

**TBRPM v6.1 Release**  
**March, 2008**

**UPDATES TO**  
**TAMPA BAY REGIONAL PLANNING MODEL**

**Model Structure Changes:**

Structural Changes for TBRPM v6.1

- Minor updates to HTML Reporting in Trip Generation and MOE
- Adjusted model structure to adhere to new Cube Voyager 4.2.2 requirements for column names; renaming “Facility\_TY” to “FacI\_Type” and “Construction” to “Constructn” throughout all of the Voyager scripts. Issue was a result of using the converted column names used by Cube Voyager when saving a TranPlan network into a Voyager formatted network.

**LRTP Amendments / Network Changes**

New Network Changes for TBRPM v6.1

- Corrected Fishhawk Blvd for two links in 2025 Cost Affordable Network to be 4 lanes and not 2; 2015 CA and 2025 ND plan were OK.
- Modified Transit stop Coding for Future Year 2025 Pinellas rail “M10L8” transit route to match Station Locations along Alt 19

New Network Changes for TBRPM v6.0

- Fishhawk Blvd from Bell Shoals Rd to Lithia Pinecrest Rd changed from a 2 lane undivided to a 4 lane divided roadway in the 2015 and 2025 Cost Affordable Networks
- Lithia Pinecrest Rd from Bloomingdale to Lithia Ridge Blvd / Adelaide Ave changed from a 2 lane undivided to a 4 lane divided roadway in the 2015 and 2025 Cost Affordable Networks
- Bell Shoals Rd from Bloomingdale Ave to Fishhawk Blvd changed from a 2 lane undivided to a 4 lane divided roadway in the 2015 and 2025 Cost Affordable Networks
- Race Track Rd from Countryway Blvd / Nine Eagles Dr to S Mobley Rd changed from a 2 lane undivided to a 4 lane divided roadway in the 2015 and 2025 Cost Affordable Networks
- Columbus Dr Ext from Falkenburg Rd to US 301 was confirmed as new 4 lane divided road construction; previously shown in the 2015 and 2025 Cost Affordable Networks as such
- Node 17681 in the 2025 CA TBRPM 5.2 network did not connect with its ramp properly and was corrected; the other networks 2015 CA and 2025 Needs were OK
- Per FDOT, deleted link from node 16642 to 10328 due to reconstructed ramp and realignment for the 2015 and 2025 Cost Affordable and the 2025 Needs Networks; needed to then re-align 4 express bus routes, 8 in the 2025 Needs Network, due to the correction
- Per FDOT, corrected number of lanes for links 10233 – 10232 and 10232 - 10768 from 6 to 8 for the 2015 and 2025 Cost Affordable Networks, respectively

**Zonal Data Changes**

No New Data Changes for TBRPM v6.1

No New Data Changes for TBRPM v6.0