Kimley»Horn

**Revised - Received March 7. 2022**

March 4, 2022

Mr. Thomas Washburn, P.E.
Transportation Division Director
Pinellas County Public Works
22211 US 19 N
Clearwater, FL 33765

*RE: Innisbrook Residential Redevelopment*
*Updated Traffic Impact Study (TIS)*
*Pinellas County, Florida*

Dear Mr. Washburn,

Based upon the Development Review Committee meeting on January 10, 2022, comments from Pinellas County and Forward Pinellas staff on February 28, 2022, the pre-application meeting with Pinellas County staff on October 7, 2021, and the traffic impact methodology dated October 20, 2021, this updated analysis is provided for the redevelopment of the project site generally located south of Klosterman Road and west of Belcher Road in Pinellas County, Florida. The site location is illustrated in the attached concept plan. The project site currently consists of a golf course, conference center, and office use. The site is currently zoned as Residential Planned Development (RPD) with a mix of various Future Land Use designations (Recreation/Open Space, Residential Suburban, and Residential Low Medium). The project proposes to redevelop a portion of the current golf course, 32,000 square feet of conference center use, and 11,000 square feet of office use to develop up to 186 residential dwelling units (128 single-family detached units and 58 townhome units). This traffic impact study is part of the Future Land Use Map Amendment application to change the Future Land Use of the development site to Residential Low Category.

**Project Description**

The project proposes to redevelop a portion of the current golf course, 32,000 square feet of conference center use, and 11,000 square feet of office use to develop up to 186 residential dwelling units (128 single-family detached units and 58 townhome units).

As indicated in the attached concept plan, direct access to the project site is proposed via three (3) direct, internal connections along the private roadway, Millridge Road. An emergency-only driveway is proposed approximately 550 feet east of the intersection of Klosterman Road & Millridge Road.

According to the *Forward Pinellas Level of Service Report (2020)* and the *Pinellas County Transportation Design Manual*, Klosterman Road adjacent to the project site is a Class 4 collector roadway with a spacing standard of 240 feet; therefore, the proposed emergency-only driveway east of the intersection of Klosterman Road & Millridge Road meets spacing standards.

**Project Trip Generation**

Trip generation for the proposed redevelopment was calculated based on rates provided in the Institute of Transportation Engineers (ITE) *Trip Generation Manual*, 11th Edition, for the following land use codes (LUC):

- LUC 210 (Single-Family Detached Housing)
- LUC 220 (Multifamily Housing (Low-Rise))

Internal capture reduction was not considered in order to provide a conservative analysis.

The trip generation potential of the existing uses (32,000 square feet of conference center use and 11,000 square feet of office use for a total of 43,000 square feet of single tenant office use per LUC 715 of the ITE *Trip Generation Manual*, 11th Edition) and the trip differential between the proposed redevelopment and the existing development were calculated for informational purposes. The change in trips anticipated from the redevelopment of a portion of the current golf course was not calculated as a portion of the golf course is proposed to remain as a short course.

The total trip generation potential of the proposed redevelopment, provided in **Table 1** and **Table 2**, was utilized for a conservative analysis. As indicated in **Table 1** and **Table 2**, the results of these calculations indicate that the proposed redevelopment is expected to generate a total of 134 two-way trip-ends (34 entering/100 exiting) during the a.m. peak hour and 170 two-way trip-ends (107 entering/63 exiting) during the p.m. peak hour. The trip generation potential of the proposed redevelopment is higher in the p.m. peak hour; therefore, the p.m. peak hour was utilized to provide a conservative analysis.

**Table 1: A.M. Peak-Hour Trip Generation Potential**

| ITE TRIP GENERATION | | | | DIRECTIONAL DISTRIBUTION | | GROSS TRIPS | | |
|---|---|---|---|---|---|---|---|---|
| Scenario | Land Use | ITE Edition | ITE Code | Percent In | Percent Out | In | Out | Total |
| Existing Development to be Demolished | 43,000 Single Tenant Office Building (32,000 Square Feet of Conference Center and 11,000 Square Feet of Office) | 11 | 715 | 89% | 11% | 66 | 8 | 74 |
| | **Total Existing Development Trips** | | | | | **66** | **8** | **74** |
| Proposed Redevelopment | 128 Dwelling Units of Single-Family Detached Housing | 11 | 210 | 26% | 74% | 24 | 69 | 93 |
| | 58 Dwelling Units of Multifamily Housing (Low-Rise) | 11 | 220 | 23% | 77% | 10 | 31 | 41 |
| | **Total Proposed Redevelopment Trips*** | | | | | **34** | **100** | **134** |
| **Proposed - Existing** | **Trip Differential (Proposed Redevelopment Trips – Existing Development Trips)** | | | | | **-32** | **92** | **60** |

*Total proposed redevelopment trips used for a conservative analysis

**Table 2: P.M. Peak-Hour Trip Generation Potential**

| ITE TRIP GENERATION | | | | DIRECTIONAL DISTRIBUTION | | GROSS TRIPS | | |
|---|---|---|---|---|---|---|---|---|
| Scenario | Land Use | ITE Edition | ITE Code | Percent In | Percent Out | In | Out | Total |
| Existing Development to be Demolished | 43,000 Single Tenant Office Building (32,000 Square Feet of Conference Center and 11,000 Square Feet of Office) | 11 | 715 | 15% | 85% | 12 | 70 | 82 |
| | **Total Existing Development Trips** | | | | | **12** | **70** | **82** |
| Proposed Redevelopment | 128 Dwelling Units of Single-Family Detached Housing | 11 | 210 | 63% | 37% | 79 | 46 | 125 |
| | 58 Dwelling Units of Multifamily Housing (Low-Rise) | 11 | 220 | 63% | 37% | 28 | 17 | 45 |
| | **Total Proposed Redevelopment Trips*** | | | | | **107** | **63** | **170** |
| **Proposed - Existing** | **Trip Differential (Proposed Redevelopment Trips – Existing Development Trips)** | | | | | **95** | **-7** | **88** |

*Total proposed redevelopment trips used for a conservative analysis

**Project Trip Distribution and Assignment**

New traffic expected to be generated by the proposed redevelopment was distributed and assigned to the adjacent roadway network based upon the Florida Standard Urban Transportation Model Structure (FSUTMS) for District 7. Project trip assignment at the project driveways is shown in **Figure 1**. **Figure 2** indicates the anticipated net, new project trips for the p.m. peak-hour period.

**Study Area**

**Table 3** below indicates the impacted roadway links, the project traffic impacts on the impacted links, and the service volume of the links, per the *Forward Pinellas Level of Service Report (2020)*. The study area roadway segments were those with the project traffic representing 5.0% or greater of the roadway capacity up to a maximum radius of two miles from the project site.

As indicated in **Table 3**, no roadway segments are anticipated to be significantly impacted (i.e. project traffic representing 5.0% or greater of the roadway capacity); however, the following study roadway segments were included in this analysis:

- Klosterman Road from Alt US 19 to US 19
- Belcher Road from Alderman Road to Klosterman Road

Based on the *Forward Pinellas Level of Service Report (2020),* the study roadway segments currently operate at LOS D or better (with volume to capacity ratios less than 0.90). A review of the Pinellas County and FDOT Capital Improvement Programs indicates that there are no construction improvements planned for these roadways in the next five years.

**Table 3: Study Area Determination**

| ROADWAY | FROM | TO | SERVICE VOLUMES | | PROJECT VOLUMES | | | STUDY NETWORK DETERMINATION | |
|---|---|---|---|---|---|---|---|---|---|
| | | | EXISTING LANEAGE | PEAK-HOUR DIRECTIONAL LOS SERVICE VOLUME[1] | DIRECTION | PROJECT TRAFFIC ASSIGNMENT | PROJECT TRAFFIC VOLUME | PROJECT TRAFFIC % OF SERVICE VOLUME | WITHIN STUDY NETWORK? |
| **Klosterman Road** | Carlton Road | Alt US 19 | 2 | 1,440 | Eastbound | 5% | 5 | 0.37% | No |
| | | | | | Westbound | 5% | 3 | 0.22% | No |
| | Alt US 19 | Project Driveways | 4 | 1,764 | Eastbound | 19% | 20 | 1.15% | No |
| | | | | | Westbound | 19% | 12 | 0.68% | No |
| | Project Driveways | US 19 | 4 | 1,764 | Eastbound | 24% | 15 | 0.86% | No |
| | | | | | Westbound | 24% | 26 | 1.46% | No |
| **Belcher Road** | Alderman Road | Innisbrook Drive | 4 | 1,764 | Northbound | 53% | 57 | 3.21% | No |
| | | | | | Southbound | 53% | 33 | 1.89% | No |
| | Innisbrook Drive | Klosterman Road | 4 | 1,764 | Northbound | 4% | 4 | 0.24% | No |
| | | | | | Southbound | 4% | 3 | 0.14% | No |
| **Alt US 19** | Alderman Road | Klosterman Road | 2 | 924 | Northbound | 3% | 3 | 0.35% | No |
| | | | | | Southbound | 3% | 2 | 0.20% | No |
| | Klosterman Road | Meres Boulevard | 2 | 880 | Northbound | 9% | 6 | 0.64% | No |
| | | | | | Southbound | 9% | 10 | 1.09% | No |
| **US 19** | Alderman Road | Klosterman Road | 6 | 2,940 | Northbound | 9% | 10 | 0.33% | No |
| | | | | | Southbound | 9% | 6 | 0.19% | No |
| | Klosterman Road | Tarpon Avenue | 6 | 2,940 | Northbound | 8% | 5 | 0.17% | No |
| | | | | | Southbound | 8% | 9 | 0.29% | No |
| **Alderman Road** | Alt US 19 | Belcher Road | 4 | 1,764 | Eastbound | 8% | 9 | 0.49% | No |
| | | | | | Westbound | 8% | 5 | 0.29% | No |
| | Belcher Road | US 19 | 4 | 1,764 | Eastbound | 23% | 14 | 0.82% | No |
| | | | | | Westbound | 23% | 25 | 1.40% | No |

1. Source: Forward Pinellas Level of Service Report (2020)

## Future Traffic Volume Development

For the purposes of this analysis, 2024 was considered the buildout year and, thus, 2024 conditions were evaluated as the "future" year scenario. Future traffic volumes consist of two components: project traffic and background (non-project traffic) traffic estimates.

Future background traffic is defined as non-project traffic on the roadway network in the future year at buildout of the proposed project. The growth rate was calculated as -2.85% based upon historical traffic volumes provided by the *Forward Pinellas Level of Service Reports* for existing volume year 2015 to 2019. As indicated in the traffic impact study methodology, the existing (2019) peak-hour directional volumes in the *Forward Pinellas Level of Service Report (2020)* were grown to the year 2024 using a conservative growth rate of 2.0% percent per year. Documentation of the growth rate calculation and the total background traffic are provided as an attachment.

As indicated in **Table 4**, the study roadway segments are anticipated to have adequate capacity for the project. Based upon the above information, the proposed redevelopment is expected to have a minimal impact on the operating conditions of the surrounding public roadway system.

**Table 4: Roadway Segment Capacity Analysis**

| ROADWAY | FROM | TO | SERVICE VOLUMES | | EXISTING | | | BACKGROUND | PROJECT VOLUMES | | FUTURE TOTAL |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | EXISTING LANEAGE | PEAK-HOUR DIRECTIONAL LOS SERVICE VOLUME[1] | DIRECTION | 2019 PEAK SEASON PEAK-HOUR VOLUME[1] | 2021 PEAK SEASON PEAK-HOUR VOLUME (INCREASED 2019 VOLUME BY 2.0% FOR 2 YEARS) | 2024 BACKGROUND PEAK-HOUR VOLUME (INCREASED 2021 VOLUME BY 2.0% FOR 3 YEARS) | PROJECT TRAFFIC ASSIGNMENT | PROJECT TRAFFIC VOLUME | 2025 FUTURE TOTAL PEAK-HOUR VOLUME |
| **Klosterman Road** | Alt US 19 | Project Driveways | 4 | 1,764 | Eastbound | 966 | 1,005 | 1,067 | 19% | 20 | 1,087 |
| | | | | | Westbound | 966 | 1,005 | 1,067 | 19% | 12 | 1,079 |
| | Project Driveways | US 19 | 4 | 1,764 | Eastbound | 966 | 1,005 | 1,067 | 24% | 15 | 1,082 |
| | | | | | Westbound | 966 | 1,005 | 1,067 | 24% | 26 | 1,093 |
| **Belcher Road** | Alderman Road | Innisbrook Drive | 4 | 1,764 | Northbound | 1,003 | 1,044 | 1,108 | 53% | 57 | 1,165 |
| | | | | | Southbound | 1,003 | 1,044 | 1,108 | 53% | 33 | 1,141 |
| | Innisbrook Drive | Klosterman Road | 4 | 1,764 | Northbound | 1,003 | 1,044 | 1,108 | 4% | 4 | 1,112 |
| | | | | | Southbound | 1,003 | 1,044 | 1,108 | 4% | 3 | 1,111 |

1. Source: Forward Pinellas Level of Service Report (2020)

## Supplemental Intersection Operational Analysis

An operational analysis of the intersection of Klosterman Road & Millridge Road was conducted using Synchro version 11 software. To determine the existing and future volumes at intersection of Klosterman Road & Millridge Road, existing turning movement volumes were collected on Thursday, November 18, 2021 during the p.m. peak period (4:00 p.m. to 6:00 p.m.). The FDOT seasonal factor for Pinellas County was applied to adjust the existing volumes to peak season conditions. The peak season existing turning movement counts were grown to year 2024 using a conservative growth rate of 2.0% percent per year. Project traffic was then added to determine future total traffic volumes following buildout of the proposed redevelopment.

As indicated in the attached Synchro output reports, the intersection is anticipated to operate with volume to capacity ratios less than 1.0 and with LOS C or better per approach. In addition, the westbound left-turn lane 95$^{th}$ percentile queue (estimated using *Highway Capacity Manual*, 6$^{th}$ Edition, methodologies) is not anticipated to exceed 25 feet (1 vehicle) following buildout of the proposed redevelopment.

## Peak-Hour Signal Warrant Analysis

Based upon the comments from Pinellas County and Forward Pinellas staff on February 28, 2022, a signal warrant analysis was conducted for the intersection of Klosterman Road & Millridge Road.

The Federal Highway Administration's *Manual on Uniform Traffic Control Devices* (MUTCD) defines nine (9) warrants or justifying set of conditions. At least one of these warrants should be satisfied before signalization is considered as an option for traffic control. Warrant 3, Peak-Hour Warrant, was reviewed for the future (2024) conditions. The northbound approach of Millridge Road was evaluated as a one-lane, minor street approach. The eastbound and westbound approaches of Klosterman Road were evaluated as two-lane, major street approaches.

Warrant 3, Peak-Hour Warrant, is intended for use at a location where traffic conditions are such that for a minimum of one (1) hour of an average day, the minor-street traffic suffers undue delay when entering or crossing the major street. The MUTCD defines the volumes required for the major and minor street approaches. The intersection of Klosterman Road & Millridge Road is not anticipated to warrant a signal per Warrant 3, Peak-Hour Warrant, following buildout of the proposed redevelopment.

### Turn Lane Analysis

As shown in **Figure 2**, the westbound left-turning volumes at the intersection of Klosterman Road & Millridge Road are anticipated to increase by 26 project trips per hour following buildout of the proposed redevelopment. A 210-foot westbound left-turn lane currently exists at this location. Turn lanes are not anticipated to be required at the internal connections along Millridge Road.

### Multimodal Facilities

As part of the evaluation of the proposed project, multi-modal considerations were reviewed for this development. These considerations included existing facilities for pedestrians, bicyclists, and transit users.

#### Pedestrians

Sidewalks currently exist on the north and south sides of Klosterman Road. Sidewalks do not exist along Millridge Road. Sidewalks currently exist on the east and west sides of Belcher Road.

#### Bicyclists

Bicycle lanes currently exist on the north and south sides of Klosterman Road. Bicycle lanes do not exist along Millridge Road. Bicycle lanes currently exist on the east and west sides of Belcher Road.

#### Transit

According to the most recent Pinellas Suncoast Transit Authority (PSTA) System Map, there is not a transit route along Klosterman Road or Belcher Road adjacent to the project site.

**Conclusion**

The project site, generally located south of Klosterman Road and west of Belcher Road in Pinellas County, Florida, is proposed to be redeveloped. The project site currently consists of a golf course and one conference center. The site is currently zoned as Residential Planned Development (RPD) with a mix of various Future Land Use designations (Recreation/Open Space, Residential Suburban, and Residential Low Medium). The project proposes to remove a portion of the current golf course, 32,000 square feet of conference center use, and 11,000 square feet of office use to develop up to 186 residential dwelling units (128 single-family detached units and 58 townhome units). This traffic study is part of the Future Land Use Map Amendment application to change the Future Land Use of the development site to Residential Low Category.

As indicated in the attached concept plan, access to the site is proposed via three (3) direct, internal connections along the private roadway, Millridge Road. An emergency-only driveway is proposed approximately 550 feet east of the intersection of Klosterman Road & Millridge Road.

The future redevelopment is anticipated to have a minimal impact on the operating conditions of the surrounding public roadway system. In addition, based upon the roadway analysis of Klosterman Road and Belcher Road, the surrounding roadways are anticipated to have adequate capacity following buildout of the proposed redevelopment.

Turn lanes are not anticipated to be required at the internal connections along Millridge Road. A 210-foot westbound left-turn lane currently exists at the intersection of Klosterman Road & Millridge Road.

The intersection of Klosterman Road & Millridge Road is not anticipated to warrant a signal per Warrant 3, Peak-Hour Warrant, following buildout of the proposed redevelopment.

After your review of this Traffic Impact Study (TIS), please let us know if you have any questions or comments.

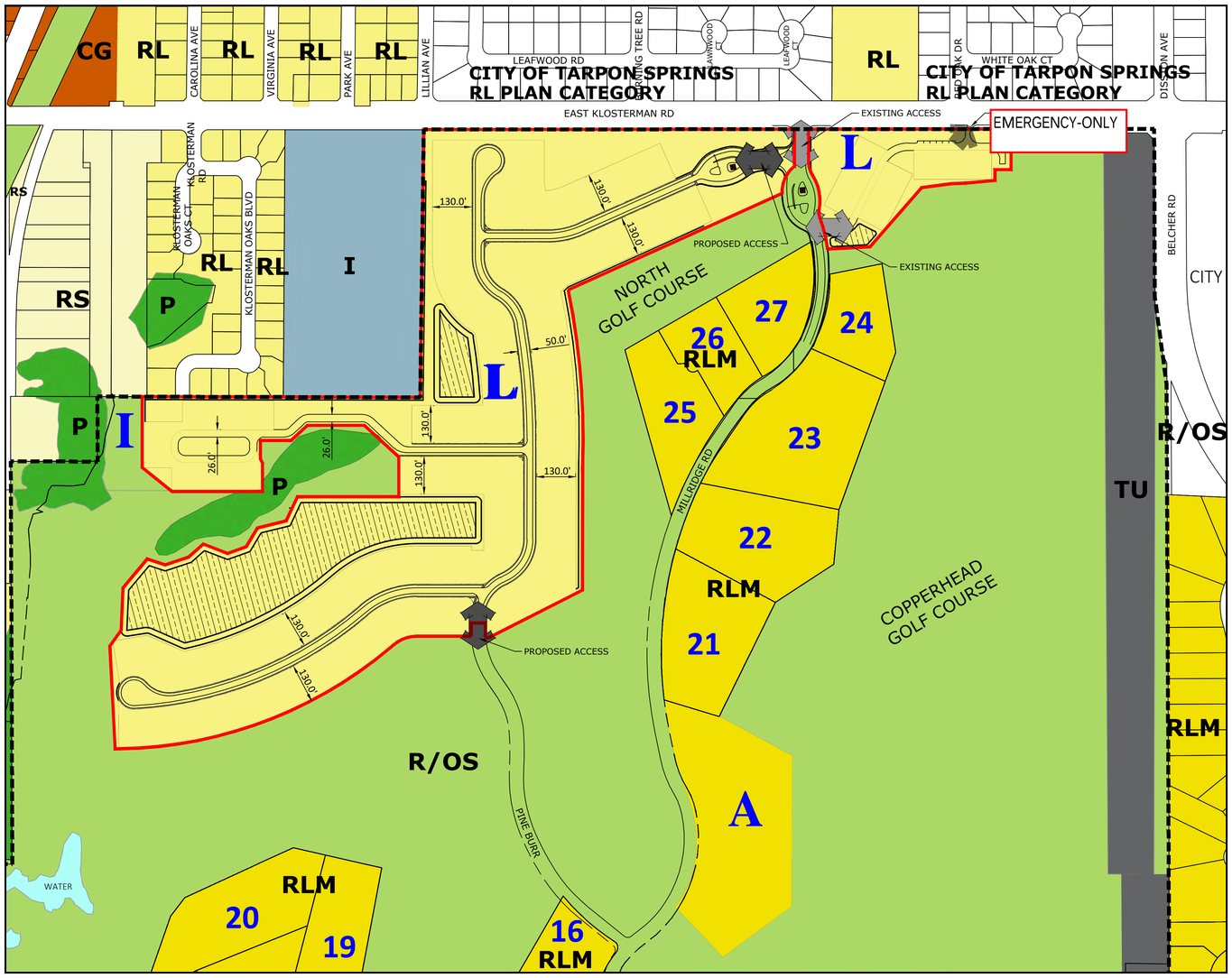
Sincerely,
**KIMLEY-HORN AND ASSOCIATES, INC.**

Christopher Hatton, P.E.
Principal

Addie K. Clark, P.E.
Transportation Engineer

Attachments:
- Concept Plan
- Figure 1: Project Traffic Assignment
- Figure 2: Project Traffic Volumes
- Forward Pinellas Level of Service Report (2020) Excerpts
- FSUTMS Select Zone Output
- Growth Rate Information

Copy to: Mike Williams, Innisbrook Resort
Jim Busch, Innisbrook Resort
Larry Franks, Toll Brothers




## INNISBROOK RESORT SITE DATA TABLE
## PARCEL L

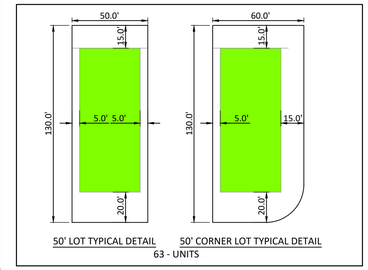
| | EXISTING | PROPOSED |
|---|---|---|
| SITE SIZE | 53.71 AC TOTAL SITE<br>- 53.71 AC UPLANDS<br>- 0 AC WETLANDS | 53.71 AC TOTAL SITE<br>- 53.71 AC UPLANDS<br>- 0 AC WETLANDS |
| FLU PLAN CATEGORY | RS (2.5 DU/AC)<br>RLM (10 DU/AC)<br>R/OS | RL (5 DU/AC) |
| ZONING DISTRICT | RPD | RPD |
| EXISTING LAND USE | PORTION OF NORTH GOLF COURSE<br>INVERNESS HALL & SURFACE PARKING (CONVENTION CENTER)<br>TWO OFFICE BUILDINGS & SURFACE PARKING | 186 DU RESIDENTIAL<br>SINGLE FAMILY DETACHED & TOWNHOUSE STYLES |
| DENSITY | N/A | 3.50 DU/AC |
| FLOOD ZONE | AE (10)<br>X | AE (10)<br>X |
| LOT SIZE | N/A | SINGLE FAMILY DETACHED:<br>5,000 SF & 6,000 SF |
| LOT DIMENSIONS | N/A | SINGLE FAMILY DETACHED:<br>50' x 130'<br>60' x 130' |
| SETBACKS - PRINCIPAL STRUCTURE | N/A | SINGLE FAMILY DETACHED<br>FRONT: 20'<br>SIDE: 5'<br>REAR: 15'<br>CORNER LOT: 15' FROM SECONDARY STREET<br>TOWNHOUSES<br>FRONT: 20'<br>REAR: 10'<br>BETWEEN BUILDINGS: 15' |
| SETBACK - ACCESSORY STRUCTURES | N/A | 5' FROM SIDE & REAR LOT LINES |
| HEIGHT | N/A | 35' ALL RESIDENTIAL UNITS |

PRELIMINARY ILLUSTRATIVE SITE PLAN FOR DISCUSSION PURPOSES ONLY. FINAL LAYOUT SUBJECT TO FINAL DESIGN AND PERMITTING.

### SINGLE FAMILY DETACHED LOTS

**TYPICAL LOT LAYOUT**

NOTES:
1. MAXIMUM BUILDING HEIGHTS: 35' FOR SINGLE FAMILY DETACHED
2. INCREASED SIDE YARD SETBACKS WILL BE PROVIDED WHERE NECESSARY TO ALLOW PROPER MAINTENANCE AND SERVICEABILITY OF MECHANICAL EQUIPMENT.
3. SIDE AND REAR SETBACKS FOR ACCESSORY STRUCTURES SHALL BE A MINIMUM OF 5'.



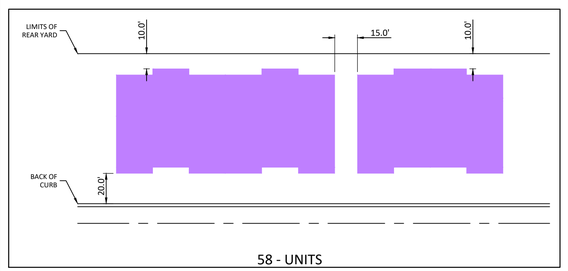

50' LOT TYPICAL DETAIL | 50' CORNER LOT TYPICAL DETAIL

63 - UNITS

### TOWNHOUSE LOTS

**TYPICAL LOT LAYOUT**

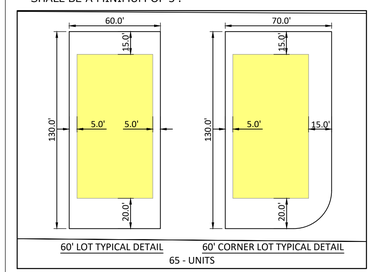
NOTES:
1. MAXIMUM BUILDING HEIGHTS: 35' FOR SINGLE FAMILY DETACHED
2. INCREASED SIDE YARD SETBACKS WILL BE PROVIDED WHERE NECESSARY TO ALLOW PROPER MAINTENANCE AND SERVICEABILITY OF MECHANICAL EQUIPMENT.




58 - UNITS

### TYPICAL LOT LAYOUT

NOTES:
1. MAXIMUM BUILDING HEIGHTS: 35' FOR SINGLE FAMILY DETACHED
2. INCREASED SIDE YARD SETBACKS WILL BE PROVIDED WHERE NECESSARY TO ALLOW PROPER MAINTENANCE AND SERVICEABILITY OF MECHANICAL EQUIPMENT.
3. SIDE AND REAR SETBACKS FOR ACCESSORY STRUCTURES SHALL BE A MINIMUM OF 5'.




60' LOT TYPICAL DETAIL | 60' CORNER LOT TYPICAL DETAIL

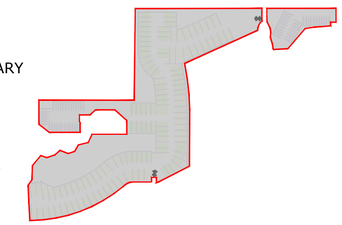
65 - UNITS

## OWNERSHIP PARCEL BOUNDARY

**LEGEND**

- PARCEL L BOUNDARY
- PROPERTY LIMITS

TOTAL OWNERSHIP
PARCEL SIZE: ±53.71 AC



**LEGEND**

- RPD BOUNDARY
- PARCEL L BOUNDARY
- CONVEYANCE SWALE
- RIGHT OF WAY
- PROPERTY APPRAISER PARCEL BOUNDARIES
- STORMWATER POND
- EXISTING VEHICULAR ACCESS
- PROPOSED VEHICULAR ACCESS

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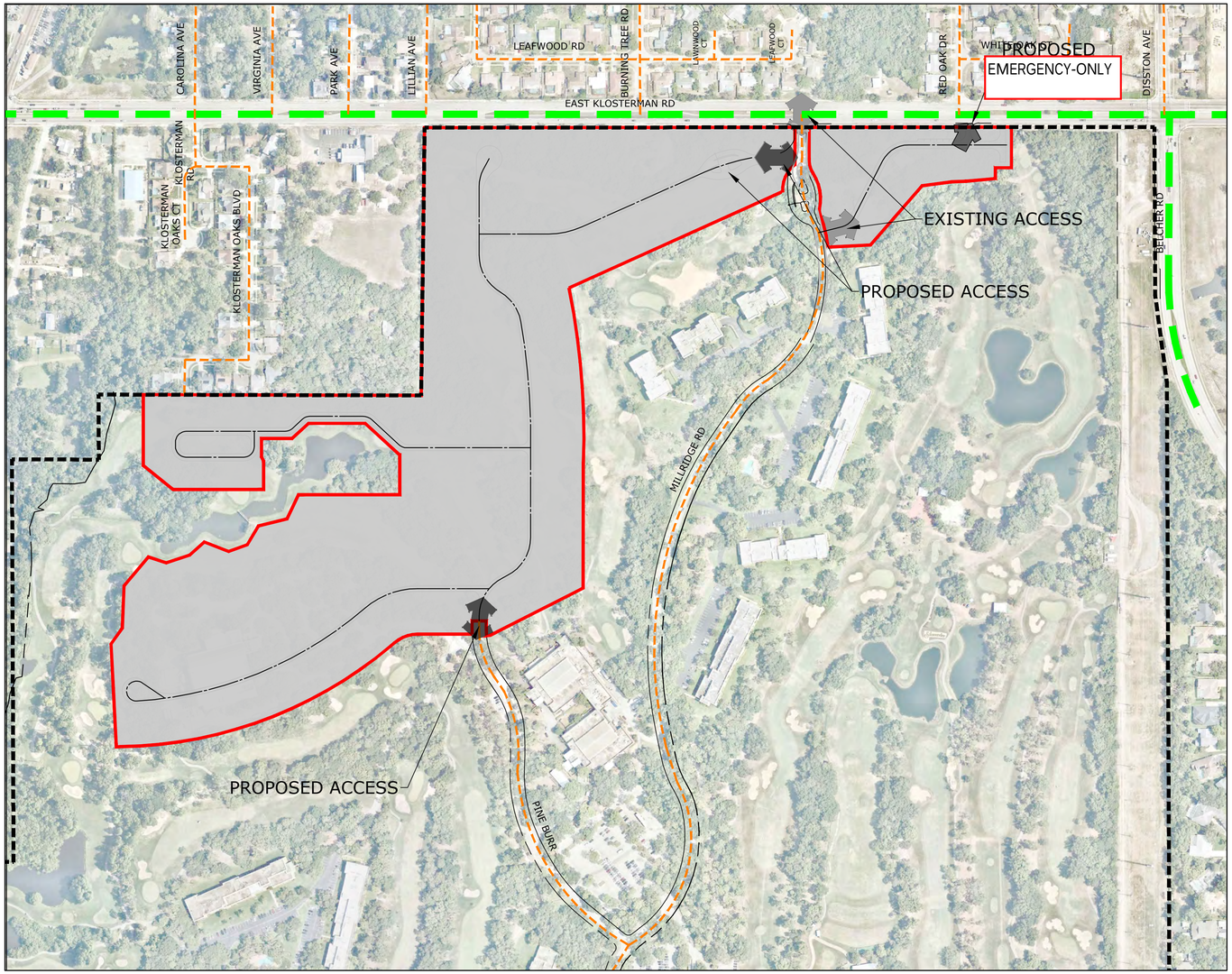
| NO. | DATE | REVISION | BY |
|---|---|---|---|

**INNISBROOK RESORT**
PINELLAS COUNTY, FLORIDA

**DEVELOPMENT MASTER PLAN PARCEL L**

JOB NO: 2021-0646-00
DATE: 11/01/2021

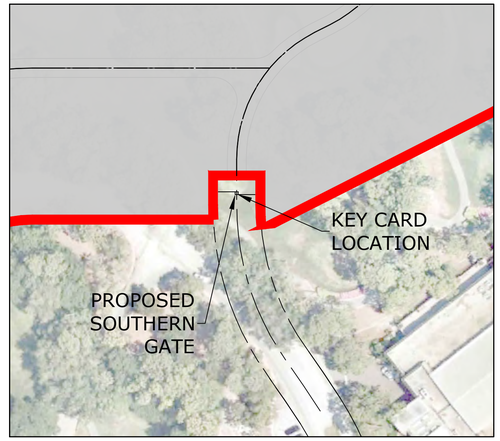
1 OF 5



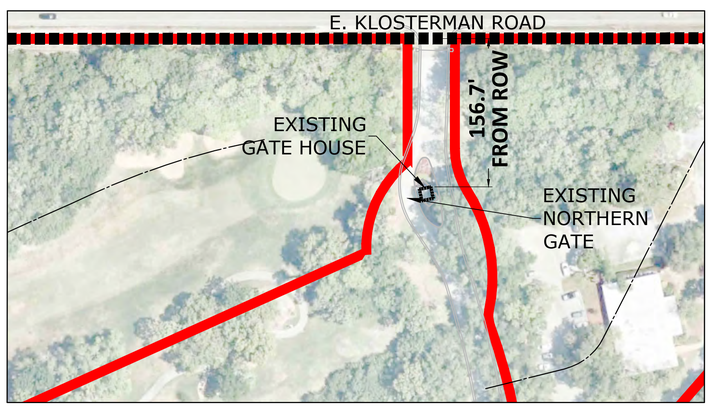

| TRANSPORTATION DATA | |
|---|---|
| INTERNAL STREET CLASSES | MINOR LOCAL |
| INTERNAL ROW WIDTH | 50 FEET |
| SITE ACCESS POINTS | UP TO 2 TOTAL (2 PRIMARY, 1 SECONDARY AT COUNTY DIRECTION) |
| TRANSIT STOPS | NONE |
| BICYCLE/PEDESTRIAN FACILITIES | NEW SIDEWALKS WITHIN PARCEL L |

**LEGEND**

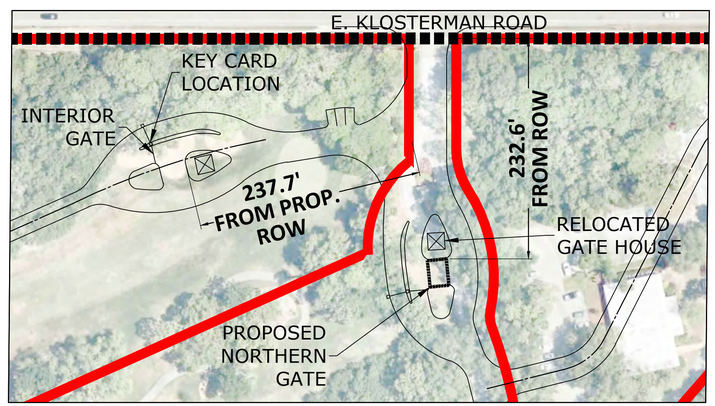
- RPD BOUNDARY
- PARCEL L BOUNDARY
- MINOR ARTERIAL
- LOCAL MINOR STREET
- PROPOSED LOCAL MINOR STREET
- EXISTING VEHICULAR ACCESS
- PROPOSED VEHICULAR ACCESS




**PROPOSED SOUTHERN GATE DETAIL**
SCALE: 1" = 80'




**EXISTING NORTHERN GATE DETAIL**
SCALE: 1" = 80'




**PROPOSED NORTHERN GATE DETAIL**
SCALE: 1" = 80'

PRELIMINARY ILLUSTRATIVE SITE PLAN FOR DISCUSSION PURPOSES ONLY. FINAL LAYOUT SUBJECT TO FINAL DESIGN AND PERMITTING.

0 240 480
SCALE: FEET

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One Memorial Center, Suite 300
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www.Ardurra.com
License #2610

| NO. | DATE | REVISION | BY |
|---|---|---|---|

**INNISBROOK RESORT**
PINELLAS COUNTY, FLORIDA

**DEVELOPMENT MASTER PLAN**
**PARCEL L**
**TRANSPORTATION FRAMEWORK PLAN**

JOB NO: 2021-0646-00
DATE: 11/01/2021

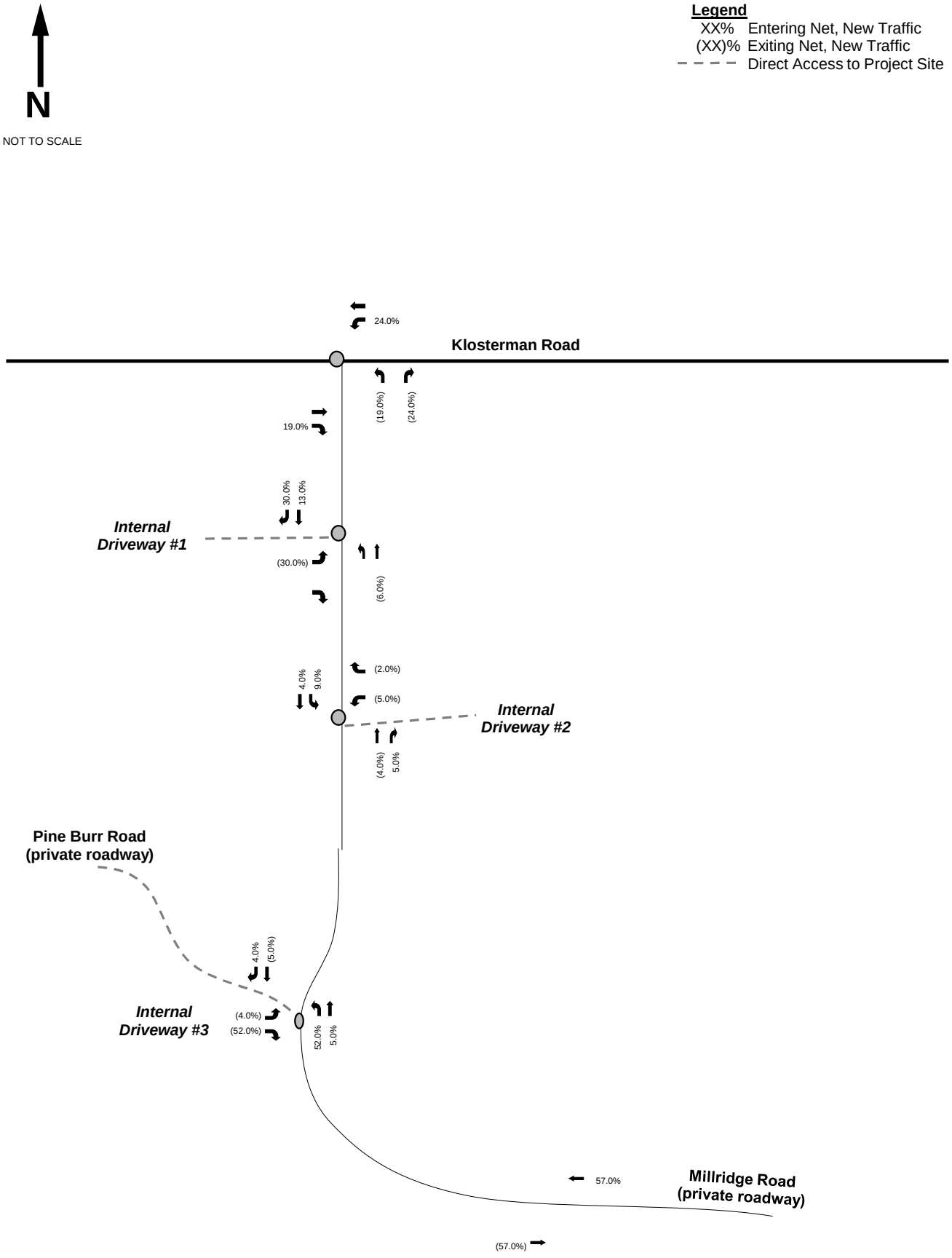



Figure 1
Project Traffic Assignment
Innisbrook Residential
Pinellas County, Florida

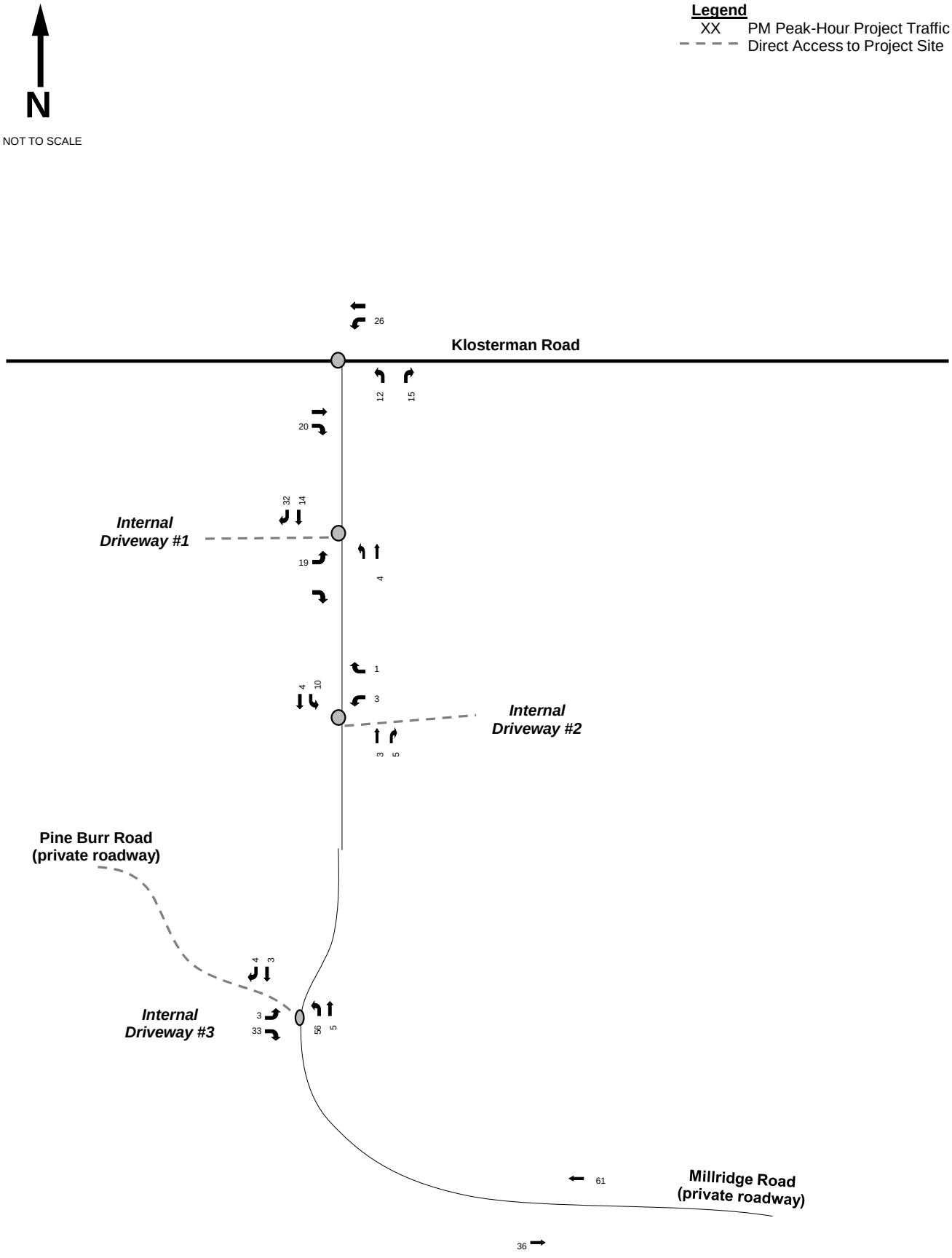
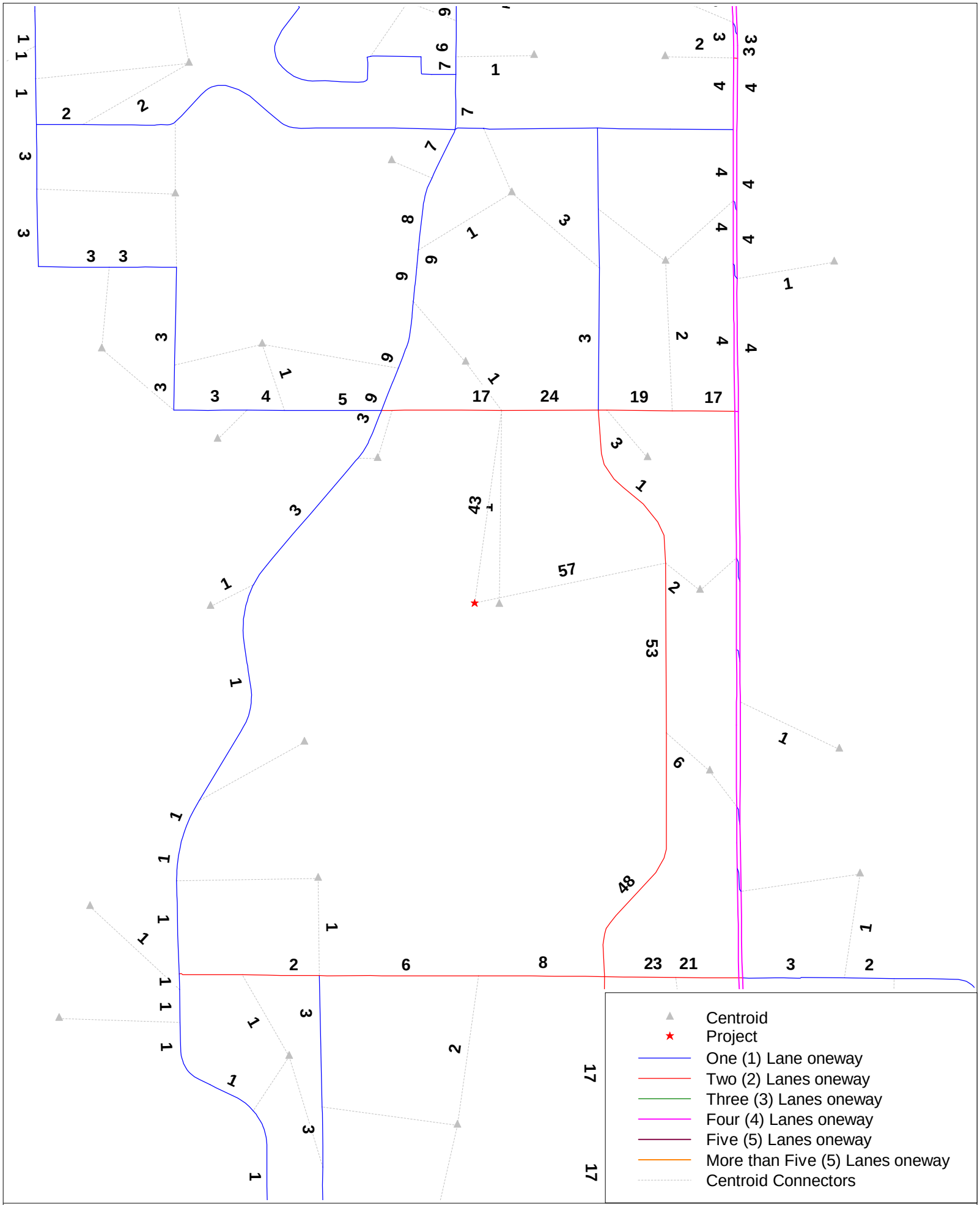



Figure 2
PM Peak-Hour Project Traffic
Innisbrook Residential
Pinellas County, Florida

| | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| HIGHLAND AVE: (DRUID ST -to- GULF-TO-BAY BLVD) | CR | SA | 4U | D | 0.253 | 3.956 | T | 8300 | 433 | 1599 | 0.271 | 0 | C |
| HIGHLAND AVE: (EAST BAY DR -to- BELLEAIR RD) | CR | SA | 2U | D | 1.527 | 2.591 | T | 9994 | 522 | 792 | 0.659 | 0 | D |
| HIGHLAND AVE: (GULF-TO-BAY -to- DREW ST) | CL | SA | 2D | D | 0.506 | 4.364 | T | 11500 | 600 | 813 | 0.738 | 0 | D |
| HIGHLAND AVE: (SUNSET POINT RD -to- UNION ST) | CL | SA | 2U | D | 0.504 | 1.984 | T | 8550 | 446 | 792 | 0.563 | 0 | D |
| HIGHLAND ST N: (9TH AVE N -to- DR ML KING JR ST N) | SP | NMC | 2O | D | 0.083 | 0 | T | 8017 | 761 | 4512 | 0.169 | 0 | D |
| HIGHLANDS BLVD: (US 19 -to- ALDERMAN RD) | CR | NMC | 2U | D | 2.335 | 0 | T | 11000 | 574 | 1440 | 0.399 | 0 | D |
| I-175: (I-275 -to- 4TH ST S) | SR | F | 4F | D | 1.303 | 0 | T | 35750 | 1150 | 4020 | 0.286 | 0 | B |
| I-275: (22ND AVE N -to- I-375) | SR | F | 8F | D | 1.314 | 0 | T | 179500 | 9181 | 8400 | 1.093 | 0 | F |
| I-275: (22ND AVE S -to- 54TH AVE S) | SR | F | 6F | D | 2.013 | 0 | T | 102000 | 5217 | 6200 | 0.841 | 0 | D |
| I-275: (38TH AVE N -to- 22ND AVE N) | SR | F | 6F | D | 1.017 | 0 | T | 180000 | 9207 | 6200 | 1.485 | 0 | F |
| I-275: (4TH ST N -to- SR 686 \| ROOSEVELT BLVD) | SR | F | 8F | D | 2.038 | 0 | T | 133750 | 6086 | 8400 | 0.725 | 0 | D |
| I-275: (54TH AVE N -to- 38TH AVE N) | SR | F | 8F | D | 1.001 | 0 | T | 173500 | 8874 | 8400 | 1.056 | 0 | F |
| I-275: (54TH AVE S -to- PINELLAS SHORELINE) | SR | F | 4F | D | 5.41 | 0 | T | 63607 | 3253 | 4020 | 0.809 | 0 | D |
| I-275: (GANDY BLVD -to- 54TH AVE N) | SR | F | 6F | D | 2.184 | 0 | T | 166500 | 8516 | 6200 | 1.374 | 0 | F |
| I-275: (I-175 -to- 22ND AVE S) | SR | F | 6F | D | 1.932 | 0 | T | 118000 | 5933 | 6200 | 0.957 | 0 | E |
| I-275: (I-375 -to- I-175) | SR | F | 6F | D | 0.441 | 0 | T | 127000 | 6496 | 6200 | 1.048 | 0 | F |
| I-275: (PINELLAS SHORELINE -to- 4TH ST N) | SR | F | 8F | D | 2.203 | 0 | T | 169500 | 8669 | 8400 | 1.032 | 0 | F |
| I-275: (SR 686/ROOSEVELT BLVD -to- GANDY BLVD) | SR | F | 6F | D | 1.851 | 0 | T | 137500 | 7033 | 6200 | 1.134 | 0 | F |
| I-375: (I-275 -to- 7TH ST N) | SR | F | 6F | D | 1.093 | 0 | T | 37000 | 1892 | 6200 | 0.305 | 0 | B |
| INDIAN ROCKS RD: (BELLEVIEW BLVD -to- MEHLENBACHER RD) | BL | SA | 2U | D | 1.514 | 0.574 | T | 8476 | 442 | 792 | 0.558 | 0 | D |
| INDIAN ROCKS RD: (MEHLENBACHER RD -to- SUNSET BLVD) | CR | NA | 2D | D | 0.431 | 0 | T | 8476 | 442 | 1512 | 0.292 | 0 | D |
| INDIAN ROCKS RD: (SUNSET BLVD -to- W BAY DR) | CR | SA | 4D | D | 0.142 | 7.042 | T | 15089 | 788 | 1530 | 0.515 | 0 | D |
| INDIAN ROCKS RD: (W BAY DR -to- WALSINGHAM RD ) | CR | SA | 2U | D | 2.766 | 1.758 | T | 15089 | 788 | 792 | 0.995 | 0 | F |
| KEENE RD: (BELLEAIR RD -to- DRUID RD) | CR | SA | 4D | D | 1.256 | 2.659 | T | 24000 | 1254 | 1683 | 0.745 | 0 | C |
| KEENE RD: (DREW ST -to- SUNSET POINT RD) | CR | SA | 4D | D | 1.517 | 0.759 | T | 25500 | 1332 | 1764 | 0.755 | 0 | C |
| KEENE RD: (DRUID RD -to- GULF-TO-BAY BLVD) | CR | SA | 6D | D | 0.251 | 3.986 | T | 24000 | 1254 | 2547 | 0.492 | 0 | C |
| KEENE RD: (E BAY DR -to- BELLEAIR DR) | CR | SA | 4D | D | 1.526 | 1.312 | T | 24000 | 1254 | 1764 | 0.711 | 0 | C |
| KEENE RD: (GULF-TO-BAY BLVD -to- DREW ST) | CR | SA | 6D | D | 0.511 | 4.317 | T | 24000 | 1254 | 2313 | 0.542 | 0 | C |
| KEENE RD: (SUNSET POINT RD -to- SR 580) | CR | SA | 4D | D | 2.031 | 1.97 | T | 25410 | 1326 | 1764 | 0.752 | 0 | C |
| KEYSTONE RD: (HILLSBOROUGH CL -to- WOODFIELD BLVD) | CR | NA | 2U | D | 2.296 | 0 | T | 15000 | 757 | 1440 | 0.526 | 0 | D |
| KEYSTONE RD: (US 19 -to- EAST LAKE RD) | CR | SA | 4D | D | 2.898 | 1.2 | T | 26329 | 1105 | 1764 | 0.626 | 0 | C |
| KEYSTONE RD: (WOODFIELD BLVD -to- EAST LAKE RD ) | CR | SA | 2U | D | 0.542 | 1.844 | T | 15500 | 809 | 792 | 1.021 | 0 | F |
| KLOSTERMAN RD: (ALT US 19 -to- CARLTON RD) | CR | NA | 2U | D | 0.745 | 0 | T | 11500 | 600 | 1440 | 0.417 | 0 | D |
| KLOSTERMAN RD: (ALT US 19 -to- US 19) | CR | SA | 4D | D | 1.275 | 1.652 | T | 18500 | 966 | 1764 | 0.548 | 0 | C |
| LAKE AVE: (BELLEAIR RD -to- GULF-TO-BAY BLVD) | CR | SC | 2U | D | 1.508 | 1.988 | T | 3100 | 161 | 572 | 0.281 | 0 | C |
| LAKE AVE: (EAST BAY DR -to- BELLEAIR RD) | CR | SC | 2U | D | 1.528 | 0.432 | T | 3100 | 161 | 572 | 0.281 | 0 | C |
| LAKE ST GEORGE DR: (HIGHLANDS BLVD -to- TAMPA RD) | CR | NMC | 2U | D | 0.371 | 0 | T | 5200 | 271 | 1440 | 0.188 | 0 | C |
| LAKE ST GEORGE DR: (TAMPA RD -to- COUNTRYSIDE BLVD) | CR | SMC | 2U | D | 1.135 | 0.881 | T | 5200 | 271 | 572 | 0.474 | 0 | C |
| LAKEVIEW RD: (MISSOURI AVE -to- KEENE RD) | CR | SA | 2U | D | 1.532 | 2.391 | T | 8200 | 428 | 792 | 0.54 | 0 | D |
| LIVE OAK ST: (ALT 19 -to- US 19) | CR | SC | 2D | D | 1.048 | 1.287 | T | 3250 | 169 | 572 | 0.295 | 0 | C |
| MAIN ST: (BROADWAY AVE -to- SKINNER BLVD) | DN | SC | 2U | D | 0.594 | 5.415 | T | 3362 | 175 | 514 | 0.34 | 0 | C |
| MAIN ST: (MCMULLEN BOOTH RD -to- BAYSHORE DR) | CR | NA | 2U | D | 1.274 | 0 | T | 7448 | 389 | 1440 | 0.27 | 0 | D |
| MCMULLEN BOOTH RD: (CURLEW RD -to- SOUTH SPLIT ) | CR | NA | 6D | D | 0.541 | 0 | T | 46016 | 2142 | 5650 | 0.379 | 0 | C |
| MCMULLEN BOOTH RD: (GULF-TO-BAY BLVD -to- SUNSET PT RD/MAIN ST) | CR | SA | 6D | D | 2.075 | 1.995 | T | 61319 | 3143 | 2646 | 1.188 | 0 | F |
| MCMULLEN BOOTH RD: (SR 580 -to- CURLEW RD) | CR | SA | 6D | D | 1.768 | 2.994 | T | 51033 | 2666 | 2646 | 1.008 | 0 | D |
| MCMULLEN BOOTH RD: (SUNSET PT RD \| MAIN ST -to- SR 580) | CR | SA | 6D | D | 2.233 | 2.505 | T | 57485 | 3003 | 2646 | 1.135 | 0 | F |
| MEHLENBACHER/8TH AVE NW: (CLEARWATER-LARGO RD -to- INDIAN ROCKS RD) | CR | SC | 2U | D | 1.008 | 0.992 | T | 4666 | 243 | 572 | 0.425 | 0 | C |
| MEMORIAL CSWY: (CHESTNUT ST CONNECTION -to- MEMORIAL CSWY \| WB/EB SF | SR | NA | 2O | D | 0.163 | 0 | T | 15500 | 1472 | 3400 | 0.433 | 0 | C |
| MEMORIAL CSWY: (CLEARWATER BEACH ROUNDABOUT -to- ISLAND WAY) | CL | SA | 4D | D | 0.565 | 0.97 | T | 38500 | 2011 | 1870 | 1.075 | 0 | F |
| MEMORIAL CSWY: (ISLAND WAY -to- MEMORIAL CSWY \| WB/EB SPLIT) | SR | NA | 4D | D | 1.156 | 0 | T | 38500 | 2011 | 3760 | 0.535 | 0 | F |
| MEMORIAL CSWY: (MEMORIAL CSWY \| WB/EB SPLIT -to- COURT ST CONNECTION | SR | NA | 2O | D | 0.167 | 0 | T | 19000 | 1805 | 3400 | 0.531 | 0 | C |
| MERES BLVD: (ALT 19 -to- FLORIDA AVE) | CR | NMC | 2U | D | 1.594 | 0 | T | 7700 | 402 | 1440 | 0.279 | 0 | D |
| MICHIGAN BLVD: (CR 1 -to- ALT 19) | DN | SMC | 2U | D | 1.535 | 1.303 | T | 4602 | 178 | 572 | 0.311 | 0 | C |
| MILWAUKEE AVE: (VIRGINIA ST -to- UNION ST) | DN | SMC | 2U | D | 1.02 | 3.28 | T | 4771 | 249 | 572 | 0.435 | 0 | C |
| MISSOURI AVE: (COURT ST -to- CLEVELAND ST) | CL | SA | 4D | D | 0.328 | 3.051 | T | 10500 | 548 | 1683 | 0.326 | 0 | C |

| | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ALT US 19 \| MISSOURI AVE: (COURT ST -to- BELLEAIR RD) | SR | SA | 6D | D | 1.511 | 3.975 | T | 26250 | 1332 | 2830 | 0.471 | 0 | C |
| ALT US 19 \| MYRTLE AVE: (CHESTNUT ST -to- DREW ST) | SR | SA | 4U | D | 0.5 | 7.039 | T | 15600 | 815 | 1577 | 0.517 | 0 | D |
| ALT US 19 \| MYRTLE AVE: (DREW ST -to- FAIRMONT ST) | SR | SA | 4U | D | 0.981 | 5.681 | T | 12500 | 642 | 1776 | 0.361 | 0 | C |
| ALT US 19 \| MYRTLE AVE: (FAIRMONT ST -to- EDGEWATER DR) | SR | NA | 2U | D | 0.098 | 0 | T | 12700 | 663 | 1440 | 0.46 | 0 | D |
| ALT US 19 \| PALM HARBOR BLVD: (TAMPA RD -to- ALDERMAN RD) | SR | SA | 2D | D | 1.812 | 0.604 | T | 21000 | 1097 | 924 | 1.187 | 0 | F |
| ALT US 19 \| PINELLAS AVE: (KLOSTERMAN RD -to- MERES BLVD) | SR | SA | 2U | D | 1.043 | 0.976 | T | 16300 | 851 | 880 | 0.967 | 0 | D |
| ALT US 19 \| PINELLAS AVE: (MERES BLVD -to- TARPON AVE) | SR | SA | 2D | D | 0.595 | 7.141 | T | 16300 | 851 | 830 | 1.025 | 0 | F |
| ALT US 19 \| SEMINOLE BLVD: (102ND AVE N -to- ULMERTON RD) | SR | SA | 6D | D | 2.027 | 2.777 | T | 34600 | 1724 | 2830 | 0.609 | 0 | C |
| ALT US 19 \| SEMINOLE BLVD: (BAY PINES BLVD -to- PARK BLVD) | SR | SA | 6D | D | 1.651 | 2.96 | T | 38500 | 2011 | 2830 | 0.711 | 0 | C |
| ALT US 19 \| SEMINOLE BLVD: (PARK BLVD -to- 102ND AVE N) | SR | SA | 6D | D | 1.766 | 2.934 | T | 37833 | 1854 | 2940 | 0.631 | 0 | C |
| ALT US 19 \| SEMINOLE BLVD: (ULMERTON RD -to- E BAY DR) | SR | SA | 6D | D | 1.517 | 1.323 | T | 34166 | 1724 | 2940 | 0.586 | 0 | C |
| ALT US 19 \| TYRONE BLVD: (38TH AVE N -to- PARK ST) | SR | SA | 6D | D | 0.36 | 2.776 | T | 39500 | 2063 | 2830 | 0.729 | 0 | C |
| ALT US 19 \| TYRONE BLVD: (5TH AVE N -to- 9TH AVE N) | SR | SA | 4D | D | 0.253 | 3.96 | T | 20500 | 1071 | 1870 | 0.573 | 0 | C |
| ALT US 19 \| TYRONE BLVD: (66TH ST N -to- 38TH AVE N) | SR | SA | 4D | D | 1.586 | 1.63 | T | 35000 | 1828 | 1960 | 0.933 | 0 | C |
| ALT US 19/BAY PINES BLVD: (W END OF BRIDGE -to- 100TH WY) | SR | SA | 6D | D | 0.64 | 3.721 | T | 42000 | 2194 | 2830 | 0.775 | 0 | C |
| ALT US 19/BAY PINES BLVD: (W END OF BRIDGE -to- PARK ST) | SR | SA | 4D | D | 0.92 | 0.984 | T | 49000 | 2560 | 1960 | 1.306 | 0 | F |
| ALT US 19/COURT ST: (CHESTNUT ST -to- FT HARRISON AVE) | SR | SA | 4D | D | 0.454 | 4.469 | T | 15500 | 1472 | 4536 | 0.325 | 0 | C |
| ALT US 19/COURT ST: (CHESTNUT ST -to- MISSOURI AVE) | SR | SA | 4D | D | 0.318 | 1.972 | T | 35500 | 1854 | 1870 | 0.991 | 0 | F |
| ALT US 19/PALM HARBOR BLVD: (ALDERMAN RD -to- KLOSTERMAN RD) | SR | SA | 2D | D | 2.203 | 0.247 | T | 16900 | 883 | 924 | 0.956 | 0 | F |
| ALT US 19/PINELLAS AVE: (TARPON AVE -to- ANCLOTE AVE) | SR | SA | 2U | D | 1.98 | 3.52 | T | 15820 | 773 | 880 | 0.878 | 0 | E |
| ANCLOTE BLVD: (ANCLOTE RD -to- ALT US 19) | CR | SMC | 2U | D | 2.051 | 0.354 | T | 7700 | 402 | 572 | 0.703 | 0 | C |
| ANCLOTE RD: (ALT US 19 -to- ANCLOTE BLVD) | CR | NC | 2U | D | 1.897 | 0 | T | 4400 | 229 | 1440 | 0.159 | 0 | C |
| BAYSHORE BLVD: (SR 60 -to- MAIN ST) | CL | NMC | 2U | D | 2.345 | 0 | T | 7849 | 410 | 1440 | 0.285 | 0 | D |
| BAYSIDE BRIDGE: (SR 686 \| ROOSEVELT BLVD -to- GULF-TO-BAY BLVD) | CR | NA | 6D | D | 3.564 | 0 | T | 60165 | 3143 | 5650 | 0.556 | 0 | F |
| BECKETT WAY: (US 19 -to- OLD DIXIE HWY) | CR | SC | 2U | D | 0.501 | 1.998 | T | 4500 | 235 | 559 | 0.42 | 0 | C |
| BELCHER RD: (ALDERMAN RD -to- KLOSTERMAN RD) | CR | SA | 4D | D | 2.135 | 0.455 | T | 19210 | 1003 | 1764 | 0.569 | 0 | C |
| BELCHER RD: (BELLEAIR RD -to- GULF-TO-BAY BLVD) | CR | SA | 4D | D | 1.516 | 4.886 | T | 23410 | 1223 | 1683 | 0.727 | 0 | D |
| BELCHER RD: (BRYAN DAIRY RD -to- PARK BLVD) | CR | SA | 6D | D | 1.516 | 2.477 | T | 19543 | 1021 | 2547 | 0.401 | 0 | C |
| BELCHER RD: (BRYAN DAIRY RD -to- ULMERTON RD) | CR | SA | 6D | D | 2.434 | 1.597 | T | 19543 | 1021 | 2646 | 0.386 | 0 | C |
| BELCHER RD: (COUNTRYSIDE BLVD -to- CURLEW RD) | CR | SA | 4D | D | 2.946 | 1.452 | T | 18009 | 757 | 1764 | 0.429 | 0 | C |
| BELCHER RD: (CURLEW RD -to- TAMPA RD) | CR | SA | 4D | D | 1.291 | 0.645 | T | 18990 | 992 | 1764 | 0.562 | 0 | C |
| BELCHER RD: (EAST BAY DR -to- BELLEAIR RD) | CR | SA | 4D | D | 1.522 | 1.469 | T | 23410 | 1223 | 1764 | 0.693 | 0 | C |
| BELCHER RD: (GULF-TO-BAY BLVD -to- NE COACHMAN RD) | CR | SA | 4U | D | 0.805 | 4.018 | T | 19500 | 1018 | 1599 | 0.637 | 0 | D |
| BELCHER RD: (NE COACHMAN RD -to- SUNSET POINT RD) | CR | SA | 4D | D | 1.222 | 1.034 | T | 23250 | 1018 | 1764 | 0.577 | 0 | C |
| BELCHER RD: (SUNSET POINT RD -to- COUNTRYSIDE BLVD) | CR | SA | 6D | D | 1.349 | 2.463 | T | 27000 | 1410 | 2547 | 0.554 | 0 | C |
| BELCHER RD: (TAMPA RD -to- ALDERMAN RD) | CR | SA | 4D | D | 1.805 | 1.121 | T | 22827 | 1192 | 1764 | 0.676 | 0 | C |
| BELCHER RD: (ULMERTON RD -to- EAST BAY DR) | CR | SA | 6D | D | 1.526 | 1.474 | T | 23734 | 1240 | 2646 | 0.469 | 0 | C |
| BELLEAIR BEACH CSWY: (INDIAN ROCKS RD -to- GULF BLVD) | CR | SA | 2D | D | 1.675 | 0.597 | T | 15938 | 832 | 832 | 1 | 0 | F |
| BELLEAIR RD: (CLEARWATER LARGO RD -to- MISSOURI AVE) | CR | SMC | 2U | D | 0.626 | 2.63 | T | 9100 | 475 | 559 | 0.85 | 0 | D |
| BELLEAIR RD: (MISSOURI AVE -to- KEENE RD) | CR | SMC | 2U | D | 1.523 | 2.402 | T | 9100 | 475 | 572 | 0.83 | 0 | D |
| BELLEAIR RD: (US 19 -to- KEENE RD) | CR | SA | 2U | D | 1.969 | 1.016 | T | 15000 | 783 | 792 | 0.989 | 0 | F |
| BELLEVIEW BLVD: (CLWTR-LARGO RD -to- INDIAN ROCKS RD) | BL | NMC | 2U | D | 0.249 | 0 | T | 7299 | 381 | 1440 | 0.265 | 0 | D |
| BELTREES ST \| SCOTSDALE ST: (KEENE RD -to- PATRICIA AVE) | DN | SC | 2U | D | 0.858 | 1.166 | T | 1275 | 66 | 572 | 0.115 | 0 | C |
| BELTREES ST: (EDGEWATER DR -to- PATRICIA AVE) | DN | SC | 2U | D | 1.027 | 3.193 | T | 2243 | 117 | 559 | 0.209 | 0 | C |
| BLIND PASS RD: (75TH AVE/COREY AVE -to- W GULF BL) | SR | SA | 4D | D | 1.392 | 1.705 | T | 15966 | 804 | 1960 | 0.41 | 0 | D |
| BRYAN DAIRY RD \| 118TH AVE N: (34TH ST N -to- 40TH ST N) | CR | NA | 4D | D | 0.493 | 0 | T | 31500 | 1645 | 3760 | 0.438 | 0 | C |
| BRYAN DAIRY RD \| 118TH AVE N: (40TH ST N -to- 49TH ST N) | CR | SA | 6D | D | 0.764 | 1.139 | T | 43000 | 2246 | 2646 | 0.849 | 0 | C |
| BRYAN DAIRY RD/118TH AVE N: (28TH ST N -to- 34TH ST N) | CR | SA | 4D | D | 0.5 | 4.005 | T | 14603 | 763 | 1683 | 0.453 | 0 | C |
| BRYAN DAIRY RD/118TH AVE N: (US 19 -to- BELCHER RD) | CR | SA | 6D | D | 2.15 | 0.43 | T | 47445 | 1645 | 2646 | 0.622 | 0 | C |
| BRYAN DAIRY RD: (98TH ST N -to- ALT 19) | CR | SA | 4D | D | 0.755 | 1.325 | T | 37693 | 1969 | 1764 | 1.116 | 0 | F |
| BRYAN DAIRY RD: (BELCHER RD -to- STARKEY RD) | CR | SA | 6D | D | 1.026 | 4.566 | T | 48428 | 2530 | 2547 | 0.993 | 0 | C |
| BRYAN DAIRY RD: (STARKEY RD -to- 98TH ST N) | CR | SA | 6D | D | 0.964 | 2.163 | T | 37693 | 1969 | 2646 | 0.744 | 0 | C |
| CENTRAL AVE: (31ST ST N -to- 3RD ST N) | SP | SA | 2U | D | 2.341 | 5.987 | T | 5670 | 263 | 774 | 0.34 | 0 | C |
| CENTRAL AVE: (34TH ST N -to- 31ST ST N) | SP | SA | 4U | D | 0.252 | 8.41 | T | 8182 | 427 | 1454 | 0.294 | 0 | C |
| CENTRAL AVE: (34TH ST N -to- 58TH ST N) | CR | SA | 4D | D | 2.009 | 2.669 | T | 12182 | 636 | 1683 | 0.378 | 0 | C |




C:\FSUTMS\D7\TBRPM_v9.2\BASE\Yr_2024_EC45\Innisbrook\OUTPUT\HWYLOAD_DAILY_A24.NET
11/18/2021

cube

**Project:** Innisbrook
**Location:** Pinellas County
**Notes:** Pinellas County LOS Reports

**Volume Source #1:** Klosterman Road: Alt US 19 to US 19
**Volume Source #2:**
**Volume Source #3:**
**Volume Source #4:**
**Volume Source #5:**

| Line | Month | Year | Volume Source #1 | Volume Source #2 | Volume Source #3 | Volume Source #4 | Volume Source #5 | Average Volume |
|---|---|---|---|---|---|---|---|---|
| 1 | | 2016 | 19400 | | | | | 19400 |
| 2 | | 2017 | 19688 | | | | | 19688 |
| 3 | | 2018 | 17000 | | | | | 17000 |
| 4 | | 2019 | 18500 | | | | | 18500 |
| 5 | | | | | | | | |
| 6 | | | | | | | | |
| 7 | | | | | | | | |
| 8 | | | | | | | | |
| 9 | | | | | | | | |
| 10 | | | | | | | | |

**INPUT DATA**

| Line | Month | Year | Aggregate Traffic Volume |
|---|---|---|---|
| 1 | | 2016 | 19400 |
| 2 | | 2017 | 19688 |
| 3 | | 2018 | 17000 |
| 4 | | 2019 | 18500 |
| 5 | | | |
| 6 | | | |
| 7 | | | |
| 8 | | | |
| 9 | | | |
| 10 | | | |

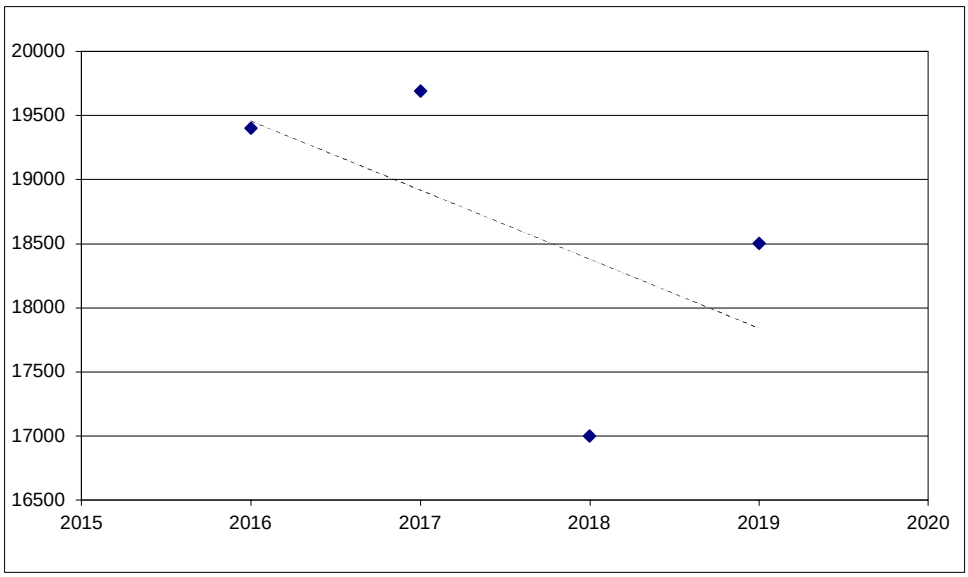
**OUTPUT DATA**

| Line | Month | Year | Best Fit Volume Trend |
|---|---|---|---|
| 1 | | 2016 | 19455.2 |
| 2 | | 2017 | 18916.4 |
| 3 | | 2018 | 18377.6 |
| 4 | | 2019 | 17838.8 |
| 5 | | | |
| 6 | | | |
| 7 | | | |
| 8 | | | |
| 9 | | | |
| 10 | | | |

**Slope:** -538.8
**Intercept:** 1105676
**$R^2$:** 0.331027971
**Standard Error:** 1211.06994

**Exponential Growth Rate:** -2.85%
Future = Existing (1+Growth)^N

**Linear Growth Rate:** -2.77%
Future = Existing (1+Growth*N)



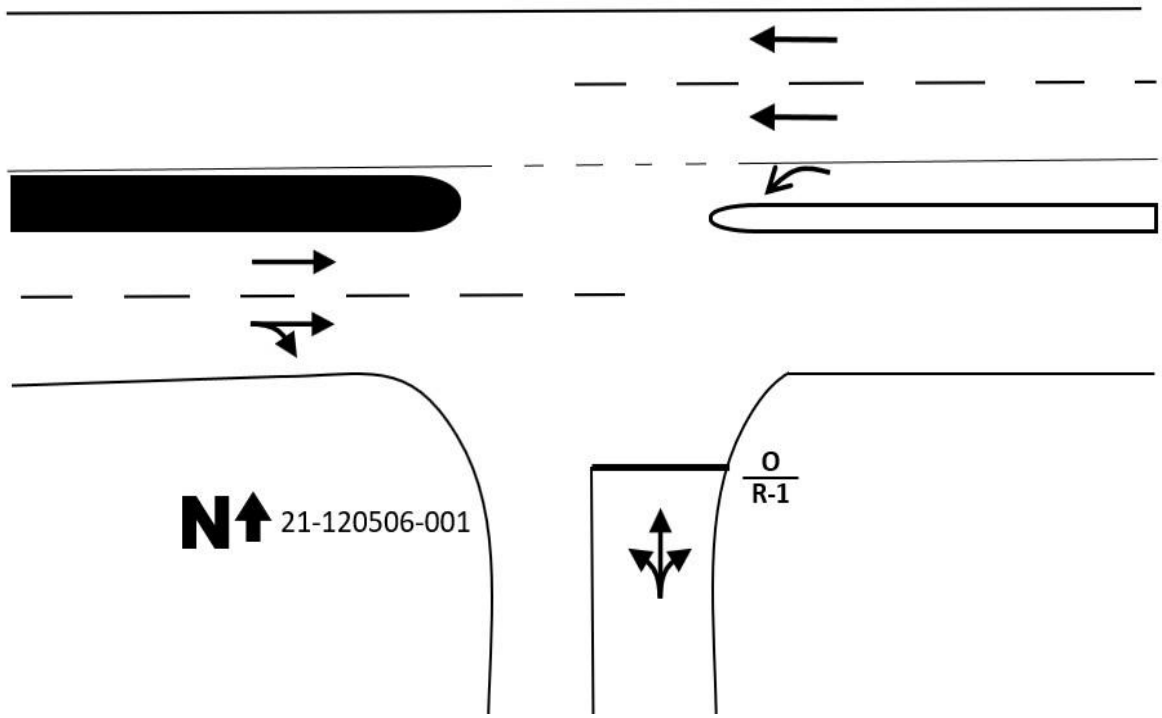
National Data & Surveying Services

| | |
|---|---|
| Site Code: | **21-120506-001** |
| Date: | **11/18/2021** |
| Weather: | **Sunny** |
| City: | **Palm Harbor** |
| County: | **Pinellas** |
| Count Times: | **16:00 - 18:00** |
| Control: | **1-Way Stop (NB)** |

N

N/S Street: **Millridge Rd**

Speed: **N/A**



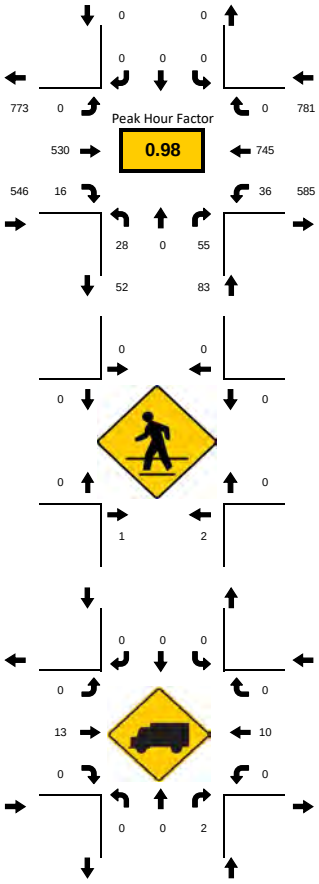

E/W Street: **CR 880/ E Klosterman Rd**

Speed: **40 MPH**

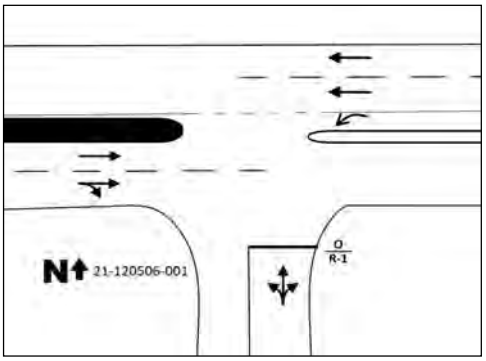
**LOCATION:** Millridge Rd & CR 880/E Klosterman Rd
**CITY/STATE:** Palm Harbor, FL

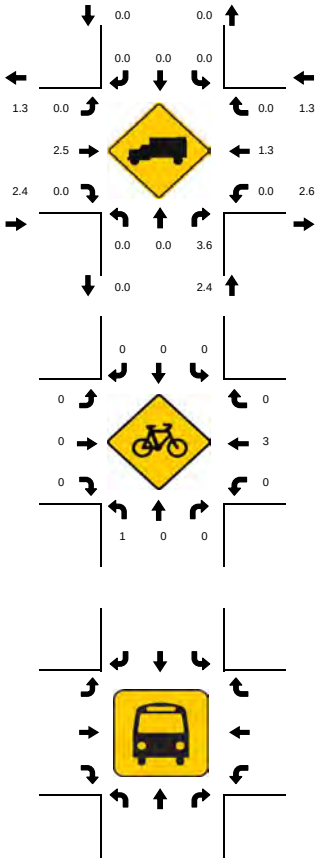
**PROJECT ID:** 21-120506-001
**DATE:** 11/18/2021

**Peak-Hour: 04:15 PM - 05:15 PM**
**Peak 15-Minute: 04:45 PM - 05:00 PM**




National Data & Surveying Services



| 15-Min Count Period Beginning At | Millridge Rd Northbound | | | | | Millridge Rd Southbound | | | | | CR 880/E Klosterman Rd Eastbound | | | | | CR 880/E Klosterman Rd Westbound | | | | | Total | Hourly Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Left | Thru | Rgt | U | R* | Left | Thru | Rgt | U | R* | Left | Thru | Rgt | U | R* | Left | Thru | Rgt | U | R* | | |
| 04:00 PM | 4 | 0 | 11 | 0 | | 0 | 0 | 0 | 0 | | 0 | 111 | 2 | 0 | | 4 | 155 | 0 | 0 | | 287 | 1338 |
| 04:15 PM | 8 | 0 | 13 | 0 | | 0 | 0 | 0 | 0 | | 0 | 133 | 3 | 0 | | 8 | 186 | 0 | 1 | | 352 | 1410 |
| 04:30 PM | 8 | 0 | 14 | 0 | | 0 | 0 | 0 | 0 | | 0 | 127 | 2 | 0 | | 12 | 175 | 0 | 0 | | 338 | 1403 |
| 04:45 PM | 6 | 0 | 16 | 0 | | 0 | 0 | 0 | 0 | | 0 | 132 | 2 | 0 | | 9 | 195 | 0 | 1 | | 361 | 1404 |
| 05:00 PM | 6 | 0 | 12 | 0 | | 0 | 0 | 0 | 0 | | 0 | 138 | 9 | 0 | | 5 | 189 | 0 | 0 | | 359 | 1350 |
| 05:15 PM | 2 | 0 | 6 | 0 | | 0 | 0 | 0 | 0 | | 0 | 112 | 3 | 0 | | 7 | 215 | 0 | 0 | | 345 | 991 |
| 05:30 PM | 5 | 0 | 8 | 0 | | 0 | 0 | 0 | 0 | | 0 | 128 | 3 | 0 | | 3 | 192 | 0 | 0 | | 339 | 646 |
| 05:45 PM | 5 | 0 | 10 | 0 | | 0 | 0 | 0 | 0 | | 0 | 102 | 5 | 0 | | 6 | 179 | 0 | 0 | | 307 | 307 |

| Peak 15-Min Flowrates | Northbound | | | | | Southbound | | | | | Eastbound | | | | | Westbound | | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Left | Thru | Rgt | U | R* | Left | Thru | Rgt | U | R* | Left | Thru | Rgt | U | R* | Left | Thru | Rgt | U | R* | |
| All Vehicles | 32 | 0 | 64 | 0 | | 0 | 0 | 0 | 0 | | 0 | 552 | 36 | 0 | | 48 | 780 | 0 | 4 | | **1516** |
| Heavy Trucks | 0 | 0 | 4 | | | 0 | 0 | 0 | | | 0 | 28 | 0 | | | 0 | 16 | 0 | | | **48** |
| Pedestrians | | 8 | | | | | 0 | | | | | 0 | | | | | 0 | | | | **8** |
| Bicycles | 4 | 0 | 0 | | | 0 | 0 | 0 | | | 0 | 0 | 0 | | | 0 | 12 | 0 | | | **16** |
| Railroad | | | | | | | | | | | | | | | | | | | | | |
| Stopped Buses | | | | | | | | | | | | | | | | | | | | | |

2020 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
CATEGORY: 1500  PINELLAS COUNTYWIDE

MOCF: 0.90

| WEEK | DATES | SF | PSCF |
|---|---|---|---|
| * 1 | 01/01/2020 - 01/04/2020 | 1.02 | 1.13 |
| * 2 | 01/05/2020 - 01/11/2020 | 0.94 | 1.04 |
| * 3 | 01/12/2020 - 01/18/2020 | 0.85 | 0.94 |
| * 4 | 01/19/2020 - 01/25/2020 | 0.84 | 0.93 |
| * 5 | 01/26/2020 - 02/01/2020 | 0.82 | 0.91 |
| * 6 | 02/02/2020 - 02/08/2020 | 0.81 | 0.90 |
| * 7 | 02/09/2020 - 02/15/2020 | 0.79 | 0.88 |
| * 8 | 02/16/2020 - 02/22/2020 | 0.83 | 0.92 |
| * 9 | 02/23/2020 - 02/29/2020 | 0.86 | 0.96 |
| *10 | 03/01/2020 - 03/07/2020 | 0.90 | 1.00 |
| *11 | 03/08/2020 - 03/14/2020 | 0.94 | 1.04 |
| *12 | 03/15/2020 - 03/21/2020 | 0.97 | 1.08 |
| *13 | 03/22/2020 - 03/28/2020 | 1.11 | 1.23 |
| 14 | 03/29/2020 - 04/04/2020 | 1.25 | 1.39 |
| 15 | 04/05/2020 - 04/11/2020 | 1.39 | 1.54 |
| 16 | 04/12/2020 - 04/18/2020 | 1.53 | 1.70 |
| 17 | 04/19/2020 - 04/25/2020 | 1.42 | 1.58 |
| 18 | 04/26/2020 - 05/02/2020 | 1.32 | 1.47 |
| 19 | 05/03/2020 - 05/09/2020 | 1.21 | 1.34 |
| 20 | 05/10/2020 - 05/16/2020 | 1.10 | 1.22 |
| 21 | 05/17/2020 - 05/23/2020 | 1.08 | 1.20 |
| 22 | 05/24/2020 - 05/30/2020 | 1.06 | 1.18 |
| 23 | 05/31/2020 - 06/06/2020 | 1.04 | 1.16 |
| 24 | 06/07/2020 - 06/13/2020 | 1.02 | 1.13 |
| 25 | 06/14/2020 - 06/20/2020 | 1.00 | 1.11 |
| 26 | 06/21/2020 - 06/27/2020 | 1.01 | 1.12 |
| 27 | 06/28/2020 - 07/04/2020 | 1.02 | 1.13 |
| 28 | 07/05/2020 - 07/11/2020 | 1.02 | 1.13 |
| 29 | 07/12/2020 - 07/18/2020 | 1.03 | 1.14 |
| 30 | 07/19/2020 - 07/25/2020 | 1.03 | 1.14 |
| 31 | 07/26/2020 - 08/01/2020 | 1.03 | 1.14 |
| 32 | 08/02/2020 - 08/08/2020 | 1.02 | 1.13 |
| 33 | 08/09/2020 - 08/15/2020 | 1.02 | 1.13 |
| 34 | 08/16/2020 - 08/22/2020 | 1.02 | 1.13 |
| 35 | 08/23/2020 - 08/29/2020 | 1.02 | 1.13 |
| 36 | 08/30/2020 - 09/05/2020 | 1.02 | 1.13 |
| 37 | 09/06/2020 - 09/12/2020 | 1.02 | 1.13 |
| 38 | 09/13/2020 - 09/19/2020 | 1.02 | 1.13 |
| 39 | 09/20/2020 - 09/26/2020 | 1.01 | 1.12 |
| 40 | 09/27/2020 - 10/03/2020 | 1.00 | 1.11 |
| 41 | 10/04/2020 - 10/10/2020 | 0.99 | 1.10 |
| 42 | 10/11/2020 - 10/17/2020 | 0.98 | 1.09 |
| 43 | 10/18/2020 - 10/24/2020 | 0.99 | 1.10 |
| 44 | 10/25/2020 - 10/31/2020 | 0.99 | 1.10 |
| 45 | 11/01/2020 - 11/07/2020 | 1.00 | 1.11 |
| 46 | 11/08/2020 - 11/14/2020 | 1.00 | 1.11 |
| 47 | 11/15/2020 - 11/21/2020 | 1.01 | 1.12 |
| 48 | 11/22/2020 - 11/28/2020 | 1.01 | 1.12 |
| 49 | 11/29/2020 - 12/05/2020 | 1.01 | 1.12 |
| 50 | 12/06/2020 - 12/12/2020 | 1.02 | 1.13 |
| 51 | 12/13/2020 - 12/19/2020 | 1.02 | 1.13 |
| 52 | 12/20/2020 - 12/26/2020 | 0.94 | 1.04 |
| 53 | 12/27/2020 - 12/31/2020 | 0.85 | 0.94 |

* PEAK SEASON

# TRAFFIC VOLUMES
# AT STUDY INTERSECTIONS

**INTERSECTION:** East Klosterman Road & Millridge Road/Driveway 1
**COUNT DATE:** November 18, 2021
**PM PEAK HOUR FACTOR:** 0.98

| "PM EXISTING TRAFFIC" | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | NBU | NBL | NBT | NBR | SBU | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| PM Raw Turning Movements | 0 | | 530 | 16 | 2 | 34 | 745 | | | 28 | | 55 | | | | |
| Peak Season Correction Factor | 1.120 | 1.120 | 1.120 | 1.000 | 1.120 | 1.000 | 1.120 | 1.120 | 1.120 | 1.000 | 1.120 | 1.000 | 1.120 | 1.120 | 1.120 | 1.120 |
| **PM EXISTING CONDITIONS** | **0** | | **594** | **16** | **2** | **34** | **834** | | | **28** | | **55** | | | | |

| "PM BACKGROUND TRAFFIC" | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | NBU | NBL | NBT | NBR | SBU | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Years To Buildout | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 |
| Yearly Growth Rate | 2.0% | 2.0% | 2.0% | 2.0% | 2.0% | 2.0% | 2.0% | 2.0% | 2.0% | 2.0% | 2.0% | 2.0% | 2.0% | 2.0% | 2.0% | 2.0% |
| PM BACKGROUND TRAFFIC GROWTH | 0 | | 36 | 1 | 0 | 2 | 51 | | | 2 | | 3 | | | | |
| **PM NON-PROJECT TRAFFIC** | **0** | | **630** | **17** | **2** | **36** | **885** | | | **30** | | **58** | | | | |

| "PROJECT DISTRUBUTION" LAND USE | TYPE | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | NBU | NBL | NBT | NBR | SBU | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Pass-By Distribution | Entering | | | | | | | | | | | | | | | | |
| | Exiting | | | | | | | | | | | | | | | | |
| Net New Distribution | Entering | | | | 19.0% | | 24.0% | | | | | | | | | | |
| | Exiting | | | | | | | | | | 19.0% | | 24.0% | | | | |

| "PM PROJECT TRAFFIC" LAND USE | TYPE | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | NBU | NBL | NBT | NBR | SBU | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Project Trips | Pass - By | | | | | | | | | | | | | | | | |
| | Net New | | | | 20 | | 26 | | | | 12 | | 15 | | | | |
| **PM TOTAL PROJECT TRAFFIC** | | | | | **20** | | **26** | | | | **12** | | **15** | | | | |
| **PM TOTAL TRAFFIC** | | **0** | | **630** | **37** | **2** | **62** | **885** | | | **42** | | **73** | | | | |

| Intersection | |
|---|---|
| Int Delay, s/veh | 1.5 |

| Movement | EBT | EBR | WBU | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | |
| Traffic Vol, veh/h | 630 | 37 | 2 | 62 | 885 | 42 | 73 |
| Future Vol, veh/h | 630 | 37 | 2 | 62 | 885 | 42 | 73 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | - | None | - | None |
| Storage Length | - | - | - | 160 | - | 0 | - |
| Veh in Median Storage, # | 0 | - | - | - | 0 | 1 | - |
| Grade, % | 0 | - | - | - | 0 | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 3 | 3 | 2 | 3 | 3 | 3 | 4 |
| Mvmt Flow | 685 | 40 | 2 | 67 | 962 | 46 | 79 |

| Major/Minor | Major1 | | Major2 | | | Minor1 | |
|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 0 | 0 | 725 | 725 | 0 | 1324 | 363 |
| Stage 1 | - | - | - | - | - | 705 | - |
| Stage 2 | - | - | - | - | - | 619 | - |
| Critical Hdwy | - | - | 6.44 | 4.16 | - | 6.86 | 6.98 |
| Critical Hdwy Stg 1 | - | - | - | - | - | 5.86 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | 5.86 | - |
| Follow-up Hdwy | - | - | 2.52 | 2.23 | - | 3.53 | 3.34 |
| Pot Cap-1 Maneuver | - | - | 498 | 867 | - | 146 | 628 |
| Stage 1 | - | - | - | - | - | 448 | - |
| Stage 2 | - | - | - | - | - | 497 | - |
| Platoon blocked, % | - | - | | | - | | |
| Mov Cap-1 Maneuver | - | - | 841 | 841 | - | 134 | 628 |
| Mov Cap-2 Maneuver | - | - | - | - | - | 267 | - |
| Stage 1 | - | - | - | - | - | 448 | - |
| Stage 2 | - | - | - | - | - | 456 | - |

| Approach | EB | WB | NB |
|---|---|---|---|
| HCM Control Delay, s | 0 | 0.7 | 17.2 |
| HCM LOS | | | C |

| Minor Lane/Major Mvmt | NBLn1 | EBT | EBR | WBL | WBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | 420 | - | - | 841 | - |
| HCM Lane V/C Ratio | 0.298 | - | - | 0.083 | - |
| HCM Control Delay (s) | 17.2 | - | - | 9.7 | - |
| HCM Lane LOS | C | - | - | A | - |
| HCM 95th %tile Q(veh) | 1.2 | - | - | 0.3 | - |