vitality and livability of the Tampa Bay Region*

Freight Objectives



1. Improve **safety** conditions on the freight transportation system
2. Improve **accessibility and connectivity** for freight transport to designated freight activity centers
3. Improve **mobility** conditions and the **overall performance** of the freight transportation system
4. Improve the **security** of the freight transportation system for efficient and reliable goods movement

Tampa Bay Regional Goods Movement Study

Livability Objectives



1. Improve **safety, accessibility, and mobility** conditions where the freight and passenger transportation systems interact
2. Improve **protection and mitigation** for communities, **neighborhoods, and natural resources** which are impacted by the freight transportation system
3. Improve the freight transportation system's contribution to the **economic competitiveness** of the region and its communities
4. Implement **regional and local coordination** of plans and policies that encourage an integrated approach to freight and livability issues

Tampa Bay Regional Goods Movement Study

Strategy and Policy Analysis Framework - Approach



- Understand the number, nature, and geography of livability and freight planning initiatives in District 7 counties.
- Identify where livability planning efforts conflict with existing or planned freight movements and freight activity areas.
- Develop a strategic policy framework for freight planning that supports the economic and quality of life goals for the region.
- Identify freight-specific projects that are sensitive to local planning contexts.

Tampa Bay Regional Goods Movement Study

Understand the number, nature, and geography of livability and freight planning initiatives in District 7 counties.



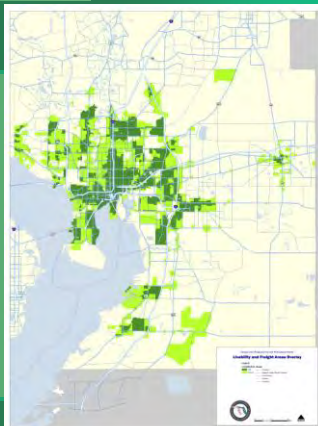
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Livability Areas

Livability Indicators	Score	Category
Station areas (1/2 mi buffer)	3	AS
Livable FLUs	2	
Industrial FLUs	-1	
CRAs	1	AS
Activity Centers		
Hillsborough		reas
Primary	2	
Secondary	1	
Tampa		centers
Business Centers	2	
Urban Villages	1	
Plant City		y
Midtown	1	
CCC Regional Anchors		
Trey		anchors
Low	1	
High	2	
Freight Activity Centers	-1	
High	3 or more	regional
Med	1 to 2	
Low	-1	

*Low livability areas are determined by freight activity, not a lack of livability planning criteria.

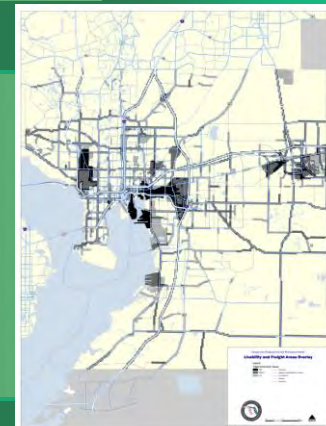
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Freight Areas

Freight Indicators	Score	Category
Freight Activity Centers		AS
Intensity		
Low	2	
Medium	2	AS
High	3	
Industrial FLUs	1	
Percent Truck Traffic		
< 3%	0	erical
3-5%	1	
5-10%	2	
> 10%	3	
High Truck Traffic (over 10%)	4 or more	
Med	2 to 3	truck Traffic (5-10%)
Low	1	truck Traffic (3-5%)

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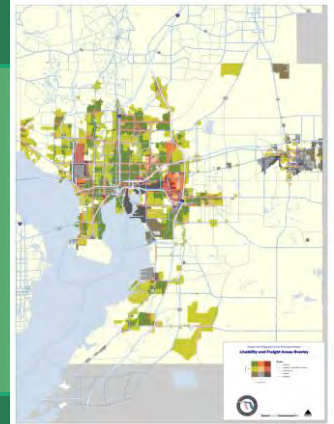
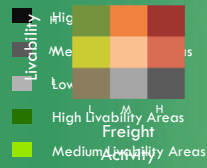




Identify where livability planning efforts conflict with existing or planned freight movements and freight activity areas.

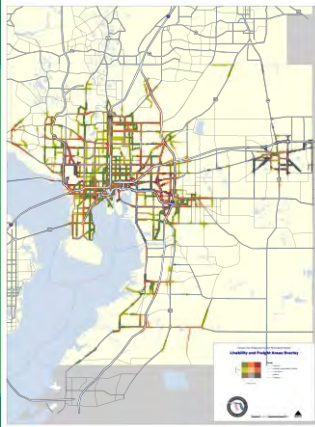
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Livability and Freight Areas Overlay

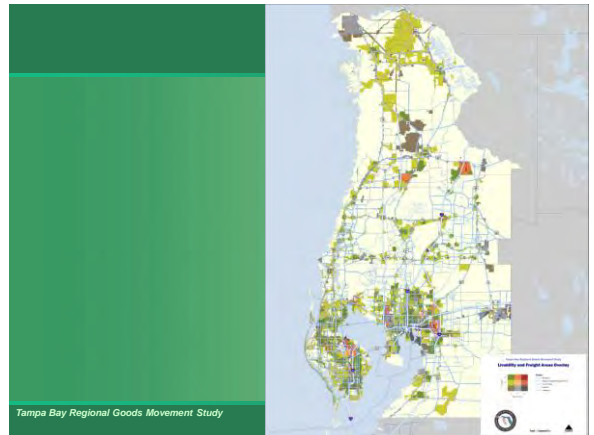


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Livability and Freight Areas Overlay - Corridors



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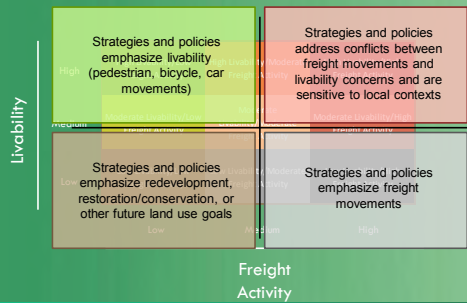
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Develop a strategic policy framework for freight planning that supports the economic and quality of life goals for the region.

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Policy Framework



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BREAK

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Group Exercise

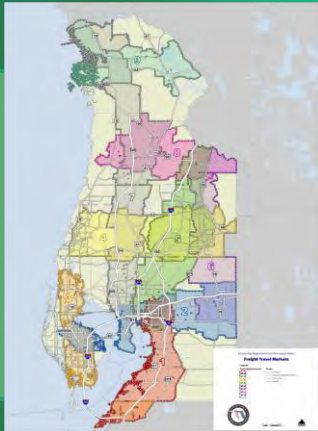


- Break into three groups
- Freight travel markets, corridor characteristics, and initial strategies presented in three work stations
- 20 minutes at each station to review, clarify, and comment
- A final rotation for 20 minutes at station of your choice
- Complete comment form

Tampa Bay Regional Goods Movement Study

Freight Travel Markets

1. Port Manatee to Port of Tampa
2. Polk County to Pinellas Gateway
3. Port Manatee to North Pinellas
4. Pasco County East-West
5. Port of Tampa to East Hernando
6. Plant City to East Hernando
7. Port of Tampa to North Citrus
8. Hernando County East-West
9. Citrus County East-West



Tampa Bay Regional Goods Movement Study

Next Steps



- Comment on following materials:
 - Livability and Freight Overlay maps
 - Strategy/policy framework
 - Issues and strategies in freight travel markets
- Refine, evaluate and prioritize strategies
- Policy recommendations
- Next GMAC Meeting: October 6

Tampa Bay Regional Goods Movement Study



	Strategies	Roadway Design Standards	Policies
Low Livability/ Low Freight Activity	<ul style="list-style-type: none"> Assess redevelopment potential or conservation opportunities Assess accessibility to regional freight corridors 	<ul style="list-style-type: none"> 	<ul style="list-style-type: none">
High Livability/ Low Freight Activity	<ul style="list-style-type: none"> Develop local street plan for access and circulation, including channelization through the area (target freight corridors) Way-finding signage program (access to destinations) Evaluate on-street and off-street truck loading regulations and operations Work with businesses on main streets to address truck access and loading issues Consider “Quiet Zones” to reduce train whistle noise and improve track safety Transfer roadway ownership 	<ul style="list-style-type: none"> Typical roadway design criteria (FDOT and AASHTO) Complete streets treatments with exception of locations with high truck turning movements 	<ul style="list-style-type: none"> Cluster commercial and employment land uses along freight corridors Pursue transportation and parking improvements that reinforce commercial and residential districts Address the safety and access needs of pedestrians and bicyclists as part of freight-related street improvements
Low Livability/ High Freight Activity	<ul style="list-style-type: none"> Exclusive truck lanes Use of HOV/HOT lanes for trucks, when not in use for HOV/HOT traffic Roadway capacity improvements Interchange upgrades (geometric and capacity) Optimize signal timing in freight corridors Transfer roadway ownership Construct grade-separated rail crossings ITS projects to manage congestion, provide real time info about traffic delays Partner with economic development entities to implement transportation improvements that enhance marketability of industrial opportunity sites Improve vertical clearances Operational improvements that facilitate truck movements Consolidate freight activities and facilities Rail signalization upgrades, bypass tracks Geometric improvements at intersections to accommodate truck turning movements 	<ul style="list-style-type: none"> Truck turning radius templates per AASHTO Widen horizontal curves per AASHTO off-tracking criteria (page 202-215 AASHTO) Provide wider receiving lanes and appropriate curb radii at intersections with truck turning movements. Use compound curves in the radius returns as necessary (page 216 – 223 and page 593 to 621 AASHTO) Increase median opening distances, and turn lane storage per capacity analysis using an appropriate truck factor Use maximum desired horizontal and vertical sight distance criteria at entrances and intersections Consider influence of trucks when calculating all red and clearance interval timings at signalized intersections 	<ul style="list-style-type: none"> Support other freight modes as alternatives to truck shipping Support locating industrial land uses that rely on multimodal freight movement Use transportation system improvements as a catalyst for attracting industrial development Provide for safe and efficient continuous-flow operation for trucks
High Livability/ High Freight Activity	<ul style="list-style-type: none"> Optimize signal timing in freight corridors Develop local street plan for access and circulation, including channelization through the area (target freight corridors) Exclusive truck lanes Use of HOV lanes for trucks, when not in use for HOV traffic Interchange upgrades (geometric and capacity) Transfer roadway ownership Way-finding signage program ITS projects to manage congestion, provide real time info about traffic delays Improve pedestrian street crossing protection safety Construct grade-separated rail crossings TDM strategies to reduce SOV use to preserve capacity Evaluate on-street and off-street truck loading regulations and operations Improve vertical clearances Operational improvements that facilitate freight movements Truck bypass Consolidate freight activities and facilities Rail signalization upgrades, bypass tracks Noise mitigation Consider “Quiet Zones” to reduce train whistle noise and improve track safety Restrict parking adjacent to intersections to provide the added maneuvering room for turns Geometric improvements at intersections to accommodate truck turning movements 	<ul style="list-style-type: none"> Truck turning radius templates per AASHTO Widen horizontal curves per AASHTO off-tracking criteria (page 202-215 AASHTO) Provide wider receiving lanes and appropriate curb radii at intersections with truck turning movements. Use compound curves in the radius returns as necessary (page 216 – 223 and page 593 to 621 AASHTO) Complete streets designs with intersections modified to accommodate truck turning movements Use maximum desired horizontal and vertical sight distance criteria at entrances and intersections Consider influence of trucks when calculating all red and clearance interval timings at signalized intersections 	<ul style="list-style-type: none"> Support other freight modes as alternatives to truck shipping Support locating industrial and employment land uses that rely on multimodal freight movement Pursue transportation and parking improvements that reinforce commercial, industrial and residential districts Invest in transportation improvements that encourage and route freight traffic along the edges of residential areas
System-wide	<ul style="list-style-type: none"> Participate in the development of workforce strategies for freight service providers Comprehensive truck routing strategies Work with those receiving shipments to see if scheduling deliveries for off-peak times, or via smaller deliver trucks is possible. This is important in CBD or neighborhood commercial districts. 		<ul style="list-style-type: none"> Encourage through-truck traffic on regional freight mobility corridors Support cleaner fuels Minimize truck and train idling Implement educational program that recognizes the importance and role of an efficient freight transportation system in economic development

Trends and Conditions

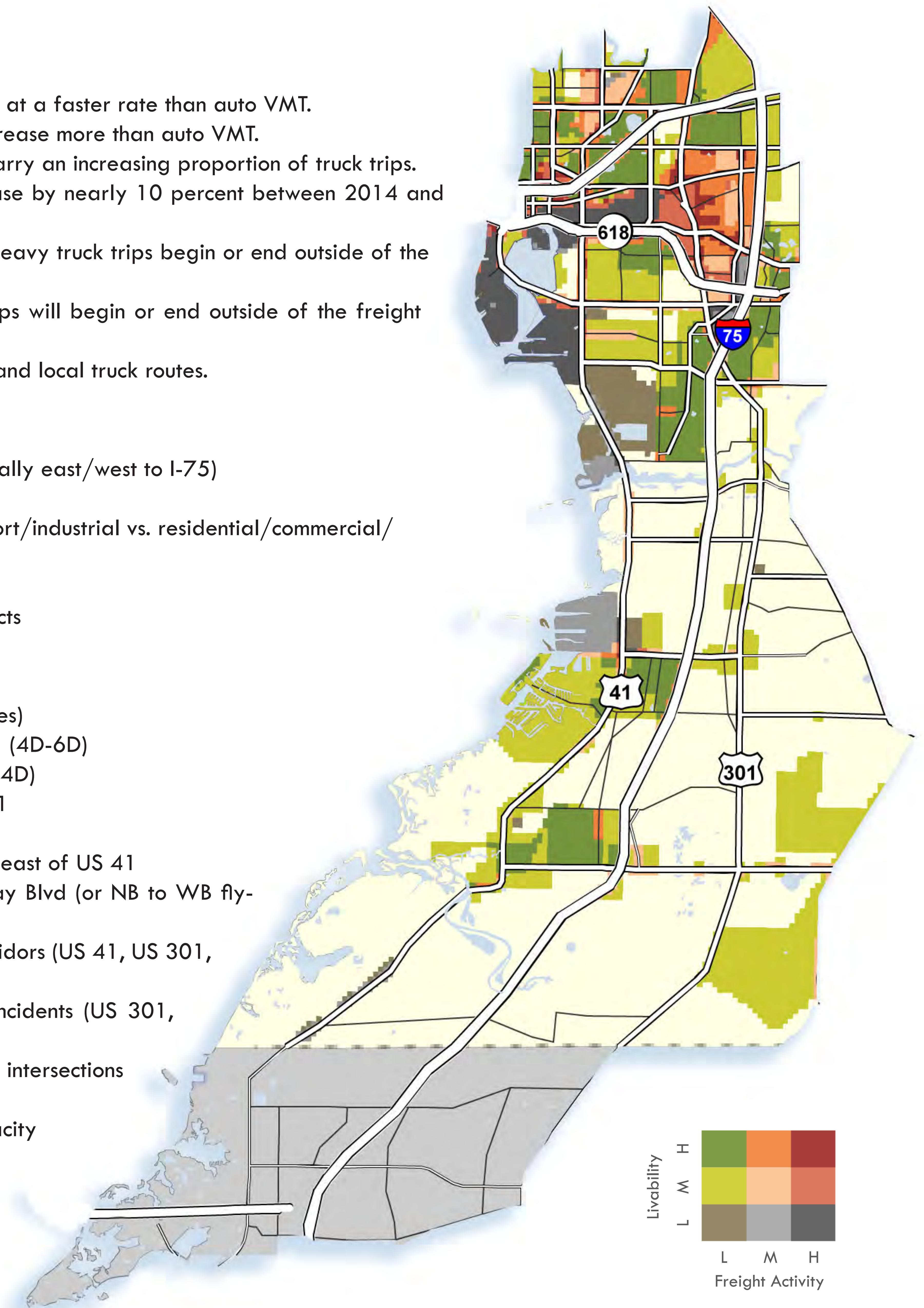
- Total truck VMT is forecast to increase at a faster rate than auto VMT.
- Freeway truck VMT is expected to increase more than auto VMT.
- Freeways and local truck routes will carry an increasing proportion of truck trips.
- Heavy truck VMT is forecast to increase by nearly 10 percent between 2014 and 2035.
- Approximately three-quarters of all heavy truck trips begin or end outside of the freight travel market.
- By 2035, the majority of all truck trips will begin or end outside of the freight travel market.
- Congestion is increasing on freeways and local truck routes.

Corridor Issues

- Accessibility to Port of Tampa (especially east/west to I-75)
- Railway/roadway conflicts
- Conflicting development pressures (port/industrial vs. residential/commercial/office)
- North/south roadway capacity
- Commuter traffic/freight traffic conflicts

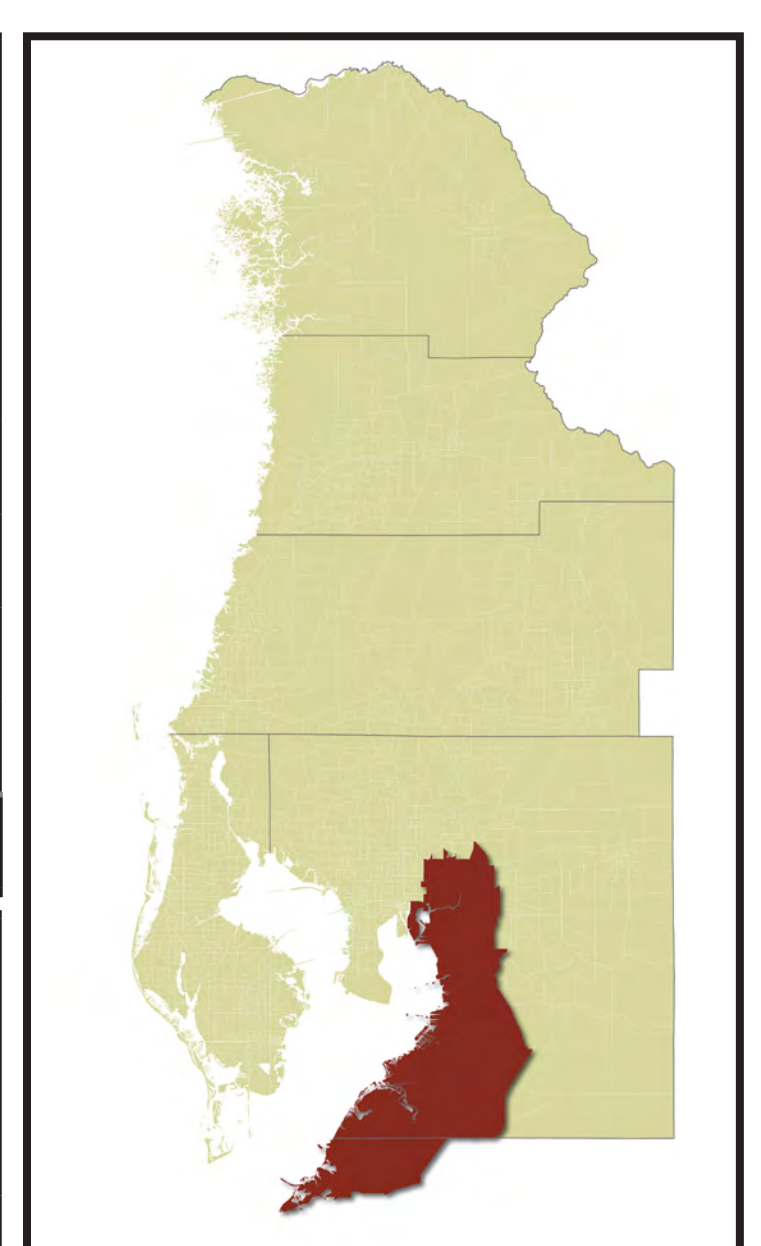
Potential Strategies/Projects

- Add capacity to I-75 (special use lanes)
- Causeway Blvd – Maritime to US 301 (4D-6D)
- Madison Ave – US 41 to 78th St (2U-4D)
- Grade separation at Rock Port/US 41
- Grade separation at SR 60/CSX
- Grade separation at Causeway Blvd east of US 41
- Interchange at US 301 and Causeway Blvd (or NB to WB fly-over)
- Optimize signal timing on freight corridors (US 41, US 301, Big Bend Rd, e.g.)
- ITS projects to manage congestion/incidents (US 301, US 41, Big Bend Rd)
- Geometric improvements to at-grade intersections at hotspot locations
- Enhance rest area truck parking capacity



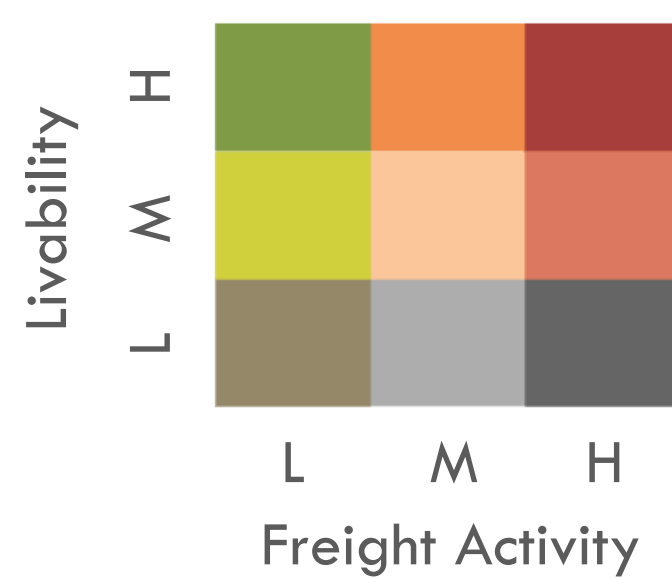
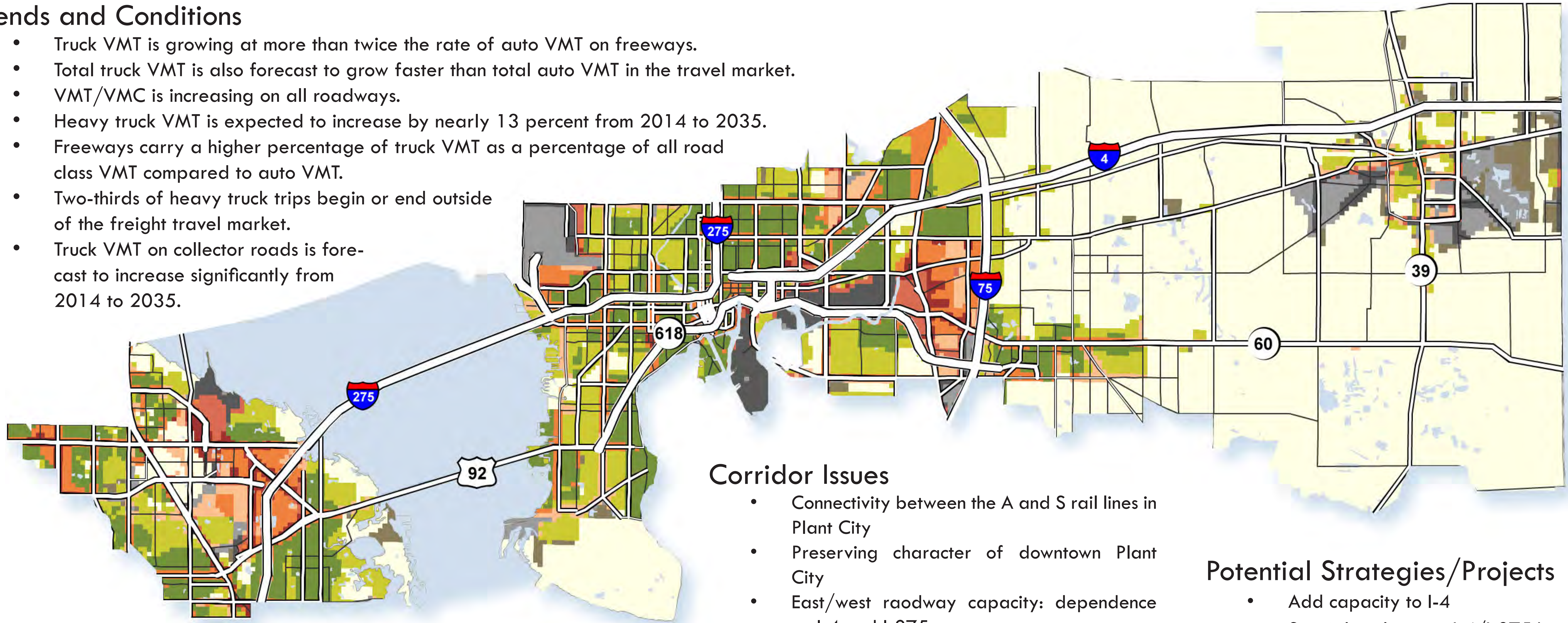
2035 Freight Network Performance Statistics									
Facility Class	Total VMT	Class Percent	Auto VMT	Class Percent	Truck VMT	Class Percent	Percent Truck Traffic	VMC	Total VMT/VMC
Freeway	10,129,711	54%	9,228,916	53%	900,795	68%	8.9%	7,441,205	1.36
Regional Freight Corridor	4,720,933	25%	4,467,047	26%	253,886	19%	5.4%	4,233,270	1.12
Truck Route	1,670,102	9%	1,602,514	9%	67,589	5%	4.0%	1,747,877	0.96
Arterial	787,981	4%	733,511	4%	54,470	4%	6.9%	1,595,203	0.49
Collector	1,453,953	8%	1,409,240	8%	44,713	3%	3.1%	3,120,418	0.47
Total	18,762,680	100%	17,441,228	100%	1,321,453	100%	7.0%	18,137,973	1.03

Truck Class	I/I Trips (%)	Avg. Length (Mi.)	I/E Trips (%)	Avg. Length (Mi.)	VMT	Percent of VMT	Summary Statistics	
Light Trucks	48%	5.4	52%	10.5	536,509	54%	Ratio of Frt. Travel Mkt. Pct. Truck Traffic to Avg. Pct. Truck Traffic	1.01
Heavy Trucks	24%	6.9	76%	27.9	458,587	46%	Ratio of Frt. Travel Mkt. Pct. Heavy Trucks to Avg. Pct. Heavy Trucks	0.99
All Trucks	42%	5.6	58%	16.8	995,096	100%	Ratio of Frt. Travel Mkt. Pct. I/E Trips to Avg. Pct. I/E Trips	1.23



Trends and Conditions

- Truck VMT is growing at more than twice the rate of auto VMT on freeways.
- Total truck VMT is also forecast to grow faster than total auto VMT in the travel market.
- VMT/VMC is increasing on all roadways.
- Heavy truck VMT is expected to increase by nearly 13 percent from 2014 to 2035.
- Freeways carry a higher percentage of truck VMT as a percentage of all road class VMT compared to auto VMT.
- Two-thirds of heavy truck trips begin or end outside of the freight travel market.
- Truck VMT on collector roads is forecast to increase significantly from 2014 to 2035.



Corridor Issues

- Connectivity between the A and S rail lines in Plant City
- Preserving character of downtown Plant City
- East/west roadway capacity: dependence on I-4 and I-275
- Accessibility to Port of Tampa
- Truck traffic impacts of ILC in Winter Haven
- Access and circulation to/around Southeast Tampa Industrial Area (CSX Intermodal)
- Rail Corridor in East Hillsborough (US 92)
- Hillsborough Ave – I-275 & west

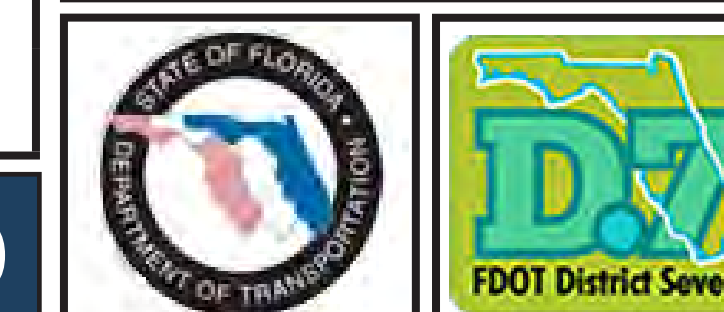
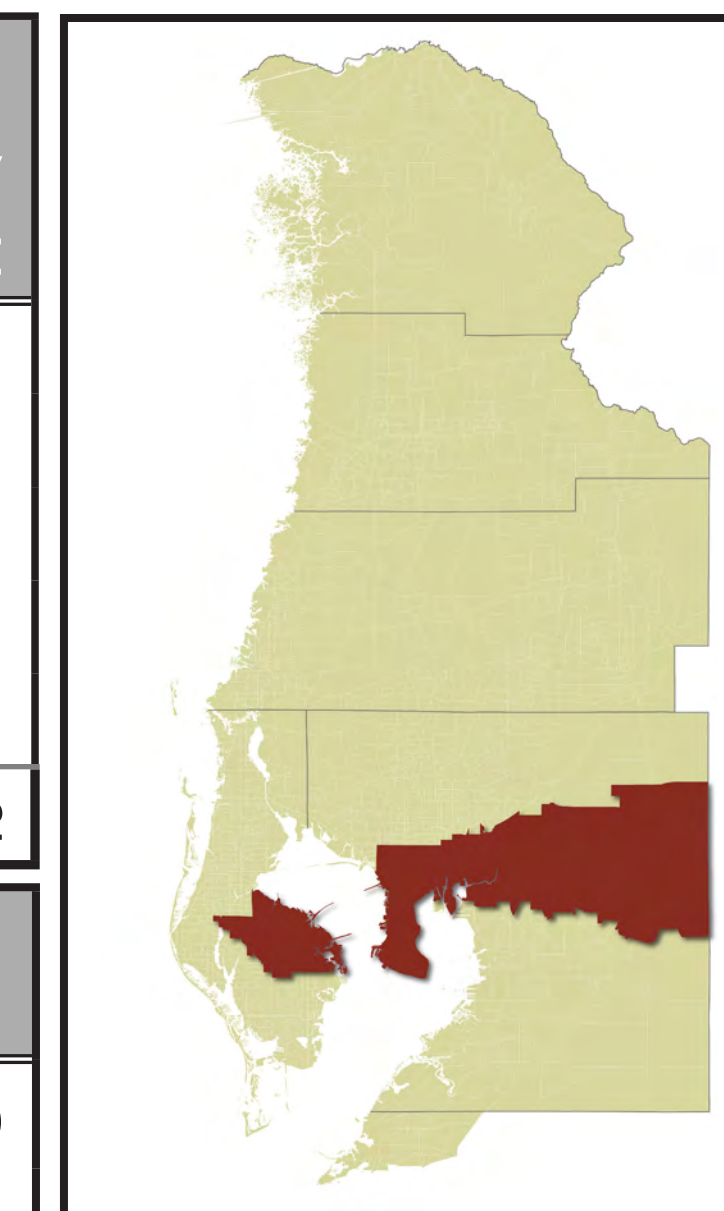
Potential Strategies/Projects

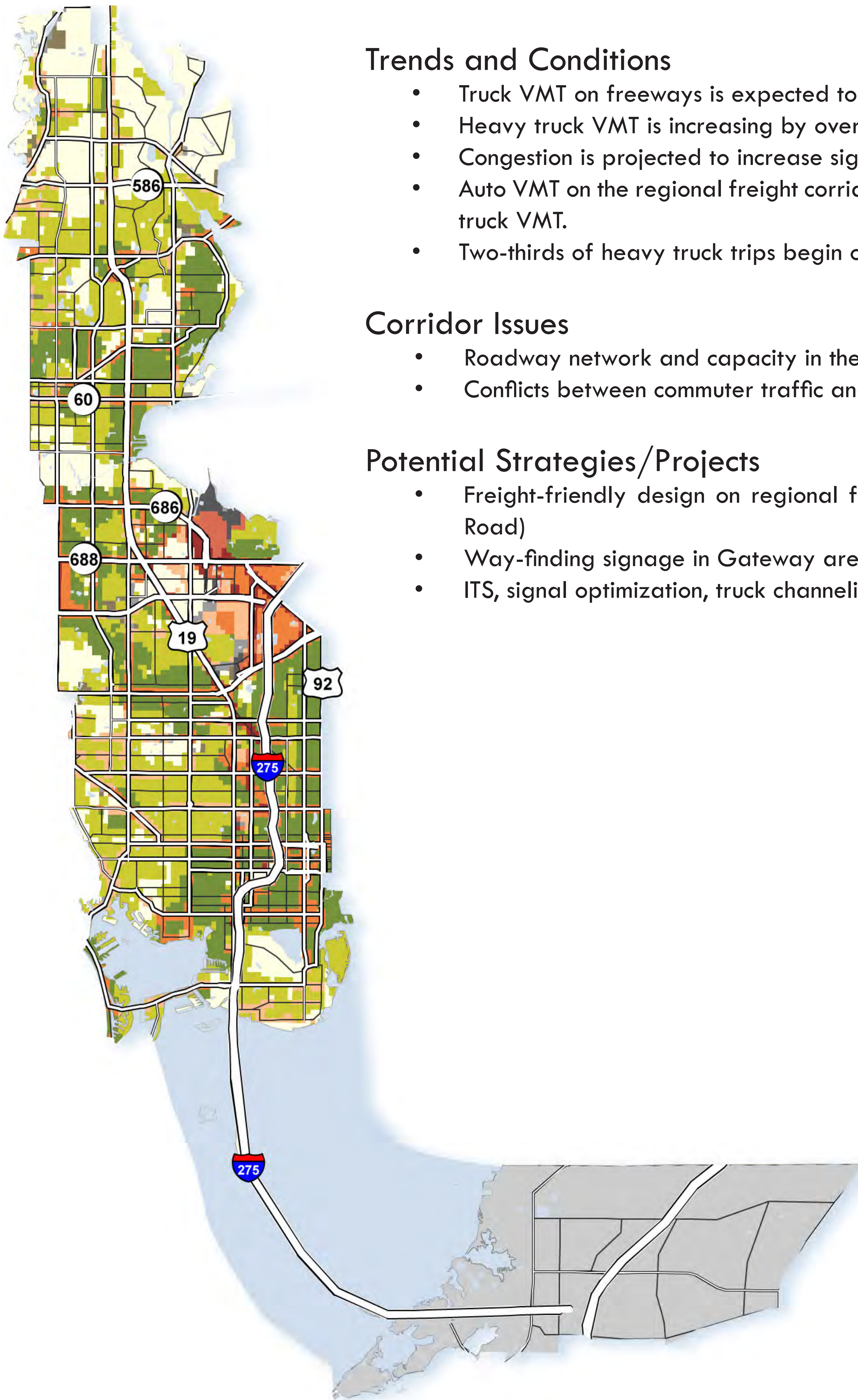
- Add capacity to I-4
- Special use lanes on I-4/I-275 (truck lanes or thru traffic lanes)
- Parallel facilities to I-4 (US 92, e.g.)
- I-4/SR 60 connector between Dover and Plant City
- Hillsborough Ave – 50th St to Orient Rd (4D-6D)

- US 92 - Park Rd to County Line (2U-4D)
- Orient Rd - Broadway Ave to I-4 (2U-4D)
- County Line Rd – SR 60 to Pipkin Rd (2U-4D)
- Signal Optimization, ITS, way-finding signage (SR 60, Hillsborough Ave, Gandy Blvd, Ulmerton Rd)
- Channelization of trucks through Gateway area

2035 Freight Network Performance Statistics									
Facility Class	Total VMT	Class Percent	Auto VMT	Class Percent	Truck VMT	Class Percent	Percent Truck Traffic	VMC	Total VMT/VMC
Freeway	14,709,228	45%	13,354,047	44%	1,355,181	59%	9.2%	10,177,937	1.45
Regional Freight Corridor	6,850,469	21%	6,382,982	21%	467,486	20%	6.8%	6,325,216	1.08
Truck Route	6,324,945	19%	6,067,182	20%	257,762	11%	4.1%	6,425,390	0.98
Arterial	1,480,891	5%	1,374,797	5%	106,094	5%	7.2%	1,632,033	0.91
Collector	3,427,492	10%	3,326,516	11%	100,976	4%	2.9%	4,729,908	0.72
Total	32,793,024	100%	30,505,525	100%	2,287,500	100%	7.0%	29,290,484	1.12

Truck Class	I/I Trips (%)	Avg. Length (Mi.)	I/E Trips (%)	Avg. Length (Mi.)	VMT	Percent of VMT	Summary Statistics
Light Trucks	60%	5.4	40%	9.9	1,144,646	59%	Ratio of Frt. Travel Mkt. Pct. Truck Traffic to Avg. Pct. Truck Traffic 1.00
Heavy Trucks	33%	8.6	67%	27.1	789,368	41%	Ratio of Frt. Travel Mkt. Pct. Heavy Trucks to Avg. Pct. Heavy Trucks 0.88
All Trucks	54%	5.8	46%	15.5	1,934,014	100%	Ratio of Frt. Travel Mkt. Pct. I/E Trips to Avg. Pct. I/E Trips 0.98





Trends and Conditions

- Truck VMT on freeways is expected to increase faster than auto VMT.
- Heavy truck VMT is increasing by over ten percent between 2014 and 2035.
- Congestion is projected to increase significantly on freeways.
- Auto VMT on the regional freight corridors is expected to increase significantly more than truck VMT.
- Two-thirds of heavy truck trips begin or end outside of the freight travel market.

Corridor Issues

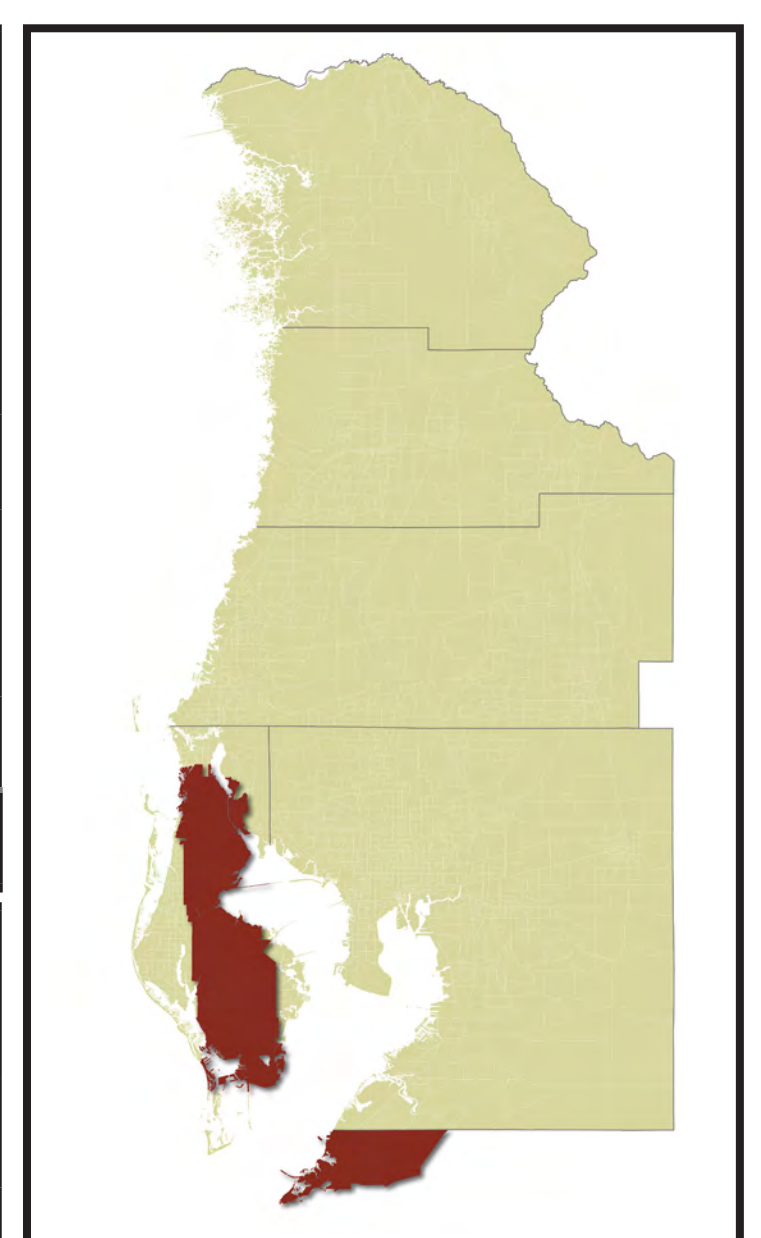
- Roadway network and capacity in the Gateway area and along US 19
- Conflicts between commuter traffic and freight traffic

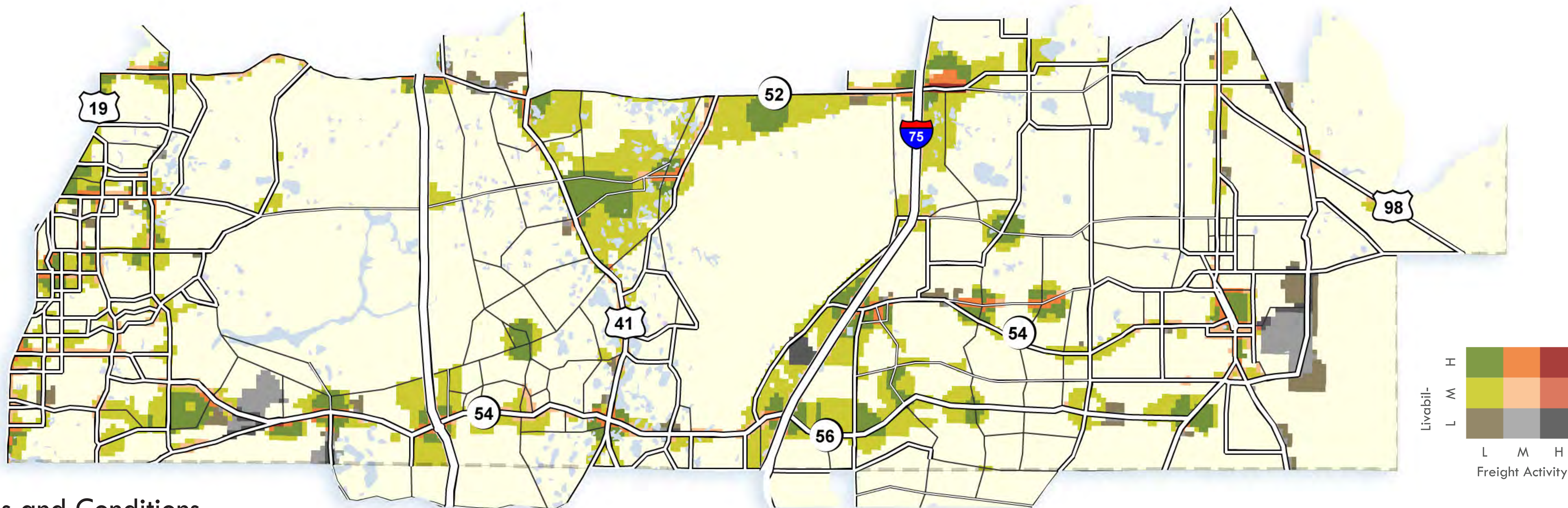
Potential Strategies/Projects

- Freight-friendly design on regional freight corridors (especially US 19 and Ulmerton Road)
- Way-finding signage in Gateway area and along US 19 and Ulmerton Rd
- ITS, signal optimization, truck channelization (US 19, Ulmerton Rd)

2035 Freight Network Performance Statistics									
Facility Class	Total VMT	Class Percent	Auto VMT	Class Percent	Truck VMT	Class Percent	Percent Truck Traffic	VMC	Total VMT/VMC
Freeway	4,964,531	25%	4,462,239	24%	502,293	41%	10.1%	3,471,132	1.43
Regional Freight Corridor	3,534,474	18%	3,326,107	18%	208,366	17%	5.9%	3,556,350	0.99
Truck Route	7,459,441	38%	7,096,240	39%	363,200	30%	4.9%	8,538,084	0.87
Arterial	1,656,095	8%	1,574,245	9%	81,850	7%	4.9%	2,511,298	0.66
Collector	2,001,243	10%	1,942,088	11%	59,155	5%	3.0%	4,332,330	0.46
Total	19,615,784	100%	18,400,919	100%	1,214,865	100%	6.2%	22,409,194	0.88

Truck Class	I/I Trips (%)	Avg. Length (Mi.)	I/E Trips (%)	Avg. Length (Mi.)	VMT	Percent of VMT	Summary Statistics	
Light Trucks	65%	5.2	35%	9.7	702,868	54%	Ratio of Frt. Travel Mkt. Pct. Truck Traffic to Avg. Pct. Truck Traffic	0.89
Heavy Trucks	33%	7.0	67%	32.5	605,450	46%	Ratio of Frt. Travel Mkt. Pct. Heavy Trucks to Avg. Pct. Heavy Trucks	0.99
All Trucks	58%	5.5	42%	17.6	1,308,318	100%	Ratio of Frt. Travel Mkt. Pct. I/E Trips to Avg. Pct. I/E Trips	0.89





Trends and Conditions

- The percentage of trucks is forecasted to increase on the Suncoast Parkway and I-75, but decrease on the regional freight corridors.
- Truck VMT on freeways is expected to grow at a faster rate than auto VMT.
- Auto VMT is expected to increase more than truck VMT on the regional freight corridors.
- Except for the arterials, the VMT/VMC is decreasing for all road classes.
- The percent of trucks is forecasted to increase more than ten percent from 2014 to 2035.
- Heavy truck VMT is also expected to increase significantly from 2014 to 2035.
- Over three quarters of all heavy truck trips begin or end outside of the freight travel market.

Corridor Issues

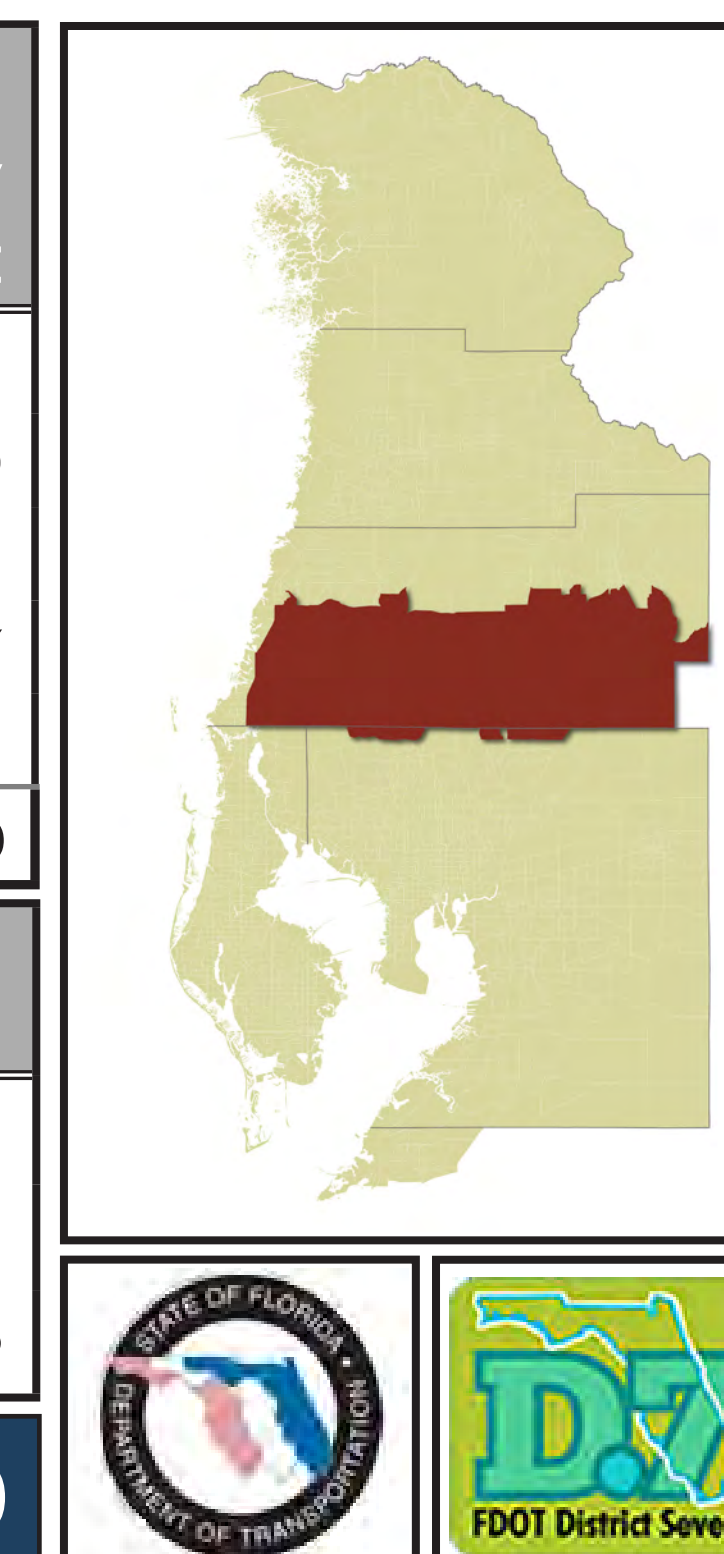
- Conflicts with community plans on principal E/W corridors (SR 56/54, SR 52, US 41)
- Distribution traffic, accessibility to commercial centers
- Intersection design at hotspot locations

Potential Strategies/Projects

- ITS, signal optimization, truck channelization (SR 56/54, SR 52, US 41)
- Freight-friendly design at hot-spot intersections
- Grade separation at US 41/CSX/SR 54
- Grade separation at SR 52/CSX

2035 Freight Network Performance Statistics									
Facility Class	Total VMT	Class Percent	Auto VMT	Class Percent	Truck VMT	Class Percent	Percent Truck Traffic	VMC	Total VMT/VMC
Freeway	3,425,235	20%	3,028,662	19%	396,573	40%	11.6%	2,565,885	1.33
Regional Freight Corridor	2,716,756	16%	2,559,372	16%	157,384	16%	5.8%	2,711,024	1.00
Truck Route	7,210,825	43%	6,883,931	43%	326,894	33%	4.5%	8,484,105	0.85
Arterial	1,821,466	11%	1,745,439	11%	76,027	8%	4.2%	2,352,630	0.77
Collector	1,668,840	10%	1,629,075	10%	39,765	4%	2.4%	2,607,216	0.64
Total	16,843,122	100%	15,846,479	100%	996,643	100%	5.9%	18,720,860	0.90

Truck Class	I/I Trips (%)	Avg. Length (Mi.)	I/E Trips (%)	Avg. Length (Mi.)	VMT	Percent of VMT	Summary Statistics
Light Trucks	74%	5.6	26%	11.9	478,737	48%	Ratio of Frt. Travel Mkt. Pct. Truck Traffic to Avg. Pct. Truck Traffic 0.85
Heavy Trucks	21%	10.5	79%	36.3	527,616	52%	Ratio of Frt. Travel Mkt. Pct. Heavy Trucks to Avg. Pct. Heavy Trucks 1.13
All Trucks	63%	5.9	37%	23.0	1,006,353	100%	Ratio of Frt. Travel Mkt. Pct. I/E Trips to Avg. Pct. I/E Trips 0.79



Trends and Conditions

- Truck VMT on freeways is forecasted to increase at a faster rate than auto VMT.
- Auto VMT on regional freight corridors is increasing faster than truck VMT (18.8% vs. 11.5%).
- Heavy truck VMT is forecasted to grow almost 20 percent from 2014 to 2035.
- Truck and auto VMT on the non-truck route arterials is increasing significantly.
- Except for the arterials, VMT/VMC is decreasing on all road classifications.

Corridor Issues

- Commuter traffic/truck conflicts (I-75, I-275)
- Interstate capacity, high truck VMT

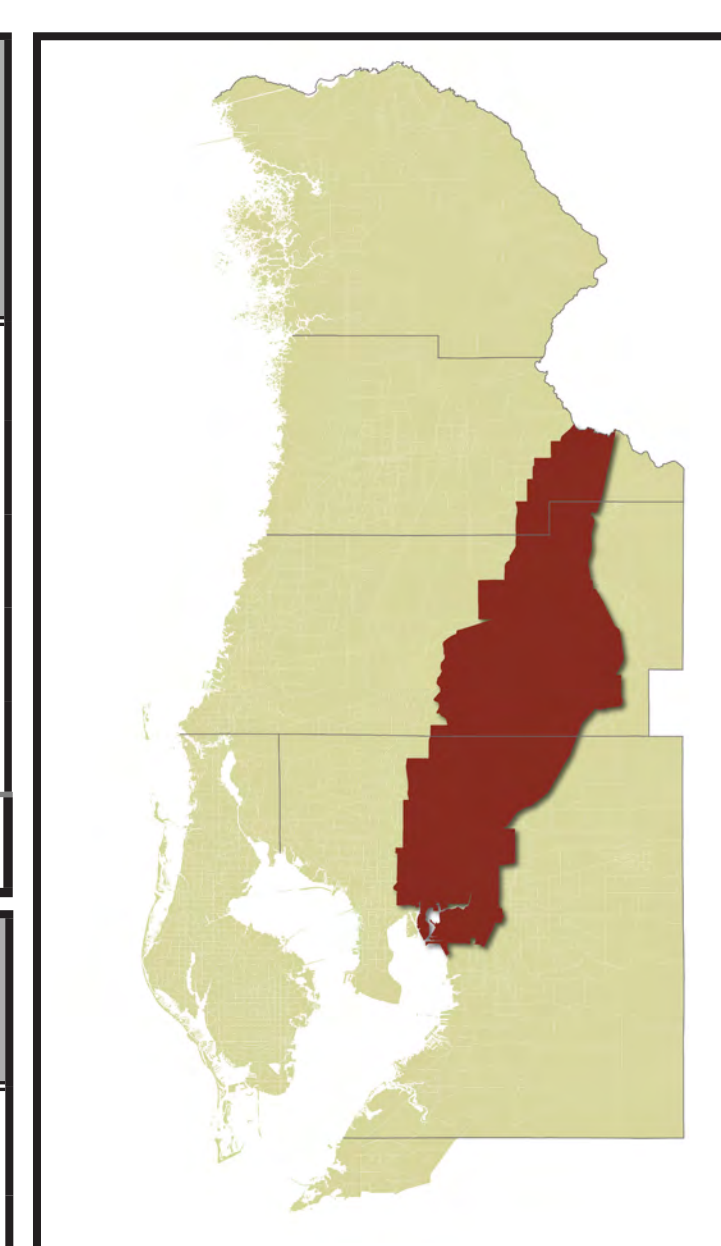
Potential Strategies/Projects

- Add capacity to I-75 (4F-6F)
- Special use lanes (truck lanes) on Interstates
- Enhance rest area truck parking capacity
- Grade separation at SR 50/CSX



2035 Freight Network Performance Statistics									
Facility Class	Total VMT	Class Percent	Auto VMT	Class Percent	Truck VMT	Class Percent	Percent Truck Traffic	VMC	Total VMT/VMC
Freeway	14,915,315	46%	13,346,044	45%	1,569,271	67%	10.5%	11,379,600	1.31
Regional Freight Corridor	4,452,463	14%	4,166,160	14%	286,303	12%	6.4%	4,187,295	1.06
Truck Route	8,731,130	27%	8,377,233	28%	353,897	15%	4.1%	8,713,575	1.00
Arterial	1,570,700	5%	1,509,205	5%	61,495	3%	3.9%	1,751,816	0.90
Collector	2,489,836	8%	2,426,018	8%	63,819	3%	2.6%	3,498,483	0.71
Total	32,159,444	100%	29,824,660	100%	2,334,785	100%	7.3%	29,530,769	1.09

Truck Class	I/I Trips (%)	Avg. Length (Mi.)	I/E Trips (%)	Avg. Length (Mi.)	VMT	Percent of VMT	Summary Statistics	
Light Trucks	66%	5.8	34%	10.6	905,516	55%	Ratio of Frt. Travel Mkt. Pct. Truck Traffic to Avg. Pct. Truck Traffic	1.05
Heavy Trucks	30%	9.6	70%	29.6	749,103	45%	Ratio of Frt. Travel Mkt. Pct. Heavy Trucks to Avg. Pct. Heavy Trucks	0.97
All Trucks	58%	6.2	42%	17.9	1,654,619	100%	Ratio of Frt. Travel Mkt. Pct. I/E Trips to Avg. Pct. I/E Trips	0.89



Trends and Conditions

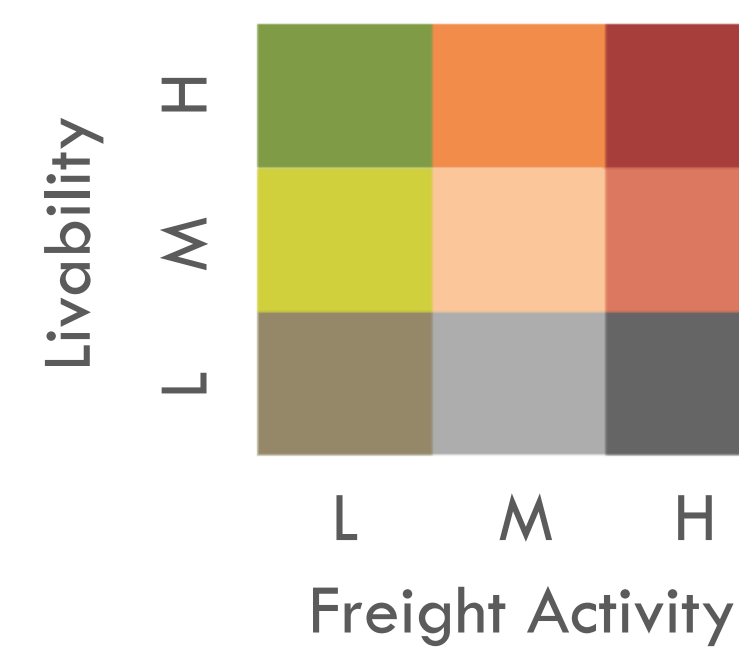
- Truck VMT on I-4 is forecasted to increase faster than auto VMT.
- Auto VMT on regional freight corridors is forecasted to grow faster than truck VMT.
- VMT/VMC is projected to increase for all road classifications except local truck routes.
- The percent of trucks is expected to increase on I-4, but decrease on the regional freight corridors.
- Truck VMT on the arterials is expected to grow by nearly 50 percent from 2014 to 2035.
- Nine of ten heavy truck trips begin or end outside of the freight travel market.

Corridor Issues

- Truck traffic in downtown Zephyrhills and downtown Plant City

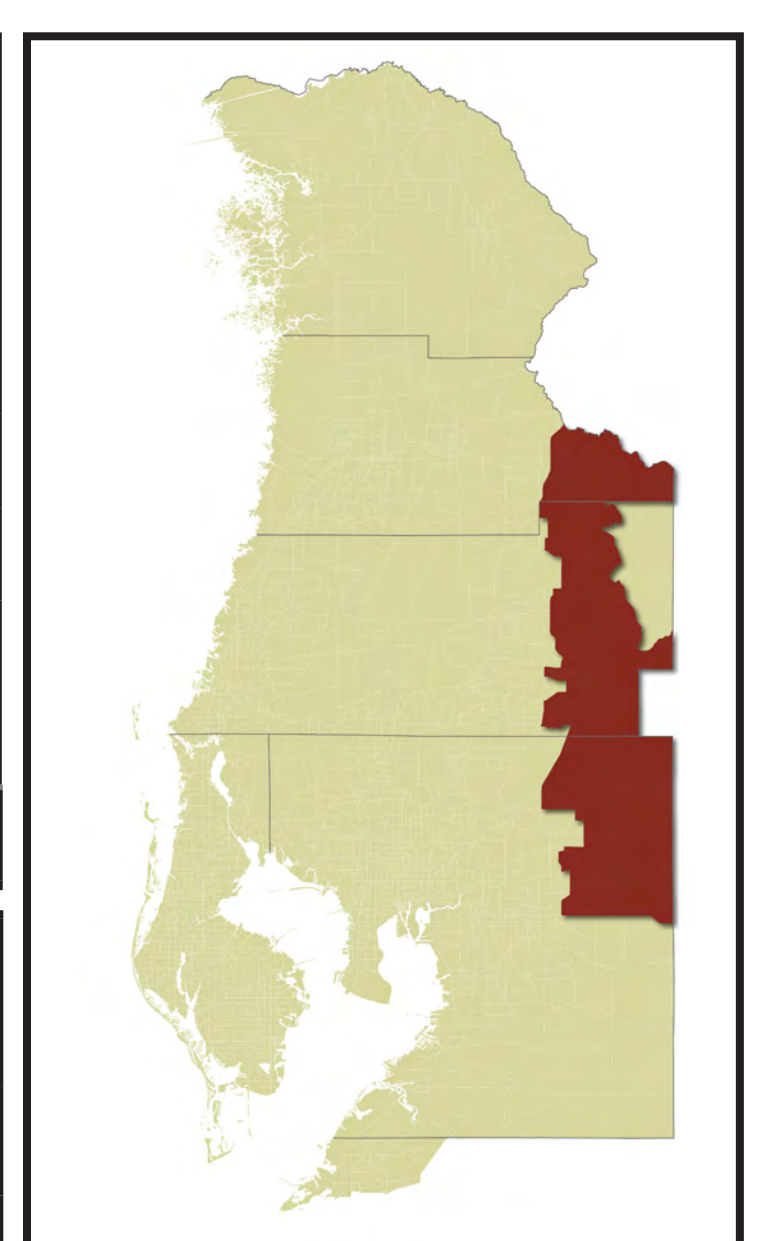
Potential Strategies/Projects

- Chancey Road – US 301 in Zephyrhills to US 98/US 301 in Dade City (2U-4D)
- ITS, signal optimization, truck channelization (SR 39, US 98, Chancey Road)
- Transfer roadway ownership – Alexander St/SR 39 swap
- Sam Allen Road - SR 39 to Park Rd (2U-4D)



2035 Freight Network Performance Statistics									
Facility Class	Total VMT	Class Percent	Auto VMT	Class Percent	Truck VMT	Class Percent	Percent Truck Traffic	VMC	Total VMT/VMC
Freeway	2,832,415	35%	2,357,381	33%	475,035	55%	16.8%	2,051,322	1.38
Regional Freight Corridor	1,946,023	24%	1,761,204	25%	184,820	21%	9.5%	2,598,596	0.75
Truck Route	2,134,245	27%	2,004,954	28%	129,292	15%	6.1%	3,235,313	0.66
Arterial	468,133	6%	411,731	6%	56,401	6%	12.0%	655,017	0.71
Collector	624,732	8%	602,475	8%	22,257	3%	3.6%	1,349,766	0.46
Total	8,005,549	100%	7,137,745	100%	867,804	100%	10.8%	9,890,014	0.81

Truck Class	I/I Trips (%)	Avg. Length (Mi.)	I/E Trips (%)	Avg. Length (Mi.)	VMT	Percent of VMT	Summary Statistics	
Light Trucks	42%	4.2	58%	9.2	271,064	54%	Ratio of Frt. Travel Mkt. Pct. Truck Traffic to Avg. Pct. Truck Traffic	1.56
Heavy Trucks	10%	8.2	90%	27.8	233,939	46%	Ratio of Frt. Travel Mkt. Pct. Heavy Trucks to Avg. Pct. Heavy Trucks	0.99
All Trucks	34%	4.5	66%	15.2	505,003	100%	Ratio of Frt. Travel Mkt. Pct. I/E Trips to Avg. Pct. I/E Trips	1.40



Trends and Conditions

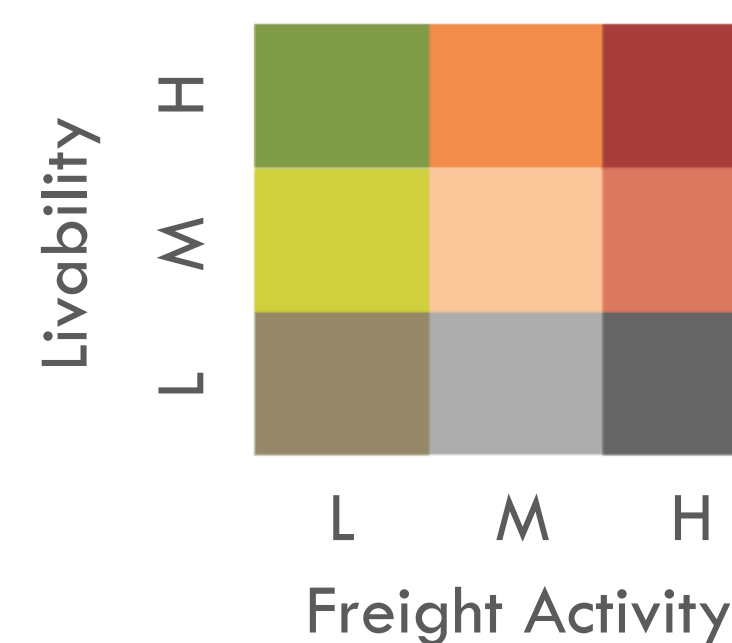
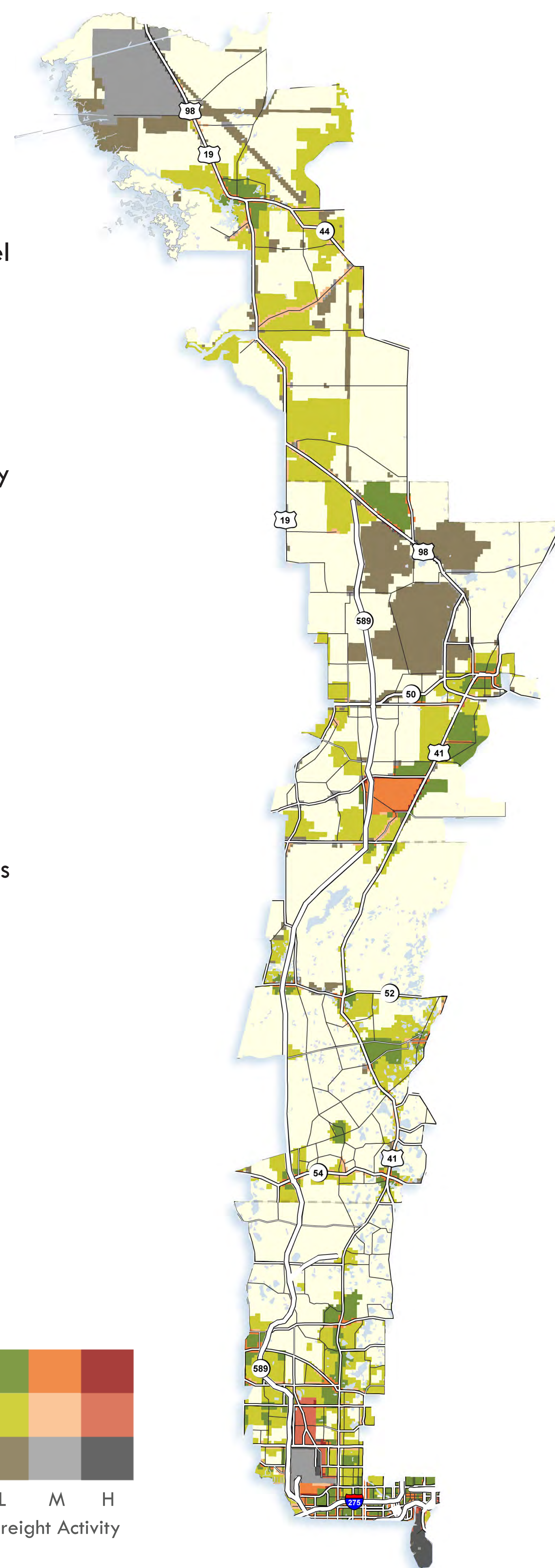
- Truck VMT on the Suncoast Parkway is expected to increase faster than auto VMT.
- Auto VMT on the regional freight corridors is forecasted to increase at a faster rate than truck VMT.
- Heavy truck VMT is forecasted to grow by over 15 percent from 2014 to 2035.
- Nearly 75 percent of all heavy truck trips begin or end outside of the freight travel market.
- The total VMT for both autos and trucks is expected to grow at the same rate.
- Congestion is increasing slightly on all road classifications.

Corridor Issues

- Truck traffic in downtown Brooksville – mining trucks on US 98 conflict with livability goals for downtown
- Efficient, safe truck movements on Dale Mabry Hwy
- Access and circulation at Hernando Airport

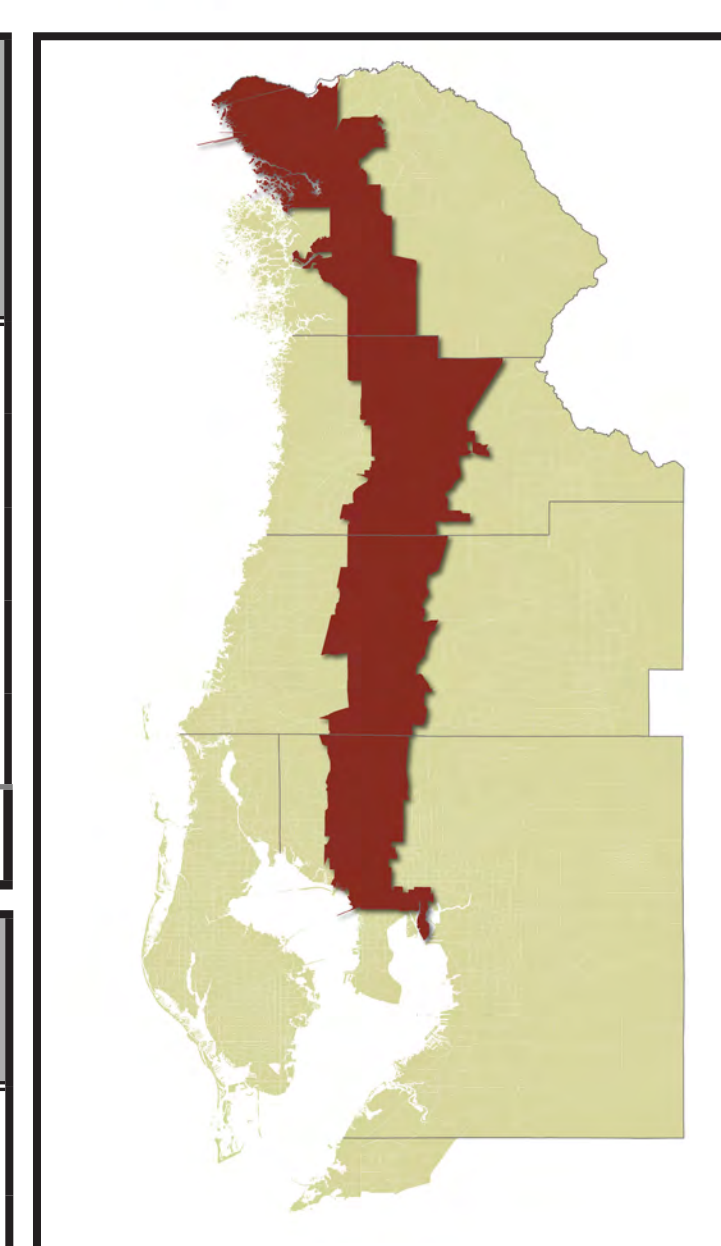
Potential Strategies/Projects

- Transfer roadway ownership in downtown Brooksville (US 98, US 41)
- Freight friendly design for heavy trucks (rock hauling in Hernando)
- ITS, signal optimization, way-finding (US 19)
- US 41 – Connerton Road (Pasco) to Ayers Road (Hernando) (2U-4D)
- Grade separation at US 41 /CSX north of SR 52
- ITS, signal optimization, way-finding (address signs/markers) (Dale Mabry N - access to commercial uses; Dale Mabry S - access to Port Tampa)
- Freight friendly geometry (turning radii) for commercial delivery on Dale Mabry
- Suncoast Parkway Extension



2035 Freight Network Performance Statistics									
Facility Class	Total VMT	Class Percent	Auto VMT	Class Percent	Truck VMT	Class Percent	Percent Truck Traffic	VMC	Total VMT/ VMC
Freeway	6,906,115	28%	6,489,234	28%	416,881	34%	6.0%	6,822,200	1.01
Regional Freight Corridor	5,245,978	21%	4,949,466	21%	296,511	24%	5.7%	4,950,272	1.06
Truck Route	7,718,204	31%	7,358,432	31%	359,772	30%	4.7%	6,821,770	1.13
Arterial	1,219,322	5%	1,169,480	5%	49,842	4%	4.1%	1,512,477	0.81
Collector	3,694,122	15%	3,600,240	15%	93,882	8%	2.5%	5,377,703	0.69
Total	24,783,741	100%	23,566,853	100%	1,216,888	100%	4.9%	25,484,422	0.97

Truck Class	I/I Trips (%)	Avg. Length (Mi.)	I/E Trips (%)	Avg. Length (Mi.)	VMT	Percent of VMT	Summary Statistics	
Light Trucks	59%	5.0	41%	9.7	860,455	57%	Ratio of Frt. Travel Mkt. Pct. Truck Traffic to Avg. Pct. Truck Traffic	0.71
Heavy Trucks	27%	11.3	73%	29.1	656,270	43%	Ratio of Frt. Travel Mkt. Pct. Heavy Trucks to Avg. Pct. Heavy Trucks	0.93
All Trucks	52%	5.7	48%	16.0	1,516,725	100%	Ratio of Frt. Travel Mkt. Pct. I/E Trips to Avg. Pct. I/E Trips	1.02



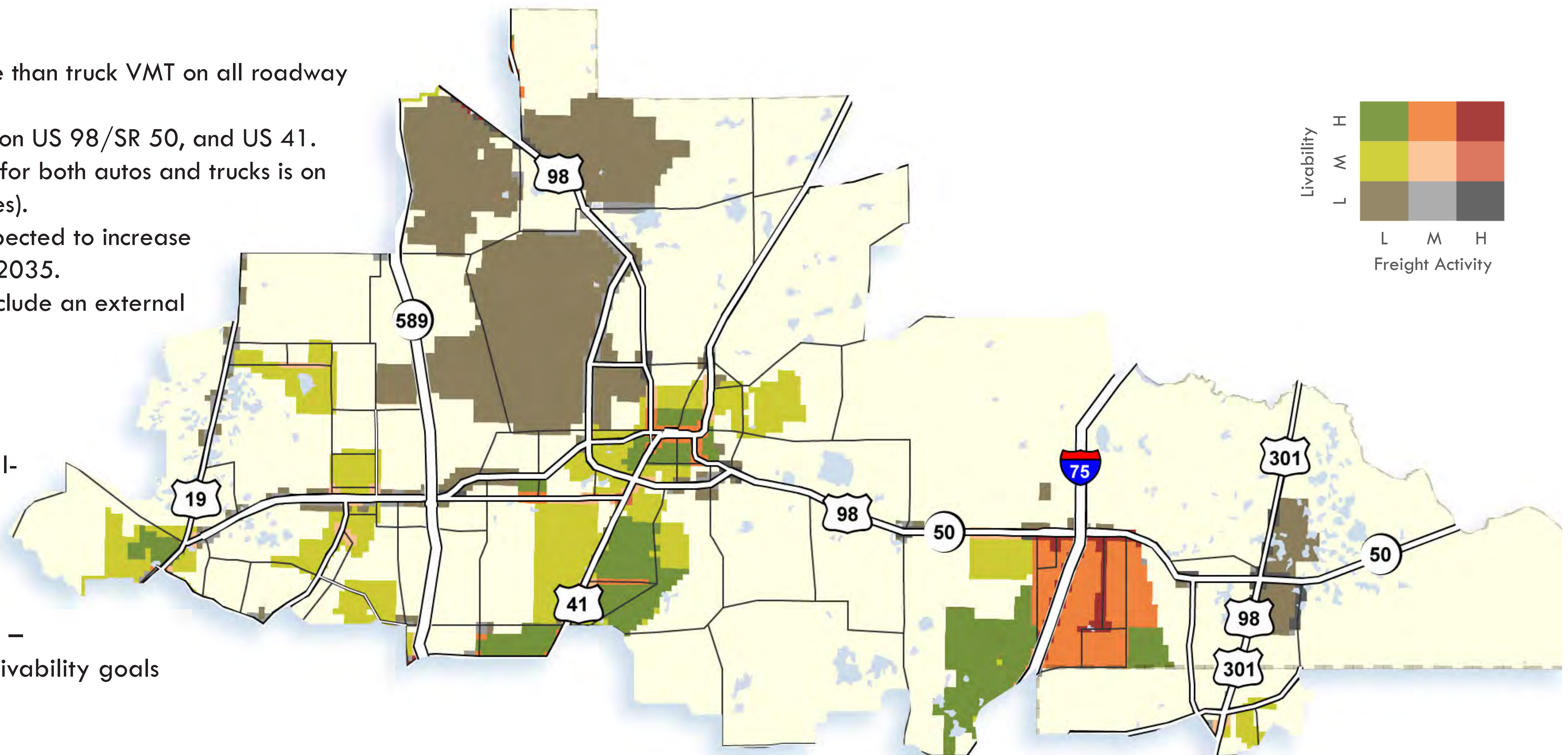


Trends and Conditions

- Auto VMT is increasing at a faster rate than truck VMT on all roadway classifications.
- The percentage of trucks is increasing on US 98/SR 50, and US 41.
- The highest expected increase in VMT for both autos and trucks is on arterials (not designated as truck routes).
- Heavy truck and light truck VMT is expected to increase at about the same rate from 2014 to 2035.
- Nearly nine of ten heavy truck trips include an external point.

Corridor Issues

- Truck movements on SR 50 between I-75 and Orlando (long distance from Wal Mart distribution center); west of I-75 (local delivery; rock hauling)
- Truck traffic in downtown Brooksville – mining trucks on US 98 conflict with livability goals for downtown

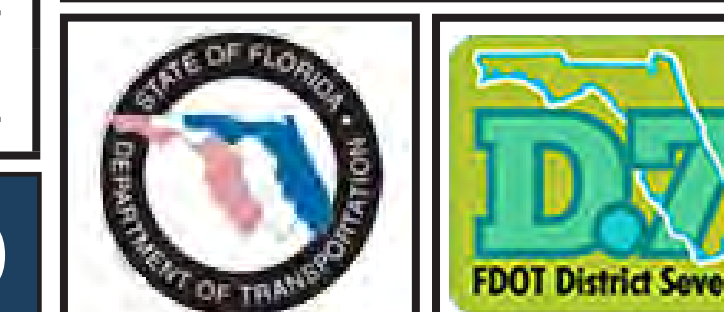
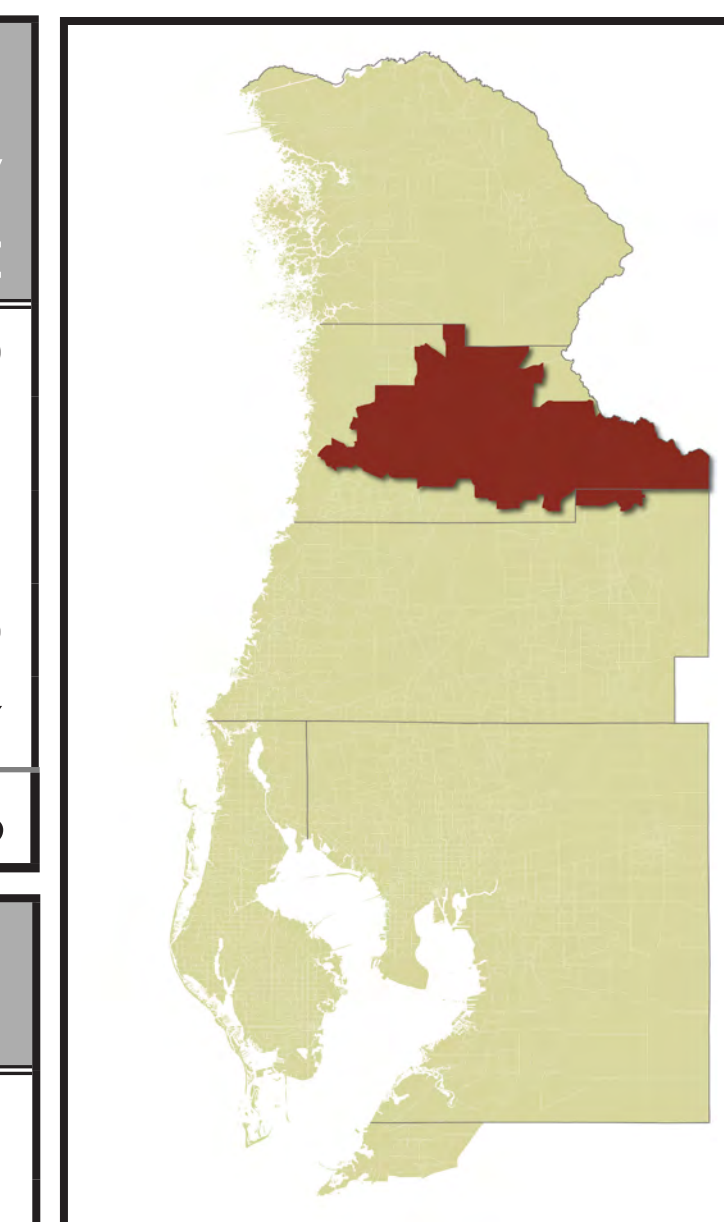


Potential Strategies/Projects

- ITS, signal optimization, truck channelization (SR 56/54, SR 52, US 41)
- Freight-friendly design at hotspot intersections
- Grade separation at US 41/CSX/SR 54
- Grade separation at SR 52/CSX

2035 Freight Network Performance Statistics									
Facility Class	Total VMT	Class Percent	Auto VMT	Class Percent	Truck VMT	Class Percent	Percent Truck Traffic	VMC	Total VMT/VMC
Freeway	1,454,376	23%	1,225,433	21%	228,944	44%	15.7%	1,824,029	0.80
Regional Freight Corridor	1,812,160	28%	1,643,580	28%	168,580	32%	9.3%	1,925,192	0.94
Truck Route	1,563,628	24%	1,479,067	25%	84,561	16%	5.4%	2,012,944	0.78
Arterial	159,656	2%	154,352	3%	5,303	1%	3.3%	229,248	0.70
Collector	1,424,060	22%	1,385,843	24%	38,217	7%	2.7%	2,477,612	0.57
Total	6,413,880	100%	5,888,275	100%	525,605	100%	8.2%	8,469,025	0.76

Truck Class	I/E Trips (%)	Avg. Length (Mi.)	I/E Trips (%)	Avg. Length (Mi.)	VMT	Percent of VMT	Summary Statistics
Light Trucks	62%	5.0	38%	10.0	162,372	47%	Ratio of Frt. Travel Mkt. Pct. Truck Traffic to Avg. Pct. Truck Traffic 1.18
Heavy Trucks	14%	7.1	86%	34.4	184,116	53%	Ratio of Frt. Travel Mkt. Pct. Heavy Trucks to Avg. Pct. Heavy Trucks 1.14
All Trucks	51%	5.1	49%	19.8	346,488	100%	Ratio of Frt. Travel Mkt. Pct. I/E Trips to Avg. Pct. I/E Trips 1.04



Trends and Conditions

- More than half of all truck VMT is on the regional freight corridors.
- Truck VMT is expected to grow faster than auto VMT.
- Truck VMT is forecast to increase faster on the local truck routes.
- VMT is expected to increase the most for both autos and trucks on the arterials (not designated as truck routes).
- The percentage of internal truck trips is expected to be nearly twice that of the internal/external trips.
- Heavy truck VMT is expected to grow significantly between 2014 to 2035.



Corridor Issues

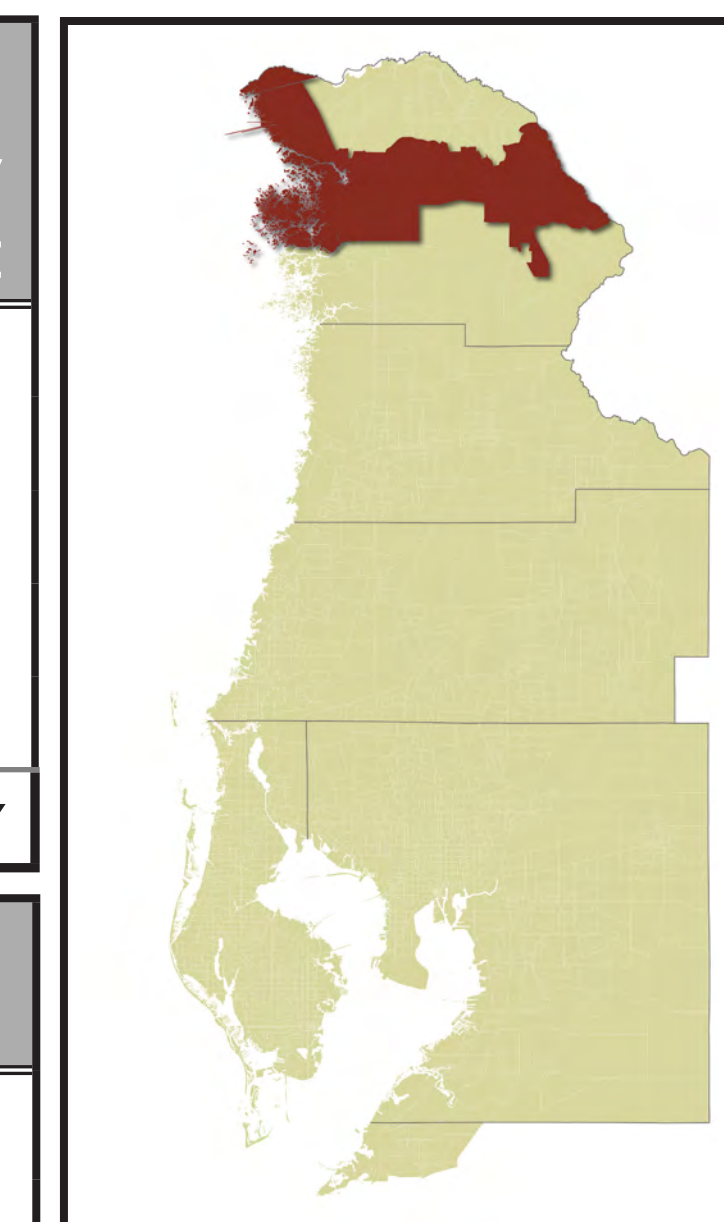
- Access/circulation to Inverness Airport
- Truck & Rail access to new industrial park near US 19 and Florida Barge Canal
- Access to I-75

Potential Strategies/Projects

- ITS/signal optimization/channelization on SR 44, US 19
- Extension of Florida Northern Rail line from power plant to new industrial park
- Freight friendly design on SR 44, SR 48 to I-75

2035 Freight Network Performance Statistics									
Facility Class	Total VMT	Class Percent	Auto VMT	Class Percent	Truck VMT	Class Percent	Percent Truck Traffic	VMC	Total VMT/VMC
Freeway	-	-	-	-	-	-	-	-	-
Regional Freight Corridor	1,583,551	48%	1,480,421	47%	103,130	60%	6.5%	2,021,790	0.78
Truck Route	767,733	23%	733,723	23%	34,010	20%	4.4%	876,375	0.88
Arterial	209,401	6%	199,980	6%	9,421	5%	4.5%	212,720	0.98
Collector	763,630	23%	737,823	23%	25,807	15%	3.4%	1,204,350	0.63
Total	3,324,316	100%	3,151,948	100%	172,368	100%	5.2%	4,315,235	0.77

Truck Class	I/I Trips (%)	Avg. Length (Mi.)	I/E Trips (%)	Avg. Length (Mi.)	VMT	Percent of VMT	Summary Statistics
Light Trucks	73%	4.9	27%	9.9	105,968	54%	Ratio of Frt. Travel Mkt. Pct. Truck Traffic to Avg. Pct. Truck Traffic 0.75
Heavy Trucks	33%	6.2	67%	28.4	88,924	46%	Ratio of Frt. Travel Mkt. Pct. Heavy Trucks to Avg. Pct. Heavy Trucks 0.98
All Trucks	65%	5.0	35%	17.2	194,892	100%	Ratio of Frt. Travel Mkt. Pct. I/E Trips to Avg. Pct. I/E Trips 0.74



Freight Travel Market 1

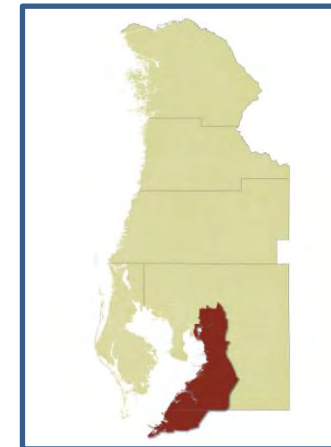
Network Stats

2035 CA									
Facility Class	Total VMT	Class Percent	Auto VMT	Class Percent	Truck VMT	Class Percent	Percent Truck Traffic	VMC	Total VMT/VMC
Freeway	10,129,711	54%	9,228,916	53%	900,795	68.2%	8.9%	7,438,977	1.36
Regional Freight Corridor	4,720,933	25%	4,467,047	26%	253,886	19.2%	5.4%	4,229,286	1.12
Truck Route	1,670,102	9%	1,602,514	9%	67,589	5.1%	4.0%	1,745,010	0.96
Arterial	787,981	4%	733,511	4%	54,470	4.1%	6.9%	1,600,845	0.49
Collector	1,453,953	8%	1,409,240	8%	44,713	3.4%	3.1%	3,116,124	0.47
TOTAL	18,762,680		17,441,228		1,321,453		7.0%	18,130,242	1.03

2014 EC									
Facility Class	Total VMT	Class Percent	Auto VMT	Class Percent	Truck VMT	Class Percent	Percent Truck Traffic	VMC	Total VMT/VMC
Freeway	9,298,514	50%	8,503,208	49%	795,306	60%	8.6%	7,291,476	1.28
Regional Freight Corridor	4,376,772	23%	4,141,043	24%	235,729	18%	5.4%	3,898,800	1.12
Truck Route	1,653,775	9%	1,592,215	9%	61,560	5%	3.7%	1,760,407	0.94
Arterial	812,367	4%	762,715	4%	49,652	4%	6.1%	981,314	0.83
Collector	897,979	5%	868,531	5%	29,448	2%	3.3%	1,568,556	0.57
TOTAL	17,039,407		15,867,711		1,171,695		6.9%	15,500,553	1.10

Truck Stats

	I/I Trips (%)	Avg. Length (Mi.)	I/E Trips (%)	Avg. Length (Mi.)	VMC	Truck Class VMT as % of total truck VMT
2035						
Light Trucks	48%	5.40	52%	10.50	536,509	54%
Heavy Trucks	24%	6.90	76%	27.90	458,587	46%
All Trucks	42%	5.60	58%	16.80	995,096	100%
2014						
Light Trucks	50%	5.40	50%	10.30	474,617	53%
Heavy Trucks	26%	7.10	74%	27.80	417,916	47%
All Trucks	43%	5.70	57%	16.70	892,533	100%



Freight Travel Market 2

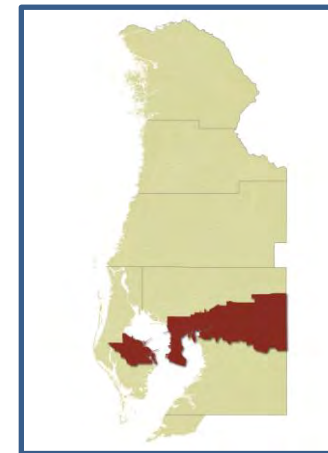
Network Stats

2035 CA									
Facility Class	Total VMT	Class Percent	Auto VMT	Class Percent	Truck VMT	Class Percent	Percent Truck Traffic	VMC	Total VMT/VMC
Freeway	14,709,228	45%	13,354,047	44%	1,355,181	59%	9.2%	10,177,937	1.45
Regional Freight Corridor	6,850,469	21%	6,382,982	21%	467,486	20%	6.8%	6,325,216	1.08
Truck Route	6,324,945	19%	6,067,182	20%	257,762	11%	4.1%	6,425,390	0.98
Arterial	1,480,891	5%	1,374,797	5%	106,094	5%	7.2%	1,632,033	0.91
Collector	3,427,492	10%	3,326,516	11%	100,976	4%	2.9%	4,729,908	0.72
TOTAL	32,793,024		30,505,525		2,287,500		7.0%	29,290,484	1.12

2014 EC									
Facility Class	Total VMT	Class Percent	Auto VMT	Class Percent	Truck VMT	Class Percent	Percent Truck Traffic	VMC	Total VMT/VMC
Freeway	13,618,811	42%	12,444,941	41%	1,173,869	51%	8.6%	10,185,856	1.34
Regional Freight Corridor	6,227,806	19%	5,785,780	19%	442,025	19%	7.1%	5,793,255	1.08
Truck Route	5,964,282	18%	5,723,185	19%	241,097	11%	4.0%	6,450,120	0.92
Arterial	1,234,269	4%	1,146,973	4%	87,296	4%	7.1%	1,397,032	0.88
Collector	2,904,634	9%	2,824,195	9%	80,439	4%	2.8%	4,474,125	0.65
TOTAL	29,949,801		27,925,074		2,024,727		6.8%	28,300,388	1.06

Truck Stats

	I/I Trips (%)	Avg. Length (Mi.)	I/E Trips (%)	Avg. Length (Mi.)	Truck Class VMT	Truck Class VMT as % of total truck VMT
2035						
Light Trucks	60%	5.40	40%	9.90	1,144,646	59%
Heavy Trucks	33%	8.60	67%	27.10	789,368	41%
All Trucks	54%	5.80	46%	15.50	1,934,014	100%
2014						
Light Trucks	61%	5.30	39%	9.70	1,020,035	59%
Heavy Trucks	34%	8.60	66%	26.60	700,019	41%
All Trucks	55%	5.80	45%	15.20	1,720,054	100%



Freight Travel Market 3

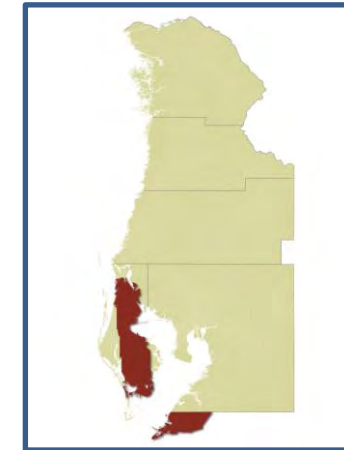
Network Stats

2035 CA									
Facility Class	Total VMT	Class Percent	Auto VMT	Class Percent	Truck VMT	Class Percent	Percent Truck Traffic	VMC	Total VMT/VMC
Freeway	4,964,531	25%	4,462,239	24%	502,293	41%	10.1%	3,471,132	1.43
Regional Freight Corridor	3,534,474	18%	3,326,107	18%	208,366	17%	5.9%	3,556,350	0.99
Truck Route	7,459,441	38%	7,096,240	39%	363,200	30%	4.9%	8,538,084	0.87
Arterial	1,656,095	8%	1,574,245	9%	81,850	7%	4.9%	2,511,298	0.66
Collector	2,001,243	10%	1,942,088	11%	59,155	5%	3.0%	4,332,330	0.46
TOTAL	19,615,784		18,400,919		1,214,865		6.2%	22,409,194	0.88

2014 EC									
Facility Class	Total VMT	Class Percent	Auto VMT	Class Percent	Truck VMT	Class Percent	Percent Truck Traffic	VMC	Total VMT/VMC
Freeway	4,667,291	24%	4,231,621	23%	435,670	36%	9.3%	3,575,616	1.31
Regional Freight Corridor	3,202,871	16%	2,998,598	16%	204,273	17%	6.4%	3,082,752	1.04
Truck Route	7,371,388	38%	7,019,605	38%	351,784	29%	4.8%	8,551,565	0.86
Arterial	1,573,146	8%	1,500,512	8%	72,634	6%	4.6%	1,903,028	0.83
Collector	1,477,107	8%	1,437,873	8%	39,234	3%	2.7%	3,210,875	0.46
TOTAL	18,291,804		17,188,209		1,103,595		6.0%	20,323,836	0.90

Truck Stats

	I/I Trips (%)	Avg. Length (Mi.)	I/E Trips (%)	Avg. Length (Mi.)	VMT	Truck Class VMT as % of total truck VMT
2035						
Light Trucks	65%	5.20	35%	9.70	702,868	54%
Heavy Trucks	33%	7.00	67%	32.50	605,450	46%
All Trucks	58%	5.50	42%	17.60	1,308,318	100%
2014						
Light Trucks	65%	5.20	35%	9.50	653,769	54%
Heavy Trucks	35%	7.00	65%	31.50	549,694	46%
All Trucks	58%	5.50	42%	17.00	1,203,463	100%



Freight Travel Market 4

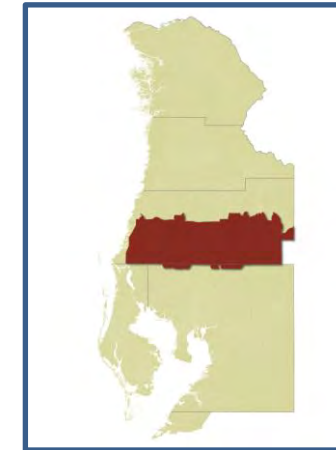
Network Stats

2035 CA									
Facility Class	Total VMT	Class Percent	Auto VMT	Class Percent	Truck VMT	Class Percent	Percent Truck Traffic	VMC	Total VMT/VMC
Freeway	3,425,235	20%	3,028,662	19%	396,573	40%	11.6%	2,565,885	1.33
Regional Freight Corridor	2,716,756	16%	2,559,372	16%	157,384	16%	5.8%	2,711,024	1.00
Truck Route	7,210,825	43%	6,883,931	43%	326,894	33%	4.5%	8,484,105	0.85
Arterial	1,821,466	11%	1,745,439	11%	76,027	8%	4.2%	2,352,630	0.77
Collector	1,668,840	10%	1,629,075	10%	39,765	4%	2.4%	2,607,216	0.64
TOTAL	16,843,122		15,846,479		996,643		5.9%	18,720,860	0.90

2014 EC									
Facility Class	Total VMT	Class Percent	Auto VMT	Class Percent	Truck VMT	Class Percent	Percent Truck Traffic	VMC	Total VMT/VMC
Freeway	3,135,480	19%	2,807,053	18%	328,427	33%	10.5%	1,892,856	1.66
Regional Freight Corridor	2,381,484	14%	2,229,032	14%	152,452	15%	6.4%	2,106,090	1.13
Truck Route	6,252,503	37%	5,939,880	37%	312,623	31%	5.0%	6,794,284	0.92
Arterial	506,455	3%	489,050	3%	17,406	2%	3.4%	890,086	0.57
Collector	548,076	3%	528,718	3%	19,359	2%	3.5%	622,260	0.88
TOTAL	12,823,999		11,993,732		830,266		6.5%	12,305,576	1.04

Truck Stats

	I/I Trips (%)	Avg. Length (Mi.)	I/E Trips (%)	Avg. Length (Mi.)	VMT	Truck Class VMT as % of total truck VMT
2035						
Light Trucks	74%	5.60	26%	11.90	478,737	48%
Heavy Trucks	21%	10.50	79%	36.30	527,616	52%
All Trucks	63%	5.90	37%	23.00	1,006,353	100%
2014						
Light Trucks	72%	5.60	28%	11.70	398,800	48%
Heavy Trucks	21%	12.40	79%	36.70	436,731	52%
All Trucks	61%	6.10	39%	22.70	835,531	100%



Freight Travel Market 5

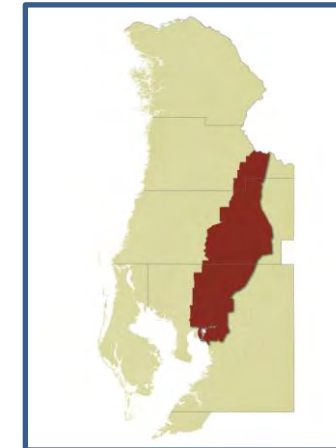
Network Stats

2035 CA									
Facility Class	Total VMT	Class Percent	Auto VMT	Class Percent	Truck VMT	Class Percent	Percent Truck Traffic	VMC	Total VMT/VMC
Freeway	14,915,315	46%	13,346,044	45%	1,569,271	67%	10.5%	11,379,600	1.31
Regional Freight Corridor	4,452,463	14%	4,166,160	14%	286,303	12%	6.4%	4,187,295	1.06
Truck Route	8,731,130	27%	8,377,233	28%	353,897	15%	4.1%	8,713,575	1.00
Arterial	1,570,700	5%	1,509,205	5%	61,495	3%	3.9%	1,751,816	0.90
Collector	2,489,836	8%	2,426,018	8%	63,819	3%	2.6%	3,498,483	0.71
TOTAL	32,159,444		29,824,660		2,334,785		7.3%	29,530,769	1.09

2014 EC									
Facility Class	Total VMT	Class Percent	Auto VMT	Class Percent	Truck VMT	Class Percent	Percent Truck Traffic	VMC	Total VMT/VMC
Freeway	13,584,751	42%	12,201,362	41%	1,383,389	59%	10.2%	10,088,988	1.35
Regional Freight Corridor	3,763,959	12%	3,507,258	12%	256,701	11%	6.8%	3,445,158	1.09
Truck Route	8,218,860	26%	7,871,143	26%	347,717	15%	4.2%	7,806,920	1.05
Arterial	548,317	2%	532,202	2%	16,115	1%	2.9%	720,265	0.76
Collector	1,944,943	6%	1,891,393	6%	53,550	2%	2.8%	2,545,530	0.76
TOTAL	28,060,831		26,003,357		2,057,473		7.3%	24,606,861	1.14

Truck Stats

	I/I Trips (%)	Avg. Length (Mi.)	I/E Trips (%)	Avg. Length (Mi.)	VMT	Truck Class VMT as % of total truck VMT
2035						
Light Trucks	66%	5.80	34%	10.60	905,516	55%
Heavy Trucks	30%	9.60	70%	29.60	749,103	45%
All Trucks	58%	6.20	42%	17.90	1,654,619	100%
2014						
Light Trucks	66%	5.90	34%	10.50	781,651	55%
Heavy Trucks	32%	9.40	68%	29.40	636,351	45%
All Trucks	58%	6.30	42%	17.70	1,418,002	100%



Freight Travel Market 6

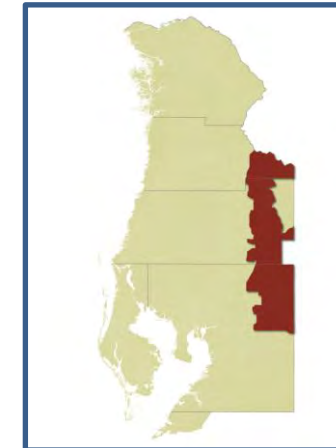
Network Stats

2035 CA									
Facility Class	Total VMT	Class Percent	Auto VMT	Class Percent	Truck VMT	Class Percent	Percent Truck Traffic	VMC	Total VMT/VMC
Freeway	2,832,415	35%	2,357,381	33%	475,035	55%	16.8%	2,051,322	1.38
Regional Freight Corridor	1,946,023	24%	1,761,204	25%	184,820	21%	9.5%	2,598,596	0.75
Truck Route	2,134,245	27%	2,004,954	28%	129,292	15%	6.1%	3,235,313	0.66
Arterial	468,133	6%	411,731	6%	56,401	6%	12.0%	655,017	0.71
Collector	624,732	8%	602,475	8%	22,257	3%	3.6%	1,349,766	0.46
TOTAL	8,005,549		7,137,745		867,804		10.8%	9,890,014	0.81

2014 EC									
Facility Class	Total VMT	Class Percent	Auto VMT	Class Percent	Truck VMT	Class Percent	Percent Truck Traffic	VMC	Total VMT/VMC
Freeway	2,781,807	35%	2,329,880	33%	451,926	52%	16.2%	1,751,034	1.59
Regional Freight Corridor	1,610,191	20%	1,445,655	20%	164,535	19%	10.2%	2,256,300	0.71
Truck Route	2,052,965	26%	1,928,233	27%	124,732	14%	6.1%	3,099,334	0.66
Arterial	232,129	3%	194,296	3%	37,834	4%	16.3%	371,347	0.63
Collector	495,227	6%	479,801	7%	15,427	2%	3.1%	1,094,964	0.45
TOTAL	7,172,319		6,377,865		794,453		11.1%	8,572,979	0.84

Truck Stats

	I/I Trips (%)	Avg. Length (Mi.)	I/E Trips (%)	Avg. Length (Mi.)	VMT	Truck Class VMT as % of total truck VMT
2035						
Light Trucks	42%	4.20	58%	9.20	271,064	54%
Heavy Trucks	10%	8.20	90%	27.80	233,939	46%
All Trucks	34%	4.50	66%	15.20	505,003	100%
2014						
Light Trucks	44%	4.20	56%	9.30	222,502	54%
Heavy Trucks	10%	7.40	90%	28.30	192,407	46%
All Trucks	36%	4.40	64%	15.50	414,909	100%



Freight Travel Market 7

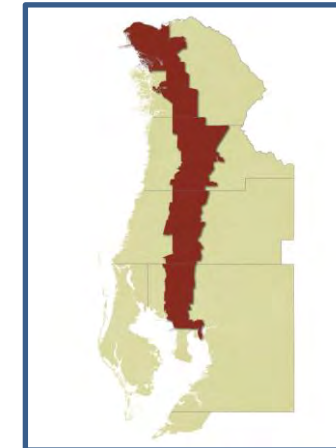
Network Stats

2035 CA									
Facility Class	Total VMT	Class Percent	Auto VMT	Class Percent	Truck VMT	Class Percent	Percent Truck Traffic	VMC	Total VMT/VMC
Freeway	6,906,115	28%	6,489,234	28%	416,881	34%	6.0%	6,822,200	1.01
Regional Freight Corridor	5,245,978	21%	4,949,466	21%	296,511	24%	5.7%	4,950,272	1.06
Truck Route	7,718,204	31%	7,358,432	31%	359,772	30%	4.7%	6,821,770	1.13
Arterial	1,219,322	5%	1,169,480	5%	49,842	4%	4.1%	1,512,477	0.81
Collector	3,694,122	15%	3,600,240	15%	93,882	8%	2.5%	5,377,703	0.69
TOTAL	24,783,741		23,566,853		1,216,888		4.9%	25,484,422	0.97

2014 EC									
Facility Class	Total VMT	Class Percent	Auto VMT	Class Percent	Truck VMT	Class Percent	Percent Truck Traffic	VMC	Total VMT/VMC
Freeway	6,548,162	26%	6,183,756	26%	364,405	30%	5.6%	6,728,430	0.97
Regional Freight Corridor	4,602,211	19%	4,322,310	18%	279,901	23%	6.1%	4,546,770	1.01
Truck Route	6,798,639	27%	6,486,213	28%	312,426	26%	4.6%	6,152,000	1.11
Arterial	844,424	3%	810,421	3%	34,003	3%	4.0%	1,053,744	0.80
Collector	2,703,393	11%	2,635,911	11%	67,482	6%	2.5%	4,125,600	0.66
TOTAL	21,496,829		20,438,612		1,058,217		4.9%	22,606,544	0.95

Truck Stats

	I/I Trips (%)	Avg. Length (Mi.)	I/E Trips (%)	Avg. Length (Mi.)	VMT	Truck Class VMT as % of total truck VMT
2035						
Light Trucks	59%	5.00	41%	9.70	860,455	57%
Heavy Trucks	27%	11.30	73%	29.10	656,270	43%
All Trucks	52%	5.70	48%	16.00	1,516,725	100%
2014						
Light Trucks	59%	5.00	41%	9.60	740,013	57%
Heavy Trucks	28%	11.10	72%	28.60	561,206	43%
All Trucks	52%	5.70	48%	15.70	1,301,219	100%



Freight Travel Market 8

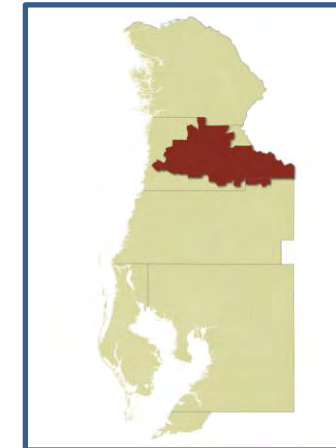
Network Stats

2035 CA									
Facility Class	Total VMT	Class Percent	Auto VMT	Class Percent	Truck VMT	Class Percent	Percent Truck Traffic	VMC	Total VMT/VMC
Freeway	1,454,376	23%	1,225,433	21%	228,944	44%	15.7%	1,824,029	0.80
Regional Freight Corridor	1,812,160	28%	1,643,580	28%	168,580	32%	9.3%	1,925,192	0.94
Truck Route	1,563,628	24%	1,479,067	25%	84,561	16%	5.4%	2,012,944	0.78
Arterial	159,656	2%	154,352	3%	5,303	1%	3.3%	229,248	0.70
Collector	1,424,060	22%	1,385,843	24%	38,217	7%	2.7%	2,477,612	0.57
TOTAL	6,413,880		5,888,275		525,605		8.2%	8,469,025	0.76

2014 EC									
Facility Class	Total VMT	Class Percent	Auto VMT	Class Percent	Truck VMT	Class Percent	Percent Truck Traffic	VMC	Total VMT/VMC
Freeway	1,269,742	20%	1,048,812	18%	220,930	42%	17.4%	1,326,434	0.96
Regional Freight Corridor	1,346,629	21%	1,214,437	21%	132,192	25%	9.8%	1,589,500	0.85
Truck Route	1,260,151	20%	1,197,345	20%	62,806	12%	5.0%	1,743,235	0.72
Arterial	97,968	2%	94,474	2%	3,494	1%	3.6%	137,085	0.71
Collector	1,293,805	20%	1,264,996	21%	28,809	5%	2.2%	2,106,104	0.61
TOTAL	5,268,295		4,820,064		448,231		8.5%	6,902,358	0.76

Truck Stats

	I/I Trips (%)	Avg. Length (Mi.)	I/E Trips (%)	Avg. Length (Mi.)	VMT	Truck Class VMT as % of total truck VMT
2035						
Light Trucks	62%	5.00	38%	10.00	162,372	47%
Heavy Trucks	14%	7.10	86%	34.40	184,116	53%
All Trucks	51%	5.10	49%	19.80	346,488	100%
2014						
Light Trucks	61%	5.00	39%	9.60	126,302	47%
Heavy Trucks	14%	6.60	86%	34.80	145,071	53%
All Trucks	51%	5.10	49%	19.40	271,373	100%



Freight Travel Market 9

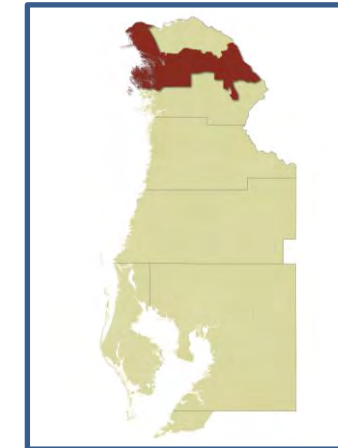
Network Stats

2035 CA									
Facility Class	Total VMT	Class Percent	Auto VMT	Class Percent	Truck VMT	Class Percent	Percent Truck Traffic	VMC	Total VMT/VMC
Freeway	-	0%	-	0%	-	0%	0.0%	-	-
Regional Freight Corridor	1,583,551	48%	1,480,421	47%	103,130	60%	6.5%	2,021,790	0.78
Truck Route	767,733	23%	733,723	23%	34,010	20%	4.4%	876,375	0.88
Arterial	209,401	6%	199,980	6%	9,421	5%	4.5%	212,720	0.98
Collector	763,630	23%	737,823	23%	25,807	15%	3.4%	1,204,350	0.63
TOTAL	3,324,316		3,151,948		172,368		5.2%	4,315,235	0.77

2014 EC									
Facility Class	Total VMT	Class Percent	Auto VMT	Class Percent	Truck VMT	Class Percent	Percent Truck Traffic	VMC	Total VMT/VMC
Freeway	-	0%	-	0%	-	0%	0.0%	-	-
Regional Freight Corridor	1,466,292	44%	1,380,283	44%	86,009	50%	5.9%	1,985,092	0.74
Truck Route	570,672	17%	543,332	17%	27,341	16%	4.8%	688,149	0.83
Arterial	113,069	3%	106,496	3%	6,572	4%	5.8%	141,526	0.80
Collector	637,647	19%	616,732	20%	20,915	12%	3.3%	1,165,840	0.55
TOTAL	2,787,680		2,646,842		140,837		5.1%	3,980,607	0.70

Truck Stats

	I/I Trips (%)	Avg. Length (Mi.)	I/E Trips (%)	Avg. Length (Mi.)	VMT	Truck Class VMT as % of total truck VMT
2035						
Light Trucks	73%	4.90	27%	9.90	105,968	54%
Heavy Trucks	33%	6.20	67%	28.40	88,924	46%
All Trucks	65%	5.00	35%	17.20	194,892	100%
2014						
Light Trucks	73%	4.80	27%	9.70	89,684	56%
Heavy Trucks	36%	6.30	64%	27.40	71,238	44%
All Trucks	65%	5.00	35%	16.60	160,922	100%





Tampa Bay Regional Goods Movement



COMMENT FORM

1. In each of the freight travel markets, are there issues that have not been defined that should be considered in the development of strategies to improve freight mobility? List the freight travel market and the relevant issue.

2. Comment on the initial strategies defined for each freight travel market. Are there other strategies or policies that should be considered for the corridor?

3. Comment on the Livability and Freight Layers Overlay map. Are there areas that appear inconsistent with county plans?

Name	Agency	Address	Address 2	City	Zip	Email	Phone	Initials
Hillsborough County								
Bob Gordon	Hillsborough County Public Works	601 E. Kennedy Boulevard	22nd Floor	Tampa	33602	gordonr@hillsboroughcounty.org	(813) 272-5912	
Gene Gray	Hillsborough County Economic Development	601 E. Kennedy Boulevard	13th Floor	Tampa	33602	grayg@hillsboroughcounty.org	(813) 272-7232	
Brian Hunter	FDOT District 7, Planning	11201 N. Malcolm McKinley Drive		Tampa	33612	brian.hunter@dot.state.fl.us	(813) 975-6413	
Nadine Jones	Hillsborough County Aviation Authority	5503 W. Spruce Street		Tampa	33607	njones@tampaairport.com	(813) 870-8773	
Ram Kancharla	Tampa Port Authority	1101 Channelside Drive		Tampa	33602	rkancharla@tampaport.com	(813) 905-5162	
Danny Lamb	FDOT District 7, Planning	11201 N. Malcolm McKinley Drive		Tampa	33612	daniel.lamb@dot.state.fl.us	(813) 975-6437	
Linda Stachewicz	FDOT District 7, Planning	11201 N. Malcolm McKinley Drive		Tampa	33612	Linda.Stachewicz@dot.state.fl.us	(813) 975-6460	
Irvin Lee	City of Tampa Public Works	306 E Jackson Street		Tampa	33602	Irvin.lee@tampagov.net	(813) 274-8721	
Eddie Pollock	CSX Transportation	5656 Adamo Drive		Tampa	33619	eddie_pollock@csx.com	(813) 664-6323	
Joe Zambito	Hillsborough County MPO	601 E. Kennedy Boulevard	18th Floor	Tampa	33602	zambitoj@plancom.org	(813) 272-5940	
Randy Kranjec	Hillsborough County MPO	601 E. Kennedy Boulevard	18th Floor	Tampa	33602	kranjecr@plancom.org	(813) 272-5940	
Pinellas County								
John Holt	St. Petersburg/Clearwater Airport	14700 Terminal Boulevard	Suite 221	Clearwater	33762	jholt2@co.pinellas.fl.us	(727) 453-7800	
Mike Meidel	Pinellas County Economic Development	13805 58th Street N	Suite 1-200	Clearwater	33760	mmeidel@pinellascounty.org	(727) 464-7332	
Greg Miller	Tampa Bay Regional Planning Council	4000 Gateway Centre Boulevard	Suite 100	Pinellas Park	33782	greg@tbrpc.org	(727) 570-5151	
James Wagner	City of Clearwater Development & Neighborhoods Services	100 S. Myrtle Avenue	2nd Floor	Clearwater	33756	james.wagner@myclearwater.com	(727) 562-4567	
Sarah Ward	Pinellas County MPO	600 Cleveland Street	Suite 750	Clearwater	33755	sward@pinellascounty.org	(727) 464.8200	
Gina Harvey	Pinellas County MPO	600 Cleveland Street	Suite 750	Clearwater	33755	gharvey@co.pinellas.fl.us	(727) 464.8200	
Tom Washburn	Pinellas County Department of Public Works	22211 US 19	Bldg 10	Clearwater	33765	twashburn@co.pinellas.fl.us	(727) 464-8804	
Tom Whalen	City of St. Petersburg Department Transportation & Parking	175 Fifth Street N	P.O. Box 2842	St. Petersburg	33731	tom.whelen@stpete.org	(727) 892-5274	

Name	Agency	Address	Address 2	City	Zip	Email	Phone	Initials
Pasco County								
Ali Atefi	Pasco County MPO	7530 Little Road	Suite 320	New Port Richey	34654	aatefi@pascocountyfl.net	(727) 847-8140	
Justyna Buszewski	Pasco County Growth Mangement	7530 Little Road	Suite 320	New Port Richey	34654	jbuszewski@pascocountyfl.net	(727) 847-8193	
Jim Edwards	Pasco County MPO	7530 Little Road	Suite 320	New Port Richey	34654	jedwards@pascocountyfl.net	(727) 847-8140	
Richard Gehring	Pasco County Growth Management	7530 Little Road	Suite 320	New Port Richey	34654	rgehring@pascocountyfl.net	(727) 847-8193	
P. Thomas Rydzik	Pasco County Public Works	7530 Little Road	Suite 140	New Port Richey	34654	trydzik@pascocountyfl.net	(727) 847-8143	
Trina Sweet	Zephyrhills Airport	39450 South Avenue		Zephyrhills	33542	tsweet@ci.zephyrhills.fl.us	(813) 780-0030	
Todd Vandenberg	Zephyrhills Development Services	5335 8th Street		Zephyrhills	33542	tvandenberg@ci.zephyrhills.fl.us	(813) 780-0000	
Hernando County								
Hugh Pascoe	Hernando County MPO	20 N. Main Street	Room 262	Brooksville	34601	DennisD@co.hernando.fl.us	(352) 754-4057	
Susan Goebel	Hernando County Public Works	1525 East Jefferson St		Brooksville	34601	sgoebel@co.hernando.fl.us	(352) 754-4060	
Don Silvernell	Hernando Regional Airport	15800 Flight Path Drive		Brooksville	34604	dsilvernell@co.hernando.fl.us	(352) 754-4061	
Citrus County								
Charles Balut	Citrus County Department of Public Works	3600 W. Sovereign Path	Suite 241	Lecanto	34461	charles.balut@bocc.citrus.fl.us	(352) 527-5446	
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Quincy Wylupek	Inverness Airport	3528 S. Airport Road		Inverness	34450	quincy.wylupek@bocc.citrus.fl.us	(352) 341-2200	

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Steve Tyndall	Manatee County Port Authority	301 Tampa Bay Way		Palmetto	34221	styndal@portmanatee.com	(941) 722-6621	
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Michael Walley	Sarasota/Manatee International Airport	6000 Airport Circle		Sarasota	34243	michael.walley@srq-airport.com	(941) 359-5200	
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Bob Pursitte	United Parcel Service	5100 Acline Drive		Tampa	33619	rpursitte@ups.com	(813) 241-1033	
Ken Rollyson	Publix Corporation	407 Lakeland		Lakeland	32809	ken.rollyson@publix.com	(863) 370-3001	
Bob Sherrill	The National Defense Transportation Association (Tampa)	PO Box 6060		MacDill AFB	33608	bobsherrill@tampabayndta.org		
Dick Wiggins	Averitt Express	6501 Harney Road		Tampa	33610	dwiggins@averittexpress.com	(813) 621-1992	



Tampa Bay Regional Goods Movement

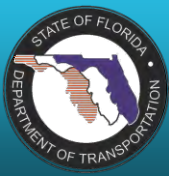


**GOODS MOVEMENT ADVISORY COMMITTEE
MEETING 4
NOVEMBER 3, 2010 at 1:30 PM**

**FDOT DISTRICT VII AUDITORIUM
11201 NORTH MCKINLEY DRIVE, TAMPA**

AGENDA

1. Introductions and Meeting Goals
2. Presentation
 - a. Freight Strategy Evaluation Process
 - b. Comprehensive Freight Improvement Database
3. Review of Draft Corridor-based and Hot Spot Priorities within Freight Travel Markets
4. Next Steps



Tampa Bay Regional Goods Movement



GOODS MOVEMENT ADVISORY COMMITTEE

MEETING 4

NOVEMBER 3, 2010

MEETING SUMMARY

Meeting Purpose

At the fourth meeting of the Goods Movement Advisory Committee (GMAC), the project team presented a draft prioritization methodology for evaluating a preliminary list of needed improvements on the freight transportation network and the preliminary results of that process. Two general types of needs were evaluated and prioritized separately: (1) corridor-based needs are linear in nature and may involve capacity improvements or corridor-wide operational improvements; (2) hot spot needs refer to specific locations, such as intersections, where localized operational and/or design improvements may be warranted. For each of these project types, draft prioritization results were presented in table and map form at the district-wide level with detail maps of each freight travel market provided.

The committee will provide feedback on the prioritization methodology and the initial ranking results. Additional needs will be added to the evaluation process as ongoing corridor studies are completed and additional feedback is received from the GMAC. Refinements to the prioritization methodology and needs evaluation results will be presented at the next scheduled GMAC meeting.

Overview of Freight Strategy Evaluation Process

The draft freight strategy evaluation process addresses corridor-based and hot spots needs differently. In general, the prioritization of corridor-based needs emphasizes long-term mobility, while that of hot spot needs focuses on existing operational conditions and accessibility. The criteria and data used for the separate evaluations reflect this difference, with the corridor-base evaluation utilizing future year roadway performance indicators while the hot spots evaluation uses existing traffic data and base year conditions from the Tampa Bay Regional Planning Model (TBRPM). A complete description of the criteria, data sets, and application process was distributed to the GMAC as a technical memorandum and is available on the web at www.tampabayfreight.com within the list of materials under the GMAC Meeting 4 heading.

The memorandum outlines the relationship of the proposed prioritization criteria to a set of mobility and compatibility objectives outlined earlier in the study process. It also explains how the criteria scores are standardized and weighted based on feedback received during the second GMAC meeting (May 20, 2010) about issues impacting freight in the Tampa Bay region.

Prioritization Results

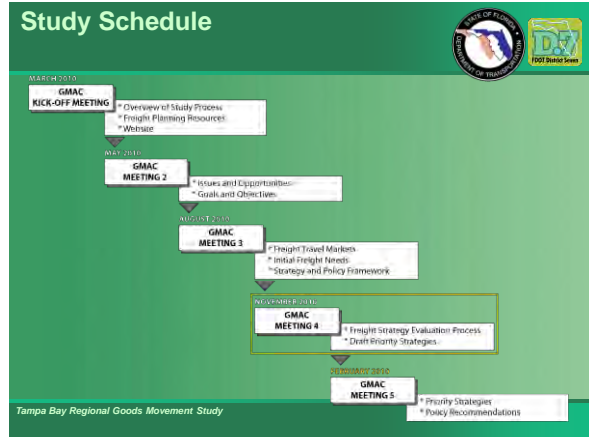
The draft freight strategy evaluation process was applied to corridor-based and hot spots needs to provide the GMAC with a sense of what results the process will yield. Corridor-based needs were developed from needed improvements on the freight network identified in the local long range transportation plans, the TBRGMS's assessment of issues and opportunities, intermodal plans (Port of Tampa Master Plan, e.g.), the Tampa Bay Regional Freight Rail Study (TBRFRS), and the TBRGMS's freight travel markets capacity analysis. Hot spot needs were developed from truck driver surveys, freight corridor screenings, intermodal plans, and the TBRFRS.

Lists of the draft district-wide corridor-based and hot spot needs rankings were distributed to attendees. These lists as well as maps of the district-wide rankings are also available on the web at www.tampabayfreight.com under the GMAC Meeting 4 heading.

Attendees

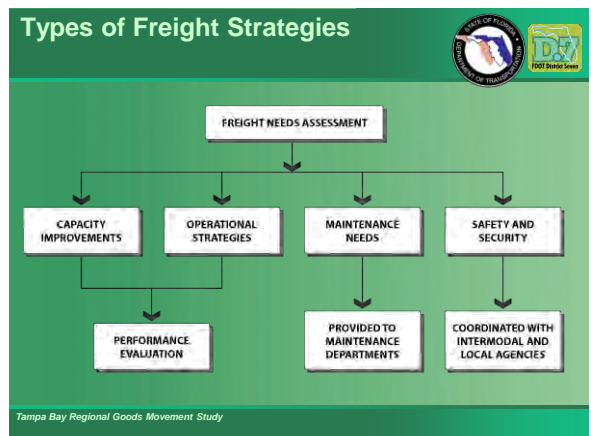
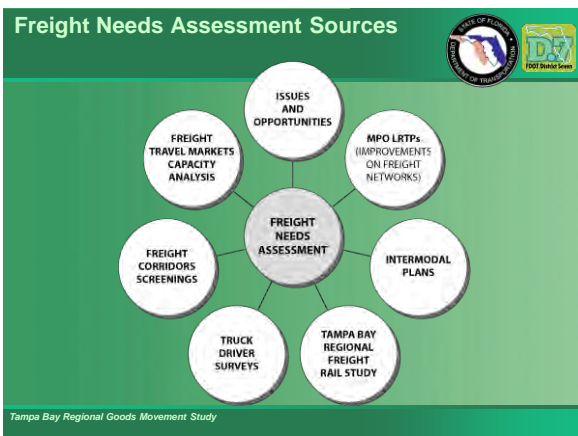
Danny Lamb	FDOT District 7
Fawzi Bitar	FDOT District 7
Amy Perez	FDOT District 1
Chelsea Ross	Pinellas County MPO
Randy Kranjec	Hillsborough County MPO
Frank Kalpakis	Renaissance Planning Group
Alex Bell	Renaissance Planning Group
Mary Stallings	Grimail Crawford
Rob Cursey	URS Corporation
Bob O'Donnell	URS Corporation

Due to scheduling conflicts, several committee members were not able to participate in the meeting. The project team will be scheduling additional small group meetings with the MPOs and committee members locally to present the draft freight strategy evaluation process and preliminary results and receive feedback from the committee.

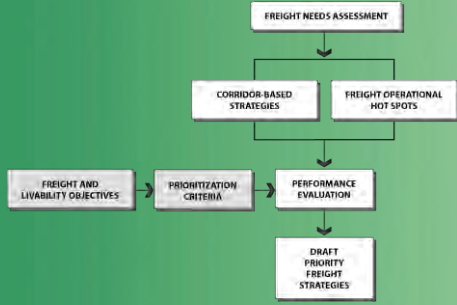


- ### Agenda
- Freight strategy evaluation process
 - Evaluation measures
 - Criteria weighting
 - Draft priority freight strategies
 - Corridor-based strategies
 - Operational hot spots
 - Next steps
- Tampa Bay Regional Goods Movement Study

- ### Meeting Objectives
- Ensure understanding of draft freight strategy evaluation process
 - Provide clarifications
 - Prepare you for thoughtful review
 - Provide overview of draft priority freight strategies resulting from initial evaluation
 - Are initial results reasonable?
 - Do measures need to be refined?
 - Are there other freight project needs?
- Tampa Bay Regional Goods Movement Study



Freight Strategy Evaluation Process



Tampa Bay Regional Goods Movement Study

Corridor-based Evaluation Criteria



OBJECTIVE	PERFORMANCE CRITERIA	CRITERIA WEIGHTING
Improve Safety	% Truck Crashes / % Truck Traffic	10%
Improve Accessibility	Freight Activity Center (FAC) Intensity Existing or Emerging FAC Roadway Access to FAC	30%
Improve Mobility	Future Congested to Free Flow Speed Future Truck Volume Facility Type	40%
Minimize Commercial Freight Conflicts	Future % Truck Traffic	7.5%
Minimize Community Impacts	% Project in Freight/Livability Conflict Area	5%
Maximize Economic Competitiveness	Future Industrial Employment in Area	12.5%

Tampa Bay Regional Goods Movement Study

Freight Hot Spot Evaluation Criteria



OBJECTIVE	PERFORMANCE CRITERIA	CRITERIA WEIGHTING
Improve Safety	Number of Truck Crashes	15%
Improve Accessibility	FAC Intensity Existing or Emerging FAC Roadway Access to FAC	30%
Improve Mobility	Existing %C Ratio Total Truck Delay	40%
Minimize Commercial Freight Conflicts	Existing % Truck Traffic	7.5%
Minimize Community Impacts	Project in Freight/Livability Conflict Area	5%
Maximize Economic Competitiveness	Future Industrial and Commercial Employment in Area	12.5%

Tampa Bay Regional Goods Movement Study

Performance Criteria Weighting



FREIGHT MOBILITY ISSUES	OBJECTIVE	CMAC RELATIVE IMPORTANCE
Mobility	Improve Safety	10%
Roadway Characteristics Facility Type Distribution and Logistics	Improve Accessibility	25%
Roadway Operations Roadway Capacity Traffic Flow and Congestion	Improve Mobility	40%
Roadside Conflicts Land Use and Property Values	Minimize Commercial Freight Conflicts	7.5%
Air Quality Noise	Minimize Community Impacts	5%
Economic Development	Maximize Economic Competitiveness	12.5%

Tampa Bay Regional Goods Movement Study

Performance Criteria Weighting



FREIGHT MOBILITY ISSUES	OBJECTIVE	CRITERIA WEIGHTING
Mobility	Improve Safety	10%
Roadway Characteristics Facility Type Distribution and Logistics	Improve Accessibility	25%
Roadway Operations Roadway Capacity Traffic Flow and Congestion	Improve Mobility	40%
Roadside Conflicts Land Use and Property Values	Minimize Commercial Freight Conflicts	7.5%
Air Quality Noise	Minimize Community Impacts	5%
Economic Development	Maximize Economic Competitiveness	12.5%

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Objective 1: Improve safety conditions



Performance Criteria:

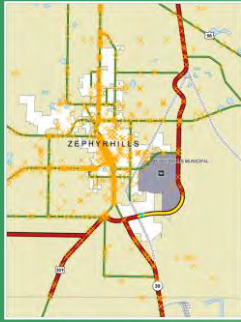
• % truck crashes / % truck traffic

Supporting Data:

- State and local crash statistics
- Projected traffic on 2014 loaded road network

Tampa Bay Regional Goods Movement Study

**Example Segment: Chancey Rd. - 20th St.
Ext. to Alston Ave. Ext.**



- / = Example segment
- X = Crash incidents
- X = Crashes on segment
- Total crashes: 5 (all at same node)
- Truck crashes: 3
- Percent truck crashes (C): 60%
- Percent truck traffic (T): 7.97%
- Ratio C/T: 7.53

Tampa Bay Regional Goods Movement Study

**Objective 2:
Improve freight accessibility**



Performance Criteria:

- Intensity of FAC(s) served by project
- Emerging or existing FAC
- Facility provides access from FAC to limited access highway

Supporting Data:

- Designated Freight Activity Centers

Tampa Bay Regional Goods Movement Study

**Example Segment: Chancey Rd. - 20th St.
Ext. to Alston Ave. Ext.**



- = FAC boundary
- Intensity of FAC: Medium
- Emerging or existing FAC: Emerging
- Connection to limited access highway: No

Tampa Bay Regional Goods Movement Study

**Objective 3:
Improve freight mobility and reliability**



Performance Criteria:

- Future congested to free flow speed ratio
- Future truck volume
- Facility type served by project

Supporting Data:

- Traffic projections on 2014 road network
- Designated freight corridors and truck routes

Tampa Bay Regional Goods Movement Study

**Example Segment: Chancey Rd. - 20th St.
Ext. to Alston Ave. Ext.**



- = 2014 loaded highway network
- = Selected model links
- = Regional freight mobility corridor (RFMC)
- = Truck route
- Future congested to free flow speed ratio: 0.8566
- Future truck volume: 968
- Facility type: RFMC

Tampa Bay Regional Goods Movement Study

**Objective 4:
Improve travel conditions where freight
and commuters interact**



Performance Criteria:

- % future truck traffic

Supporting Data:

- Traffic projections on 2014 road network

Tampa Bay Regional Goods Movement Study

Example Segment: Chancey Rd. - 20th St. Ext. to Alston Ave. Ext.



- / = 2014 loaded highway network
- / = Selected model links
- 📍 % future truck traffic: 7.97%

Tampa Bay Regional Goods Movement Study

Objective 5: Minimize impacts to communities



Performance Criteria:

- 📍 % of project in livability/freight conflict areas

Supporting Data:

- 📍 Livability/freight compatibility analysis

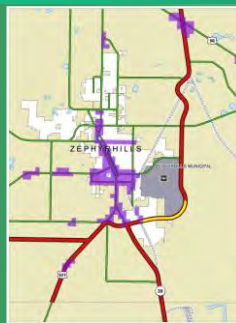
Tampa Bay Regional Goods Movement Study

Compatibility Analysis



Tampa Bay Regional Goods Movement Study

Example Segment: Chancey Rd. - 20th St. Ext. to Alston Ave. Ext.



- = Livability/freight conflict areas
- 📍 % of project in livability/freight conflict areas: 5.58%

Tampa Bay Regional Goods Movement Study

Objective 6: Maximize economic competitiveness



Performance Criteria:

- 📍 Future industrial employment served by project

Supporting Data:

- 📍 2035 industrial employment

Tampa Bay Regional Goods Movement Study

Example Segment: Chancey Rd. - 20th St. Ext. to Alston Ave. Ext.



- = Selected TAZs
- 📍 Industrial employment in project area: 5,376

Tampa Bay Regional Goods Movement Study

Performance Evaluation Summary for Chancey Road



- % Truck Crashes/% Truck Traffic: 7.53
- Intensity of FAC: Medium
- Tenure of FAC: Emerging
- Limited Access Highway Connection: No
- Future congested to free flow speed ratio: 0.8566
- Future truck volume: 968
- Facility type: RFMC
- % future truck traffic: 7.97%
- % of project in livability/freight conflict areas: 5.58%
- Industrial employment in project area: 5,376
- PROJECT RANK: 112

Tampa Bay Regional Goods Movement Study

Performance Evaluation Summary for Chancey Road



Measure	Raw Score	Standardized Score
Crash Rate	7.53	0.21
Intensity of FAC	Medium	0.67
Tenure of FAC	Emerging	0.00
Limited Access Highway Connection	No	0.00
Future Congested to Free Flow Speed	0.8566	0.16
Future Truck Volume	968	0.07
Facility Type	RFMC	1.00
% Future Truck Traffic	7.97	0.29
% Project in Conflict Area	5.58	0.06
Future Industrial Employment	5,376	0.40
SCORE		0.30

Segment Rank - 112

Tampa Bay Regional Goods Movement Study

Review of Draft Freight Strategies



- Draft Corridor-based and operational hot spot strategies
- Presented at District and Freight Travel Market levels
- Staff available to clarify results and answer questions

Tampa Bay Regional Goods Movement Study

Draft Freight Strategy Considerations

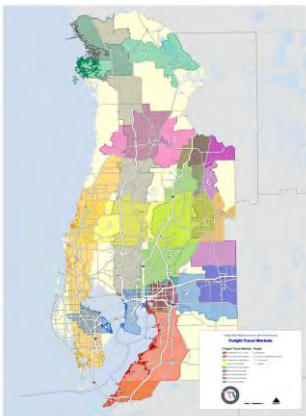


- Are the initial evaluation results reasonable?
- Are there other freight project needs?
- Are the performance criteria logical?
- Are the criteria weightings appropriate?

Tampa Bay Regional Goods Movement Study

Freight Travel Markets

1. Port Manatee to Port of Tampa
2. Polk County to Pinellas Gateway
3. Port Manatee to West Hernando
4. Pasco County East-West
5. Port of Tampa to East Hernando
6. Plant City to East Hernando
7. Port of Tampa to North Citrus
8. Hernando County East-West
9. Citrus County East-West



Tampa Bay Regional Goods Movement Study

Next Steps



- Comment on materials by November 19:
 - Draft freight project evaluation process
 - Draft corridor-based priorities
 - Draft freight hot spot priorities
- Refine priority freight strategies
- Policy recommendations
- Next GMAC Meeting: February 2

Tampa Bay Regional Goods Movement Study



TECHNICAL MEMORANDUM

FREIGHT STRATEGY EVALUATION PROCESS

INTRODUCTION

This memorandum describes the process to define and evaluate the relative priority of needed freight transportation improvement strategies within the Tampa Bay Region. It describes the sources and evaluation used to identify freight transport needs and the criteria and measures used to evaluate and define the most pressing freight transport strategies in the region.

FREIGHT TRANSPORTATION NEEDS ASSESSMENT SOURCES

Improvements and strategies needed to support freight mobility and accessibility throughout the Tampa Bay Region were defined through an assessment of current and projected freight travel conditions and a review of past transportation studies conducted in the region. The following sources supported the freight transport needs assessment:

Freight Issues and Opportunities were identified through collaboration with planning and intermodal agencies within the region. These included the Tampa Port Authority, Hillsborough County Aviation Authority, CSX Transportation, St. Petersburg – Clearwater Airport, Zephyrhills Airport, Hernando Regional Airport, and Inverness Airport. Coordination with the Metropolitan Planning Organizations (MPO) in the region and Citrus County resulted in other issues and opportunities related to freight mobility and economic development. These opportunities were reviewed and translated into potential freight improvement strategies in support of the needs assessment.

MPO Long Range Transportation Plans. Capacity improvements on the defined Regional Freight Mobility Corridors and designated truck routes included within the Needs Assessment supporting the MPO Long Range Transportation Plans were also identified to support the freight transport needs assessment. Several of these improvement strategies serve to support both freight transport and commuter travel in some of the regions most congested travel corridors.

Intermodal Plans. The Port of Tampa Transportation Study, Port of Tampa Master Plan, Tampa International Airport Master Plan, and the St. Petersburg – Clearwater Airport Master Plan, and other intermodal planning studies were reviewed to identify needed freight transportation infrastructure to support freight accessibility to these intermodal centers. Transportation improvement strategies defined in these studies were evaluated as part of the freight transport needs assessment.

The ***Tampa Bay Regional Freight Rail Study*** was conducted in the earlier phases of the Tampa Bay Regional Goods Movement Study. This study defined several improvement strategies to improve freight rail transport and minimize conflicts between freight rail movements and vehicular travel on the regions

roadways. Most of these strategies included separated grade crossing improvements at key locations throughout the region.

Freight Travel Markets Capacity Analysis. Nine freight travel markets serving primary freight movements in the region were defined. The roadway network within each travel market was evaluated to determine the existing and future roadway capacity on the limited access roadways, the regional freight mobility corridors, the designated truck routes, and other arterial and collector roadways. Each of these networks were isolated and evaluated to determine which networks were congested and which networks were underutilized. This analysis assisted to define opportunities and potential strategies to maximize the use of existing transportation infrastructure within each travel market.

Freight Corridor Screenings were conducted on all of the defined Regional Freight Mobility Corridors within the region. The purpose of these screenings is to identify the potential issues within the corridor related to freight movement so that these issues are not overlooked, but instead a focus of subsequent corridor studies. These corridor screenings also provide the opportunity to identify operational issues affecting freight mobility within the corridor. Several freight “hot spots” were identified during the corridor screenings, and these are maintained in a Comprehensive Freight Improvement Database with other freight mobility needs identified in the study process.

Truck Driver Surveys. In the initial phase of the Goods Movement Study, surveys were conducted with truck drivers to identify locations where they experience operational problems on the transportation network. These include locations where the existing roadway geometry or traffic operational controls hinder their ability to travel through a corridor or navigate turns at intersections and driveways. This resulted in the identification of many freight “hot spots” throughout the region. These locations were field verified to confirm that a traffic operational problem exists and to identify other potential issues.

FREIGHT PROJECT TYPES

Identified freight improvement needs are categorized into the following four types – corridor-based strategies, freight hot spots, maintenance needs and safety/security strategies.

Corridor-based strategies include capacity improvement projects, such as adding new roadway lanes, and operational improvements within a roadway corridor, such as Intelligent Transportation Solutions (ITS), traffic controls, and other strategies.

Freight Hot Spots include specific locations where roadway geometric or traffic operational solutions are needed to facilitate truck movements.

Maintenance needs include resurfacing on other typical maintenance requirements on regional freight mobility corridors or designated truck routes, such as repairs to traffic control devices, bridge structures, lighting, and other utilities.

Safety and Security projects are those required to comply with new security policies. These include staging areas for the proper scanning of cargo and other infrastructure needed to support security requirements.

Corridor-based strategies and freight hot spots were evaluated using specific performance measures to determine how each candidate project achieved defined freight mobility and compatibility objectives. The relative priority for these improvement strategies was determined based on a technical evaluation of specific performance metrics and a qualitative assessment of the anticipated benefit of certain strategies to achieve the stated study objectives.

Maintenance needs identified through the study process are maintained and shared with state and municipal public works departments. Identified needs related to security are coordinated with the appropriate agencies.

PRIORITIZATION CRITERIA

Separate prioritization criteria were defined for corridor-based projects and freight hot spot projects. In general, the prioritization of corridor-based projects emphasizes long-term mobility needs or consider operational strategies, while that of hot spot projects focuses on existing operational conditions and accessibility. The proposed criteria supporting corridor-based and freight hot spot projects are listed in the attached summary Tables A1 and A2, respectively, and described below.

As indicated in the tables, each criterion attempts to provide a quantifiable indicator of project need or performance pertaining to themes emerging from the stated objectives of the TBRGMS. Consistent with the study's focus on enhancing goods movement while supporting local plans for livable communities, there are four freight mobility objectives and four freight compatibility objectives, each with unique associated prioritization criteria measuring different dimensions of a project's purpose, need, performance, and impacts. The concept of freight mobility focuses specifically on the capacity for the freight transportation network to move cargo quickly and efficiently within, through, and beyond the region. Freight compatibility, meanwhile, acknowledges the local contexts in which the freight network is situated, accounting for the mixing of commuter and freight traffic and the nature of the surrounding land uses.

Mobility Objective 4 and Compatibility Objective 4 are both omitted from the general project prioritization process. Mobility Objective 4 is omitted due to the specialized nature of projects that enhance security, especially at major freight terminals like the Port of Tampa and Tampa International Airport. Such projects may be critical to system security or to efficiently comply with federal security requirements but not score highly on the other criteria. Therefore, projects serving security needs will be evaluated separately and coordinated with appropriate agencies. Likewise, Compatibility Objective 4 is omitted because it speaks most directly to institutional and policy concerns and not project needs or system performance.

The relationships of the other objectives to the criteria proposed are described briefly below:

M1.Mobility Objective 1 speaks to safety conditions on the freight transportation system.

Corridor-Based Projects: The proposed safety indicator for corridor-based projects is the percentage of truck crashes compared to the percentage truck traffic. This measure determines whether the number of truck crashes on the affected facility is higher than would reasonably be expected based on the proportion of trucks using the facility. Truck crashes along the length of the project were summarized within a 100' buffer using GIS. The buffer is applied to capture crash points attributable to the roadway in question that are digitized in the vicinity of the line feature representing that roadway but not intersecting it.

Freight Hot Spot Projects: For freight hot spot projects, the raw number of truck crashes within 200' of the freight hot spot was summarized. The larger buffer was utilized to capture crashes that may be associated with delay or other issues occurring at the intersection or hot spot location.

M2.Mobility Objective 2 calls for improved accessibility and connectivity on the freight transportation network. There are three associated criteria for both corridor-based and freight hot spot projects, all of which evaluate the extent to which a project improves access to and connectivity between key freight facilities.

- a. The first criterion, intensity of the freight activity center (FAC) served by the candidate project, indicates the magnitude of freight activity for which the project provides greater accessibility and/or connectivity to the freight network. A project receives a score of "high" if it serves a high intensity FAC or if it serves more than one FAC; scores of "medium" or "low" are awarded to projects that serve a single medium or low intensity FAC, respectively. Projects not serving a FAC receive no points for this criterion.
- b. The second criterion deals with the tenure of the FAC (s) served, whether it is existing or emerging. Since existing FACs already serve as critical areas of freight activity, they receive priority over emerging FACs where planned industrial growth has not yet occurred and where issues associated with the FAC cannot yet be comprehensively taken into account. As a binary variable, projects serving existing FACs receive a score of 1.00 and projects serving emerging FACs receive zero points.

For each of the two criteria discussed above, a project is considered to serve a FAC if it meets one of the following conditions:

- Provides direct access (project terminus is within a TAZ of the FAC);
- Is continuous (no turns required) with a facility that provides direct access within five miles of the TAZ;
- Connects to a facility that provides direct access with one turn where the turn would be made within one mile of the FAC.

- c. The final criterion associated with Mobility Objective 2 examines whether or not a freight mobility project provides a new facility or improves an existing facility that connects a FAC to a limited access highway. The same conditions of direct access, continuity, or connection listed for the previous criteria apply for determining if a project serves a FAC, with the additional consideration for connecting to a limited access highway. That is, if a project provides a direct connection to both the FAC and the highway, it qualifies. If it does not provide a connection to either but is part of a continuous facility that does provide direct connections to both, it qualifies. If the project requires only one turn to provide connection to the FAC or the highway (within one mile), it qualifies. If a turn is required to access the FAC and a second turn required to access the highway, the project does not qualify and receives no points. Projects that qualify receive one point.

For hot spot projects, the point of interest needs only to be on a facility that meets the conditions described above for each criterion.

M3. Mobility Objective 3 emphasizes improved mobility and overall performance of the freight transportation network. There are three criteria for corridor-based projects:

- a. The first, future congested speed to free flow speed ratio, measures the impact of congestion on traffic flows. Since a lower ratio indicates a higher need for improvement, the inverse of the raw ratio score is used so that projects serving a greater need have higher scores.
- b. The second criterion, the future average annual daily truck traffic (AADTT) indicates the number of trucks using the facility on a regular basis. The raw AADTT number serves as the score, meaning that facilities serving high volumes of truck traffic are emphasized by this criterion.
- c. The facility class criterion prioritizes projects on regional freight mobility corridors (RFMC) over truck routes as these are targeted for corridor improvements for long-term freight mobility needs. Projects on RFMCs receive one point; projects on designated truck routes (that are not RFMCs) receive no points.

For hot spot projects, two criteria are used to support Freight Mobility Objective 3: the existing volume to capacity (V/C) ratio and the average amount of delay per vehicle on the affected roadway links in the emphasized direction. Hot spot improvements on severely congested segments (as indicated by the V/C and delay statistics) receive a higher score than those on segments not experiencing significant congestion issues.

C1. Compatibility Objective 1 focuses on improving travel conditions in areas where freight and passenger traffic interact. Future percent truck traffic on project segments is the measure for corridor-based projects. For freight hot spot projects, existing percent truck traffic on affected segments is used. Only facilities carrying a minimum of 10,000 vehicles per day are evaluated to prevent roads that serve very low overall traffic volumes from distorting the

scores. In both cases, the average percent truck traffic on impacted segments serves as the score for the criterion.

- C2. Compatibility Objective 2 calls for protection of environmental resources and mitigation of community impacts from freight mobility projects. Projects impacts will be evaluated based on the percent of the project found in livability/freight conflict areas for corridor-based projects. For hot spot projects, a project is either in a conflict area (receiving one point) or not (zero points).
- C3. Compatibility Objective 3 emphasizes projects that enhance freight's contribution to the regional economy. For corridor-based projects, industrial employment in the project vicinity is measured to give priority to projects that improve accessibility and/or mobility in areas projected to host a large number of industrial jobs estimated in 2035. The industrial employment in traffic analysis zones (TAZs) intersecting a quarter-mile buffer of the project extents is summarized for scoring.

Since hot spot projects focus on immediate and highly-localized issues, existing jobs in the project vicinity are evaluated rather than future jobs. Also, commercial jobs are included in addition to industrial jobs to ensure that accessibility concerns in commercial delivery areas receive due attention. Similar to the corridor-based projects' evaluation, existing commercial and industrial employment figures are summarized for TAZs intersecting a quarter-mile buffer of the project location.

SUPPORT DATA

Most of the data supporting the prioritization is derived from the Tampa Bay Regional Planning Model, namely V/C ratios, congested to free flow speed ratios, average time of delay per vehicle (each using the 2006 and 2014 loaded highway networks), and industrial and commercial employment (using 2006 and 2035 socioeconomic data). Other data sources include the freight activity center data base, freight and livability conflict areas overlay grid, and the regional freight mobility corridors and designated truck routes network data sets, all developed as part of the TBRGMS. Additionally, the District 7 crash database is used to evaluate safety needs. Finally, 2009 traffic counts from FDOT and other available traffic counts for local roadways is utilized to determine the existing percent traffic on roads with freight hot spot projects.

STANDARDIZATION OF SCORES

The raw scores recorded for the prioritization criteria include binary, ordinal, ratio, and numerical scores, making it difficult to compare results across all the criteria. To evaluate the relative priority of all candidate freight mobility projects, the scores have been standardized so that the highest score for any given criterion is 1.00.

For numerical and ratio criteria, standardization is achieved by dividing the raw score for a project by the maximum raw score observed among all projects of the same type (i.e., corridor-based or freight hot spot). For ordinal (high, medium, low) scores, high scores received a standardized score of 1.00, medium scores receive a standardized score of 0.67, and low scores receive a standardized score of 0.33. For binary scores, the standardized score is either 1.00 for projects meeting the criterion or 0.00 for those that do not.

CRITERIA WEIGHTS

Standardized scores allow for a criteria weighting system that reflects the relative importance of each criterion in project prioritization. The criteria weighting is based on the relative importance of certain freight issues as determined by the Goods Movement Advisory Committee (GMAC). At their May 20, 2010 meeting, the committee identified the most important freight and livability issues to be addressed by the TBRGMS. Their preferences were used to develop a weighting system that reflects the expressed stakeholder values. The translation of the committee's values to a prioritization weighting system is depicted in Table A3 attached.

As the table shows, the issues listed were linked with the objectives used in developing prioritization criteria (shown in the "Associated Objective" column). Some of the issues listed are not germane to the process of prioritizing either corridor-based or hot spot projects. For example, links between the listed issues and Mobility Objective 4 or Compatibility Objective 4 were not made. The issues linked to objectives comprise a subset of issues that allows the importance of each objective used in prioritization to be estimated and quantified. Each listed issue's share of the subset total is shown in the "Percent of Subset" column. The values in this column were summed based on the values in the "Associated Objectives" column to establish the weight of each objective. The results of this summarization are shown in Table A4 attached.

The raw percent of subset totals for each objective were rounded to allow for a simple distribution of weights among the prioritization criteria associated with each objective. For example, since Mobility Objective 1 makes up roughly 10 percent of the subset total, that objective receives a weight of 10 percent in the project prioritization process. Since there is only one criterion associated with Mobility Objective 1 (percent crashes involving trucks/percent truck traffic), that criterion receives the whole share of the objective's weight or 10 percent of the overall weight in prioritization. In the case of Mobility Objective 2, the objective receives an overall weight of 25 percent, which is distributed among its related criteria according to the relevance of each criterion to the ranked list of issues from Table A3 and/or according to professional judgment regarding the relative importance of each criterion in addressing the associated objective. A similar process was followed for all of the objectives and their associated criteria.

For hot spot projects, five percent of the weight allocated to Mobility Objective 3 was shifted to the safety objective in recognition of the fact that freight hot spots projects tend to be responding to expressed access and/or safety concerns.

The weights applied to each criterion for corridor-based and freight hot spot projects are shown in the summary Tables A1 and A2, respectively. These tables outline the general prioritization process showing objectives, criteria, scores, standardized score adjustments, weights, and data needs and sources.

ATTACHMENTS:

Table A1: Summary of Prioritization Process for Corridor-Based Projects

Table A2: Summary of Prioritization Process for Hot Spot Projects

Table A3: GMAC Issues Ranking and Relation of Issues to Objectives Used in Prioritization

Table A4: Summary of Objective Weights for Prioritization

CORRIDOR-BASED PROJECTS

Table A1: Summary of Prioritization Process for Corridor-Based Projects

GOAL: Provide a transportation system that fosters the economic vitality and livability of the Tampa Bay Region.							
OBJECTIVES	PRIORITIZATION CRITERIA	SCORE	STANDARDIZATION	WEIGHT	SUPPORTING DATA	DATA SOURCE	
<i>Freight Mobility Objectives</i>							
Mobility Objective 1. Improve safety conditions on the freight transportation system	Percent crashes involving trucks/Percent truck traffic (200' buffer)	Ratio	Value/Max (1.00)	10%	Crash Statistics; 2014 loaded highway network (E+C)	FDOT D7; TBRPM (2010)	
Mobility Objective 2. Improve accessibility and connectivity for freight transport to designated freight activity centers	Intensity of freight activity center(s) served by project	Multiple or High/Medium/Low	1.00/0.67/0.33	10%	Freight activity center shape file	TBRGMS freight activity center database (2009)	
	Emerging or existing freight activity center	Existing/Emerging	1.00/0.00	5%			
	Facility connecting freight activity center and limited access highway	Yes/No	1.00/0.00	10%			
Mobility Objective 3. Improve mobility conditions and the overall performance and reliability of the freight transportation system	Future congested to free flow speed ratio	(¹ / _{Ratio})	Value/Max (1.00)	15%	2014 loaded highway network (E+C)*	TBRPM (2010)	
	Future AADTT	Number	Value/Max (1.00)	15%			
	Facility Class served by project	RFMC/Truck Route	1.00/0.00	10%	RFMC and Truck Routes shape files	TBRGMS (2010)	
Mobility Objective 4. Improve the security of the freight transportation system, balancing the need for efficient and reliable goods movement	(Separate)						
<i>Freight Compatibility Objectives</i>							
Compatibility Objective 1. Improve safety, accessibility, and mobility conditions where the freight and passenger transportation systems interact.	Future average percent truck traffic (AADT 10,000 or greater)	Percent	Value/Max (1.00)	7.5%	2014 loaded highway network (E+C)	TBRPM (2010)	
Compatibility Objective 2. Minimize impacts to ecosystems and communities which are impacted by the freight transportation system.	Percent of project in livability/freight conflict areas	Percent	Value/Max (1.00)	5.0%	Livability/freight conflicts shape file	TBRGMS (2010)	
Compatibility Objective 3. Maximize the freight transportation system's contribution to the economic competitiveness of the region and its communities.	Future industrial employment served by project (jobs within quarter-mile buffer)	Number	Value/Max (1.00)	12.5%	2035 SE data (TAZ)	TBRPM (2010)	
Compatibility Objective 4. Implement regional and local coordination of plans and policies that encourage an integrated approach to freight and livability issues.	(Separate)						
Total Project Score			Max Sum Total = 12	100%			

HOT SPOT PROJECTS

Table A2: Summary of Prioritization Process for Hot Spot Projects

GOAL: Provide a transportation system that fosters the economic vitality and livability of the Tampa Bay Region.						
OBJECTIVES	PRIORITIZATION CRITERIA	SCORE	STANDARDIZATION	WEIGHT	SUPPORTING DATA	DATA SOURCE
<i>Freight Mobility Objectives</i>						
Mobility Objective 1. Improve safety conditions on the freight transportation system	Number of crashes involving trucks (200' buffer)	Number	Value/Max (1.00)	15.0%	Crash Statistics	FDOT D7 crash database (2007)
Mobility Objective 2. Improve accessibility and connectivity for freight transport to designated freight activity centers	Intensity of freight activity center served by project	Multiple or High/Medium/Low	1.00/0.67/0.33	10.0%	Freight activity center shape file	TBRGMS freight activity center database (2009)
	Emerging or existing freight activity center	Existing/Emerging	1.00/0.00	5.0%		
	Facility connecting freight activity center and limited access highway	Yes/No	1.00/0.00	5.0%		
Mobility Objective 3. Improve mobility conditions and the overall performance and reliability of the freight transportation system	Existing V/C ratio	Ratio	Value/Max (1.00)	20.0%	2006 loaded highway network	TBRPM (2010);
	Average delay per vehicle at hot spot location * AADTT (Separate)	Minutes	Value/Max (1.00)	20.0%		
Mobility Objective 4. Improve the security of the freight transportation system, balancing the need for efficient and reliable goods movement	(Separate)					
<i>Freight Compatibility Objectives</i>						
Compatibility Objective 1. Improve safety, accessibility, and mobility conditions where the freight and passenger transportation systems interact.	Existing average percent truck traffic (AADT 10,000 or greater)	Percent	Value/Max (1.00)	7.5%	2009 traffic counts (or 2006 loaded highway network in absence of count data)	FDOT (2010) or TBRPM (2010)
Compatibility Objective 2. Minimize Impacts to ecosystems and communities which are impacted by the freight transportation system.	Project in livability/freight conflict area	Yes/No	1.00/0.00	5.0%	Livability/freight conflicts shape file	TBRGMS (2010)
Compatibility Objective 3. Maximize the freight transportation system's contribution to the economic competitiveness of the region and its communities.	Existing industrial and commercial employment served by project (jobs within quarter-mile buffer)	Number	Value/Max (1.00)	12.5%	2006 SE data (TAZ)	TBRPM (2010)
Compatibility Objective 4. Implement regional and local coordination of plans and policies that encourage an integrated approach to freight and livability issues.	(Separate)					
Total Project Score				Max Sum Total = 11	100.0%	

RESULTS OF GMAC MEETING #2 (MAY 20, 2010)

Table A3: GMAC Issues Ranking and Relation of Issues to Objectives Used in Prioritization

Rank	Freight Mobility Issues	Points			TOTAL	Percent of Total	Associated Objective	Points in Subset	Percent of Subset
		Green Group	Blue Group	Red Group					
2	F2 Roadway Connectivity	3	1	24	28	0.5%	F2	28	15.5%
3	F3 Roadway Operations Related to Truck Movements	1	10	14	25	4.8%	F3	25	13.8%
5	F1 Roadway Capacity	17			17	0.0%	F3	17	9.4%
6	F7 Port Road Access	4	5	5	14	2.4%	F2	14	7.7%
7	F6 Rail Capacity/Connectivity	3		8	11	0.0%	N/A	0	0.0%
8	F9 Safety		5	4	9	2.4%	F1	9	5.0%
8	F12 Security		5	4	9	2.4%	N/A	0	0.0%
13	F4 Roadway/Rail Conflicts	5		1	6	0.0%	L1/L2	6	3.3%
14	F10 Regional Economic and Industry Trends	5			5	0.0%	L3	5	2.8%
14	F13 Regulations		5		5	2.4%	N/A	0	0.0%
16	F5 Freight/Passenger Rail Conflicts	1		2	3	0.0%	N/A	0	0.0%
16	F11 Distribution and Logistics Needs			3	3	0.0%	F2	3	1.7%
18	F8 Port Water Access				0	0.0%	N/A	0	0.0%
<i>Freight Mobility Subtotal</i>		<i>39</i>	<i>31</i>	<i>65</i>	<i>135</i>	<i>66.0%</i>		<i>107</i>	<i>59.1%</i>
Livability Issues									
1	L1 Traffic Flow and Congestion	12	5	13	30	2.4%	F3	30	16.6%
4	L5 Economic Development	7	1	10	18	0.5%	L3	18	9.9%
8	L3 Air Quality and Other Environmental Impacts	1	2	6	9	1.0%	L2	9	5.0%
8	L6 Land Use and Property Values	1	4	4	9	1.9%	L1/L2	9	5.0%
12	L2 Safety and Security		4	4	8	1.9%	F1	8	4.4%
18	L4 Noise and Vibrations				0	0.0%	L1/L2	0	0.0%
18	L7 Communication				0	0.0%	N/A	0	0.0%
<i>Livability Subtotal</i>		<i>21</i>	<i>16</i>	<i>37</i>	<i>74</i>	<i>34.0%</i>		<i>74</i>	<i>40.9%</i>
Total		60	47	102	209	100.0%		181	100.0%

Table A4: Summary of Objective Weights for Prioritization

Objective	Percent of Subset	Rounded for Weighting
F1	9.4%	10.0%
F2	24.9%	25.0%
F3	39.8%	40.0%
L1	8.3%	7.5%
L2	5.0%	5.0%
L3	12.7%	12.5%



Tampa Bay Regional Goods Movement



GOODS MOVEMENT ADVISORY COMMITTEE

MEETING 5

FEBRUARY 2, 2011 at 10:00 AM

**FDOT DISTRICT VII AUDITORIUM
11201 NORTH MCKINLEY DRIVE, TAMPA**

AGENDA

1. Introductions and Meeting Goals
2. Presentation
 - a. Draft Priority Freight Improvement Needs
 - b. Freight Strategies, Design Guidelines, and Policy Framework
3. Facilitated Exercise – Facility Function and Strategy Development
4. Next Steps



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GOODS MOVEMENT ADVISORY COMMITTEE

MEETING 5

FEBRUARY 2, 2011

MEETING SUMMARY

Meeting Purpose

At the fifth meeting of the Goods Movement Advisory Committee (GMAC), the project team presented a draft policy framework for freight strategy development and roadway design guidelines. The policy framework provides guidance for identifying needed freight improvement strategies based on a facility's freight function and land use contexts. To inform the policy framework, a facility type and functionality matrix was provided along with an updated map of the freight activity and land use compatibility analysis (originally presented at GMAC Meeting 3 in August 2010). An initial set of draft strategies was provided for each facility type for the committee to review.

Attendees participated in a working group session to assess the appropriateness of specific strategies for a given facility type and in various land use contexts. In addition to the feedback provided during this small group exercise, the committee will have the opportunity to comment on the proposed strategies and policy framework over the coming weeks.

Additionally, updated lists and maps of prioritized hot spot and corridor-based needs were presented. Draft priorities were initially presented at GMAC Meeting 4 in November 2010, and revisions were made based on GMAC comments received and the results of recently completed corridor screenings.

Overview of Freight Policy Framework

The draft policy framework for freight strategy development and roadway design guidelines identifies four facility types: limited access highways, regional freight mobility corridors, other designated truck routes, and freight activity center streets. Each roadway type serves the mobility, connectivity, circulation and/or access functions of the freight transportation network as a primary, secondary, or limited function. Proposed improvement strategies for a given freight facility type are tailored to the principal functions being served, but the applicability of a particular strategy might vary depending on the land use and design contexts surrounding the freight facility. Thus, four context area types are also considered in the policy framework: low activity areas, freight-oriented areas, community-oriented areas, and diverse activity areas. The applicability of each potential strategy for each facility type is assessed within these context areas.

Group Exercise

During the small group working session, the GMAC responded to the initial strategies proposed for each freight facility type. The groups also addressed the applicability of various strategies within particular context areas and provided further comments on the freight activity and land use compatibility assessment maps.

Attendees

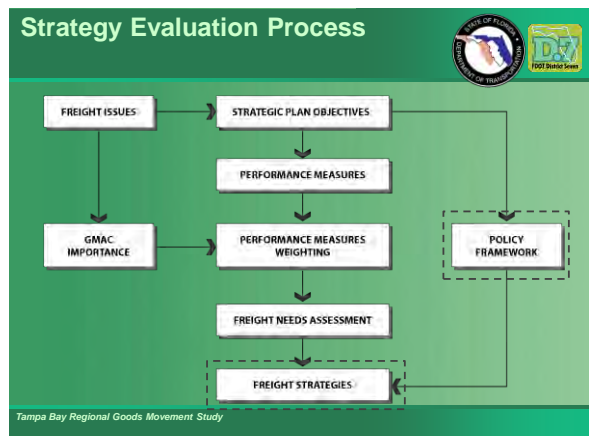
Danny Lamb	FDOT District 7
Brian Hunter	FDOT District 7
Amy Perez	FDOT District 1
Ned Baier	TBARTA
Chris Bridges	Hillsborough County Public Works
Bruce Register	Hillsborough County Economic Development
Joe Zambito	Hillsborough County MPO
Gina Harvey	Pinellas County MPO
Tom Whalen	St. Petersburg Dept. of Transportation and Parking
Ali Atefi	Pasco County MPO
Melanie Kendrick	Pasco County Planning and Growth Management
John Walsh	Pasco County Economic Development Council
R.J. Keetch	Zephyrhills Development Services
Dennis Dix	Hernando County MPO
Tony Rodriguez	Manatee County Public Works
Mike Maholtz	Sarasota/Manatee County MPO
Ken Rollyson	Publix Corporation
Frank Kalpakis	Renaissance Planning Group
Alan Steinbeck	Renaissance Planning Group
Alex Bell	Renaissance Planning Group
Mary Stallings	Grimail Crawford
James Krolick	Grimail Crawford
Rob Cursey	URS Corporation
Bob O'Donnell	URS Corporation



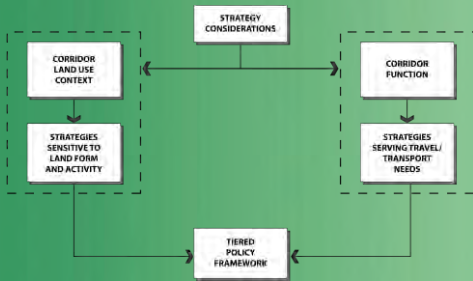
- ### Agenda
- Draft priority freight strategies
 - Corridor-based strategies
 - Operational hot spots
 - Freight policy framework
 - Freight facility function
 - Land use compatibility
 - Facilitated Exercise
 - Next steps
- Tampa Bay Regional Goods Movement Study

- ### Refinements to Draft Corridor-based and Hot Spot Priorities
- County-level discussions
 - Freight Strategy Evaluation Process
 - Draft corridor-based and hot spot priorities
 - Corridor reviews to confirm freight and land use compatibility results
 - Integrated corridor-based needs from freight corridor screenings
 - Reviewing freight hot spot locations resulting from corridor screenings
- Tampa Bay Regional Goods Movement Study

- ### Policy Framework - Approach
- Develop a **policy framework** for freight planning that supports the economic and quality of life goals for the region
 - Understand the nature and **geography of livability and freight planning initiatives** in District 7 counties
 - Identify where livability planning efforts **conflict** with existing or planned freight movements and freight activity areas
 - Identify freight-specific projects and strategies that **consider the corridor function** and are sensitive to **corridor land uses and activity**
- Tampa Bay Regional Goods Movement Study

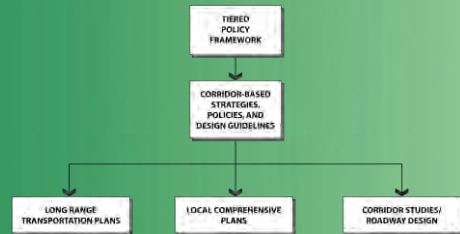


Policy Framework



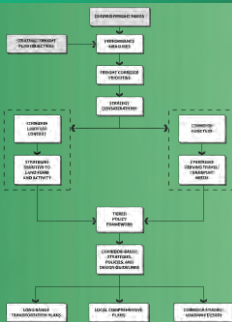
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Policy Framework



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Policy Framework



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Strategy Identification Considerations



- Freight facility functionality
- Freight and land use compatibility
- Shared users of corridor
- Corridor capacity and operational issues

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Strategy Identification Resources



- Regional Freight Roadway Network
- Comprehensive Freight Improvement Database (CFID)
 - Hot spots
 - Freight network priorities
 - Corridor screening results
- Freight and Land Use Compatibility Overlay
- Strategies and Roadway Design Guidelines

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Freight Facility Types

- Limited Access Facilities
- Regional Freight Mobility Corridors
- Designated Truck Routes
- Freight Activity Center Streets

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Freight Roadway Network Functions



Mobility

- Regional throughput
- High travel speeds

Connectivity

- Links Freight Activity Centers to Strategic Trade corridors
- Links between Freight Activity Centers, where warranted

Circulation

- Local movements and distribution

Access

- Efficient access to destinations

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Freight Facility Type and Function



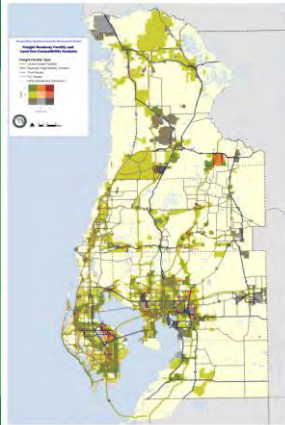
Facility Type	Freight Facility Function			
	Mobility	Connectivity	Circulation	Access
Limited Access Facilities	P	S	L	L
Freight Mobility Corridors	P	P	S	S
Other Designated Truck Routes	S	S	P	S
Freight Activity Center Streets	L	L	P	P

P = Primary S = Secondary L = Limited

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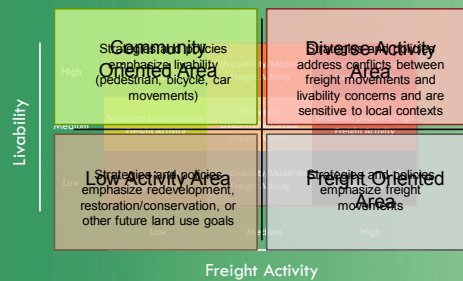
Freight Facility Types & Compatibility Analysis

- Limited Access Facilities
- Regional Freight Mobility Corridors
- Designated Truck Routes
- Freight Activity Center Streets



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Policy Framework



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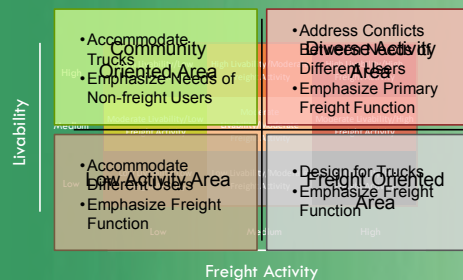
Roadway Design Guidelines



- Resource that identifies unique design considerations for truck movements
- Provides engineers and planners guidance for employing design within various contexts
- Considers design strategies for different users of corridor and affect on freight transport

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Policy Framework Design Guidelines



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Roadway Design Guidelines Primary Topics



- Lane widths
- Number of departure and receiving lanes
- Location of fixed objects
- Turning radii
- Tapered curbs
- Turn lane length

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Roadway Design Guidelines Secondary Topics



- Medians
- Refuge islands
- Right turn corner islands
- Stop bar location
- Bicycle lanes
- Bulb-outs

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Limited Access Facilities Strategy Guidance



Strategies	Context Areas			
	Low Activity	Community Oriented	Freight Oriented	Diverse Activity
Roadway widening	2	1	3	2
Interchange upgrades (geometric and capacity)	2	2	3	2
Exclusive truck lanes	1	1	3	2
Use of HOV/HOT lanes for trucks, in non-peak periods	1	1	3	2
ITS projects to manage congestion, provide real time information about traffic delays	2	3	3	3

3 = Applicable; 2 = Somewhat Applicable; 1 = Limited Applicability

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Regional Freight Mobility Corridors Strategy Guidance



Strategies	Context Areas			
	Low Activity	Community Oriented	Freight Oriented	Diverse Activity
Roadway widening	2	1	3	2
Geometric improvements at intersections to accommodate truck turning movements	2	1	3	2
Signal timing optimization for freight	2	2	3	2
ITS projects to manage congestion, provide real time information about traffic delays	2	3	3	3
Grade-separated roadway and rail crossings	1	1	3	2
Alternative truck routes bypassing conflict areas	1	2	1	2
Local street plan for access and circulation	1	3	3	3
Way-finding signage program	1	2	2	3
Exclusive truck lanes	1	1	3	2
Pedestrian street crossing protection	1	3	1	3

3 = Applicable; 2 = Somewhat Applicable; 1 = Limited Applicability

Tampa Bay Regional Goods Movement Study

Designated Truck Routes Strategy Guidance



Strategies	Context Areas			
	Low Activity	Community Oriented	Freight Oriented	Diverse Activity
Roadway widening	2	1	3	2
Geometric improvements at intersections to accommodate truck turning movements	2	1	3	2
Signal timing optimization for freight	2	1	3	2
Grade-separated rail crossings	1	2	3	2
Alternative truck routes bypassing livability and/or conflict areas	1	2	1	2
Local street plan for access and circulation	1	3	3	3
Way-finding signage program	1	1	2	3
Pedestrian street crossing protection	1	3	1	3

3 = Applicable; 2 = Somewhat Applicable; 1 = Limited Applicability

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Freight Activity Center Streets Strategy Guidance



Strategies	Context Areas			
	Low Activity	Community Oriented	Freight Oriented	Diverse Activity
Increase roadway lane widths	2	1	3	2
Signal timing optimization for freight	2	1	3	2
Geometric improvements at intersections to accommodate truck turning movements	2	1	3	2
Local street plan for access and circulation	1	3	3	3
Way-finding signage program	1	1	2	3
Pedestrian street crossing protection	1	3	1	3

3 = Applicable; 2 = Somewhat Applicable; 1 = Limited Applicability

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Policy Framework Discussion



- Overview freight facility type and function
- Review and discuss freight strategy considerations
- Break into three groups
 - Are there other strategies appropriate for the freight facility types?
 - Do the applicability assignments make sense?
 - Are there special considerations that should be noted?

Tampa Bay Regional Goods Movement Study

Next Steps



- Prepare draft Strategic Freight Plan Document
- Distribute review copy (April)
- GMAC review and comment (May)
- Comment clarification and final documentation (June)
- Next GMAC meeting (May/June)

Tampa Bay Regional Goods Movement Study



ON STREET	FROM	TO	SOURCE	STATUS	BASE YEAR		FUTURE YEAR		COUNTY	PROJECT TYPE*	STANDARDIZED SCORES											SCORE	RANK
					LANES	TYPE	LANES	TYPE			CRASH RATE	INTENSITY OF FAC SERVED	EXISTING OR EMERGING FAC	FAC TO LIMITED ACCESS CONNECTION	CONGESTED TO FREE FLOW			LIVABILITY/ FREIGHT		INDUSTRIAL EMPLOYMENT			
					10%	15%	10%	15%							10%	7.5%	5%	12.5%					
US 41	MADISON AVE	BROADWAY AVE	PMP	NEEDS	4	D	6	D	HILLSBOROUGH	CAP;OPS	0.06	1	1	1	0.25	0.51	1	0.21	0.78	0.92	0.64	1	
US 41 50TH STREET	SOUTH OF CSX S LINE	NORTH OF CSX A LINE	TBRFRS	NEEDS	0	NA	0	NA	HILLSBOROUGH	GS	0.06	1	1	1	0.24	0.71	1	0.28	0.56	0.56	0.62	2	
HILLSBOROUGH AVE	SR 589 VETERANS EXWY	HIGHLANDS AVE	TBRGMS	NEEDS	6	D	6	D	HILLSBOROUGH	OPS	0.03	1	1	1	0.23	0.33	1	0.13	1.00	0.94	0.61	3	
ULMERTON RD	ROOSEVELT BLVD	I-275	TBRGMS	NEEDS	6	D	6	D	PINELLAS	OPS	0.03	1	1	1	0.20	0.41	1	0.16	1.00	0.66	0.59	4	
CORTEZ BLVD (US98/SR50)	I-75 (SR93) FRONTAGE (E)	KETTERING RD	LRTD	CA	4	D	6	D	HERNANDO	CAP	0.05	0.67	1	1	0.45	0.52	1	0.24	1.00	0.40	0.58	5	
HILLSBOROUGH AVE	50TH ST	ORIENT RD	LRTD	CA	4	D	6	D	HILLSBOROUGH	CAP;OPS	0.03	0.67	1	1	0.32	0.39	1	0.19	1.00	0.73	0.58	6	
SR 60 / ADAMO DR	US HWY 301	FALKENBURG RD	LRTD	CA	4	D	6	D	HILLSBOROUGH	CAP;OPS	0.03	1	1	1	0.22	0.39	1	0.19	1.00	0.53	0.58	7	
US HWY 301	CROSSTOWN W RAMP	I-4	LRTD	NEEDS	4	D	6	D	HILLSBOROUGH	CAP;OPS	0.07	1	1	1	0.21	0.18	1	0.11	0.64	0.88	0.56	8	
I-4	I-275/I-4 INTERCHANGE	US HWY 301	LRTD	NEEDS	8	F	12	F	HILLSBOROUGH	CAP;MGDLN	0.06	1	1	0	0.22	0.60	1	0.14	0.98	1.00	0.56	9	
SR 60 / BRANDON BLVD	FALKENBURG RD	VALRICO RD	TBRGMS	NEEDS	8	D	8	D	HILLSBOROUGH	OPS	0.02	1	1	1	0.24	0.48	1	0.17	0.79	0.33	0.55	10	
SR 688 ULMERTON RD	49TH ST N	ROOSEVELT BLVD	LRTD	CA	6	D	6	D	PINELLAS	OPS	0.06	1	1	1	0.17	0.26	1	0.12	0.72	0.66	0.55	11	
SR 688 ULMERTON RD	US 19	49TH ST N	TBRGMS	NEEDS	8	D	8	D	PINELLAS	OPS	0.05	1	1	1	0.16	0.26	1	0.14	0.61	0.70	0.55	12	
HILLSBOROUGH AVE	NEBRASKA AVE	50TH ST	TBRGMS	NEEDS	6	D	6	D	HILLSBOROUGH	OPS	0.04	1	1	1	0.20	0.34	1	0.15	1.00	0.39	0.55	13	
SR 686 ROOSEVELT BLVD	I-275	SR 688 ULMERTON RD	SCREEN	NEEDS	6	D	6	D	PINELLAS	OPS	0.03	1	1	1	0.24	0.14	1	0.14	1.00	0.56	0.54	14	
US 41 50TH ST MELBOURNE BLVD	N 47TH ST	10TH AVE	SCREEN	NEEDS	6	D	6	D	HILLSBOROUGH	OPS	0.05	1	1	1	0.17	0.31	1	0.17	1.00	0.38	0.54	15	
I-4	50TH ST	COUNTY LINE RD	LRTD	NEEDS	6	F	10	F	HILLSBOROUGH	CAP;MGDLN	0.03	0.67	1	0	0.23	0.90	1	0.26	0.22	0.90	0.53	16	
I-275	HIMES AVE	ASHLEY ST	LRTD	CA	8	F	12	F	HILLSBOROUGH	CAP;MGDLN	0.04	1	1	0	0.23	1.00	1	0.17	1.00	0.24	0.53	17	
I-275	MEMORIAL HWY	HIMES AVE	SIS	NEEDS	6	F	12	F	HILLSBOROUGH	CAP;MGDLN	0.03	1	1	0	0.21	0.91	1	0.19	1.00	0.35	0.53	18	
HILLSBOROUGH AVE	HIGHLAND AVE	NEBRASKA AVE	LRTD	NEEDS	4	D	6	D	HILLSBOROUGH	CAP;OPS	0.03	1	1	1	0.32	0.36	1	0.17	1.00	0.06	0.53	19	
CAUSEWAY BLVD	WEST OF US 41/CSX	EAST OF US 41/CSX	PMP;TBRFRS	NEEDS	0	NA	0	NA	HILLSBOROUGH	GS	0.16	1	1	1	0.21	0.18	1	0.11	1.00	0.27	0.52	20	
I-75	FOWLER AVE	SR 60	LRTD	NEEDS	6	F	12	F	HILLSBOROUGH	CAP;MGDLN	0.05	1	1	0	0.20	0.67	1	0.18	0.99	0.54	0.51	21	
ULMERTON RD	TALL PINES DR	BELCHER RD	TBRGMS	NEEDS	4	D	4	D	PINELLAS	OPS	0.01	1	1	1	0.20	0.30	1	0.17	1.00	0.19	0.51	22	
SR 50 (FRONTAGE RDS)	LOCKHART RD	I-75	LRTD	CA	0	NA	2	U	HERNANDO	CAP-FR	0.06	0.67	1	1	0.33	0.43	1	0.22	1.00	0.05	0.51	23	
CAUSEWAY BLVD	MARITIME BLVD	50TH ST	LRTD	CA	4	D	6	D	HILLSBOROUGH	CAP	0.18	1	1	1	0.21	0.16	1	0.08	0.46	0.42	0.50	24	
I-275	ASHLEY DR	I-4 INTERCHANGE	LRTD	NEEDS	8	F	12	F	HILLSBOROUGH	CAP;MGDLN	0.05	1	1	0	0.21	0.92	1	0.17	1.00	0.08	0.50	25	
ORIENT RD	SOUTH OF CSX A LINE	NORTH OF CSX A LINE	TBRFRS	NEEDS	0	NA	0	NA	HILLSBOROUGH	GS	0.49	1	1	1	0.25	0.04	1	0.05	0.00	0.36	0.49	26	
S.R. 54	NE PINELLAS/TRI	C.R. 587 (GUNN HWY)	LRTD	NEEDS	6	D	8	D	PASCO	CAP;OPS	0.07	0.33	1	1	0.31	0.30	1	0.10	1.00	0.42	0.49	27	
SR 686 ROOSEVELT BLVD	49TH ST NB RAMP	ULMERTON RD	LRTD	CA	4	D	6	P	PINELLAS	CAP	0.02	1	1	0	0.22	0.34	1	0.19	1.00	0.71	0.49	28	
SR 60	WEST OF US 41/CSX	EAST OF US 41/CSX	PMP;TBRFRS	NEEDS	0	NA	0	NA	HILLSBOROUGH	GS	0.02	1	1	1	0.28	0.27	1	0.14	0.00	0.32	0.48	29	
HILLSBOROUGH AVE	ORIENT RD	I-4	TBRGMS	NEEDS	4	D	4	D	HILLSBOROUGH	OPS	0.03	0.67	1	1	0.21	0.19	1	0.15	1.00	0.32	0.48	30	
SR 686 ROOSEVELT BLVD	9TH ST N	I-275	LRTD	CA	4	D	6	D	PINELLAS	CAP	0.00	0.67	1	1	0.21	0.12	1	0.15	1.00	0.41	0.48	31	
US 301	GIBSONTON DR	SELMON EXWY	TBRGMS	NEEDS	6	D	6	D	HILLSBOROUGH	OPS	0.05	1	1	1	0.24	0.23	1	0.09	0.35	0.21	0.48	32	
GANDY BLVD	GRAND AVE GANDY ACCESS	I-275 WEST RAMPS	LRTD	NEEDS	6	D	4	P	PINELLAS	CAP	0.02	0.67	1	1	0.17	0.19	1	0.13	0.70	0.41	0.47	33	
CORTEZ BLVD (US98/SR50)	KETTERING RD	RIDGE MANOR BLVD	LRTD	NEEDS	4	D	8	D	HERNANDO	CAP	0.02	0.67	1	0	0.44	0.40	1	0.26	1.00	0.38	0.46	34	
ANDERSON RD	WATERS AVE	LINEBAUGH AVE	LRTD	NEEDS	4	D	6	D	HILLSBOROUGH	CAP	0.05	1	1	1	0.21	0.16	0	0.10	1.00	0.77	0.46	35	
ORIENT RD	BROADWAY AVE	I-4	LRTD	NEEDS	2	U	4	D	HILLSBOROUGH	CAP	0.08	1	1	1	0.18	0.06	1	0.11	0.35	0.35	0.46	36	
BIG BEND RD	US HWY 41	CONVINGTON GARDEN DR	LRTD	NEEDS	4	D	6	D	HILLSBOROUGH	CAP;OPS	0.05	0.67	1	1	0.16	0.21	1	0.18	1.00	0.11	0.45	37	
I-275	54TH AVE N	GANDY BLVD	SIS	NEEDS	6	F	10	F	PINELLAS	CAP	0.02	1	1	0	0.18	0.43	1	0.15	1.00	0.37	0.45	38	
GANDY BLVD	FRONTAGE RD N	DR MARTIN LUTHER KING JR ST	LRTD	NEEDS	6	D	4	P	PINELLAS	CAP;OPS	0.02	0.67	1	1	0.15	0.10	1	0.12	1.00	0.26	0.45	39	
I-275	9TH ST N	HILLSBOROUGH COUNTY LINE	LRTD	NEEDS	8	F	12	F	PINELLAS	CAP	0.03	1	1	0	0.17	0.58	1	0.18	0.92	0.18	0.45	40	
BIG BEND RD	I-75 N RAMP	US 301	LRTD	CA	4	D	6	D	HILLSBOROUGH	CAP;OPS	0.04	0.67	1	1	0.22	0.19	1	0.12	1.00	0.06	0.45	41	
SR 39	I-4	SR 60	SCREEN	NEEDS	4	D	4	D	HILLSBOROUGH	OPS	0.02	0.67	1	1	0.16	0.15	1	0.15	0.46	0.39	0.45	42	
US 41	SOUTH OF ROCKPORT LEAD	NORTH OF ROCKPORT LEAD	TBRFRS	NEEDS	0	NA	0	NA	HILLSBOROUGH	GS	0.06	1	1	1	0.25	0.58	0	0.22	0.05	0.37	0.45	43	
I-275	22ND AVE N	38TH AVE N	SIS	NEEDS	6	F	12	F	PINELLAS	CAP	0.02	1	1	0	0.18	0.52	1	0.18	1.00	0.20	0.45	44	
I-75 (SR93)	PASCO COUNTY LINE	CORTEZ BLVD (SR50)	LRTD	CA	4	F	6	F	HERNANDO	CAP	0.03	0.67	1	0	0.23	0.67	1	0.47	0.56	0.21	0.45	45	
I-275 HOWARD FRANKLAND BRIDGE	4TH ST	SR 60	SIS	NEEDS	8	F	12	F	CROSSBAY	BRIDGE	0.02	1	1	0	0.20	0.69	1	0.18	0.29	0.24	0.44	46	
BIG BEND RD	COVINGTON GARDEN DR	I-75 N RAMP	LRTD	CA	4	D	6	D	HILLSBOROUGH	CAP;OPS	0.02	0.67	1	1	0.18	0.21	1	0.15	1.00	0.04	0.44	47	
I-75	MANATEE CO	US 301	LRTD	NEEDS	8	F	10	F	HILLSBOROUGH	CAP;MGDLN	0.04	1	1	0	0.19	0.58	1	0.20	0.41	0.30	0.44	48	
US 19	ULMERTON RD	SR 60	TBRGMS	NEEDS	6	D	6	D	PINELLAS	OPS	0.04	1	1	0	0.18	0.13	1	0.10	1.00	0.67	0.44	49	
US 19	GANDY BLVD	ULMERTON RD	TBRGMS	NEEDS	6	D	6	D	PINELLAS	OPS	0.02	1	1	0	0.18	0.16	1	0.16	0.61	0.78	0.44	50	
VETERANS EXPWY	COURTNEY CAMPBELL CAUSEWAY	SUNCOAST PARKWAY	LRTD	CA	6	F	8	F	HILLSBOROUGH	CAP	0.03	1	1	0	0.18	0.15	1	0.08	0.30	0.95	0.44	51	
I-275	I-375	22ND AVE N	SIS	NEEDS	6	F	10	F	PINELLAS	CAP	0.02	1	1	0	0.17	0.46	1	0.19	1.00	0.21	0.44	52	
S.R. 54	CROSSINGS DR	SUNCOAST PKWY	LRTD	NEEDS	6	D	8	D	PASCO	CAP;OPS	0.04	0.33	1	1	0.20	0.30	1	0.13	1.00	0.13	0.44	53	
MADISON AVE	US HWY 41	66TH ST	LRTD	CA	2	U	4	D	HILLSBOROUGH	CAP	0.24	1	1	1	0.14	0.01	1	0.08	0.09	0.22	0.43	54	
SR 686 ROOSEVELT BLVD	US 19	CR 611 49TH ST N	SCREEN	NEEDS	6	D	6	D	PINELLAS	OPS	0.01	1	1	0	0.14	0.24	1	0.18	0.70	0.61	0.43	55	
CORTEZ BLVD (US98/SR50)	RIDGE MANOR BLVD	MCKETHAN RD (US98/SR700)	LRTD	NEEDS	4	D	8	D	HERNANDO	CAP	0.02	0.67	1	0	0.23	0.38	1	0.33	1.00	0.37	0.43	56	
DALE MABRY HWY	HILLSBOROUGH AVE	KENNEDY BLVD	TBRGMS	NEEDS	6	D	6	D	HILLSBOROUGH	OPS	0.03	1	1	1	0.19	0.							

ON STREET	FROM	TO	SOURCE	STATUS	BASE YEAR		FUTURE YEAR		COUNTY	PROJECT TYPE*	STANDARDIZED SCORES										SCORE	RANK
					LANES	TYPE	LANES	TYPE			CRASH RATE	INTENSITY OF FAC SERVED	EXISTING OR EMERGING FAC	FAC TO LIMITED ACCESS CONNECTION	CONGESTED TO FREE FLOW			LIVABILITY/ FREIGHT		INDUSTRIAL EMPLOYMENT		
					10%	15%	10%	15%							10%	7.5%	5%	12.5%				
CORTEZ BLVD (US98/SR50)	MCKETHAN RD (US98/SR700)	TREIMAN BLVD (US301/SR35)	L RTP	CA	2	U	4	D	HERNANDO	CAP	0.02	0.67	1	0	0.23	0.27	1	0.49	0.85	0.16	0.39	75
S.R. 52	I-75 SB RAMPS	I-75 NB RAMPS	L RTP	NEEDS	4	D	8	D	PASCO	CAP	0.08	0.33	0	1	0.65	0.23	0	0.19	1.00	0.45	0.39	76
I-75	S.R. 52	HERNANDO CO	L RTP	CA	4	F	6	F	PASCO	CAP	0.03	0.33	0	0	0.26	0.69	1	0.36	0.18	0.58	0.39	77
STARKEY RD	BRYAN DAIRY RD	ULMERTON RD	L RTP	CA	4	D	6	D	PINELLAS	CAP	0.02	0.33	1	0	0.18	0.27	1	0.17	0.92	0.57	0.38	78
US 41 (FRONTAGE RDS)	AYERS RD	SPRING HILL DR	L RTP	NEEDS	0	NA	2	U	HERNANDO	CAP-FR	0.07	1	1	0	0.15	0.10	1	0.11	0.88	0.19	0.37	79
CORTEZ BLVD (US98/SR50)	SPRING LAKE HWY	LOCKHART RD	L RTP	NEEDS	4	D	8	D	HERNANDO	CAP	0.02	0.67	1	0	0.27	0.37	1	0.30	0.42	0.07	0.37	80
SR 44 GULF TO LAKE HWY	US 19	SUMTER COUNTY LINE	L RTP	NEEDS	4	D	6	D	CITRUS	CAP	0.05	0.33	0	1	0.17	0.12	1	0.11	0.42	0.44	0.37	81
US 41 (FRONTAGE RDS)	WISCON DR	SR 50	L RTP	NEEDS	0	NA	2	U	HERNANDO	CAP-FR	0.07	1	1	0	0.16	0.16	1	0.08	1.00	0.02	0.36	82
GANDY BLVD (ELEVATED LANES)	GANDY BRIDGE	DALE MABRY HWY	SIS	NEEDS	2	F	2	F	HILLSBOROUGH	CAP	0.34	0	0	0	0.86	0.22	1	0.03	1.00	0.12	0.36	83
SUNCOAST PKWY (SR589)	COUNTY LINE RD	SPRING HILL DR	L RTP	NEEDS	4	F	6	F	HERNANDO	CAP	0.00	1	1	0	0.15	0.07	1	0.12	0.72	0.25	0.36	84
I-75	HILLSBOROUGH CO	SR 56	SIS	NEEDS	12	F	14	F	PASCO	CAP;MGDLN	0.04	0.33	0	0	0.23	0.81	1	0.23	0.85	0.04	0.36	85
I-75	S.R. 56	S.R. 54	L RTP	CA	4	F	6	F	PASCO	CAP;MGDLN	0.06	0.33	0	0	0.26	0.76	1	0.27	0.68	0.10	0.36	86
GANDY BLVD	US 19	GRAND AVE GANDY ACCESS	L RTP	NEEDS	6	D	4	P	PINELLAS	CAP	0.03	0.67	1	0	0.21	0.14	1	0.12	1.00	0.20	0.36	87
US 41 (FRONTAGE RDS)	SPRING HILL DR	WISCON DR	L RTP	NEEDS	0	NA	2	U	HERNANDO	CAP-FR	0.06	1	1	0	0.16	0.16	1	0.09	0.37	0.22	0.36	88
GANDY BLVD	WEST OF 9TH ST	EAST OF 4TH ST	L RTP	NEEDS	4	D	4	P	PINELLAS	CAP;OPS	0.03	0.67	1	0	0.16	0.07	1	0.12	1.00	0.30	0.35	89
SR 688 ULMERTON RD	LAKE AVE	TALL PINES DR	L RTP	CA	4	D	6	D	PINELLAS	CAP;OPS	0.04	0.33	1	0	0.20	0.29	1	0.15	1.00	0.24	0.35	90
SR 574	I-275	DALE MABRY HWY	SCREEN	NEEDS	4	U	4	U	HILLSBOROUGH	OPS	0.03	1	1	1	0.22	0.15	0	0.09	0.17	0.21	0.35	91
S.R. 52	I-75 SB RAMPS	BOYETTE RD (MCKENDREE)	L RTP	CA	2	U	6	D	PASCO	CAP	0.10	0.33	0	1	0.32	0.23	0	0.17	1.00	0.49	0.35	92
WESTSHORE BLVD	GRAY ST	BOY SCOUT BLVD	L RTP	CA	4	D	6	D	HILLSBOROUGH	CAP	0.08	1	1	1	0.19	0.12	0	0.07	0.33	0.17	0.35	93
AYERS RD	TRILLIUM EXTENSION	CORPORATE BLVD	L RTP	NEEDS	0	NA	4	D	HERNANDO	CAP	0.00	1	1	1	0.14	0.01	0	0.02	1.00	0.17	0.35	94
ANDERSON SNOW RD	COUNTY LINE RD	AMERO LN	L RTP	NEEDS	2	U	4	D	HERNANDO	CAP	0.00	1	1	1	0.14	0.00	0	0.01	0.85	0.25	0.34	95
S.R. 54	C.R. 1 (LITTLE RD)	STARKEY	L RTP	NEEDS	6	D	8	D	PASCO	CAP	0.04	0.33	1	0	0.20	0.25	1	0.11	0.92	0.28	0.34	96
SR 56	SR 54	BRUCE B. DOWNS BLVD	L RTP	NEEDS	6	D	8	D	PASCO	CAP;MGDLN	0.04	0.33	0	1	0.23	0.27	1	0.10	0.37	0.05	0.34	97
US 19/US 98 (SUNCOAST BLVD)	POWERLINE ST, W	CR 488, W	L RTP	NEEDS	4	D	6	D	CITRUS	CAP;OPS	0.04	0.67	0	1	0.15	0.18	1	0.18	0.00	0.07	0.34	98
US 19/US 98 (SUNCOAST BLVD)	CR 488, W	BASSWOOD AVE, N	L RTP	NEEDS	4	D	6	D	CITRUS	CAP;OPS	0.02	0.67	0	1	0.14	0.19	1	0.23	0.00	0.05	0.34	99
GATX DR	MARITIME DR	GUY N VERGER BLVD	PMP	NEEDS	2	U	4	U	HILLSBOROUGH	CAP	0.00	1	1	0	0.21	0.44	0	1.00	0.00	0.12	0.34	100
ANDERSON SNOW RD	INDUSTRIAL LP	SPRING HILL DR	L RTP	NEEDS	2	U	4	D	HERNANDO	CAP	0.04	1	1	1	0.14	0.02	0	0.08	1.00	0.03	0.34	101
CORTEZ BLVD (US98/SR50)	BURWELL RD	SUMTER COUNTY LINE	L RTP	NEEDS	2	U	4	D	HERNANDO	CAP	0.01	0.67	1	0	0.14	0.25	1	0.56	0.00	0.16	0.34	102
BROAD ST (US41/SR45)	COUNTY LINE RD	AYERS RD	L RTP	NEEDS	2	U	4	D	HERNANDO	CAP	0.12	1	1	0	0.15	0.10	1	0.11	0.00	0.24	0.34	103
CORTEZ BLVD (US98/SR50)	TREIMAN BLVD (US301/SR35)	BURWELL RD	L RTP	NEEDS	2	U	4	D	HERNANDO	CAP	0.02	0.67	1	0	0.14	0.23	1	0.56	0.00	0.16	0.34	104
US 41	PASCO CO	AYERS RD	ISS/OP	NEEDS	2	U	4	D	HERNANDO	CAP	0.10	1	1	0	0.15	0.10	1	0.11	0.00	0.24	0.34	105
SR 50	WEST OF CSX S LINE	EAST OF CSX S LINE	TBRFRS	NEEDS	0	NA	0	NA	HERNANDO	GS	0.00	0.67	1	0	0.14	0.23	1	0.56	0.00	0.16	0.33	106
ANDERSON RD	SLIGH AVE	WATERS AVE	L RTP	NEEDS	4	D	6	D	HILLSBOROUGH	CAP	0.04	1	1	0	0.19	0.16	0	0.11	0.11	0.91	0.33	107
S.R. 54	STARKEY	DUCK SLOUGH BLVD	L RTP	NEEDS	6	D	8	D	PASCO	CAP	0.06	0.33	1	0	0.25	0.25	1	0.09	0.64	0.25	0.33	108
SUNCOAST PKWY	S.R. 52	HERNANDO	L RTP	NEEDS	4	F	6	F	PASCO	CAP	0.00	1	1	0	0.19	0.07	1	0.09	0.17	0.22	0.33	109
I-275	M L KING BLVD	FOWLER AVE	L RTP	NEEDS	6	F	12	F	HILLSBOROUGH	CAP	0.03	0	0	0	0.22	0.62	1	0.17	0.97	0.30	0.33	110
US 19/US 98 (SUNCOAST BLVD)	SR 44	CR 495, N	L RTP	NEEDS	4	D	6	D	CITRUS	CAP;OPS	0.04	0.67	0	0	0.42	0.19	1	0.12	1.00	0.05	0.33	111
CORTEZ BLVD (US98/SR50)	CEDAR LN	SPRING LAKE HWY	L RTP	NEEDS	4	D	8	D	HERNANDO	CAP	0.02	0.67	1	0	0.16	0.33	1	0.40	0.00	0.04	0.33	112
SUNCOAST PKWY (SR589)	SPRING HILL DR	CORTEZ BLVD (SR50)	L RTP	NEEDS	4	F	6	F	HERNANDO	CAP	0.10	1	1	0	0.15	0.06	1	0.10	0.01	0.21	0.33	113
U.S. 41	WISTERIA	GATOR LN	L RTP	NEEDS	4	D	6	D	PASCO	CAP	0.04	0	0	0	0.79	0.27	1	0.14	1.00	0.02	0.33	114
U.S. 41	HAMILTON EXT	C.R. 578 (COUNTY LINE RD)	L RTP	NEEDS	2	U	6	D	PASCO	CAP	0.03	1	1	0	0.16	0.16	1	0.16	0.00	0.09	0.32	115
AYERS RD EXT	COUNTY LINE RD	TRILLIUM BLVD	L RTP	NEEDS	0	NA	4	D	HERNANDO	CAP	0.00	1	1	1	0.14	0.03	0	0.04	0.43	0.08	0.31	116
SR 686	US 19	ALT 19	SCREEN	NEEDS	6	D	6	D	PINELLAS	OPS	0.02	1	1	0	0.18	0.38	0	0.16	1.00	0.08	0.31	117
US 19	SR 694 GANDY BLVD	ALT 19 5TH AVE N	SCREEN	NEEDS	6	D	6	D	PINELLAS	OPS	0.02	1	1	0	0.18	0.21	0	0.12	0.73	0.38	0.30	118
N OF BIG BEND RD	I-75	US 41/PORT REDWING	ISS/OP	NEEDS	0	NA	4	D	HILLSBOROUGH	CAP	0.04	0.67	1	1	0.17	0.21	0	0.16	0.00	0.10	0.30	119
HOOVER BLVD	HILLSBOROUGH AVE	SLIGH AVE	L RTP	NEEDS	4	D	6	D	HILLSBOROUGH	CAP	0.03	1	1	0	0.14	0.10	0	0.12	0.08	0.77	0.30	120
DALE MABRY HWY	BEARSS AVE	HILLSBOROUGH AVE	TBRGMS	NEEDS	6	D	6	D	HILLSBOROUGH	OPS	0.02	1	1	0	0.23	0.28	0	0.10	0.30	0.36	0.30	121
U.S. 41	GATOR LN	PLEASANT PALM BLVD	L RTP	NEEDS	4	D	6	D	PASCO	CAP;OPS	0.06	0	0	0	0.58	0.25	1	0.15	1.00	0.02	0.29	122
SR 54	US 41	SR 56	L RTP	NEEDS	6	D	10	D	PASCO	CAP;MGDLN	0.02	0	0	0	0.27	0.54	1	0.19	0.85	0.11	0.29	123
US HWY 92	PARK ROAD	COUNTY LINE RD	L RTP	NEEDS	2	U	4	D	HILLSBOROUGH	CAP	0.01	0.67	1	0	0.14	0.08	1	0.14	0.06	0.21	0.29	124
I-75	S OF FOWLER	N OF BRUCE B DOWNS	L RTP	CA	4	F	6	F	HILLSBOROUGH	CAP;MGDLN	0.04	0	0	0	0.17	0.67	1	0.22	0.43	0.17	0.29	125
HARNEY RD	56TH ST	SLIGH AVE	L RTP	NEEDS	2	U	4	D	HILLSBOROUGH	CAP	0.23	0.67	1	0	0.17	0.01	0	0.02	0.72	0.68	0.29	126
US 19/US 98 (SUNCOAST BLVD)	CR 495, N	19TH ST/TURKEY OAK DR, N	L RTP	NEEDS	4	D	6	D	CITRUS	CAP;OPS	0.04	0.67	0	0	0.19	0.17	1	0.14	1.00	0.02	0.29	127
CHANCEY (Z.EAST)	20TH ST EXT	ALSTON EXT	L RTP	NEEDS	2	U	4	D	PASCO	CAP;OPS	0.21	0.67	0	0	0.16	0.07	1	0.17	0.06	0.40	0.29	128
I-275	I-4 INTERCHANGE	M L KING BLVD	L RTP	NEEDS	8	F	12	F	HILLSBOROUGH	CAP	0.03	0	0	0	0.20	0.53	0	0.15	1.00	0.08	0.28	129
S.R. 52	C.R. 581 (BELLAMY BROTHERS)	I-75 SB RAMPS	L RTP	CA	2	U	4	D	PASCO	CAP;OPS	0.05	0.33	0	0	0.64	0.20	0	0.23	0.93	0.44	0.28	130
US 19/US 98 (SUNCOAST BLVD)	19TH ST/TURKEY OAK DR, N	STATE PARK ST, W	L RTP	NEEDS	4	D	6	D														

ON STREET	FROM	TO	SOURCE	STATUS	BASE YEAR		FUTURE YEAR		COUNTY	PROJECT TYPE*	STANDARDIZED SCORES										SCORE	RANK
					LANES	TYPE	LANES	TYPE			CRASH RATE	INTENSITY OF FAC SERVED	EXISTING OR EMERGING FAC	FAC TO LIMITED ACCESS CONNECTION	CONGESTED TO FREE FLOW		PERCENT TRUCK TRAFFIC	LIVABILITY/ FREIGHT CONFLICT AREA	INDUSTRIAL EMPLOYMENT			
					10%	15%	10%	15%							10%	15%				7.5%		
ANDERSON SNOW RD	AMERO LN	INDUSTRIAL LP	L RTP	NEEDS	2	U	4	D	HERNANDO	CAP	0.00	1	1	0	0.14	0.01	0	0.07	1.00	0.20	0.25	149
I-275	FOWLER AVE	I-75	L RTP	NEEDS	6	F	8	F	HILLSBOROUGH	CAP	0.03	0	0	0	0.19	0.38	1	0.17	0.33	0.29	0.25	150
US 41	DALE MABRY HWY	TOWER RD	TBRGMS	NEEDS	6	D	6	D	PASCO	OPS	0.04	0	0	0	0.21	0.32	1	0.13	0.92	0.10	0.25	151
STARKEY RD	142 AVE 16 AVE	ULMERTON RD	L RTP	CA	4	D	6	D	PINELLAS	CAP	0.02	0.33	1	0	0.18	0.32	0	0.23	0.91	0.22	0.25	152
I-75	N OF BRUCE B DOWNS	PASCO CO	L RTP	CA	6	F	10	F	HILLSBOROUGH	CAP;MGDLN	0.04	0	0	0	0.19	0.61	1	0.23	0.00	0.05	0.25	153
LOIS AVE	M L KING BLVD	HILLSBOROUGH AVE	L RTP	NEEDS	2	U	4	D	HILLSBOROUGH	CAP	0.13	1	1	0	0.14	0.02	0	0.03	0.17	0.38	0.25	154
S.R. 54	I - 75	S.R. 581	L RTP	CA	6	D	8	D	PASCO	CAP	0.06	0	0	0	0.80	0.34	0	0.12	1.00	0.08	0.24	155
SUNCOAST PARKWAY 2	CITRUS AVE	SR 44	L RTP	CA	0	NA	4	F	CITRUS	CAP	0.00	0.67	0	0	0.18	0.13	1	0.11	0.04	0.17	0.24	156
US 19/US 98 (SUNCOAST BLVD)	EMERALD OAKS DR, W	POWERLINE ST, W	L RTP	NEEDS	4	D	6	D	CITRUS	CAP;OPS	0.06	0.67	0	0	0.16	0.17	1	0.16	0.00	0.07	0.24	157
US 19/US 98 (SUNCOAST BLVD)	WATERGATE LN, W	EMERALD OAKS DR, W	L RTP	NEEDS	4	D	6	D	CITRUS	CAP;OPS	0.08	0.67	0	0	0.16	0.16	1	0.16	0.00	0.06	0.24	158
SUNCOAST PARKWAY 2	CITRUS AVE	US 19	L RTP	NEEDS	0	NA	4	F	CITRUS	CAP	0.00	0.67	0	0	0.15	0.18	1	0.18	0.00	0.07	0.24	159
US 19/US 98 (SUNCOAST BLVD)	CYPRESS BLVD, W	BURNT RIDGE RD, W	L RTP	NEEDS	4	D	6	D	CITRUS	CAP;OPS	0.04	0	0	0	0.27	0.21	1	0.11	1.00	0.04	0.24	160
FORBES RD	SR 574	I-4	ISS/OP	NEEDS	2	U	4	D	HILLSBOROUGH	CAP	0.04	0.33	1	1	0.15	0.04	0	0.09	0.00	0.13	0.24	161
SAM ALLEN RD	SR 39	PARK ST	L RTP	CA	2	U	4	D	HILLSBOROUGH	CAP	1.00	0	0	0	0.15	0.01	1	0.02	0.08	0.05	0.24	162
C.R. 35A (OLD LAKE LAND HWY)	BERRY RD	U.S. 98	L RTP	NEEDS	2	U	4	D	PASCO	CAP;OPS	0.24	0.67	0	0	0.14	0.01	1	0.05	0.30	0.03	0.24	163
COBB RD (US98)	YONTZ RD	PONCE DE LEON BLVD (US98/SR700)	L RTP	NEEDS	2	U	6	D	HERNANDO	CAP	1.00	0	0	0	0.14	0.00	1	0.03	0.00	0.08	0.23	164
US 41	SR 44	STAGECOACH TRAIL	SCREEN	NEEDS	4	D	4	D	CITRUS	OPS	0.03	0.33	0	0	0.18	0.13	1	0.16	0.48	0.12	0.23	165
US 19	GREEN ACRES ST	LONGFELLOW ST	TBRGMS	NEEDS	4	D	4	D	CITRUS	OPS	0.03	0	0	0	0.21	0.19	1	0.11	1.00	0.10	0.23	166
US 19/US 98 (SUNCOAST BLVD)	BURNT RIDGE RD, W	CARDINAL ST, W	L RTP	NEEDS	4	D	6	D	CITRUS	CAP;OPS	0.02	0	0	0	0.26	0.20	1	0.11	0.90	0.05	0.23	167
US 19/US 98 (SUNCOAST BLVD)	CR 494, W	VENABLE ST, W	L RTP	NEEDS	4	D	6	D	CITRUS	CAP;OPS	0.05	0	0	0	0.20	0.15	1	0.10	0.98	0.11	0.23	168
US 19/US 98 (SUNCOAST BLVD)	SUNNY DAYS S/C	GREEN ACRES ST, W	L RTP	NEEDS	4	D	6	D	CITRUS	CAP;OPS	0.00	0	0	0	0.23	0.20	1	0.11	1.00	0.04	0.23	169
S.R. 56	MEADOW POINTE BLVD	C.R. 579 (MORRIS BRIDGE RD)	L RTP	CA	0	NA	4	D	PASCO	CAP	0.00	0	0	0	0.42	0.20	1	0.21	0.25	0.05	0.23	170
MARTIN LUTHER KING JR BLVD	PARSONS AVE	KINGSWAY RD	L RTP	CA	2	U	4	D	HILLSBOROUGH	CAP	0.04	1	1	0	0.22	0.06	0	0.07	0.00	0.19	0.23	171
SR 60 / BRANDON BLVD	DOVER RD	COUNTY LINE RD	L RTP	NEEDS	4	D	6	D	HILLSBOROUGH	CAP;OPS	0.02	0	0	0	0.14	0.38	1	0.30	0.04	0.18	0.23	172
US 19/US 98 (SUNCOAST BLVD)	CARDINAL ST, W	SUNNY DAYS S/C	L RTP	NEEDS	4	D	6	D	CITRUS	CAP;OPS	0.01	0	0	0	0.24	0.19	1	0.11	0.92	0.04	0.23	173
US 98/US 301	GADDIS AVE	US 98/US 301 SPLIT	TBRGMS	NEEDS	4	D	4	D	PASCO	OPS	0.02	0	0	0	0.14	0.16	1	0.20	0.79	0.19	0.23	174
C.R. 35A (OLD LAKE LAND HWY)	U.S. 98	C.R. 52A (CLINTON AVE)	L RTP	NEEDS	2	U	4	D	PASCO	CAP	0.19	0.67	0	0	0.14	0.01	1	0.03	0.11	0.08	0.23	175
US 19	SR 60	TAMPA RD	TBRGMS	NEEDS	6	D	6	D	PINELLAS	OPS	0.02	0	0	0	0.17	0.12	1	0.12	0.74	0.26	0.23	176
BROAD ST (US41/SR45)	JEFFERSON ST (SR50)	MONDON HILL RD	L RTP	NEEDS	2	U	4	D	HERNANDO	CAP	0.03	0	0	0	0.19	0.15	1	0.22	1.00	0.03	0.22	177
US 19/US 98 (SUNCOAST BLVD)	VENABLE ST, W	LOPEZ LN	L RTP	NEEDS	4	D	6	D	CITRUS	CAP;OPS	0.08	0	0	0	0.18	0.15	1	0.10	1.00	0.08	0.22	178
US 19/US 98 (SUNCOAST BLVD)	STONEBROOKE DR	LONGFELLOW ST, W	L RTP	NEEDS	4	D	6	D	CITRUS	CAP;OPS	0.07	0	0	0	0.18	0.15	1	0.10	1.00	0.08	0.22	179
SUNCOAST PKWY	HILLSBOROUGH	S.R. 54	L RTP	NEEDS	4	F	6	F	PASCO	CAP	0.00	0	0	0	0.20	0.13	1	0.09	1.00	0.13	0.22	180
SR 60	WEST OF VALRICO SUB	EAST OF VALRICO SUB	TBRFRS	NEEDS	0	NA	0	NA	HILLSBOROUGH	GS	0.01	0	0	0	0.19	0.28	1	0.19	0.70	0.02	0.22	181
US 19/US 98 (SUNCOAST BLVD)	LOPEZ LN	CR 44, W	L RTP	NEEDS	4	D	6	D	CITRUS	CAP;OPS	0.04	0	0	0	0.20	0.15	1	0.09	0.98	0.09	0.22	182
C.R. 35A (OLD LAKE LAND HWY)	C.R. 530 (OTTIS ALLEN RD)	BERRY RD	L RTP	NEEDS	2	U	4	D	PASCO	CAP;OPS	0.27	0.67	0	0	0.14	0.01	1	0.04	0.00	0.02	0.22	183
US 92	I-4	CR 579	L RTP	NEEDS	2	U	4	D	HILLSBOROUGH	CAP	0.04	0.67	1	0	0.20	0.07	0	0.08	0.26	0.33	0.22	184
SR 580	SR 590	COUNTRYSIDE BLVD	SCREEN	NEEDS	4	D	4	D	PINELLAS	OPS	0.03	0.67	1	0	0.15	0.11	0	0.10	0.69	0.16	0.22	185
BROAD ST (US41/SR45)	MONDON HILL RD	CROOM RD	L RTP	NEEDS	2	U	4	D	HERNANDO	CAP	0.00	0	0	0	0.17	0.14	1	0.23	1.00	0.05	0.22	186
PONCE DE LEON BLVD (US98/SR700)	COBB RD	LAKE LINDSEY RD	L RTP	NEEDS	2	U	6	D	HERNANDO	CAP	0.04	0	0	0	0.46	0.14	1	0.18	0.00	0.09	0.22	187
BROAD ST (US41/SR45)	CROOM RD	CHATFIELD DR	L RTP	NEEDS	2	U	4	D	HERNANDO	CAP	0.00	0	0	0	0.16	0.14	1	0.26	1.00	0.03	0.22	188
SR 39	I-4	PASCO CO	TBRGMS	NEEDS	2	U	2	U	HILLSBOROUGH	OPS	0.05	0	0	0	0.27	0.17	1	0.21	0.06	0.22	0.22	189
CORTEZ BLVD (US98/SR50)	JASMINE DR	CEDAR LN	L RTP	NEEDS	4	D	8	D	HERNANDO	CAP	0.05	0	0	0	0.20	0.32	1	0.32	0.00	0.07	0.22	190
SR 674	US HWY 301	CR 579	L RTP	CA	2	U	4	D	HILLSBOROUGH	CAP	0.03	0	0	0	0.18	0.14	1	0.19	0.68	0.12	0.21	191
U.S. 98 (BYPASS)	S.R. 52 (MERIDIAN)	MARTIN LUTHER KING	L RTP	NEEDS	2	U	4	D	PASCO	CAP;OPS	0.30	0	0	0	0.16	0.01	1	0.02	1.00	0.05	0.21	192
U.S. 98 (BYPASS)	MARTIN LUTHER KING	U.S.301 (N)	L RTP	NEEDS	2	U	4	D	PASCO	CAP;OPS	0.35	0	0	0	0.15	0.01	1	0.02	0.78	0.10	0.21	193
US 19/US 98 (SUNCOAST BLVD)	US 98/ MS MAGGIE DR, W	CYPRESS BLVD	L RTP	NEEDS	4	D	6	D	CITRUS	CAP;OPS	0.03	0	0	0	0.21	0.18	1	0.11	0.70	0.04	0.21	194
U.S. 301 (GALL BLVD)	S.R. 56	S.R. 39	L RTP	CA	2	U	4	D	PASCO	CAP	0.08	0	0	0	0.27	0.11	1	0.12	0.50	0.09	0.21	195
CORTEZ BLVD BYPASS (SR50)	BROAD ST (US41/SR45)	SOUTHERN HILLS BLVD	L RTP	NEEDS	4	D	6	D	HERNANDO	CAP	0.04	0	0	0	0.15	0.15	1	0.12	1.00	0.02	0.21	196
US 92	KINGSWAY RD	FORBES RD	L RTP	NEEDS	2	U	4	D	HILLSBOROUGH	CAP	0.40	0.67	1	0	0.18	0.01	0	0.01	0.00	0.18	0.21	197
US 19	CR 44	SR 44	TBRGMS	NEEDS	6	D	6	D	CITRUS	OPS	0.05	0	0	0	0.15	0.16	1	0.09	0.87	0.06	0.21	198
CORTEZ BLVD BYPASS (SR50)	SOUTHERN HILLS BLVD	MAIN ST	L RTP	NEEDS	4	D	6	D	HERNANDO	CAP	0.11	0	0	0	0.15	0.14	1	0.12	0.80	0.03	0.21	199
PONCE DE LEON BLVD (US98/SR700)	SUNCOAST PKWY NB RAMP	SUNCOAST PKWY SB RAMP	L RTP	NEEDS	4	D	6	D	HERNANDO	CAP	0.24	0	0	0	0.21	0.12	1	0.12	0.42	0.03	0.21	200
SR 52	EMMUS CEMETARY RD	CURLEY RD	L RTP	NEEDS	2	U	4	D	PASCO	CAP	0.02	0.33	0	0	0.75	0.16	0	0.17	0.06	0.13	0.20	201
SR 580	SR 584 TAMPA RD	SR 590	SCREEN	NEEDS	4	D	4	D	PINELLAS	OPS	0.03	0.67	1	0	0.21	0.24	0	0.17	0.00	0.02	0.20	202
U.S. 301 (N)	U.S. 98	S.R. 575 (TRILBY RD)	L RTP	NEEDS	2	U	4	D	PASCO	CAP;OPS	0.01	0	0	0	0.14	0.06	1	0.24	0.99	0.03	0.20	203
C.R. 35A (OLD LAKE LAND HWY)	C.R. 52A (CLINTON AVE)	CITY LIMITS	L RTP	NEEDS	2	U	4	D	PASCO	CAP	0.65	0	0	0	0.14	0.01						

ON STREET	FROM	TO	SOURCE	STATUS	BASE YEAR		FUTURE YEAR		COUNTY	PROJECT TYPE*	STANDARDIZED SCORES										SCORE	RANK
					LANES	TYPE	LANES	TYPE			CRASH RATE	INTENSITY OF FAC SERVED	EXISTING OR EMERGING FAC	FAC TO LIMITED ACCESS CONNECTION	CONGESTED TO FREE FLOW		PERCENT TRUCK TRAFFIC	LIVABILITY/ FREIGHT CONFLICT AREA	INDUSTRIAL EMPLOYMENT			
					10%	15%	10%	15%							10%	15%				7.5%		
SR 39	PASCO CO	US 301	TBRGMS	NEEDS	2	U	2	U	PASCO	OPS	0.03	0	0	0	0.14	0.13	1	0.19	0.21	0.15	0.19	223
ALEXANDER ST	SAM ALLEN RD	SR 39	LRTD	CA	0	NA	4	D	HILLSBOROUGH	CAP	0.16	0.33	1	0	0.28	0.16	0	0.19	0.00	0.05	0.19	224
US 41	US 41B FLORIDA AVE	BEARSS AVE	SCREEN	NEEDS	4	D	4	D	HILLSBOROUGH	OPS	0.07	0	0	0	0.26	0.07	1	0.04	0.28	0.11	0.19	225
U.S. 301 (GALL BLVD)	HILLSBOROUGH CO	S.R. 56	LRTD	NEEDS	2	U	4	D	PASCO	CAP	0.03	0	0	0	0.19	0.14	1	0.10	0.25	0.10	0.19	226
BROAD ST (US41/SR45)	HOWELL AVE	SNOW MEMORIAL HWY	LRTD	NEEDS	2	U	4	D	HERNANDO	CAP	0.00	0	0	0	0.33	0.14	1	0.16	0.00	0.03	0.19	227
CR 54	PROGRESS PKWY	OLD PASCO RD	LRTD	NEEDS	4	D	6	D	PASCO	CAP	0.12	0.33	0	1	0.15	0.03	0	0.04	0.00	0.09	0.19	228
US 41	SOUTH OF BROOKSVILLE SUB	NORTH OF BROOKSVILLE SUB	TBRFRS	NEEDS	0	NA	0	NA	PASCO	GS	0.12	0	0	0	0.16	0.17	1	0.17	0.00	0.08	0.18	229
FOWLER AVE	FLORIDA AVE	56TH ST	SCREEN	NEEDS	8	D	8	D	HILLSBOROUGH	OPS	0.02	0	0	0	0.21	0.23	0	0.09	0.97	0.47	0.18	230
FLETCHER AVE	US 41	US 41B	SCREEN	NEEDS	4	D	4	D	HILLSBOROUGH	OPS	0.02	0	0	0	0.38	0.32	0	0.15	1.00	0.11	0.18	231
CORTEZ BLVD (SR50)	S SUNCOAST PKWY RAMP	N SUNCOAST PKWY RAMP	LRTD	NEEDS	4	D	6	D	HERNANDO	CAP	0.08	0	0	0	0.19	0.20	1	0.09	0.00	0.04	0.18	232
COBB RD (US98)	FORT DADE AVE	YONTZ RD	LRTD	NEEDS	2	U	6	D	HERNANDO	CAP	0.34	0	0	0	0.16	0.02	1	0.06	0.00	0.11	0.18	233
U.S. 41	S.R. 52	HAMILTON EXT	LRTD	NEEDS	2	U	6	D	PASCO	CAP	0.04	0	0	0	0.16	0.17	1	0.16	0.03	0.08	0.18	234
SUNCOAST PKWY	RIDGE RD EXT	S.R. 52	LRTD	NEEDS	4	F	6	F	PASCO	CAP	0.00	0	0	0	0.19	0.10	1	0.09	0.29	0.09	0.18	235
US 41B FLORIDA AVE	FLETCHER AVE	NEBRASKA AVE APEX	SCREEN	NEEDS	5	U	5	U	HILLSBOROUGH	OPS	0.05	0	0	0	0.21	0.13	1	0.08	0.06	0.10	0.18	236
CORTEZ BLVD (SR50)	N SUNCOAST PKWY RAMP	SUMMER ST	LRTD	NEEDS	4	D	6	D	HERNANDO	CAP	0.10	0	0	0	0.19	0.18	1	0.08	0.00	0.03	0.18	237
CORTEZ BLVD (SR50)	CALIFORNIA ST	COBB RD	LRTD	NEEDS	4	D	6	D	HERNANDO	CAP	0.08	0	0	0	0.16	0.14	1	0.12	0.00	0.11	0.18	238
LINEBAUGH AVE	SHELDON RD	DALE MABRY HWY	LRTD	NEEDS	4	D	6	D	HILLSBOROUGH	CAP	0.02	0	0	0	0.19	0.17	0	0.11	1.00	0.49	0.18	239
US 19/US 98 (SUNCOAST BLVD)	LONGFELLOW ST, W	HIGHLAND ST, W	LRTD	NEEDS	4	D	6	D	CITRUS	CAP;OPS	0.04	0	0	0	0.20	0.15	1	0.10	0.07	0.07	0.17	240
COBB RD (US98)	CORTEZ BLVD (SR50)	FORT DADE AVE	LRTD	NEEDS	2	U	6	D	HERNANDO	CAP	0.21	0	0	0	0.20	0.05	1	0.07	0.00	0.09	0.17	241
SR 50	WEST OF BROOKSVILLE SUB	EAST OF BROOKSVILLE SUB	TBRFRS	NEEDS	0	NA	0	NA	HERNANDO	GS	0.17	0	0	0	0.16	0.14	1	0.12	0.00	0.03	0.17	242
US 98	HERNANDO CO LINE	US 19	SCREEN	NEEDS	4	D	4	D	CITRUS	OPS	0.06	0	0	0	0.16	0.13	1	0.13	0.16	0.05	0.17	243
S.R. 54	MITCHEL RANCH	C.R. 1 (LITTLE RD)	LRTD	NEEDS	6	D	8	D	PASCO	CAP	0.04	0.33	1	0	0.15	0.17	0	0.11	0.53	0.04	0.17	244
SUNCOAST PKWY	VETERANS EXPWY	PASCO COUNTY	LRTD	NEEDS	4	F	6	F	HILLSBOROUGH	CAP	0.00	0	0	0	0.22	0.16	1	0.11	0.00	0.07	0.17	245
SUNCOAST PARKWAY 2	SR 44	CARDINAL ST	LRTD	CA	0	NA	4	F	CITRUS	CAP	0.00	0	0	0	0.18	0.17	1	0.10	0.00	0.11	0.17	246
US 301	PASCO CO	SR 50	LRTD	NEEDS	2	U	4	D	HERNANDO	CAP;OPS	0.03	0	0	0	0.14	0.08	1	0.23	0.00	0.16	0.17	247
BUSCH BLVD	N BOULEVARD	FLORIDA AVE	LRTD	NEEDS	4	U	6	D	HILLSBOROUGH	CAP	0.01	0	0	0	0.27	0.38	0	0.22	1.00	0.07	0.17	248
BROAD ST (US41/SR45)	CHATFIELD DR	HOWELL AVE	LRTD	NEEDS	2	U	4	D	HERNANDO	CAP	0.00	0	0	0	0.20	0.14	1	0.20	0.03	0.03	0.17	249
TRINITY BLVD	TAMARIND BLVD	S.R. 54	LRTD	CA	2	U	4	D	PASCO	CAP	0.00	0.33	1	0	0.20	0.04	0	0.07	0.27	0.27	0.17	250
US 19/US 98 (SUNCOAST BLVD)	HIGHLAND ST, W	CR 494, W	LRTD	NEEDS	4	D	6	D	CITRUS	CAP;OPS	0.00	0	0	0	0.20	0.15	1	0.10	0.13	0.04	0.17	251
ALEXANDER ST	I-4	SAM ALLEN RD	LRTD	CA	0	NA	4	D	HILLSBOROUGH	CAP	0.03	0.33	1	0	0.21	0.20	0	0.23	0.00	0.05	0.17	252
CORTEZ BLVD BYPASS (SR50)	JEFFERSON RD	BROAD ST (US41/SR45)	LRTD	NEEDS	4	D	6	D	HERNANDO	CAP	0.10	0	0	0	0.14	0.09	1	0.12	0.09	0.11	0.17	253
SUNCOAST PARKWAY EXT	US 98	CITRUS CO	LRTD	NEEDS	0	NA	4	D	HERNANDO	CAP	0.00	0	0	0	0.21	0.11	1	0.11	0.20	0.03	0.17	254
U.S. 301 (N)	S.R. 575 (TRILBY RD)	HERNANDO CO	LRTD	NEEDS	2	U	4	D	PASCO	CAP;OPS	0.00	0	0	0	0.14	0.06	1	0.19	0.09	0.16	0.17	255
BROAD ST (US41/SR45)	LAKE LINDSEY RD	CITRUS COUNTY LINE	LRTD	NEEDS	2	U	4	D	HERNANDO	CAP	0.00	0	0	0	0.19	0.12	1	0.19	0.00	0.05	0.17	256
CORTEZ BLVD (SR50)	SUMMER ST	WISCON RD	LRTD	NEEDS	4	D	6	D	HERNANDO	CAP	0.00	0	0	0	0.19	0.18	1	0.08	0.00	0.04	0.17	257
SUNCOAST PARKWAY 2	CARDINAL ST	HERNANDO CO	LRTD	CA	0	NA	4	F	CITRUS	CAP	0.00	0	0	0	0.20	0.15	1	0.11	0.00	0.05	0.17	258
US HWY 301	SR 674	BALM RD	LRTD	NEEDS	2	U	6	D	HILLSBOROUGH	CAP;OPS	0.08	0	0	0	0.20	0.06	1	0.05	0.02	0.11	0.17	259
US 41 (FLORIDA AVE)	HERNANDO CO. LINE	OAK FOREST	LRTD	NEEDS	2	D	4	D	CITRUS	CAP	0.00	0	0	0	0.19	0.12	1	0.19	0.00	0.03	0.17	260
CORTEZ BLVD BYPASS (SR50)	MAIN ST	EMERSON RD	LRTD	NEEDS	4	D	6	D	HERNANDO	CAP	0.08	0	0	0	0.16	0.14	1	0.12	0.00	0.04	0.17	261
BROAD ST (US41/SR45)	SNOW MEMORIAL HWY	LAKE LINDSEY RD	LRTD	NEEDS	2	U	4	D	HERNANDO	CAP	0.00	0	0	0	0.17	0.12	1	0.23	0.00	0.04	0.17	262
CORTEZ BLVD (SR50)	FORT DADE AVE	CALIFORNIA ST	LRTD	NEEDS	4	D	6	D	HERNANDO	CAP	0.05	0	0	0	0.17	0.14	1	0.10	0.00	0.03	0.16	263
CORTEZ BLVD (SR50)	WINTER ST	FORT DADE AVE	LRTD	NEEDS	4	D	6	D	HERNANDO	CAP	0.07	0	0	0	0.15	0.15	1	0.09	0.00	0.04	0.16	264
CORTEZ BLVD BYPASS (SR50)	EMERSON RD	JEFFERSON ST (SR50)	LRTD	NEEDS	4	D	6	D	HERNANDO	CAP	0.05	0	0	0	0.14	0.13	1	0.15	0.00	0.05	0.16	265
CORTEZ BLVD (SR50)	WISCON RD	WINTER ST	LRTD	NEEDS	4	D	6	D	HERNANDO	CAP	0.03	0	0	0	0.16	0.16	1	0.09	0.00	0.04	0.16	266
US 41	OAK FOREST	FLORAL CITY BYPASS	LRTD	NEEDS	2	U	4	D	CITRUS	CAP	0.00	0	0	0	0.16	0.11	1	0.22	0.00	0.01	0.16	267
US HWY 301	MANATEE COUNTY	SR 674	LRTD	NEEDS	2	U	4	D	HILLSBOROUGH	CAP	0.06	0	0	0	0.18	0.06	1	0.06	0.03	0.07	0.16	268
U.S. 19	PINELLAS CO	SR 54	LRTD	CA	6	D	8	D	PASCO	CAP;OPS	0.02	0	0	0	0.26	0.31	0	0.12	0.91	0.12	0.16	269
CR 486 (NORVELL BRYANT HWY)	URBAN BOUNDARY (W)	PINE RIDGE BLVD, W	LRTD	NEEDS	4	D	8	D	CITRUS	CAP	0.00	0	0	0	0.48	0.09	0	0.06	1.00	0.10	0.15	270
CR 491 LECANTO HWY	HORACE ALLEN ST	CR 486 NORVELL BRYANT HWY	LRTD	NEEDS	2	U	6	D	CITRUS	CAP	0.03	0	0	0	0.43	0.11	0	0.15	1.00	0.05	0.15	271
FLETCHER AVE	30TH ST	MORRIS BRIDGE RD	LRTD	NEEDS	4	D	6	D	HILLSBOROUGH	CAP	0.01	0	0	0	0.23	0.23	0	0.13	1.00	0.17	0.15	272
S.R. 52	U.S. 41	C.R. 581 (BELLAMY BROTHERS)	LRTD	CA	2	U	4	D	PASCO	CAP;OPS	0.03	0.33	0	0	0.28	0.14	0	0.22	0.19	0.21	0.15	273
CR 579	US HWY 92	I-4	LRTD	NEEDS	4	D	6	D	HILLSBOROUGH	CAP	0.08	0	0	0	0.21	0.15	0	0.12	1.00	0.22	0.15	274
S.R. 54	S.R. 54 OLD	MITCHEL RANCH	LRTD	NEEDS	6	D	8	D	PASCO	CAP	0.03	0.33	1	0	0.15	0.17	0	0.11	0.00	0.05	0.15	275
U.S. 98 (BYPASS)	C.R. 35A (OLD LAKELAND HWY)	S.R. 52 (MERIDIAN)	LRTD	NEEDS	2	U	4	D	PASCO	CAP;OPS	0.00	0	0	0	0.19	0.02	1	0.02	0.21	0.02	0.15	276
DALE MABRY HWY	KENNEDY BLVD	INTERBAY BLVD	TBRGMS	NEEDS	4	D	6	D	HILLSBOROUGH	CAP;OPS	0.04	0	0	0	0.18	0.14	0	0.10	1.00	0.29	0.15	277
CR 491 LECANTO HWY	SR 44	HORACE ALLEN ST	LRTD	CA	4	D	6	D	CITRUS	CAP	0.04	0	0	0	0.34	0.11	0	0.15	1.00	0.10	0.15	278
U.S. 19	SR 54	RIDGE RD	LRTD	CA	6	D	8</															

ON STREET	FROM	TO	SOURCE	STATUS	BASE YEAR		FUTURE YEAR		COUNTY	PROJECT TYPE*	STANDARDIZED SCORES										SCORE	RANK
					LANES	TYPE	LANES	TYPE			CRASH RATE	INTENSITY OF FAC SERVED	EXISTING OR EMERGING FAC	FAC TO LIMITED ACCESS CONNECTION	CONGESTED TO FREE FLOW		PERCENT TRUCK TRAFFIC	LIVABILITY/ CONFLICT AREA	INDUSTRIAL EMPLOYMENT			
					10%	15%	10%	15%							10%	15%				7.5%		
C.R. 578 (COUNTY LINE RD)	SUNCOAST PKWY	SUNCOAST PKWY NB RAMPS	LRTD	NEEDS	2	U	6	D	PASCO	CAP	0.00	0	0	0	0.17	0.16	0	0.12	0.97	0.08	0.12	297
US 41B	SR 574	SR 60	SCREEN	NEEDS	3	O	3	O	HILLSBOROUGH	OPS	0.04	0	0	0	0.19	0.07	0	0.08	0.67	0.26	0.12	298
CORTEZ BLVD (SR50)	MARINER BLVD	S SUNCOAST PKWY RAMP	LRTD	CA	4	D	6	D	HERNANDO	CAP	0.02	0	0	0	0.20	0.21	0	0.09	0.64	0.10	0.12	299
US 98	YONTZ RD	US 41 BROAD ST	SCREEN	NEEDS	3	U	3	U	HERNANDO	OPS	0.02	0	0	0	0.22	0.13	0	0.21	0.74	0.07	0.11	300
GUNN HWY	CITRUS PARK DR	DALE MABRY OVERPASS	LRTD	NEEDS	4	D	6	D	HILLSBOROUGH	CAP	0.02	0	0	0	0.22	0.18	0	0.11	0.49	0.16	0.11	301
LITHIA PINECREST RD	LITHIA RIDGE BLVD	BLOOMINGDALE AVE	LRTD	CA	2	U	4	D	HILLSBOROUGH	CAP	0.01	0	0	0	0.30	0.26	0	0.25	0.06	0.06	0.11	302
PASCO RD	QUAIL HOLLOW BLVD	OVER PASS RD	LRTD	CA	2	U	4	D	PASCO	CAP	0.00	0.33	0	0	0.44	0.03	0	0.07	0.03	0.04	0.11	303
C.R. 578 (COUNTY LINE RD)	SUNCOAST SB RAMPS	SUNCOAST PKWY	LRTD	NEEDS	2	U	6	D	PASCO	CAP	0.00	0	0	0	0.16	0.14	0	0.13	1.00	0.08	0.11	304
OVERPASS RD EXT	MCKENDREE RD	BOYETTE RD	LRTD	CA	2	U	4	D	PASCO	CAP	0.00	0	0	0	0.46	0.02	0	0.05	0.67	0.03	0.11	305
C.R. 577 (CURLEY RD)	CURLEY RD REALIGNMENT	OVERPASS RD	LRTD	CA	2	U	4	D	PASCO	CAP	0.00	0	0	0	0.64	0.07	0	0.07	0.00	0.01	0.11	306
NE COACHMAN RD	DREW ST	MCMULLEN BOOTH RD	LRTD	NEEDS	2	U	4	D	PINELLAS	CAP	0.04	0	0	0	0.18	0.06	0	0.09	0.77	0.23	0.11	307
S.R. 54	C.R. 595 (GRAND)	MADISON	LRTD	NEEDS	6	D	8	D	PASCO	CAP	0.03	0	0	0	0.14	0.15	0	0.12	1.00	0.04	0.11	308
S.R. 54	U.S. 19	C.R. 595 (GRAND)	LRTD	NEEDS	6	D	8	D	PASCO	CAP	0.02	0	0	0	0.14	0.13	0	0.18	1.00	0.04	0.11	309
U.S. 301 (GALL BLVD)	CHANCEY (Z.EAST)	CRYSTAL SPRINGS	LRTD	NEEDS	2	U	8	D	PASCO	CAP	0.09	0	0	0	0.17	0.09	0	0.14	1.00	0.02	0.11	310
U.S. 301 (N)	BAILEY HILL RD	WIRE RD	LRTD	NEEDS	4	D	6	D	PASCO	CAP	0.08	0	0	0	0.14	0.12	0	0.11	1.00	0.03	0.11	311
SR 52	CR 577 CURLEY RD	E OF SMITH RD	SCREEN	NEEDS	2	U	2	U	PASCO	OPS	0.06	0.33	0	0	0.25	0.10	0	0.16	0.00	0.02	0.11	312
C.R. 577 (CURLEY RD)	OVERPASS RD	LEONARD RD	LRTD	CA	2	U	4	D	PASCO	CAP	0.00	0	0	0	0.49	0.05	0	0.06	0.33	0.01	0.10	313
CR 491 LECANTO HWY	SR 44	GROVER CLEVELAND BLVD	LRTD	NEEDS	4	D	6	D	CITRUS	CAP	0.08	0	0	0	0.16	0.07	0	0.09	0.83	0.11	0.10	314
CR 486 (NORVELL BRYANT HWY)	URBAN BOUNDARY (E)	CROFT AVE, N	LRTD	NEEDS	4	D	6	D	CITRUS	CAP	0.03	0	0	0	0.15	0.08	0	0.11	1.00	0.06	0.10	315
U.S. 301 (GALL BLVD)	C.R. 54	C.R. 530 EXT KOSSIK RD	LRTD	CA	4	D	6	D	PASCO	CAP	0.01	0	0	0	0.18	0.17	0	0.16	0.60	0.05	0.10	316
CR 486 (NORVELL BRYANT HWY)	SR 44, W	MEADOWCREST BLVD	LRTD	NEEDS	4	D	6	D	CITRUS	CAP	0.10	0	0	0	0.21	0.11	0	0.06	0.37	0.16	0.10	317
SR 693 66TH ST N	US 19	ALT 19	SCREEN	NEEDS	6	D	6	D	PINELLAS	OPS	0.03	0	0	0	0.15	0.14	0	0.09	0.64	0.12	0.10	318
SR 693 PASADENA AVE	ALT 19 TYRONE BLVD	SR 699 BLIND PASS RD	SCREEN	NEEDS	4	D	4	D	PINELLAS	OPS	0.02	0	0	0	0.22	0.16	0	0.10	0.59	0.04	0.10	319
62ND AVE N	49TH ST N	US 19	LRTD	CA	2	U	4	D	PINELLAS	CAP	0.06	0	0	0	0.15	0.06	0	0.05	0.75	0.18	0.10	320
C.R. 578 (COUNTY LINE RD)	SHADY HILLS	SUNCOAST PKWY	LRTD	CA	2	U	4	D	PASCO	CAP	0.02	0	0	0	0.17	0.11	0	0.15	0.67	0.09	0.10	321
U.S. 301 (N)	CITY LIMITS (DADE)	US 98 SPLIT	LRTD	NEEDS	4	D	6	D	PASCO	CAP,OPS	0.02	0	0	0	0.16	0.17	0	0.14	0.60	0.06	0.10	322
7TH ST	7TH ST EXT	SOUTH AVE	LRTD	NEEDS	2	O	3	O	PASCO	CAP	0.19	0	0	0	0.14	0.01	0	0.03	1.00	0.05	0.10	323
SR 582 TARPON AVE	US 19	ALT 19	SCREEN	NEEDS	3	U	3	U	PINELLAS	OPS	0.02	0	0	0	0.17	0.10	0	0.12	0.73	0.09	0.10	324
U.S. 19	RIDGE RD	SR 52	LRTD	CA	6	D	8	D	PASCO	CAP,OPS	0.02	0	0	0	0.20	0.25	0	0.10	0.07	0.14	0.10	325
COUNTY LINE RD	N SUNCOAST PKWY (NB RAMP)	AYERS RD EXT	LRTD	CA	2	U	4	D	HERNANDO	CAP	0.00	0	0	0	0.25	0.20	0	0.11	0.26	0.08	0.10	326
CURLEY RD	MCCABE RD	SR 52	LRTD	NEEDS	2	U	4	D	PASCO	CAP	0.12	0	0	0	0.45	0.07	0	0.08	0.00	0.01	0.10	327
SR 50 (FRONTAGE RDS)	US 19	MARINER BLVD	LRTD	NEEDS	0	NA	2	U	HERNANDO	CAP-FR	0.04	0	0	0	0.14	0.10	0	0.07	0.77	0.11	0.10	328
US 41B	SR 60	SR 574	SCREEN	NEEDS	3	O	3	O	HILLSBOROUGH	OPS	0.11	0	0	0	0.19	0.02	0	0.03	0.42	0.26	0.10	329
C.R. 587 (GUNN HWY)	INTERLAKEN RD	S.R. 54	LRTD	CA	2	U	4	D	PASCO	CAP	0.08	0	0	0	0.21	0.04	0	0.08	0.42	0.20	0.10	330
C.R. 579 (HANDCART)	EILAND BLVD (Z.WEST)	FAIRVIEW HEIGHT	LRTD	NEEDS	2	U	4	D	PASCO	CAP	0.00	0	0	0	0.49	0.09	0	0.10	0.00	0.02	0.10	331
US 41 (FLORIDA AVE)	CR 486, W	SR 200, N	LRTD	NEEDS	2	D	6	D	CITRUS	CAP	0.06	0	0	0	0.28	0.12	0	0.08	0.31	0.07	0.10	332
CR 491 LECANTO HWY	PINE RIDGE BLVD	US 41	LRTD	CA	2	U	4	D	CITRUS	CAP	0.02	0	0	0	0.16	0.14	0	0.22	0.00	0.26	0.10	333
US 41 (FLORIDA AVE)	CR 491, N	CITRUS SPRINGS BLVD, W	LRTD	NEEDS	2	D	4	D	CITRUS	CAP	0.00	0	0	0	0.15	0.14	0	0.17	0.20	0.23	0.09	334
CR 486 (NORVELL BRYANT HWY)	CROFT AVE, N	US 41, N	LRTD	NEEDS	4	D	6	D	CITRUS	CAP	0.04	0	0	0	0.14	0.08	0	0.09	0.84	0.06	0.09	335
C.R. 41 (BLANTON RD)	C.R. 577 (LAKE IOLA RD)	I - 75	LRTD	NEEDS	2	U	6	D	PASCO	CAP	0.37	0	0	0	0.23	0.05	0	0.06	0.00	0.07	0.09	336
S.R. 54	6TH ST	U.S. 301 (GALL BLVD)	LRTD	CA	2	U	4	D	PASCO	CAP	0.08	0	0	0	0.14	0.02	0	0.10	1.00	0.02	0.09	337
COUNTY LINE RD	MARINER BLVD	ANDERSON SNOW RD	LRTD	CA	2	U	4	D	HERNANDO	CAP	0.02	0	0	0	0.18	0.11	0	0.15	0.64	0.03	0.09	338
U.S. 19	DENTON AVE	HERNANDO	LRTD	CA	6	D	8	D	PASCO	CAP,OPS	0.03	0	0	0	0.15	0.20	0	0.08	0.11	0.20	0.09	339
PASCO RD	S.R. 54	QUAIL HOLLOW BLVD	LRTD	CA	2	U	4	D	PASCO	CAP	0.00	0.33	0	0	0.26	0.03	0	0.06	0.00	0.09	0.09	340
SR 52	WEST OF BROOKSVILLE SUB	EAST OF BROOKSVILLE SUB	TBRFRS	NEEDS	0	NA	0	NA	PASCO	GS	0.00	0	0	0	0.29	0.18	0	0.17	0.00	0.07	0.09	341
C.R. 578 (COUNTY LINE RD)	SUNCOAST PKWY NB RAMPS	AYERS RD	LRTD	NEEDS	2	U	6	D	PASCO	CAP	0.00	0	0	0	0.25	0.20	0	0.11	0.12	0.08	0.09	342
S.R. 54	DEAN DAIRY	ALLEN RD	LRTD	NEEDS	2	U	4	D	PASCO	CAP	0.03	0	0	0	0.15	0.05	0	0.09	0.93	0.03	0.09	343
ALT 19	SR 60	SR 580	SCREEN	NEEDS	2	U	2	U	PINELLAS	OPS	0.19	0	0	0	0.15	0.02	0	0.03	0.67	0.09	0.09	344
SR 586 CURLEW RD	US 19	ALT 19	SCREEN	NEEDS	4	D	4	D	PINELLAS	OPS	0.02	0	0	0	0.16	0.20	0	0.10	0.42	0.03	0.09	345
6TH ST	12 AVE	U.S. 301 (GALL BLVD)	LRTD	NEEDS	2	O	3	O	PASCO	CAP	0.10	0	0	0	0.16	0.01	0	0.02	1.00	0.02	0.09	346
US 92	CR 579	KINGSWAY RD	LRTD	NEEDS	2	U	4	D	HILLSBOROUGH	CAP	0.04	0	0	0	0.22	0.06	0	0.08	0.03	0.29	0.09	347
US 41 NEBRASKA AVE	FLORIDA AVE	FOWLER AVE	SCREEN	NEEDS	4	D	4	D	HILLSBOROUGH	OPS	0.06	0	0	0	0.16	0.04	0	0.04	0.38	0.24	0.09	348
6TH ST	S.R. 54 (5TH AVE)	12 AVE	LRTD	NEEDS	2	O	3	O	PASCO	CAP	0.10	0	0	0	0.16	0.01	0	0.02	1.00	0.02	0.09	349
CR 486 (NORVELL BRYANT HWY)	ANNAPOLIS AVE	URBAN BOUNDARY (E)	LRTD	NEEDS	4	D	6	D	CITRUS	CAP	0.00	0	0	0	0.14	0.08	0	0.10	0.87	0.03	0.09	350
LITTLE RD EXT	FIVAY	U.S. 19	LRTD	CA	4	D	6	D	PASCO	CAP	0.05	0	0	0	0.16	0.10	0	0.08	0.11	0.26	0.09	351
S.R. 54	COURT ST	CITY LIMITS	LRTD	NEEDS	2	U	4	D	PASCO	CAP	0.00	0	0	0	0.15	0.04	0	0.10	1.00	0.01	0.09	352
S.R. 54	CITY LIMITS	6TH ST	LRTD	NEEDS	2	U	4	D	PASCO	CAP												

ON STREET	FROM	TO	SOURCE	STATUS	BASE YEAR		FUTURE YEAR		COUNTY	PROJECT TYPE*	STANDARDIZED SCORES										SCORE	RANK
					LANES	TYPE	LANES	TYPE			CRASH RATE	INTENSITY OF FAC SERVED	EXISTING OR EMERGING FAC	FAC TO LIMITED ACCESS	CONGESTED TO FREE FLOW	PERCENT TRUCK TRAFFIC	LIVABILITY/ FREIGHT CONFLICT AREA	INDUSTRIAL EMPLOYMENT				
					10%	15%	10%	15%											10%	15%		
US 19 (SUNCOAST BLVD)	MERRIVALE LN, W	US 98/ MS MAGGIE DR, W	LRTP	NEEDS	4	D	6	D	CITRUS	CAP	0.03	0	0	0	0.18	0.09	0	0.10	0.55	0.02	0.08	371
US 41	SR 582 FOWLER AVE	US 92 HILLSBOROUGH AVE	SCREEN	NEEDS	4	U	4	U	HILLSBOROUGH	OPS	0.08	0	0	0	0.18	0.04	0	0.03	0.16	0.22	0.08	372
WISCON RD	MOBLEY RD	BROAD ST (US41/SR45)	LRTP	NEEDS	2	U	4	D	HERNANDO	CAP	0.00	0	0	0	0.14	0.01	0	0.03	1.00	0.04	0.08	373
7TH ST	12TH AVE	NORTH AVE	LRTP	NEEDS	2	O	3	O	PASCO	CAP	0.00	0	0	0	0.16	0.01	0	0.02	1.00	0.02	0.08	374
CR 486 (NORVELL BRYANT HWY)	RESTON TERR	ESSEX AVE, N	LRTP	NEEDS	4	D	6	D	CITRUS	CAP	0.00	0	0	0	0.15	0.09	0	0.09	0.61	0.04	0.08	375
7TH ST	S.R. 54 (5TH AVE)	12TH AVE	LRTP	NEEDS	2	O	3	O	PASCO	CAP	0.00	0	0	0	0.16	0.01	0	0.01	1.00	0.02	0.08	376
US 41 (FLORIDA AVE)	CITRUS SPRINGS BLVD, W	COUNTRY CLUB BLVD, W	LRTP	NEEDS	2	D	4	D	CITRUS	CAP	0.03	0	0	0	0.15	0.13	0	0.21	0.05	0.13	0.08	377
C.R. 579 (EILAND BLVD)	S.R. 54	EILAND BLVD (Z.WEST)	LRTP	NEEDS	2	U	4	D	PASCO	CAP	0.04	0	0	0	0.26	0.13	0	0.14	0.00	0.04	0.08	378
BOUGAINVILLEA AVE	30TH ST	MCKINLEY DR	LRTP	NEEDS	2	U	4	D	HILLSBOROUGH	CAP	0.18	0	0	0	0.15	0.00	0	0.01	0.06	0.26	0.08	379
TOM STUART CAUSEWAY	GULF BLVD	ALT 19	SCREEN	NEEDS	4	U	4	U	PINELLAS	OPS	0.01	0	0	0	0.16	0.11	0	0.11	0.53	0.02	0.08	380
C.R. 1 (LITTLE RD)	OLD C.R. 54	DUSTY LANE	LRTP	CA	4	D	6	D	PASCO	CAP	0.03	0	0	0	0.22	0.12	0	0.07	0.23	0.05	0.08	381
US 41B FLORIDA AVE	FLETCHER AVE	WATERS AVE	SCREEN	NEEDS	5	U	5	U	HILLSBOROUGH	OPS	0.07	0	0	0	0.19	0.05	0	0.03	0.32	0.13	0.08	382
BRUCE B DOWNS BLVD	PEBBLE CREEK DR	COUNTY LINE RD	LRTP	CA	4	D	6	D	HILLSBOROUGH	CAP	0.02	0	0	0	0.25	0.19	0	0.09	0.00	0.01	0.08	383
CR 486 (NORVELL BRYANT HWY)	CR 491, N	OTTAWA AVE, N	LRTP	NEEDS	4	D	6	D	CITRUS	CAP	0.04	0	0	0	0.14	0.07	0	0.10	0.52	0.06	0.08	384
C.R. 579 (MORRIS BRIDGE RD)	CHANCEY RD	S.R. 54	LRTP	NEEDS	2	U	4	D	PASCO	CAP	0.04	0	0	0	0.25	0.10	0	0.10	0.00	0.07	0.07	385
PONCE DE LEON BLVD (US98/SR700)	YONTZ RD	COBB RD	LRTP	NEEDS	2	U	4	D	HERNANDO	CAP	0.00	0	0	0	0.16	0.14	0	0.24	0.00	0.09	0.07	386
MORRIS BRIDGE RD	FLETCHER AVE	PASCO CO	ISS/OP	NEEDS	2	U	4	D	HILLSBOROUGH	CAP	0.05	0	0	0	0.24	0.05	0	0.07	0.00	0.16	0.07	387
US 98	SUNCOAST PKWY	CITRUS CO LINE	SCREEN	NEEDS	4	D	4	D	HERNANDO	OPS	0.00	0	0	0	0.24	0.13	0	0.11	0.07	0.03	0.07	388
CR 486 (NORVELL BRYANT HWY)	CLYDESDALE AVE, N	CR 491, N	LRTP	NEEDS	4	D	6	D	CITRUS	CAP	0.06	0	0	0	0.16	0.06	0	0.08	0.45	0.05	0.07	389
EILAND BLVD	DEAN DAIRY	U.S. 301 (GALL BLVD)	LRTP	CA	2	U	4	D	PASCO	CAP	0.01	0	0	0	0.19	0.14	0	0.19	0.10	0.02	0.07	390
US 41 (FLORIDA AVE)	CR 39	CR 488, W	LRTP	NEEDS	2	D	4	D	CITRUS	CAP	0.02	0	0	0	0.15	0.15	0	0.20	0.00	0.08	0.07	391
WILLOW BEND PKWY	S.R. 597 (DALE MABRY)	U.S. 41	LRTP	NEEDS	2	U	4	D	PASCO	CAP	0.21	0	0	0	0.25	0.01	0	0.02	0.00	0.07	0.07	392
U.S. 301 (N)	WIRE RD	CENTENNIAL RD	LRTP	NEEDS	4	D	6	D	PASCO	CAP	0.07	0	0	0	0.14	0.13	0	0.11	0.22	0.03	0.07	393
US19 (SR55)	RIDGE RD	HEXAM RD	LRTP	NEEDS	4	D	6	D	HERNANDO	CAP	0.12	0	0	0	0.20	0.12	0	0.08	0.00	0.04	0.07	394
C.R. 1 (LITTLE RD)	DUSTY LANE	C.R. 587 (MASS)	LRTP	CA	4	D	6	D	PASCO	CAP	0.04	0	0	0	0.20	0.13	0	0.08	0.26	0.05	0.07	395
US 41B FLORIDA AVE	WATERS AVE	SR 574	SCREEN	NEEDS	4	U	4	U	HILLSBOROUGH	OPS	0.08	0	0	0	0.17	0.04	0	0.03	0.23	0.12	0.07	396
SAM ALLEN RD	PARK ST	WILDER RD	LRTP	NEEDS	2	U	4	D	HILLSBOROUGH	CAP	0.00	0	0	0	0.28	0.07	0	0.13	0.00	0.05	0.07	397
U.S. 301 (N)	CENTENNIAL RD	U.S. 98	LRTP	NEEDS	4	D	6	D	PASCO	CAP	0.01	0	0	0	0.14	0.15	0	0.11	0.27	0.02	0.07	398
DALE MABRY HWY FRT RDS	COUNTY LINE RD	US 41	SIS	NEEDS	0	NA	4	D	PASCO	CAP-FR	0.00	0	0	0	0.24	0.14	0	0.08	0.00	0.04	0.07	399
C.R. 587 (GUNN HWY)	HILLSBOROUGH CO	INTERLAKEN RD	LRTP	CA	2	U	4	D	PASCO	CAP	0.00	0	0	0	0.25	0.05	0	0.08	0.10	0.10	0.07	400
US 41 (FLORIDA AVE)	CITRUS SPRINGS BLVD, N	CR 39	LRTP	NEEDS	2	D	4	D	CITRUS	CAP	0.03	0	0	0	0.15	0.14	0	0.20	0.00	0.04	0.07	401
SHADY HILLS RD	S.R. 52	HERNANDO CO	LRTP	CA	2	U	4	D	PASCO	CAP	0.04	0	0	0	0.18	0.03	0	0.05	0.15	0.16	0.07	402
US 41 (FLORIDA AVE)	ARLINGTON ST, E	INDEPENDENCE HWY, N	LRTP	NEEDS	2	D	4	D	CITRUS	CAP	0.00	0	0	0	0.18	0.10	0	0.14	0.11	0.08	0.07	403
JEFFERSON ST	COBB RD	PONCE DE LEON BLVD	LRTP	CA	2	U	2	D	HERNANDO	CAP,OPS	0.10	0	0	0	0.14	0.06	0	0.13	0.09	0.11	0.07	404
WISCON RD	CALIFORNIA ST	MOBLEY RD	LRTP	NEEDS	2	U	4	D	HERNANDO	CAP	0.00	0	0	0	0.16	0.01	0	0.03	0.65	0.04	0.07	405
S.R. 54	C.R. 579 (MORRIS BRIDGE)	DEAN DAIRY	LRTP	NEEDS	2	U	4	D	PASCO	CAP	0.03	0	0	0	0.16	0.07	0	0.12	0.24	0.05	0.07	406
US 41 (FLORIDA AVE)	COUNTRY CLUB BLVD, W	CITRUS SPRINGS BLVD, N	LRTP	NEEDS	2	D	4	D	CITRUS	CAP	0.04	0	0	0	0.14	0.12	0	0.23	0.00	0.04	0.06	407
CR 486 (NORVELL BRYANT HWY)	PINE RIDGE BLVD, W	CLYDESDALE AVE, N	LRTP	NEEDS	4	D	6	D	CITRUS	CAP	0.00	0	0	0	0.16	0.06	0	0.08	0.23	0.11	0.06	408
SHELDON RD	OLD MEMORIAL HWY	LINEBAUGH AVE	LRTP	NEEDS	4	D	6	D	HILLSBOROUGH	CAP	0.02	0	0	0	0.17	0.11	0	0.09	0.07	0.08	0.06	409
C.R. 579 (HANDCART)	FAIRVIEW HEIGHT	C.R. 579A (PROSPECT RD)	LRTP	NEEDS	2	U	4	D	PASCO	CAP	0.08	0	0	0	0.25	0.06	0	0.09	0.00	0.02	0.06	410
KNIGHTS GRIFFIN RD	SR 39	POLK COUNTY	LRTP	NEEDS	2	U	4	D	HILLSBOROUGH	CAP	0.03	0	0	0	0.14	0.04	0	0.22	0.00	0.13	0.06	411
CR 491 LECANTO HWY	ROOSEVELT BLVD	PINE RIDGE BLVD	LRTP	NEEDS	4	D	6	D	CITRUS	CAP	0.06	0	0	0	0.15	0.13	0	0.13	0.00	0.03	0.06	412
MANSFIELD	HILLS CO LINE RD (S)	HILLS CO LINE RD (N)	LRTP	NEEDS	2	U	4	D	PASCO	CAP	0.32	0	0	0	0.17	0.01	0	0.03	0.00	0.01	0.06	413
S.R. 54	ALLEN RD	LANE STR	LRTP	NEEDS	2	U	4	D	PASCO	CAP	0.02	0	0	0	0.17	0.06	0	0.09	0.36	0.02	0.06	414
CR 486 (NORVELL BRYANT HWY)	OTTAWA AVE, N	FOREST RIDGE BLVD, N	LRTP	NEEDS	4	D	6	D	CITRUS	CAP	0.05	0	0	0	0.14	0.07	0	0.10	0.24	0.05	0.06	415
US19 (SR55)	THRASHER RD	CITRUS COUNTY LINE	LRTP	NEEDS	4	D	6	D	HERNANDO	CAP	0.11	0	0	0	0.19	0.09	0	0.09	0.00	0.03	0.06	416
C.R. 578 (COUNTY LINE RD)	EAST RD	SHADY HILLS	LRTP	CA	2	U	4	D	PASCO	CAP	0.00	0	0	0	0.17	0.08	0	0.12	0.15	0.06	0.06	417
EILAND BLVD	CLIFTON DOWN DR	DEAN DAIRY	LRTP	CA	2	U	4	D	PASCO	CAP	0.00	0	0	0	0.15	0.13	0	0.23	0.00	0.00	0.06	418
CR 486 (NORVELL BRYANT HWY)	ANTHONY AVE, N	CITRUS HILLS BLVD, N	LRTP	NEEDS	4	D	6	D	CITRUS	CAP	0.13	0	0	0	0.15	0.09	0	0.09	0.00	0.04	0.06	419
DALE MABRY FRT RD E/W	VAN DYKE RD	US HWY 41	LRTP	NEEDS	0	NA	2	U	HILLSBOROUGH	CAP-FR	0.04	0	0	0	0.19	0.12	0	0.05	0.00	0.04	0.06	420
DALE MABRY FRT RD E/W	VAN DYKE RD	US HWY 41	LRTP	NEEDS	0	NA	2	U	HILLSBOROUGH	CAP-FR	0.04	0	0	0	0.19	0.12	0	0.05	0.00	0.04	0.06	420
DALE MABRY FRT RD E/W	VAN DYKE RD	US HWY 41	LRTP	NEEDS	0	NA	2	U	HILLSBOROUGH	CAP-FR	0.04	0	0	0	0.19	0.12	0	0.05	0.00	0.04	0.06	420
DALE MABRY FRT RD E/W	VAN DYKE RD	US HWY 41	LRTP	NEEDS	0	NA	2	U	HILLSBOROUGH	CAP-FR	0.04	0	0	0	0.19	0.12	0	0.05	0.00	0.04	0.06	420
SPRING LAKE HWY	CHURCH RD	SR 50	SCREEN	NEEDS	2	U	2	U	HERNANDO	OPS	0.16	0	0	0	0.19	0.01	0	0.04	0.00	0.09	0.06	424
EILAND BLVD	HANDCART	CLIFTON DOWN DR	LRTP	CA	2	U	4	D	PASCO	CAP	0.00	0	0	0	0.14	0.12	0	0.25	0.00	0.01	0.06	425
US19 (SR55)	CORTEZ BLVD (SR50)	RIDGE RD	LRTP	NEEDS	4	D	6	D	HERNANDO	CAP	0.06	0	0	0	0.17	0.11	0	0.08	0.00	0.04	0.06	426

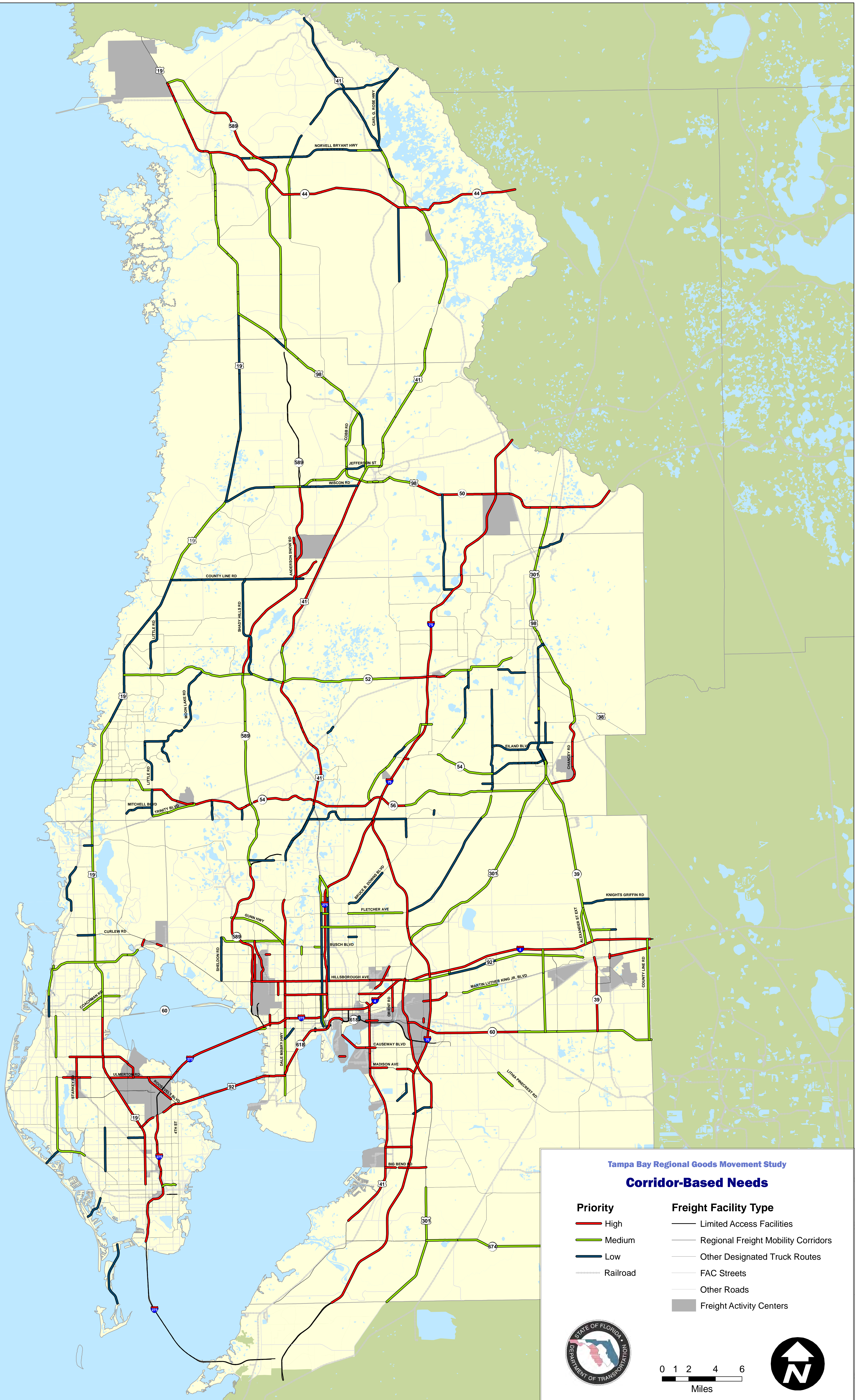
ON STREET	FROM	TO	SOURCE	STATUS	BASE YEAR		FUTURE YEAR		COUNTY	PROJECT TYPE*	STANDARDIZED SCORES											SCORE	RANK
					LANES	TYPE	LANES	TYPE			CRASH RATE	INTENSITY OF FAC SERVED	EXISTING OR EMERGING FAC	FAC TO LIMITED ACCESS CONNECTION	CONGESTED TO FREE FLOW			PERCENT TRUCK TRAFFIC	LIVABILITY/FREIGHT CONFLICT AREA	INDUSTRIAL EMPLOYMENT			
					10%	15%	10%	15%							10%	7.5%	5%				12.5%		
STARKEY	RIVER CROSSING	DECUBELLIS	LRTP	CA	2	U	4	D	PASCO	CAP	0.00	0	0	0	0	0.24	0.04	0	0.06	0.00	0.04	0.05	445
WHITING ST	MORGAN ST	BRUSH ST	LRTP	NEEDS	2	U	4	D	HILLSBOROUGH	CAP	0.00	0	0	0	0	0.15	0.02	0	0.03	0.00	0.18	0.05	446
C.R. 577 (CURLEY RD)	ELAM RD	CLINTON AVE EXT	LRTP	CA	2	U	4	D	PASCO	CAP	0.00	0	0	0	0	0.26	0.04	0	0.07	0.00	0.00	0.05	447
MITCHELL BLVD	C.R. 77 (SEVEN SPRINGS BLVD)	PERRINE RANCH EXT S	LRTP	NEEDS	4	D	6	D	PASCO	CAP	0.06	0	0	0	0	0.14	0.03	0	0.09	0.17	0.04	0.05	448
CR 486 (NORVELL BRYANT HWY)	CLEMENTS AVE, N	ANNAPOLIS AVE, N	LRTP	NEEDS	4	D	6	D	CITRUS	CAP	0.00	0	0	0	0	0.15	0.09	0	0.10	0.08	0.03	0.05	449
S.R. 54	LANE STR	COURT ST	LRTP	NEEDS	2	U	4	D	PASCO	CAP	0.00	0	0	0	0	0.15	0.05	0	0.10	0.23	0.01	0.05	450
US 19 (SUNCOAST BLVD)	HERNANDO CO. LINE	MERRIVALE LN, W	LRTP	NEEDS	4	D	6	D	CITRUS	CAP	0.00	0	0	0	0	0.17	0.09	0	0.10	0.00	0.02	0.05	451
VAN DYKE RD	OLD TOBACCO RD	WHIRLEY RD	LRTP	CA	2	U	4	D	HILLSBOROUGH	CAP	0.03	0	0	0	0	0.19	0.05	0	0.07	0.00	0.04	0.05	452
SR 679 PINELLAS BAYWAY	SR 682	BUNCES PASS	SCREEN	NEEDS	4	D	4	D	PINELLAS	OPS	0.11	0	0	0	0	0.18	0.02	0	0.03	0.11	0.01	0.05	453
C.R. 578 (COUNTY LINE RD)	GRAND CLUB DR	EAST RD	LRTP	NEEDS	4	D	6	D	PASCO	CAP	0.04	0	0	0	0	0.14	0.06	0	0.10	0.02	0.05	0.05	454
DECUBELLIS	STARKEY	TOWNCENTER	LRTP	CA	2	U	4	D	PASCO	CAP	0.03	0	0	0	0	0.21	0.04	0	0.05	0.00	0.04	0.05	455
CHANCEY RD	OAKWOOD DR	MORRIS BRIDGE RD	LRTP	NEEDS	2	U	4	D	PASCO	CAP	0.00	0	0	0	0	0.15	0.05	0	0.13	0.00	0.06	0.05	456
ALMOMONT LN	HILLSBOROUGH CO	SR 54	LRTP	NEEDS	2	U	2	U	PASCO	OPS	0.00	0	0	0	0	0.20	0.01	0	0.02	0.09	0.09	0.05	457
DECUBELLIS	C.R. 1 (LITTLE RD)	STARKEY	LRTP	CA	2	U	4	D	PASCO	CAP	0.05	0	0	0	0	0.14	0.01	0	0.06	0.07	0.10	0.05	458
WISCON RD	CORTEZ BLVD (SR50)	FORT DADE AVE	LRTP	NEEDS	2	U	4	D	HERNANDO	CAP	0.10	0	0	0	0	0.16	0.02	0	0.05	0.00	0.04	0.05	459
CR 486 (NORVELL BRYANT HWY)	CITRUS HILLS BLVD, N	CLEMENTS AVE, N	LRTP	NEEDS	4	D	6	D	CITRUS	CAP	0.00	0	0	0	0	0.15	0.09	0	0.10	0.00	0.03	0.05	460
C.R. 587 (MOONLAKE)	RIDGE EXT	S.R. 52	LRTP	CA	2	U	4	D	PASCO	CAP	0.05	0	0	0	0	0.15	0.02	0	0.04	0.04	0.09	0.05	461
US19 (SR55)	CENTRALIA RD	KNUCKEY RD	LRTP	NEEDS	4	D	6	D	HERNANDO	CAP	0.00	0	0	0	0	0.18	0.07	0	0.07	0.00	0.02	0.04	462
C.R. 578 (COUNTY LINE RD)	U.S. 19	GRAND CLUB DR	LRTP	NEEDS	4	D	6	D	PASCO	CAP	0.01	0	0	0	0	0.14	0.06	0	0.08	0.00	0.06	0.04	463
C.R. 577 (LAKE IOLA DR)	C.R. 41 (BLANTON RD)	HERNANDO	LRTP	NEEDS	2	U	6	D	PASCO	CAP	0.00	0	0	0	0	0.19	0.03	0	0.05	0.00	0.05	0.04	464
MITCHELL BLVD	TRINITY OAKS	C.R. 1 (LITTLE RD)	LRTP	NEEDS	4	D	6	D	PASCO	CAP	0.02	0	0	0	0	0.14	0.05	0	0.08	0.00	0.04	0.04	465
WHITING ST	NEBRASKA AVE	BRUSH ST	LRTP	NEEDS	2	U	4	D	HILLSBOROUGH	CAP	0.00	0	0	0	0	0.15	0.01	0	0.02	0.00	0.11	0.04	466
MITCHELL BLVD	PERRINE RANCH EXT S	TRINITY OAKS	LRTP	NEEDS	4	D	6	D	PASCO	CAP	0.04	0	0	0	0	0.14	0.03	0	0.07	0.00	0.04	0.04	467
COLLIER PKWY	LIVINGSTON	WILLOW BEND PKWY	LRTP	CA	2	U	4	D	PASCO	CAP	0.00	0	0	0	0	0.20	0.00	0	0.01	0.00	0.05	0.04	468
C.R. 530 EXT (KOSSIK RD)	GREENSLOPE	U.S. 301 (GALL BLVD)	LRTP	NEEDS	4	D	6	D	PASCO	CAP	0.00	0	0	0	0	0.14	0.03	0	0.14	0.00	0.02	0.04	469
WIRE RD	PRETTY POND RD	OTIS ALLEN RD	LRTP	NEEDS	2	U	4	D	PASCO	CAP	0.00	0	0	0	0	0.15	0.03	0	0.08	0.00	0.02	0.03	470
WISCON RD	FORT DADE AVE	CALIFORNIA ST	LRTP	NEEDS	2	U	4	D	HERNANDO	CAP	0.00	0	0	0	0	0.16	0.02	0	0.05	0.00	0.02	0.03	471
U.S. 98 (BYPASS)	U.S.301 (S)	C.R. 35A (OLD LAKELAND HWY)	LRTP	NEEDS	2	U	4	D	PASCO	CAP;OPS	0.00	0	0	0	0	0.15	0.01	0	0.02	0.00	0.06	0.03	472
C.R. 35A (OLD LAKELAND HWY)	CITY LIMITS	U.S. 98 (BYPASS)	LRTP	NEEDS	2	U	4	D	PASCO	CAP	0.00	0	0	0	0	0.14	0.01	0	0.04	0.00	0.02	0.03	473
STARKEY	ALICO PASS	RIVER CROSSING	LRTP	CA	2	U	4	D	PASCO	CAP	0.00	0	0	0	0	0.14	0.00	0	0.00	0.00	0.01	0.02	474

*Project Type Key:
CAP = Capacity CAP-FR = Capacity: Frontage Roads GS = Grade Separation
OPS = Operations MGLDN = Managed Lanes

LOCATION	COUNTY	PROJECT TYPE	STANDARDIZED SCORES										SCORE	RANK				
			TRUCK CRASHES		INTENSITY OF FAC SERVED		EXISTING OR EMERGING FAC		FAC TO LIMITED ACCESS CONNECTION		PERCENT TRUCK TRAFFIC				LIVABILITY/ FREIGHT CONFLICT AREA		INDUSTRIAL AND COMMERCIAL EMPLOYMENT	
			WEIGHT	15%	FAC	10%	FAC	5%	CONNECTION	5%	V/C RATIO	20%			TRUCK DELAY	20%	TRAFFIC	7.5%
Ulmerton Rd @ 34th St N	Pinellas	Signal Visibility	0.43	1.00	1.00	1.00	1.00	0.95	1.00	0.09	1.00	0.61	0.79	1				
Broadway Ave @ 50th St (US 41)	Hillsborough	Turn Radii	1.00	1.00	1.00	1.00	1.00	0.53	0.34	0.17	1.00	0.51	0.65	2				
22nd St & Causeway Blvd	Hillsborough	Signal Modification	0.19	1.00	1.00	1.00	1.00	0.93	0.63	0.25	1.00	0.21	0.64	3				
US 301 @ Causeway Blvd	Hillsborough	Turn Radii	0.76	1.00	1.00	1.00	1.00	0.69	0.35	0.14	1.00	0.19	0.61	4				
US 41 (50th St) @ Causeway Blvd	Hillsborough	Operational Issues	0.62	1.00	1.00	1.00	1.00	0.61	0.21	0.19	1.00	0.42	0.57	5				
22nd St @ on-ramp to I-4W	Hillsborough	Turn Radii	0.57	1.00	1.00	1.00	1.00	0.76	0.01	0.18	1.00	0.11	0.52	6				
Hillsborough Ave @ 22nd St	Hillsborough	Turn Radii	0.48	1.00	1.00	1.00	1.00	0.65	0.12	0.13	1.00	0.25	0.52	7				
50th St. RR between SR 60 & Broadway	Hillsborough	Maintenance/Resurfacing	0.05	1.00	1.00	1.00	1.00	0.75	0.11	0.17	1.00	0.51	0.51	8				
Progress Blvd @ US 301	Hillsborough	Turn Radii	0.52	1.00	1.00	1.00	1.00	0.74	0.21	0.10	0.00	0.23	0.50	9				
301 & Bloomingdale Ave	Hillsborough	Signal Modification	0.52	1.00	1.00	1.00	1.00	0.74	0.21	0.10	0.00	0.23	0.50	10				
Causeway Blvd & Sertoma Dr	Hillsborough	Signal Modification	0.05	1.00	1.00	1.00	1.00	0.88	0.13	0.25	1.00	0.13	0.50	11				
Ulmerton Rd @ 66th St. North	Pinellas	Signal Visibility	0.14	1.00	1.00	1.00	1.00	0.70	0.15	0.12	1.00	0.35	0.49	12				
Cortez Blvd/US 98/SR 50 @ Kettering Rd	Hernando	Turn Radii	0.10	0.67	1.00	1.00	1.00	0.55	0.50	0.34	1.00	0.20	0.49	13				
CR 672/Big Bend Rd & US 41/301	Hillsborough	Maintenance/Resurfacing	0.38	1.00	1.00	1.00	1.00	0.61	0.09	0.16	1.00	0.19	0.48	14				
22nd St & SR 60	Hillsborough	Turn Radii	0.19	1.00	1.00	1.00	1.00	0.58	0.02	0.13	1.00	0.56	0.48	15				
Railroad crossing @ US 41 (50th St)	Hillsborough	Railroad Crossing Delay	0.29	1.00	1.00	1.00	1.00	0.78	0.12	0.21	0.00	0.30	0.48	16				
US 41 @ Port Sutton Rd	Hillsborough	New signalization	0.19	1.00	1.00	1.00	1.00	0.69	0.09	0.21	1.00	0.22	0.48	17				
Bloomingdale Ave @ Lithia-Pinecrest Road	Hillsborough	Turn Radii	0.10	0.00	0.00	0.00	0.00	0.86	0.98	0.05	1.00	0.27	0.47	18				
Dr. Martin Luther King Jr Blvd @ 50th St (Hillsborough	Turn Radii	0.24	1.00	1.00	1.00	1.00	0.58	0.03	0.14	1.00	0.38	0.47	19				
22nd St & South of I-4	Hillsborough	Road Width	0.43	1.00	1.00	1.00	1.00	0.56	0.01	0.20	1.00	0.20	0.47	20				
SR 54 @ US 41 & Brooksville Sub	Pasco	Grade Separation	0.86	0.00	0.00	0.00	0.00	0.78	0.49	0.11	1.00	0.19	0.46	21				
Hwy 54 & US 41	Pasco	Road Width	0.86	0.00	0.00	0.00	0.00	0.78	0.49	0.11	1.00	0.19	0.46	22				
66th St N and Bryan Dairy Rd	Pinellas	Signage	0.05	1.00	1.00	1.00	1.00	0.36	0.00	0.06	1.00	1.00	0.46	23				
Waters Ave @ Drew Spur	Hillsborough	Grade Separation	0.05	1.00	1.00	0.00	0.00	0.75	0.06	0.06	1.00	0.69	0.46	24				
W. Hillsborough Ave & Nebraska Ave	Hillsborough	Road Width	0.29	1.00	1.00	1.00	1.00	0.57	0.15	0.08	1.00	0.11	0.46	25				
Causeway Blvd @ 78th St	Hillsborough	Road width	0.14	1.00	1.00	1.00	1.00	0.56	0.18	0.19	1.00	0.17	0.45	26				
Railroad crossing @ SR 60 East of US 41	Hillsborough	Railroad Crossing Delay	0.05	1.00	1.00	1.00	1.00	0.83	0.16	0.13	0.00	0.26	0.45	27				
50th St RR Crossing	Hillsborough	Railroad Crossing Delay	0.05	1.00	1.00	1.00	1.00	0.71	0.15	0.17	0.00	0.43	0.44	28				
34th St and 54th ST	Pinellas	Turn Radii	0.29	1.00	1.00	1.00	1.00	0.65	0.04	0.07	0.00	0.40	0.44	29				
US 19 @ Tampa Rd	Pinellas	Safety	0.38	0.67	1.00	0.00	0.00	0.67	0.19	0.06	1.00	0.28	0.44	30				
Ulmerton Rd @ Roosevelt Blvd	Pinellas	Operational Issues	0.05	1.00	1.00	1.00	1.00	0.56	0.07	0.10	1.00	0.33	0.43	31				
Falkenburg Rd @ 'S' Line	Hillsborough	Grade Separation	0.05	1.00	1.00	0.00	0.00	0.69	0.01	0.05	1.00	0.64	0.43	32				
62nd St @ Columbus Dr	Hillsborough	Operational Issues	0.05	1.00	1.00	1.00	1.00	0.51	0.01	0.91	0.00	0.40	0.43	33				
Maritime Blvd @ Railroad Crossing 1	Hillsborough	Operational Issues	0.05	1.00	1.00	0.00	0.00	0.72	0.15	1.00	0.00	0.17	0.43	34				
McClosky Blvd & Maritime Blvd	Hillsborough	Maintenance/Resurfacing	0.05	1.00	1.00	0.00	0.00	0.72	0.15	1.00	0.00	0.17	0.43	34				
Hookers Point @ Railroad Crossing	Hillsborough	Railroad Crossing Replacement	0.05	1.00	1.00	0.00	0.00	0.72	0.15	1.00	0.00	0.17	0.43	34				
Berths 202-209	Hillsborough	Rail Improvements	0.05	1.00	1.00	0.00	0.00	0.72	0.15	1.00	0.00	0.17	0.43	34				
Maritime Blvd @ Railroad Crossing 2	Hillsborough	Railroad Crossing Replacement	0.05	1.00	1.00	0.00	0.00	0.72	0.15	1.00	0.00	0.17	0.43	34				
Guy N. Verger Blvd @ Railroad Crossing	Hillsborough	Railroad Crossing Replacement	0.05	1.00	1.00	0.00	0.00	0.72	0.15	1.00	0.00	0.17	0.43	34				
38th Ave @ I-275	Pinellas	Turn Radii	0.05	1.00	1.00	1.00	1.00	0.70	0.07	0.12	1.00	0.05	0.43	40				
SR 50/US 98/Cortez Blvd @ I-75	Hernando	Signal Modification	0.24	0.67	1.00	1.00	1.00	0.60	0.09	0.32	1.00	0.08	0.43	41				
I-75 & Hwy 52 (off and on ramps)	Pasco	Turn Radii	0.62	0.33	0.00	1.00	1.00	0.70	0.16	0.24	1.00	0.03	0.42	42				
Memorial highway @ Spruce St	Hillsborough	Operational Issues	0.10	1.00	1.00	0.00	0.00	0.78	0.09	0.10	1.00	0.17	0.42	43				
SR 50/US 98/Cortez Blvd @ I-75	Hernando	Signal Modification	0.24	0.67	1.00	1.00	1.00	0.61	0.03	0.32	1.00	0.08	0.42	44				
Railroad crossing @ Causeway Blvd E of US	Hillsborough	Railroad Crossing Delay	0.05	1.00	1.00	1.00	1.00	0.51	0.01	0.19	1.00	0.25	0.41	45				
Big Bend Rd & I-75 N on ramp	Hillsborough	New signalization	0.05	0.67	1.00	1.00	1.00	0.71	0.05	0.25	1.00	0.09	0.41	46				
SR 60 @ 34th St	Hillsborough	Turn Radii	0.14	1.00	1.00	1.00	1.00	0.40	0.02	0.12	1.00	0.29	0.40	47				
US 19 @ Citrus Ave	Citrus	Turn Radii	0.05	0.67	0.00	0.00	0.00	1.00	0.25	0.11	1.00	0.15	0.40	48				
Sligh Ave @ Drew Spur	Hillsborough	Grade Separation	0.05	1.00	1.00	0.00	0.00	0.71	0.01	0.04	0.00	0.76	0.40	49				
US 19 @ Curlew Rd	Pinellas	Safety	0.19	0.67	1.00	0.00	0.00	0.67	0.13	0.05	1.00	0.23	0.39	50				
Park Blvd 49th St. N to US 19	Pinellas	Operational Issues	0.05	0.67	1.00	0.00	0.00	0.74	0.10	0.06	1.00	0.30	0.38	51				
Railroad crossing @ Orient Road South of B	Hillsborough	Railroad Crossing Delay	0.05	1.00	1.00	1.00	1.00	0.59	0.01	0.07	0.00	0.38	0.38	52				
US 41 @ RR Crossing	Hillsborough	Railroad Crossing Delay	0.05	1.00	1.00	0.00	0.00	0.69	0.24	0.22	0.00	0.07	0.37	53				
589 & Springhill Dr	Hernando	Signal Modification	0.05	1.00	1.00	1.00	1.00	0.35	0.02	0.12	1.00	0.20	0.36	54				
Suncoast Pkwy Southbound exit ramp & Hwy 54	Pasco	Signal Modification	0.05	0.33	1.00	1.00	1.00	0.71	0.10	0.12	1.00	0.02	0.36	55				
I-275 N and Bearss exit ramp	Hillsborough	Turn Radii	0.43	0.00	0.00	0.00	0.00	0.87	0.20	0.10	1.00	0.22	0.36	56				
Dale Mabry Hwy S of Kennedy Blvd	Hillsborough	Operational Issues	0.19	0.00	0.00	0.00	0.00	0.83	0.21	0.06	1.00	0.37	0.34	57				
Gulf-to-Bay Boulevard (SR 60) @ Belcher Rd	Pinellas	Signal Visibility	0.57	0.00	0.00	0.00	0.00	0.69	0.15	0.05	1.00	0.24	0.34	58				
Cypress St @ Westshore Blvd	Hillsborough	Operational Issues	0.29	0.00	0.00	0.00	0.00	0.72	0.10	0.04	1.00	0.60	0.33	59				
Progress Blvd @ 78th St	Hillsborough	Turn Radii	0.14	1.00	1.00	1.00	1.00	0.26	0.00	0.23	0.00	0.26	0.32	60				
Park Blvd From 66th St. N to 49th St. N	Pinellas	Operational Issues	0.05	0.67	1.00	0.00	0.00	0.62	0.01	0.06	1.00	0.14	0.32	61				
Broad St @ SR 50 Bypass	Hernando	Operational Issues	0.05	1.00	1.00	0.00	0.00	0.35	0.01	0.19	1.00	0.19	0.32	62				
Alexander St @ 'A' Line	Hillsborough	Grade Separation	0.05	0.33	1.00	0.00	0.00	0.68	0.02	0.15	1.00	0.18	0.31	63				
County Line Rd & US 92	Hillsborough	Signal Modification	0.05	1.00	1.00	0.00	0.00	0.48	0.19	0.06	0.00	0.11	0.31	64				

LOCATION	COUNTY	PROJECT TYPE	STANDARDIZED SCORES										SCORE	RANK
			TRUCK CRASHES		INTENSITY OF FAC SERVED		EXISTING OR EMERGING	FAC TO LIMITED ACCESS	PERCENT TRUCK TRAFFIC		LIVABILITY/ FREIGHT CONFLICT AREA	INDUSTRIAL AND COMMERCIAL EMPLOYMENT		
			WEIGHT	15%	FAC	10%	FAC	5%	CONNECTION	5%	V/C RATIO	20%		
62nd St @ Broadway Ave	Hillsborough	Operational Issues	0.10	1.00	1.00	0.00	0.11	0.00	0.91	0.00	0.40	0.31	65	
Busch Blvd @ Florida Ave	Hillsborough	Operational Issues	0.10	0.00	0.00	0.00	0.76	0.28	0.06	1.00	0.19	0.30	66	
US 19 and Alderman Road	Pinellas	Turn Radii	0.19	0.00	0.00	0.00	0.71	0.26	0.06	1.00	0.19	0.30	67	
Tarpon Ave @ Pinellas Ave	Pinellas	Turn Radii	0.14	0.00	0.00	0.00	0.85	0.15	0.05	1.00	0.19	0.30	68	
Sunset Blvd & McMullen Booth Rd	Pinellas	Turn Radii	0.14	0.00	0.00	0.00	0.80	0.46	0.05	0.00	0.11	0.29	69	
SR 60 & Ft. Harrison	Pinellas	Turn Radii	0.05	0.00	0.00	0.00	0.85	0.20	0.05	1.00	0.14	0.29	70	
Sam Allen Rd @ Park Rd	Hillsborough	Signage	0.05	0.67	1.00	0.00	0.62	0.10	0.09	0.00	0.07	0.28	71	
Bougainvillea Ave @ McKinley Dr	Hillsborough	Operational Issues	0.05	1.00	1.00	0.00	0.34	0.01	0.06	0.00	0.42	0.28	72	
Park Ave @ 'A' Line	Hillsborough	Grade Separation	0.05	0.67	1.00	1.00	0.38	0.01	0.14	0.00	0.16	0.28	73	
US 19 (34th St) & 22nd Ave	Pinellas	Signal Modification	0.14	0.33	1.00	0.00	0.53	0.03	0.06	1.00	0.05	0.28	74	
SR 52 @ CR 581 (Bellamy Brothers Blvd)	Pasco	Operational Issues	0.05	0.33	0.00	0.00	0.56	0.28	0.19	1.00	0.03	0.28	75	
Interbay Blvd @ Westshore Blvd	Hillsborough	Operational Issues	0.05	0.67	1.00	0.00	0.29	0.00	0.36	1.00	0.10	0.27	76	
US 98 (Ponce De Leon Blvd) @ CR 491	Hernando	Operational Issues	0.14	0.00	0.00	0.00	0.62	0.40	0.43	0.00	0.05	0.26	77	
Alt US 19 @ Park Boulevard (SR 694)	Pinellas	Signal Visibility	0.19	0.00	0.00	0.00	0.64	0.12	0.04	1.00	0.23	0.26	78	
Dale Mabry Hwy @ Henderson Ave	Hillsborough	Operational Issues	0.05	0.00	0.00	0.00	0.65	0.17	0.09	1.00	0.28	0.26	79	
Tarpon Ave @ Ring Ave	Pinellas	Turn Radii	0.05	0.00	0.00	0.00	0.79	0.06	0.05	1.00	0.19	0.26	80	
US 301 @ SR 50	Hernando	Turn Radii	0.05	0.67	1.00	0.00	0.38	0.13	0.31	0.00	0.01	0.25	81	
Turkey Creek Rd @ Airport Rd	Hillsborough	Turn Radii	0.05	0.33	1.00	0.00	0.44	0.01	0.08	0.00	0.50	0.25	82	
34th Street (19) and Pinellas Bayway	Pinellas	Turn Radii	0.05	0.33	1.00	0.00	0.42	0.01	0.05	1.00	0.16	0.25	83	
US 41 & Dorian St	Citrus	New signalization	0.05	0.33	0.00	0.00	0.66	0.02	0.12	1.00	0.04	0.24	84	
60 & Missouri	Pinellas	Signal Modification	0.19	0.00	0.00	0.00	0.64	0.05	0.04	1.00	0.14	0.24	85	
SR 52 @ Shady Hills Rd	Pasco	Signage	0.05	0.00	0.00	0.00	0.68	0.17	0.12	1.00	0.01	0.24	86	
686 & Highlands	Pinellas	Turn Radii	0.05	0.00	0.00	0.00	0.71	0.13	0.06	1.00	0.05	0.24	87	
Busch Blvd @ Nebraska Ave	Hillsborough	Operational Issues	0.19	0.00	0.00	0.00	0.69	0.17	0.06	0.00	0.23	0.23	88	
Jefferson St @ Mildred Ave	Hernando	Operational Issues	0.10	0.00	0.00	0.00	0.63	0.04	0.24	1.00	0.12	0.23	89	
Hwy 52 (from I-75 to Dade City)	Pasco	Road width	0.10	0.33	0.00	0.00	0.78	0.04	0.20	0.00	0.02	0.23	90	
38th St and Tyrone Blvd	Pinellas	Turn Radii	0.14	0.00	0.00	0.00	0.52	0.06	0.04	1.00	0.25	0.22	91	
Turkey Creek Rd @ Sydney Rd	Hillsborough	Turn Radii	0.05	0.33	1.00	0.00	0.32	0.01	0.07	0.00	0.49	0.22	92	
Van Dyke Rd @ Gunn Highway	Hillsborough	Turn Radii	0.05	0.00	0.00	0.00	0.76	0.18	0.11	0.00	0.10	0.22	93	
US 301	Hillsborough	Maintenance/Resurfacing	0.05	0.00	0.00	0.00	0.82	0.13	0.10	0.00	0.08	0.21	94	
83rd Ave & Martin Luther King Dr	Pinellas	Turn Radii	0.05	0.67	1.00	0.00	0.32	0.00	0.05	0.00	0.14	0.21	95	
Indian Rocks & Rosemary	Pinellas	Turn Radii	0.05	0.00	0.00	0.00	0.60	0.02	0.15	1.00	0.12	0.21	96	
Jefferson St @ Cortez Blvd	Hernando	Operational Issues	0.29	0.00	0.00	0.00	0.50	0.16	0.29	0.00	0.06	0.20	97	
Pinellas Bayway & Gulf Blvd	Pinellas	Turn Radii	0.05	0.00	0.00	0.00	0.63	0.05	0.04	1.00	0.04	0.20	98	
Hwy 56 & Bruce B Downs Blvd	Pasco	Signal Modification	0.14	0.00	0.00	0.00	0.50	0.01	0.05	1.00	0.17	0.20	99	
Dale Mabry Hwy @ Bay to Bay Blvd	Hillsborough	Signage	0.10	0.00	0.00	0.00	0.45	0.07	0.10	1.00	0.19	0.20	100	
Gall Blvd @ SR 54	Pasco	Turn Radii	0.29	0.00	0.00	0.00	0.40	0.03	0.10	1.00	0.09	0.20	101	
SR 50 @ 'S' Line	Hernando	Grade Separation	0.05	0.67	1.00	0.00	0.18	0.00	0.48	0.00	0.01	0.20	102	
SR 44 and N. Turkey Oak Dr.	Citrus	Turn Radii	0.10	0.00	0.00	0.00	0.46	0.02	0.15	1.00	0.20	0.20	103	
Highlands & Bellair	Pinellas	Turn Radii	0.05	0.00	0.00	0.00	0.63	0.02	0.03	1.00	0.06	0.20	104	
CR 39 @ Lithia-Pinecrest Rd	Hillsborough	Turn Radii	0.33	0.00	0.00	0.00	0.42	0.15	0.23	0.00	0.11	0.19	105	
I-4 & Weigh Stations	Hillsborough	Turn Radii	0.05	0.00	0.00	0.00	0.56	0.24	0.28	0.00	0.03	0.19	106	
SR 44 @ South Pleasant Grove Rd	Citrus	Turn Radii	0.05	0.33	0.00	0.00	0.59	0.06	0.09	0.00	0.11	0.19	107	
Jefferson St @ Broad St (US 41)	Hernando	Turn Radii	0.05	0.00	0.00	0.00	0.51	0.02	0.28	1.00	0.04	0.19	108	
Hwy 52 E & 579	Pasco	Turn Radii	0.05	0.33	0.00	0.00	0.56	0.09	0.18	0.00	0.03	0.19	109	
688 and Indian Rocks	Pinellas	Turn Radii	0.10	0.00	0.00	0.00	0.47	0.03	0.07	1.00	0.12	0.18	110	
Valrico Rd @ 'S' Line	Hillsborough	Grade Separation	0.05	0.00	0.00	0.00	0.65	0.02	0.10	0.00	0.27	0.18	111	
Hwy 98 From SR 50 to Hwy 301	Hernando	Road width	0.05	0.00	0.00	0.00	0.69	0.04	0.36	0.00	0.01	0.18	112	
Railroad Crossing @ NE Coachman Rd	Pinellas	Railroad Crossing Delay	0.05	0.00	0.00	0.00	0.74	0.05	0.06	0.00	0.03	0.17	113	
SR 60 @ Valrico Sub	Hillsborough	Grade Separation	0.05	0.00	0.00	0.00	0.63	0.10	0.12	0.00	0.08	0.17	114	
Pendola Point Railroad	Hillsborough	Rail Improvements	0.05	1.00	1.00	0.00	0.00	0.00	0.00	0.00	0.08	0.17	115	
US 301 (Lakeland St) @ River Rd	Pasco	Turn Radii	0.05	0.00	0.00	0.00	0.38	0.00	0.23	1.00	0.14	0.17	116	
SR 52 @ Brooksville Sub	Pasco	Grade Separation	0.05	0.00	0.00	0.00	0.66	0.06	0.17	0.00	0.03	0.17	117	
Himes and Gandy	Hillsborough	Turn Radii	0.05	0.00	0.00	0.00	0.41	0.00	0.12	1.00	0.13	0.16	118	
Cleveland St @ Myrtle Ave	Pinellas	Signal Visibility	0.05	0.00	0.00	0.00	0.41	0.00	0.04	1.00	0.14	0.16	119	
Countyline Rd/S Frontage Rd/I-4 exits- EB	Hillsborough	New signalization	0.10	0.00	0.00	0.00	0.40	0.04	0.40	0.00	0.16	0.15	120	
I-4W/Thonotassa Rd	Hillsborough	New signalization	0.05	0.00	0.00	0.00	0.41	0.07	0.22	0.00	0.17	0.14	121	
Ulmerton & Oakhurst	Pinellas	Turn Radii	0.10	0.00	0.00	0.00	0.47	0.03	0.07	0.00	0.12	0.13	122	
Parsons Ave @ 'S' Line	Hillsborough	Grade Separation	0.05	0.00	0.00	0.00	0.50	0.02	0.07	0.00	0.13	0.13	123	
Sligh Ave @ Florida Ave	Hillsborough	Turn Radii	0.05	0.00	0.00	0.00	0.54	0.02	0.04	0.00	0.08	0.13	124	
Cobb Rd @ Cortez Blvd	Hernando	Operational Issues	0.24	0.00	0.00	0.00	0.29	0.00	0.16	0.00	0.14	0.12	125	
I-4 & 39	Hillsborough	Signal Modification	0.05	0.00	0.00	0.00	0.40	0.02	0.31	0.00	0.08	0.12	126	
Windhurst & Kingsway	Hillsborough	Operational Issues	0.05	0.00	0.00	0.00	0.49	0.01	0.06	0.00	0.08	0.12	127	
SR 50 @ Brooksville Sub	Hernando	Grade Separation	0.05	0.00	0.00	0.00	0.41	0.00	0.26	0.00	0.08	0.12	128	

LOCATION	COUNTY	PROJECT TYPE	STANDARDIZED SCORES										SCORE	RANK	
			TRUCK CRASHES		INTENSITY OF FAC SERVED		EXISTING OR EMERGING FAC		FAC TO LIMITED ACCESS		PERCENT TRUCK TRAFFIC	LIVABILITY/ FREIGHT CONFLICT AREA			INDUSTRIAL AND COMMERCIAL EMPLOYMENT
			WEIGHT	15%	10%	5%	5%	5%	V/C RATIO	TRUCK DELAY	7.5%	5%			12.5%
Cobb Rd (CR 485) @ Ft Dade Ave	Hernando	Operational Issues	0.05	0.00	0.00	0.00	0.16	0.00	0.10	1.00	0.09	0.11	129		
US 92/Branch Forbes Rd	Hillsborough	Operational Issues	0.05	0.00	0.00	0.00	0.34	0.03	0.21	0.00	0.08	0.11	130		
Park Blvd & Oakhurst	Pinellas	Turn Radii	0.05	0.00	0.00	0.00	0.42	0.01	0.07	0.00	0.04	0.10	131		
US 41 @ Brooksville Sub	Pasco	Grade Separation	0.05	0.00	0.00	0.00	0.35	0.00	0.23	0.00	0.05	0.10	132		
US 41 and CR 491	Citrus	New signalization	0.05	0.00	0.00	0.00	0.33	0.01	0.12	0.00	0.06	0.09	133		
Nebraska Ave/Idlewild Ave/Paris St	Hillsborough	Maintenance/Resurfacing	0.05	0.00	0.00	0.00	0.35	0.00	0.06	0.00	0.08	0.09	134		
US 301 and Baker Blvd	Hernando	Road width	0.05	0.00	0.00	0.00	0.30	0.00	0.23	0.00	0.01	0.09	135		



Tampa Bay Regional Goods Movement Study

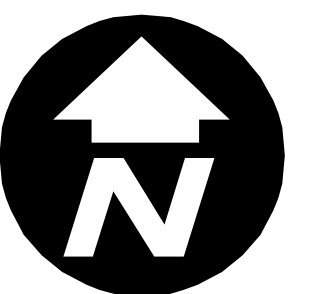
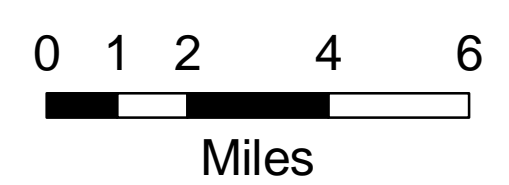
Corridor-Based Needs

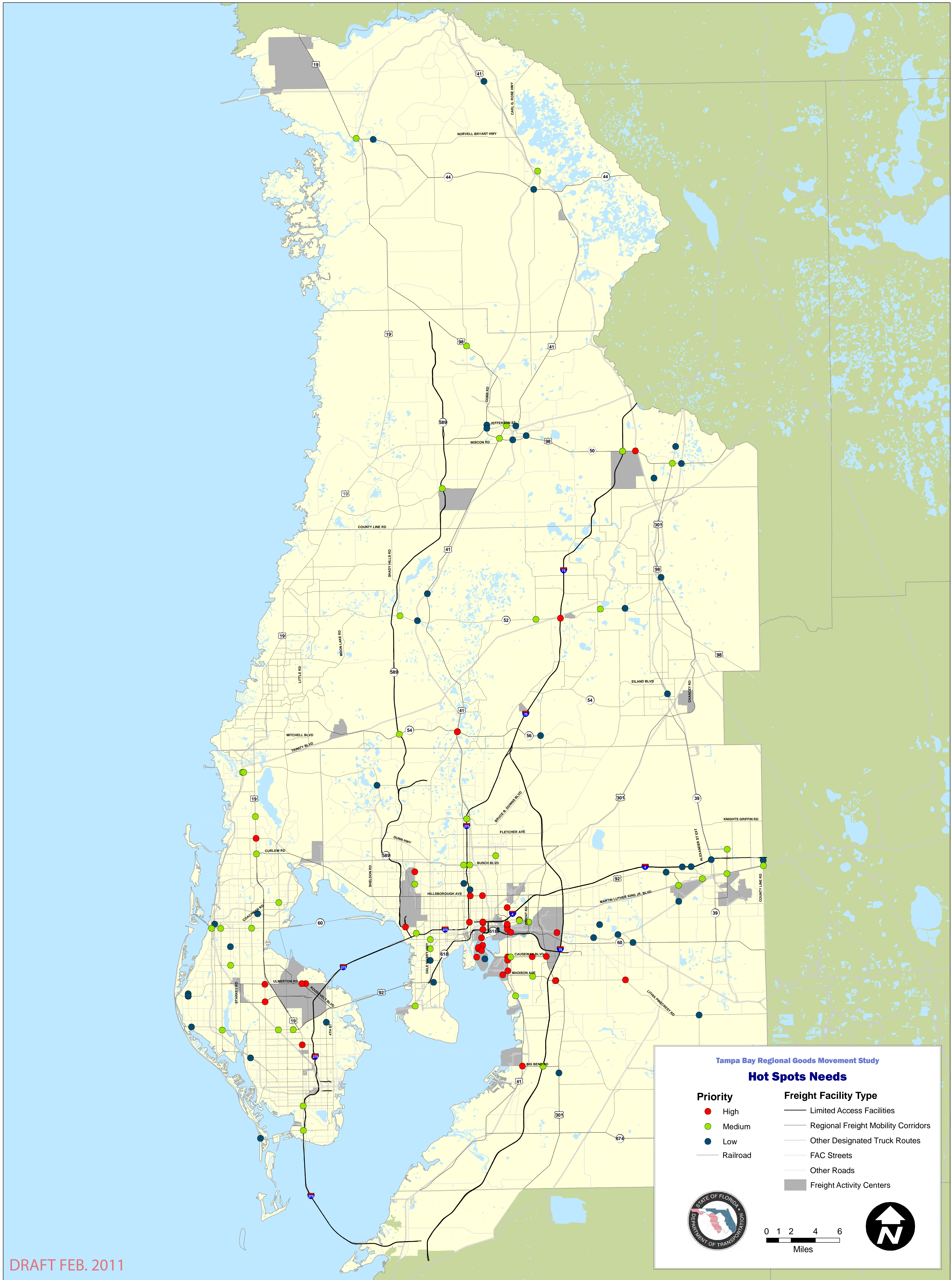
Priority

- High
- Medium
- Low
- Railroad

Freight Facility Type

- Limited Access Facilities
- Regional Freight Mobility Corridors
- Other Designated Truck Routes
- FAC Streets
- Other Roads
- Freight Activity Centers





Tampa Bay Regional Goods Movement Study

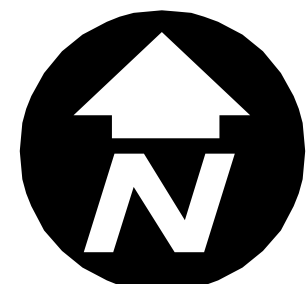
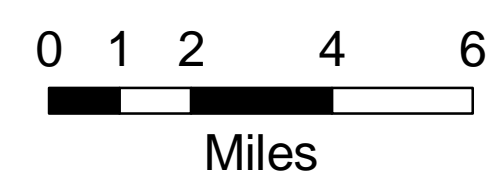
Hot Spots Needs

Priority

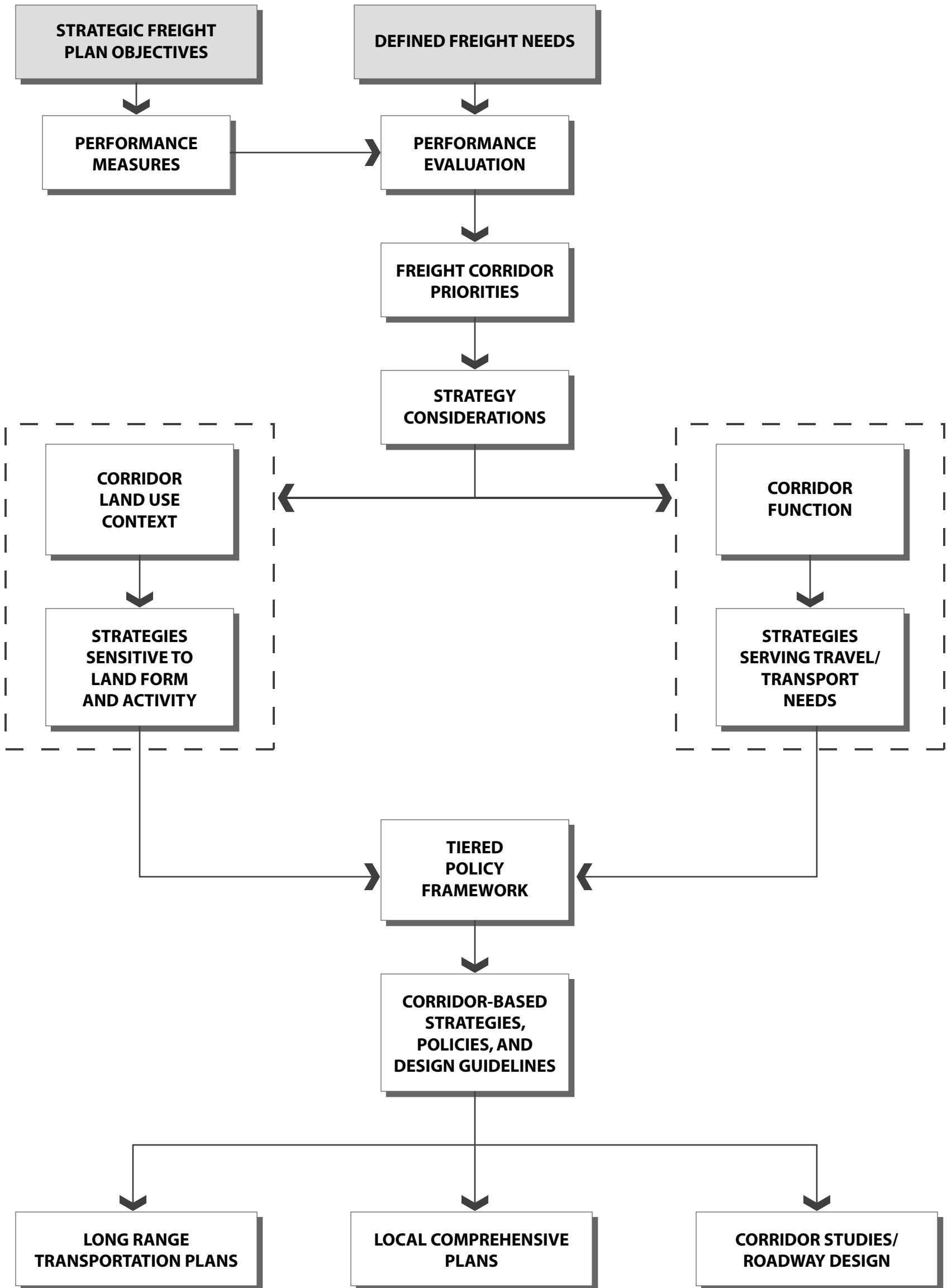
- High
- Medium
- Low
- Railroad

Freight Facility Type

- Limited Access Facilities
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STRATEGIC FREIGHT PLAN POLICY FRAMEWORK



Freight Facility Type and Function

Facility Type	Freight Facility Function			
	Mobility	Connectivity	Circulation	Access
Limited Access Facilities	P	S	L	L
Freight Mobility Corridors	P	P	S	S
Other Designated Truck Routes	S	S	P	S
Freight Activity Center Streets	L	L	P	P

P = Primary function

S = Secondary function

L = Limited function

Freight Facility Type

Limited access facilities include all Interstate highways and toll roadways within the FDOT District Seven. These facilities include I-4, I-75, and I-275 as well as the Selmon Expressway, Veterans Expressway and Suncoast Parkway. The I-4/Selmon Expressway Connector, currently under construction, is also included in this category.

Regional freight mobility corridors provide high capacity connections between freight activity centers and limited access facilities. These facilities carry long-haul truck trips and host high volumes of truck traffic. Regional freight mobility corridors are a subset of the locally designated truck routes.

Designated truck routes include state roadways and other truck routes designated in local ordinances at the county and municipal levels. Truck routes distribute truck traffic from regional freight mobility corridors to local delivery areas. By law, trucks must remain on designated truck routes until they reach the closest point to their final destination before turning on to local streets for delivery.

Freight activity center streets include are local and collector streets that provide direct access to freight activity centers and other streets located within the boundaries of a freight activity center. Their primary purpose is to provide truck circulation within industrial areas and provide access to freight destinations.

Freight Facility Function

Mobility – facility serves regional throughput, typically at high travel speeds.

Connectivity – facility provides connections between freight activity centers and strategic trade corridors, and between freight activity centers, where appropriate.

Circulation – facility serves local movements and circulation.

Access – facility provides efficient and direct access to destinations.

Freight Strategy Development

Limited Access Facilities				
Strategies	Context Areas			
	Low Activity	Community Oriented	Freight Oriented	Diverse Activity
Roadway widening	2	1	3	2
Interchange upgrades (geometric and capacity)	2	2	3	2
Exclusive truck lanes	1	1	3	2
Use of HOV/HOT lanes for trucks, in non-peak periods	1	1	3	2
ITS projects to manage congestion, provide real time information about traffic delays	2	3	3	3

3 = Applicable; 2 = Somewhat Applicable; 1 = Limited Applicability

Regional Freight Mobility Corridors				
Strategies	Context Areas			
	Low Activity	Community Oriented	Freight Oriented	Diverse Activity
Roadway widening	2	1	3	2
Geometric improvements at intersections to accommodate truck turning movements	2	1	3	2
Signal timing optimization for freight	2	2	3	2
ITS projects to manage congestion, provide real time information about traffic delays	2	3	3	3
Grade-separated roadway and rail crossings	1	1	3	2
Alternative truck routes bypassing conflict areas	1	2	1	2
Local street plan for access and circulation	1	3	3	3
Way-finding signage program	1	2	2	3
Exclusive truck lanes	1	1	3	2
Pedestrian street crossing protection	1	3	1	3

Freight Strategy Development

Other Designated Truck Routes				
Strategies	Context Areas			
	Low Activity	Community Oriented	Freight Oriented	Diverse Activity
Roadway widening	2	1	3	2
Geometric improvements at intersections to accommodate truck turning movements	2	1	3	2
Signal timing optimization for freight	2	1	3	2
Grade-separated rail crossings	1	2	3	2
Alternative truck routes bypassing livability and/or conflict areas	1	2	1	2
Local street plan for access and circulation	1	3	3	3
Way-finding signage program	1	1	2	3
Pedestrian street crossing protection	1	3	1	3

3 = Applicable; 2 = Somewhat Applicable; 1 = Limited Applicability

Freight Activity Center Connectors and Streets				
Strategies	Context Areas			
	Low Activity	Community Oriented	Freight Oriented	Diverse Activity
Increase roadway lane widths	2	1	3	2
Signal timing optimization for freight	2	1	3	2
Geometric improvements at intersections to accommodate truck turning movements	2	1	3	2
Local street plan for access and circulation	1	3	3	3
Way-finding signage program	1	1	2	3
Pedestrian street crossing protection	1	3	1	3