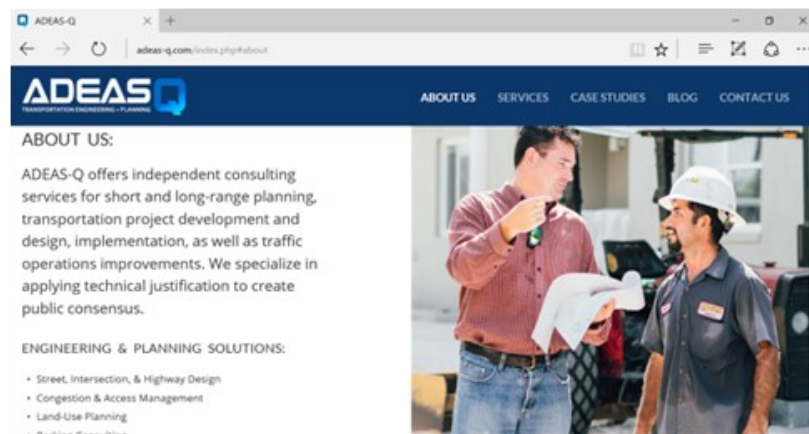


From the President

This year continues to be a year of diversification for **ADEAS-Q**. We have grown upon working with local governments to meet their transportation initiatives. Initiatives that focus on urban redevelopment and multi-modal improvements continue to be a staple of our firm's growth and success. Complex alternatives analysis on how to best redevelop urban intersections has been a focus this past year. **ADEAS-Q** has recently been active with grant applications for various local governments via several different State and Federal funding opportunities. We look forward toward continued diversification and growth in the year ahead. Please enjoy this issue of *Connection*.

New Website Unveiled

ADEAS-Q recently unveiled our new webpage, which contains some significant upgrades. Upgrades include a dynamic interface for better navigation among a growing variety of computer devices. Other upgrades include enhanced graphical layouts along with a new and larger list of project experience case studies. This upgrade demonstrates our investment toward meeting the needs within the ever-changing technical environment. Our webpage continues to grow as a resource for people interested learning more about our culture and philosophy, and can be viewed at www.ADEAS-Q.com. Please enjoy and contact us with any questions.

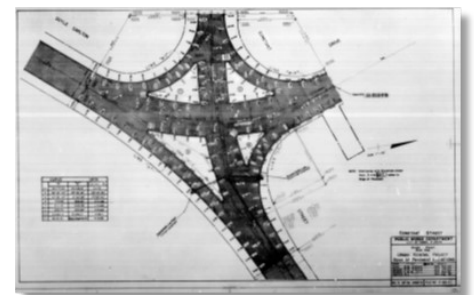


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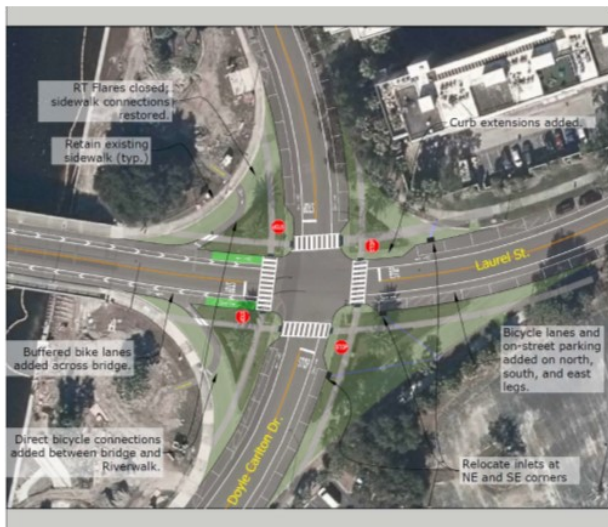
Project Spotlight—Laurel Street & Doyle Carlton Drive Intersection

Doyle Carlton Drive serves as an important north-south thoroughfare for areas next to the developing Arts and Riverwalk sections of Downtown. While there is an emphasis for improved pedestrian and multi-modal connectivity, the Laurel Street intersection at Doyle Carlton Drive has an auto-centric suburban design and traffic control. The current infrastructure is outdated and in conflict with the objectives for this redeveloping neighborhood. Based on our evaluation, both proposed alternatives (All-Way Stop or Roundabout) provide high level of service to motor vehicle traffic while dramatically improving the intersection for people walking and bicycling. Both alternatives also provide significant opportunities for a strong connection with the Tampa Riverwalk and better efficiency of public space. Consideration for traffic with the adjacent drawbridge was also included. Activities include:

- Traffic Operations Analysis
- Preliminary Designs
- Cost Estimation
- Multi-modal Accommodations
- Parking Analysis



Previous 1967 design



All-Way Stop Control (AWSC) Alternative



Roundabout Alternative

In the Next Issue...



To improve the City of Naples infrastructure and to protect the traffic signal system from damage during tropical storms, the City has been replacing span-wire and concrete pole traffic signal systems. Questions arose if the remaining locations needing replacement still justify traffic signals considering today's traffic data, or if other forms of traffic control may offer a better solution. Therefore, **ADEAS-Q** was tasked to evaluate recent traffic volumes, survey data, crash data, aesthetics, and multi-modal access to determine whether the existing traffic signals are still the best design alternative. More to come, stay tuned...





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www.adeas-q.com

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ADEAS-Q Provided Services

- Complete Street, Intersection, and Highway Design
- Congestion and Access Management
- Parking Consulting
- Traffic Engineering Services for Civil and Environmental Project Development
- Land-Use Planning and Transportation Policy
- Grant Funding Assistance