

**UNITED STATES DISTRICT COURT**  
**MIDDLE DISTRICT OF FLORIDA**  
**TAMPA DIVISION**

**HASANI JACKSON,**

Plaintiff,

**Case No.: 8:26-cv-00979-TBP-AEP**

v.

Honorable Thomas P. Barber  
Magistrate Anthony E. Porcelli

**CITY OF TAMPA and  
AMERICAN TRAFFIC SOLUTIONS (“ATS”), INC.**

Defendants.

\_\_\_\_\_ /

**AFFIDAVIT OF BRIAN CECCARELLI, P.E.**

**BRIAN CECCARELLI**, being duly sworn deposes and says:

1. I am a licensed professional engineer in the State of North Carolina. License #043760.
2. I own a licensed professional engineering firm in the State of North Carolina. Firm license #P-1693.

3. I graduated from the University of Arizona with a bachelor of science in physics.
4. I am an expert in traffic signal timing as it relates to photo-enforcement.
5. I have served as an expert in photo-enforcement civil cases in New York, North Carolina, Georgia and Florida.
6. I am a traffic signals timing expert for the Institute of Transportation Engineers (“ITE”). I served as an expert in its traffic signal timing panel at its 2015 international convention in Florida, and contributed to ITE’s 2020 Yellow Change Interval Guidelines.
7. I have presented [seminars](#) on the physics of the yellow signal light for the Professional Engineers of North Carolina, National Society of Professional Engineers, Autonomous Vehicles Symposia in Germany and Michigan, and for others.
8. Based upon universal engineering principles, I have successfully assisted in the removal of red light cameras from the entire state of North Carolina and from Suffolk County, New York.
9. I led the chain of events which resulted in ITE confessing that its “yellow change interval math formula” is wrong and that it makes *everyone* run red lights. For example, the City of Tampa, population 420,000, has issued over 1 million red-light camera tickets.

10. I led the chain of events which resulted in the Federal Highway Administration (“FHWA”) rejecting all ITE yellow change interval formulas. In 2023, the FHWA removed references to the ITE formula from both its Manual of Uniform Traffic Control Devices (“MUTCD”) and from the FHWA web site. The federal government now recognizes that the ITE formula is NOT an engineering practice.

### **Engineering Malpractice**

11. The magnitude of Jackson’s case emerges when one understands the vulnerability of the red-light camera industry. The industry relies solely on a simple math mistake in the ITE formula that calculates yellow light durations. Without the City of Tampa and all other jurisdictions in the United States using the ITE formula, there would be no red-light cameras.

Below I present exactly what the yellow light demands of drivers. I point out the high-school level math mistake in the formula. Though I made this video for the Professional Engineers of North Carolina, non-engineers will also understand:

<https://youtu.be/uqZNdvkSfQ4?si=E4Tx-rmuRbMxSCTR>

12. *Unlawful*: Using the ITE Formula is unlawful. Bad math violates a federal regulation and every State's engineering practice statute. Here are the statutory stepping stones:

- a. [23 CFR 655.601\(a\) Subpart F](#) → MUTCD. The [MUTCD](#), among many other things, defines the design and operational standards required by traffic signals in the United States.
- b. [Florida Statute Title XXIII 316.0745\(2\)](#) adopts the MUTCD as law. All states have a similar statute.
- c. [MUTCD 4F.17\(03\)](#) mandates that “yellow change intervals shall be determined by *engineering practices*.”
- d. “Engineering practice” is the key term.
- e. [MUTCD 4F.17\(03\)](#) → Florida's statute [Title XXXII 417.005\(7\)](#). This statute defines “engineering practice” as the “application of the mathematical and physical sciences”. This definition sifts what is engineering from what is not engineering. “Engineering judgment”, a term traffic engineers use often, does not automatically qualify that what the engineer does is an engineering practice. For example, an engineer saying  $2 + 2 = 5$  does qualify as an engineering practice.
- f. The ITE formula is misapplications of the mathematical and physical sciences.

- g. Therefore, Tampa and the FDOT unlawfully use the ITE formula, as do all jurisdictions in the USA.
- h. The ITE formula is a standard of *practice*, not a standard of *care*. This is a crucial legal distinction. To rise to the bar of an engineering standard of care, the practice first has to be a correct application of math and physics. The ITE formula does not rise to the level of a standard of care. Though all DOTs use the ITE formula, popularity does not make the ITE formula correct. To illustrate, it was popular for a thousand years that the earth was the center of the solar system.

13. Red-light camera firms, their city partners and DOTs strive to conceal the error of the “2”.

### **Proper Venue**

14. Federal Court is the proper venue for two reasons. 1) Jackson’s case starts with a violation of a federal regulation. 2) The federal government is the only legal entity that does not profit from red-light cameras. It can be impartial.

### **The Case of Hasani Jackson**

Jackson is the poster child for everything wrong about the red-light camera industry.

15. Jackson was riding his motorcycle westbound on Adamo Drive (aka SR60) approaching SR45. (SR = State Route)
16. Crash occurred on January 15, 2012 at 5:19 pm according to the Tampa police.
17. American Traffic Solutions (“ATS”) had placed a red-light camera monitoring this *specific* approach at this *specific* intersection.
18. The light turned yellow.
19. The car in front of Jackson slammed on his brakes.
20. To avoid a head-on the collision, Jackson laid down his motorcycle. Had Jackson not laid down his motorcycle, his body would have been crushed or severed. Nonetheless, Jackson is still suffering from physical injuries from that crash.

### **Impossible for Jackson Not to Crash**

21. Human Factors. Jackson, like all drivers, does not expect any vehicle to do an emergency stop for a yellow light. Yellow lights are about safe comfortable stopping, not just “safe” stopping.
22. Approaching a yellow light is an expected event. An *expected event* is a traffic engineering term. An expected event is an event for which the human mind can

prepare in advance an appropriate course of action. When a driver approaches a signalized intersection, he can *expect* the light to turn yellow. The driver is already mentally prepared to take action if the light turns yellow.

23. Jackson is approaching the intersection. Jackson is in *expected* mode. Light turns yellow. Jackson decides to proceed into the intersection. Jackson's decision to proceed cannot be undone in time to compensate for the emergency stop the car in front of him just performed. It would take about 10 seconds for Jackson's mind to recalibrate from its established decision to proceed to the opposite decision of an emergency stop.

24. Some may posit that Jackson should have been traveling at a safe stopping distance from the car in front of him. That argument is invalid. That argument applies only to the sudden occurrence of a hazard when the human mind is *not* already in expected mode. Jackson had already made up his mind to proceed.

## **Engineering Summary**

25. On Jan 15, 2012, this intersection had an exceptionally short yellow light. The [preliminary traffic signalization](#) plan from 1988 states that the yellow is 4.0

seconds. 4.0 seconds is about 1 second shorter than the ITE formula. See Expert's Appendix A.

26. The City of Tampa says that the speed limit was 40 mph in 1988. I conclude that from the preliminary signalization plan. 4.0 seconds is for 40 mph.

27. The City of Tampa says that the speed limit on this road was increased to [50 mph in 1996](#). At the time of Jackson's crash, the Tampa police recorded that the speed limit is 50 mph. See Expert's Appendix B.

28. Short yellow lights create dilemma zones.

29. The ITE formula, with and without the additional 1 second shortfall, always creates dilemma zones. Because all jurisdictions in the United States use the ITE formula, dilemma zones exist at every signalized intersection in the United States.

30. Dilemma zones are engineering defects. Dilemma zones force drivers to unintentionally run red lights. I assert the word "forced" because driver behavior cannot be altered to change the laws of physics.

31. A dilemma zone is a segment of roadway upstream from the intersection where if a vehicle approaches the intersection when the light turns yellow, the driver neither has the distance to comfortably stop nor the time to reach the intersection before the light turns red. By the laws of physics, the driver must run a red light.

32. According to the Tampa police report, Jackson's motorcycle slid to a position 100 ft upstream from the intersection. I extrapolate that Jackson was in the dilemma zone when the light turned yellow.
33. By the reaction of the driver in the car in front of Jackson, the car was by definition, in a dilemma zone. Slamming on the brakes for a yellow is the typical response when entrapped by a dilemma zone in the presence of law enforcement.
34. The dilemma zone begins 690 ft upstream from the intersection and ends 334 ft upstream from the intersection. The dilemma zone is 356 ft long. That is longer than a football field. I computed the length of the dilemma zone given the math, physics of thru movement kinematics, 4 second yellow, approach speed > posted speed limit by 7 mph = 57 mph, and human factors for all allowable drivers and vehicles (2.6 seconds perception-reaction time, 7.4 ft/s<sup>2</sup> deceleration) on the road. I inputted the human factors as measured by Dr. Timothy Gates on page 87 in his article [Dilemma Zone Driver Behavior as a Function of Vehicle Type, Time of Day and Platooning](#).
35. In 2012, the City of Tampa used human factors for the 50<sup>th</sup> percentile drivers and vehicles on the road. Using the 50<sup>th</sup> percentile, Tampa created a dilemma zone that starts at 433 ft upstream from the intersection and ends 334 ft upstream from the intersection. The dilemma zone is 99 ft long. 99 ft is still very very long.

36. By Tampa using the 50<sup>th</sup> percentile vehicle and driver, Tampa has chosen to make *half* its driving population run red lights. To use percentiles in a calculation instead of including the complete range of normal driver behavior, is engineering malpractice. Mathematically, it is called “misapplying stochastic methods.” Misapplying the mathematical sciences is unlawful under Florida’s engineering practice statute.
37. There are two types of dilemma zones. [Type I and Type II](#). A Type I dilemma assumes the driver makes his stop/go decision without hesitation. My computations is #34 and #35 are for Type I dilemmas. But if a driver is near the critical point (the point on the road where the decision to stop must turn into go), it is more difficult for a driver to decide what to do. A longer dilemma zone forms. The longer zone is called a Type II dilemma, also called an “indecision zone.” A Type II dilemma zone envelopes the Type I zone with at least an additional 50 feet on both sides of the Type 1 zone.
38. Both Jackson and the car in front of Jackson were in the dilemma zone. Type I or II does not matter. Both have a dilemma.
39. By the laws of physics, the City of Tampa was going to force both car and Jackson to run a red light.

40. The driver in the car knows there is a red-light camera taking vigil at the intersection. The City of Tampa and American Traffic Solutions placed a red-light camera warning sign there.
41. To avoid getting a ticket, the driver of the car in front of Jackson decides to slam on his brakes.
42. No one disputes, not even red-light camera firms, that red-light cameras consistently cause more rear-end collisions. When drivers are not sure whether to stop or go, they will stop abruptly to avoid getting a ticket.
43. Because the red-light camera increases rear-end crashes, a red-light camera is an engineering defect all by itself. In systems engineering vernacular, the red-light camera system (dependent system) amplifies the defect in the primary system (the traffic signal) causing further harm to the public.

### **Engineering Fraud, Negligence and Incompetence**

44. Tampa provided Jackson with the [1988 final traffic signalization plan](#) for the City of Tampa. This plan was in effect from 1988 to 2014. See Expert's Appendix C.

45. The Controller Timings table in the [1988 preliminary Adamo at SR45](#) signalization plan which Tampa gave to Jackson says that the yellow change interval was 4.0 seconds. (Expert's Appendix A).
46. *Fraud:* At first, Tampa gave Jackson a preliminary plan. Jackson's reliance on this plan was Tampa's intent. A preliminary plan is a red herring. Preliminary plans carry no legal authority. They are invalid in Court.
47. Jackson asked for the final plan again.
48. *Fraud:* Tampa gives Jackson the final traffic signalization plan but Tampa intentionally *blotted out* the yellow light duration. The yellow light duration is usually shown in a row "YELLOW CLR" in a plan's Controller Timings table. Tampa blotted out the entire Controller Timings table in the SR45 intersection plan. The table appears in the other signalization plans.
- The file of [final 1988 signalization plans](#) that Tampa gave Jackson contains other intersections. Compare the different plans of pages 1, 2 and 3. Jackson's Adamo at SR45 plan is the first page. Note the blank square at the bottom left. Look at pages 2 and 3 for the other plans.
49. On November 14, 1996, the City of Tampa increased the speed limit on the westbound approach to SR45 on [Adamo Drive from 40 mph to 50 mph](#). (Expert's Appendix B).

50. *Negligence.* When you increase the speed limit, FDOT's [2012 Traffic Engineering Manual](#) (section 3.6-1) mandates the City of Tampa lengthen the yellow change interval by about 1 second. The City of Tampa does not lengthen the yellow. Tampa keeps the yellow duration at 4.0 seconds. In 2012, the FDOT required at least 4.7 seconds.

By 2014, the FDOT required at least 5.1 seconds. 4.7 seconds for one year then increasing to 5.1 seconds a different year, indicates the arbitrary and capricious nature by which the FDOT determines yellow light durations.

51. Sometime before January 15, 2012—the date of the crash, American Traffic Solutions installed a red-light camera on westbound Adamo Dr at SR45. I do not know the exact date because the City of Tampa has not fulfilled Jackson's FOIA request for that information. I suspect Tampa is concealing the date because of the following.

52. *Fraud:* Tampa began its red-light camera program in 2011. The Adamo at SR45 camera was installed before January 15, 2012. That means this camera was the first, or one of the first cameras Tampa and ATS installed. Out of the thousands of intersection approaches in Tampa, Tampa and ATS chose this specific approach at this specific intersection to put a camera. It is not coincidence.

*They knew* there was problem here. The intersection's erroneous yellow time stuck out like a sore thumb. It will be a gold mine.

53. Red-light running is extremely sensitive to even the minutest changes in yellow light durations. I have seen a shortening of 0.1 seconds increase the red-light running rate from 40 to 60 violations / month. I have seen a shortening of 1.0 seconds increase the red-light running rate from 60 to 450 / month.

54. *Fraud:* The City of Tampa refuses to disclose the Adamo at SR45 red-light camera installation plan in effect on January 15, 2012. I conclude that the City of Tampa and American Traffic Solutions are concealing this plan too. Tampa and ATS fear that if disclosed, the plans will reveal the unauthorized practice of engineering by American Traffic Solutions. I contacted the Florida Board of Professional Engineers ("FBPE").

55. *Fraud:* FBPE states that American Traffic Solutions had no [certificate of authorization](#) to practice engineering in Florida in 2012. See Expert's Appendix D. Before 2019, the Florida law Section 471.023 [required engineering firms to hold a Florida certificate of authorization to practice](#) engineering. Moreover, the FBPE implies that ATS has never been authorized to place cameras at any intersection in Florida *until 2024*. That means that all the cameras installed by American Traffic Solutions before 2014 are possibly operating unlawfully.

56.*Fraud:* I suspect that the original red-light camera installation plan for Adamo at SR45 was not signed by a PE. I have caught ATS practicing engineering without a license / certificate of authority in North Carolina, producing plans uncertified by a PE in North Carolina, and hiring PEs to rubberstamp plans in North Carolina (North Carolina Board of Engineers and Land Surveyors (“NCBELS”) cases [V2018-026](#) and [V2018-092](#).)

57.*Perspective:* The unlicensed practice of engineering has worse consequences than the unlicensed practice of medicine. Whereas a quack doctor can harm only about 10 patients a day, a quack engineer can harm tens of thousands of drivers a day.

58.*Fraud:* Tampa provides Jackson with a [red-light camera installation plan from 2017](#). See Appendix E. Tampa hopes Jackson will rely on the 2017 plan and assume that it is valid for 2012.

59.*Fraud.* Tampa sends Jackson a [2014 traffic signalization plan](#) for Adamo at SR45. See Expert’s Appendix F. This plan has a Controller Timings table. The yellow is now 5.1 seconds. Tampa hopes Jackson relies on the misrepresentation that this 2014 yellow time was in effect in 2012.

60.*Fraud and Incompetence:* 5.1 seconds is still too short. Tampa’s 5.1 seconds comes from the ITE formula. The ITE formula handles only the special case of unimpeded thru movements. Unimpeded means there are no obstacles in front

of you to slow you down. (Impeded movements, turning, etc., are different cases that all require longer yellows.) Tampa plugs into the ITE formula a perception reaction time of 1.4 seconds (about the 75<sup>th</sup> percentile of perception reaction times for expected events), a deceleration of 10 ft/s<sup>2</sup> (50<sup>th</sup> percentile deceleration of a passenger sedan on dry pavement) and an approach speed of 50 mph. The plug-in values are unlawful. Tampa's plug-in values result from misapplications of stochastic methods.

Using percentiles for human factors, the FDOT and Tampa are doing the equivalent of, "Let's design a bridge which upholds only the weight of the average passenger sedan. Let's allow SUVs and school buses to cross our bridge too."

61. The proper value for the yellow should be 8.3 seconds. This is according to physics and using the [human factors for expected allowable drivers \(Gates; Dilemma Zone Driver Behavior as a Function of Vehicle Type, Time of Day and Platooning; p 87\)](#). About 8.3 seconds of yellow would accommodate all allowable drivers on the road to lawfully navigate an unimpeded thru movement. (7.6 seconds at 50 mph). Traffic engineers baulk at such a long yellow because it goes against tradition. Their tradition for 61 years has been setting yellows incorrectly.

Do the [calculations](#) yourself. These calculations do not require an “expert”.

## **Nationwide Engineering Malpractice**

62. Jackson’s experience with red-light cameras is a national problem.

63. *Common Perjurious Arguments* by Cities, DOTs and Red-Light Camera Firms:

Traffic engineers have built a cathedral of assumptions to justify their use of the ITE formula. The cathedral contains dozens of assumptions. Traffic engineers venerate each assumption as an idol, using them as false dogmas in depositions and Courts. Each assumption is a lie, half-truth, or some piece of pseudo-science.

I mention a couple of them below to save the Court time. These come up frequently:

- a. “Lengthening the yellow causes drivers to treat the yellow as a green.” I explain where this assumption came from in my video. It was officially debunked in 1961.
- b. “Our 4 second yellow is valid because it is within the range of 3 to 6 seconds. It is a federal standard.” The assumption originates from a MUTCD guideline, not a standard. Guidelines are suggestions, not

mandates, and indicate community disagreement. Also, a range of numbers does not imply that every number in the range is valid.

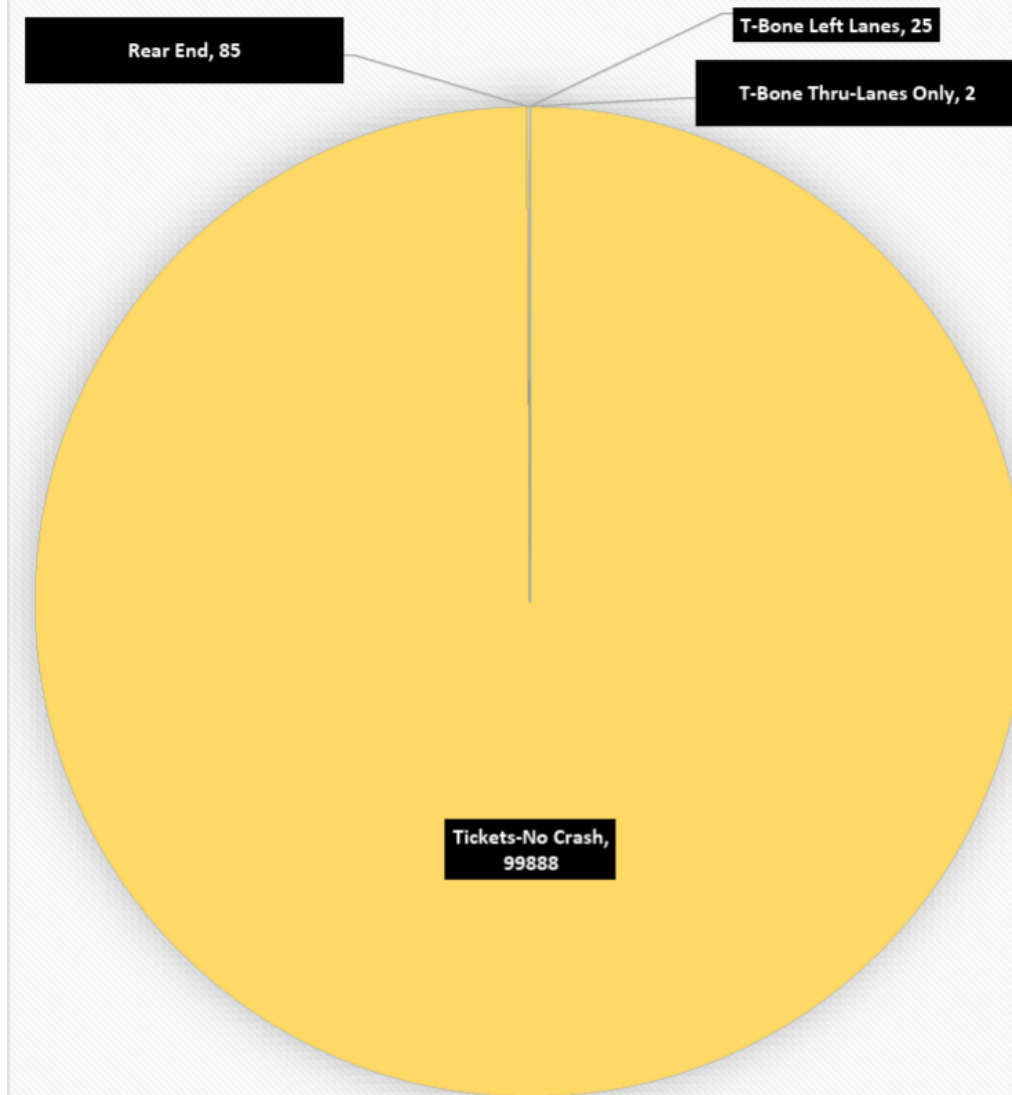
64. *Blame Game*. I mention this to also save the Court time.

- a. When you confront a red-light camera firm about its nefarious exploitation of the yellow light, the firm says, “We do not control yellow lights. Blame the city.”
- b. When you confront the city, the city says, “We just do what our licensed professional engineers tell us to do.”
- c. When you confront licensed professional traffic engineers, they say, “We just do what the state DOT tells us to do. Blame the DOT.”
- d. When you confront the DOT, it says, “We just follow the federal guidelines. Blame the FHWA.”
- e. When you confront the FHWA, the FHWA says, “We get our info from ITE. Ask them.” In 2023, the FHWA stopped using the information from ITE.
- f. When you ask ITE about its own formula, ITE says, “Use it at your own risk.”

65. *Fraud*: Playing the blame game is fraud. Engineering practice statutes obligate all parties to obey, including government agencies. [61G15-26.001 FAC](#). None of these parties can lawfully point the finger.

66. Ultimately the PE is responsible. The PE has *engineering authority* over his employer. The PE tells the employee what to do. It is not the reverse.
67. Government agencies and private firms usually assume the liability of their PE employees.
68. *Fraud:* American Traffic Solutions, like all other red-light firms, misrepresent their product as safety devices. “Safety Program”, “SafeLight”, “Safety Camera”, “Safety Report”. But cameras are not golden nets that descend into the intersection that prevent cars from colliding. The camera’s sole engineering design purpose is to tally red-light runners and mail tickets for money. Alleged benefits after that are assumptions.
- a. *Fraud:* The legal motion of traffic is a different design goal than the safe motion of traffic. This pie chart from [Suffolk County, NY](#) proves the point:

## Crashes 100,000 Red Light Camera Tickets



*Suffolk County, NY: 2015 Annual Red Light Camera Safety Report*

Out of 100,000 red-light camera tickets, only 112 ended in crashes. From my analysis, I know that 90% of those crashes were caused by the ITE formula.

- b. *Fraud.* Traffic engineers do not tell law enforcement that they make drivers run red lights. Instead, traffic engineers choose to mispresent their engineering as accurate. Behind the scenes, however, traffic engineers divide red-light runners into two groups: violators and non-violators. Traffic engineers declare drivers trapped by dilemma zones as “non-violators”. To grok how traffic engineers view red-light running, read NCDOT’s bill [H189](#).
- c. *Fraud:* Before and After Studies. These studies report on the number of crashes before and after red-light cameras are installed. These studies violate the scientific method. Usually published by researchers that have a vested interest in red-light cameras, the studies are a cornucopia of hindsight biases, analyses of wrong data sets, misapplications of stochastic methods, and failures to recognize false hypotheses.
- d. I used the scientific method. The cause of red-light running is the short yellow computed from the ITE formula.

69. There is a solution to the yellow light problem. Remove the 2 from the denominator.

This is the 15th day of September, 2026.

Brian N. Ceccarelli



9/15/2026

State of North Carolina  
County of Wake  
Sworn to and subscribed before  
me this \_\_\_\_ day of \_\_\_\_\_

\_\_\_\_\_  
Notary Public

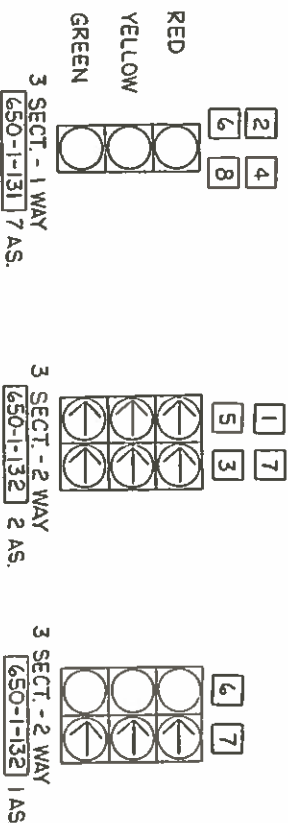
My Commission Expires: \_\_\_\_\_

# **EXPERT'S APPENDIX A**

## **Preliminary Traffic Signalization Plans – 1988**

### **3 Adamo Intersections including SR45 All Have Controller Timings Table**

FOR ADDITIONAL DETAILS OF TRAFFIC SIGNAL INSTALLATION FOR THIS PROJECT, SEE INDEX NOS. 002, 17721, 17727, 17736, 17781, 17841 AND 17870.



SIGNAL HEAD DETAILS

- CONTROLLED OPERATIONS:
- MAJOR STREET IS S.R. 45 (U.S. 41) PHASE 3 (MOVEMENTS 2 AND 6) AND MINOR STREET IS S.R. 60 (ADAMO DR.) PHASE 6 (MOVEMENTS 4 AND 8).
  - STANDARD SIGNAL OPERATING PLAN NO. 10 (EXISTING) WITH THE FOLLOWING:
    - A. EXISTING COMPUTER EQUIPMENT
    - B. THE YIELD POINT SHALL BE THE POINT IN THE CYCLE WHERE THE COORDINATED PHASE 3 (MOVEMENTS 2 AND 6) IS TERMINATED, SUBJECT TO THE PRESENCE OF A CONFLICTING CALL. THE YIELD POINT SHALL BE THE ZERO PERCENT OFFSET POINT OF THE LOCAL CYCLE LENGTH.
  - NEW TIMEBASE COORDINATION UNIT (ITEM NO. 673-1-15) TO BE CONNECTED TO PHASE 3 (MOVEMENTS 2 AND 6).

- NOTES:
- SEE SHEET T-4 GENERAL NOTE SHEET, FOR ALL NOTES PERTAINING TO THIS LOCATION.

TIMINGS ARE INITIAL AND MAY REQUIRE FIELD ADJUSTING

CONTROLLER TIMINGS

| TIMING FUNC.    | 1   | 2   | 3   | 4   | 5   | 6   | 7   | 8   |
|-----------------|-----|-----|-----|-----|-----|-----|-----|-----|
| MOVEMENT NO.    | 1   | 2   | 3   | 4   | 5   | 6   | 7   | 8   |
| MIN. GRN. (INT) | 70  | 70  | 70  | 70  | 70  | 70  | 70  | 70  |
| EXT. (PASS)     | 30  | 30  | 30  | 30  | 30  | 30  | 30  | 30  |
| MAX. GRN. 1     | 200 | 400 | 300 | 400 | 200 | 400 | 300 | 400 |
| MAX. GRN. 2     | —   | —   | —   | —   | —   | —   | —   | —   |
| YELLOW CLR.     | 40  | 40  | 40  | 40  | 40  | 40  | 40  | 40  |
| ALL RED CLR.    | 10  | 15  | 10  | 15  | 10  | 15  | 10  | 15  |
| PEL. WALK       | —   | —   | —   | —   | —   | —   | —   | —   |
| PEL. CLP        | —   | —   | —   | —   | —   | —   | —   | —   |
| RECALL          | —   | —   | —   | —   | —   | —   | —   | —   |

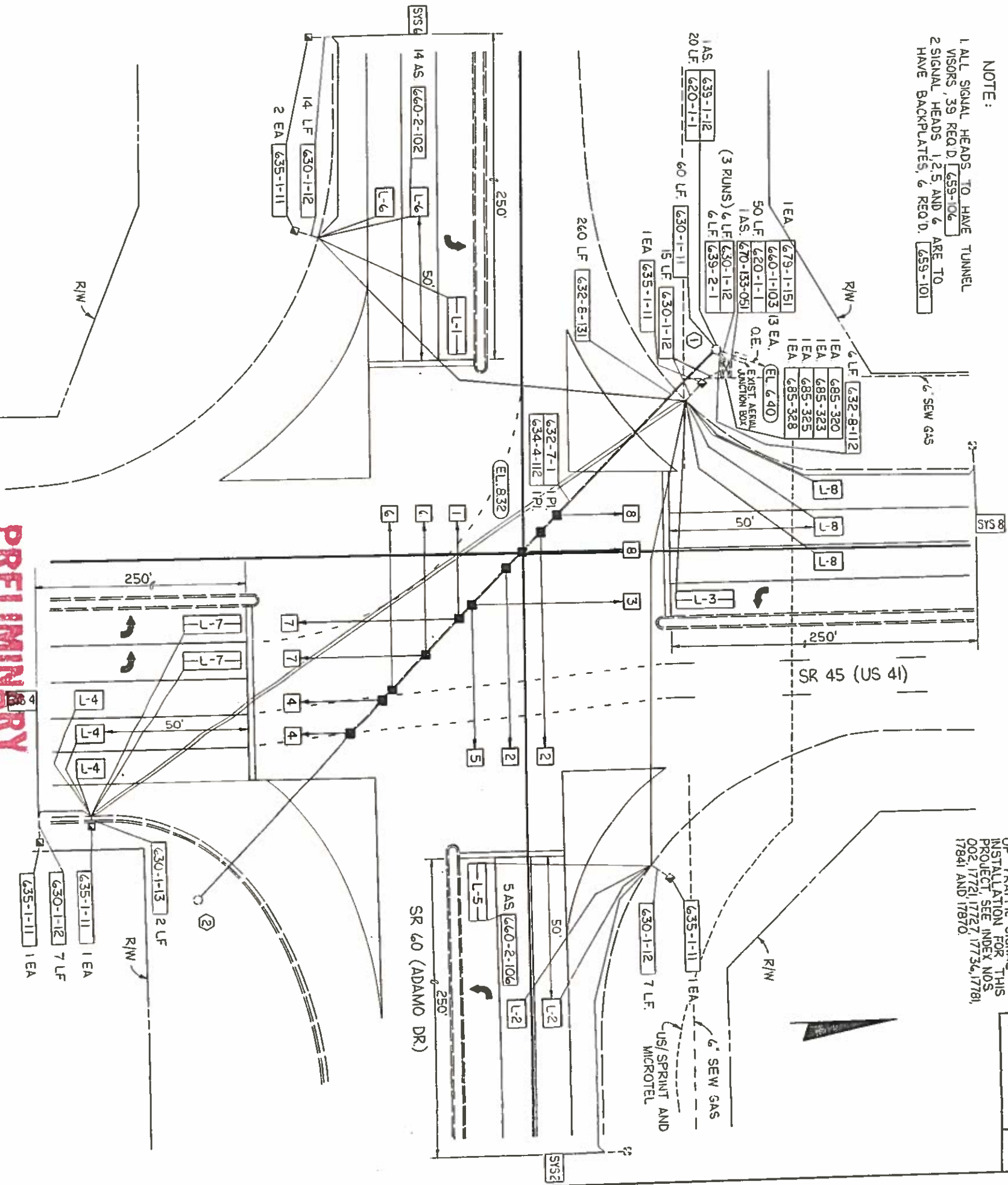
| DETECTORS FOR LOOPS | LOOP | NO. OF LOOPS | DETS. |
|---------------------|------|--------------|-------|
| L-1                 | 1    | 1            | 1     |
| L-2                 | 2    | 1            | 1     |
| L-3                 | 1    | 1            | 1     |
| L-4                 | 3    | 1            | 1     |
| L-5                 | 1    | 1            | 1     |
| L-6                 | 2    | 1            | 1     |
| L-7                 | 2    | 2            | 2     |
| L-8                 | 3    | 1            | 1     |
| SYS 2               | 1    | 1            | 1     |
| SYS 4               | 1    | 1            | 1     |
| SYS 6               | 1    | 1            | 1     |
| SYS 8               | 1    | 1            | 1     |

TRAFFIC CONTROL PLAN FOR SIGNAL INSTALLATION - MAINTAIN TRAFFIC ON EXISTING ROADWAY BY USE OF CASE NO. XXII, FIGURE 1122 OF THE MANUAL ON TRAFFIC CONTROL AND SAFE PRACTICES, 1978.

PRELIMINARY

FEB 10 1988

SUBJECT TO CHANGE



SIGNALIZATION PLANS

FLORIDA DEPARTMENT OF TRANSPORTATION

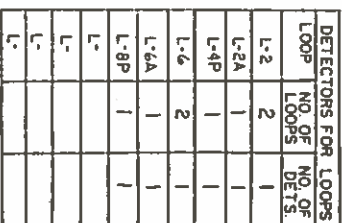
DESIGNED BY: DATE: 12-87  
DRAWN BY: DATE: 9-87  
CHECKED BY: DATE: 12-87  
SUPERVISED BY: DATE: 12-87

REVISIONS: DATE: BY: DESCRIPTION: DATE: BY: DESCRIPTION: DATE: BY: DESCRIPTION:

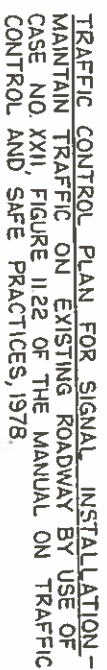


1. MAJOR STREET IS S.R. 60 (ADAMO DR.), PHASE 1 (MOVEMENTS 2 AND 6), AND MINOR STREET IS ORIENT RD., PHASE 2 (MOVEMENTS 4 AND 8).
2. STANDARD SIGNAL OPERATING PLAN NO. 1 WITH THE FOLLOWING:
  - A. COORDINATION ON PHASE 1 (MOVEMENTS 2 AND 6) TIME BASE.
  - B. THE YIELD POINT SHALL BE THE POINT IN THE CYCLE WHERE THE COORDINATED PHASE 1 (MOVEMENTS 2 AND 6) IS TERMINATED. SUBJECT TO THE PRESENCE OF A CONFLICTING CALL, THE YIELD POINT SHALL BE THE ZERO PERCENT OFFSET POINT OF THE LOCAL CYCLE LENGTH.
  - C. FOUR PHASE CONTROLLER TO OPERATE AS TWO PHASE.
3. ITEM NO. 670-AB-CDE SHALL INCLUDE ADDITIONAL COST OF CONCRETE, LABOR AND OTHER MATERIALS FOR CONTROLLER BASE, PAD AND STEPS AS REQUIRED

1. SEE SHEET T-4, GENERAL NOTE SHEET, FOR ALL NOTES PERTAINING TO THIS LOCATION.



TIMINGS ARE INITIAL AND MAY REQUIRE FIELD ADJUSTING  
 CONTROLLER TIMINGS



SUBJECT TO CHANGE

LOCATION NO. 2  
SR 60 (ADAMO DR.) AT ORIENT RD  
SCALE : 1" = 20'

| FLORIDA DEPARTMENT OF TRANSPORTATION |      |       |      |             |      |
|--------------------------------------|------|-------|------|-------------|------|
| NAME                                 | DATE | DRAWN | DATE | APPROVED BY | DATE |
| DESIGNED BY                          | 1-18 | CH    | 9-27 |             |      |
| CHECKED BY                           | 1-21 | CH    | 1-22 |             |      |
| SUPERVISED BY                        | CH   |       |      |             |      |

HEADS 2 & 6 TO HAVE BACKPLATES, 4 REQ'D. 659-101

ALL SIGNAL HEADS TO HAVE TUNNEL VISORS, 24 REQ'D. 659-106

3-SECT, 1-WAY 650-1-131 8 AS.

SIGNAL HEAD DETAILS

CONTROLLER OPERATIONS:

1. MAJOR STREET IS SR 60 (ADAMO DR.), PHASE 1 (MOVEMENTS 2 & 6) AND MINOR STREET IS 78TH ST., PHASE 2 (MOVEMENTS 4 & 8).
2. STANDARD S.O.P. NO. 1, WITH THE FOLLOWING:
- (A) FOUR-PHASE CONTROLLER TO OPERATE AS TWO-PHASE.
- (B) COORDINATION ON PHASE 1 - TIME-BASE (MOVEMENTS 2 & 6).
- (C) THE COORDINATED PHASE 1 (MOVEMENTS 2 & 6) IS TERMINATED, SUBJECT TO THE PRESENCE OF A CONFLICTING CALL. THE YIELD POINT SHALL BE THE ZERO PERCENT OFFSET POINT OF THE LOCAL CYCLE LENGTH.

NOTES:

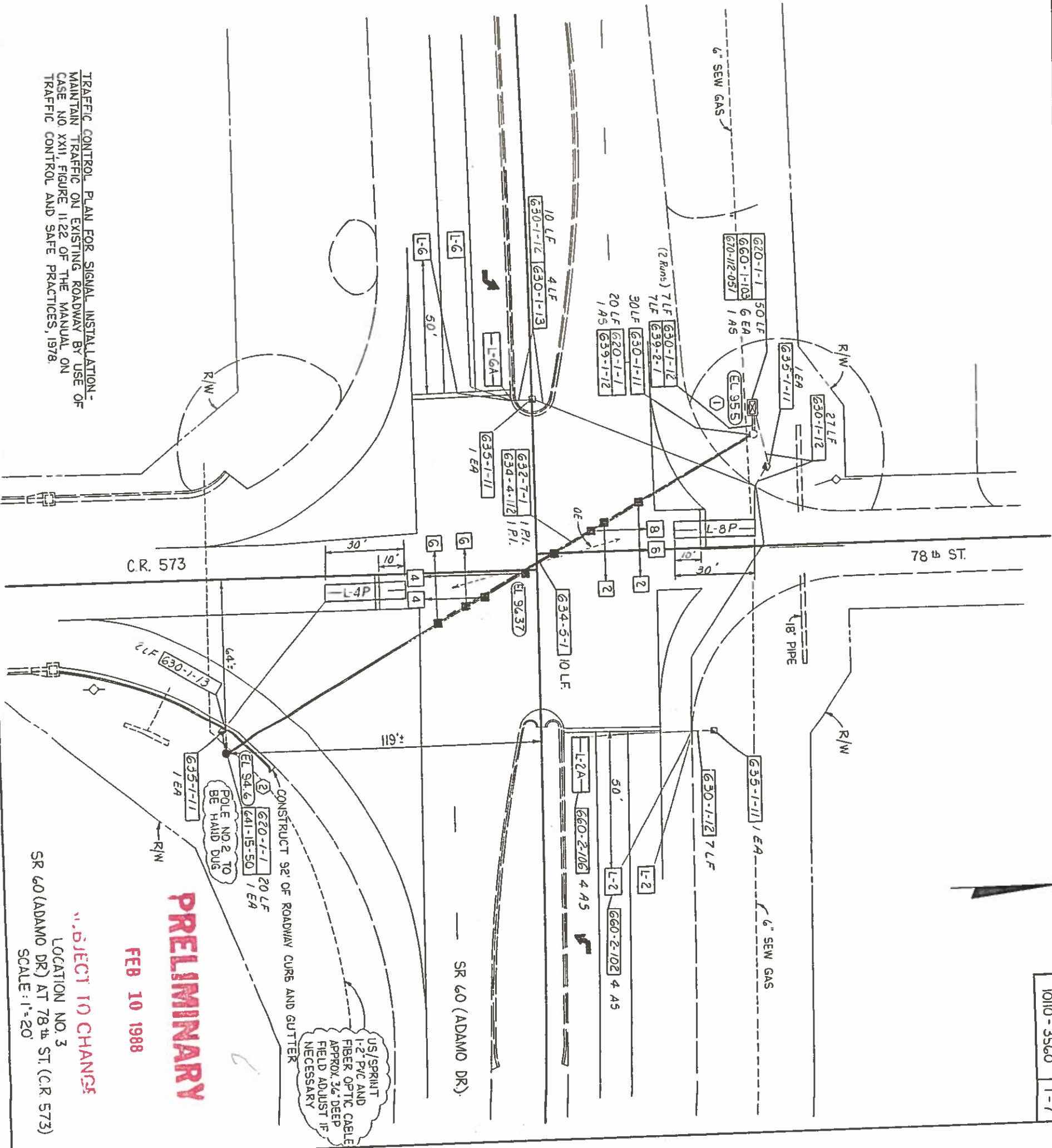
1. SEE SHEET T-4, GENERAL NOTE SHEET, FOR ALL NOTES PERTAINING TO THIS LOCATION.

TIMINGS ARE INITIAL AND MAY REQUIRE FIELD ADJUSTING

CONTROLLER TIMINGS

| TIMING FUNCTION |      | 1    |      | 2    |   |  |  |  |  |  |  |
|-----------------|------|------|------|------|---|--|--|--|--|--|--|
| TIMING FUNC.    |      | 1    | 2    | 1    | 2 |  |  |  |  |  |  |
| MOVEMENT NO.    | 2    | 6    | 4    | 8    |   |  |  |  |  |  |  |
| MIN. GRN (INT)  | 720  | 770  | 70   | 70   |   |  |  |  |  |  |  |
| EXT. (PASS)     | 3.0  | 3.0  | 3.0  | 3.0  |   |  |  |  |  |  |  |
| MAX. GRN. 1     | 36.0 | 36.0 | 20.0 | 20.0 |   |  |  |  |  |  |  |
| MAX. GRN. 11    | -    | -    | -    | -    |   |  |  |  |  |  |  |
| YELLOW CLR      | 5.0  | 5.0  | 4.0  | 4.0  |   |  |  |  |  |  |  |
| ALL RED CLR     | 1.0  | 1.0  | 1.0  | 1.0  |   |  |  |  |  |  |  |
| PED. WALK       | -    | -    | -    | -    |   |  |  |  |  |  |  |
| PED. CLR.       | -    | -    | -    | -    |   |  |  |  |  |  |  |
| RECALL          | Max  | Max  | -    | -    |   |  |  |  |  |  |  |

| DETECTORS FOR LOOPS |              |             |  |
|---------------------|--------------|-------------|--|
| LOOP                | NO. OF LOOPS | NO. OF DETS |  |
| L-2                 | 2            | 1           |  |
| L-2A                | 1            | 1           |  |
| L-4P                | 1            | 1           |  |
| L-6                 | 2            | 1           |  |
| L-6A                | 1            | 1           |  |
| L-8P                | 1            | 1           |  |
| L-                  |              |             |  |
| L-                  |              |             |  |
| L-                  |              |             |  |



SIGNALIZATION PLANS

| DESCRIPTION |  | DATE  |  | BY    |  | REVISIONS     |  | DATE  |  | BY   |  | DESCRIPTION |  | DATE |  | BY    |  |
|-------------|--|-------|--|-------|--|---------------|--|-------|--|------|--|-------------|--|------|--|-------|--|
| DESIGNED    |  | DATE  |  | NAME  |  | DRAWN         |  | DATE  |  | NAME |  | CHECKED     |  | DATE |  | NAME  |  |
| M/L/M       |  | 12/87 |  | M/L/M |  | C/L           |  | 9/87  |  | C/L  |  | C/L         |  | 7/87 |  | C/L   |  |
| CHECKED     |  | DATE  |  | BY    |  | SUPERVISED BY |  | DATE  |  | BY   |  | DATE        |  | BY   |  | DATE  |  |
| C/L         |  | 12/87 |  | C/L   |  | C/L           |  | 12/87 |  | C/L  |  | 12/87       |  | C/L  |  | 12/87 |  |

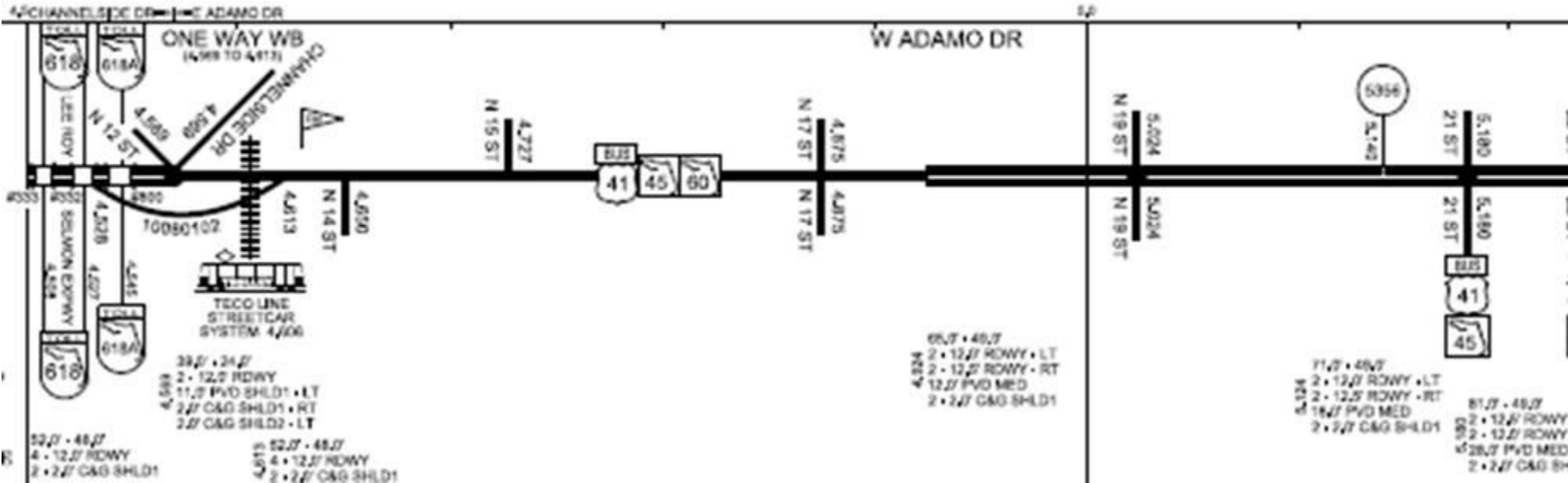
## **EXPERT'S APPENDIX B**

**Tampa's Increase of Speed to 50 mph on  
Segments of Adamo Dr – 1996  
Second Set Shows Limit at SR45 to 50 mph  
First Set Shows Modification in 1999 up to  
Mile 5.238 Segment up to Mile 5.238 Does Not  
Include SR45  
SR45 Still 50 mph**

Speed Limits on SR60/Adamo Dr. (2000 – 2018)

The section of S.R. 60 (Adamo Drive) extends from Channelside Drive to Grand Regency Boulevard, and includes two different Roadway Sections (10080000 and 10110000). Please find the Straight Line Diagrams and the Speed Zone Data taken from our Roadway Characteristics Inventory for these two roadway sections that cover from year 2000 to present.

| INT. or US ROUTE NO. | STATE ROAD NO.     | COUNTY       | DISTRICT | ROADWAY ID |
|----------------------|--------------------|--------------|----------|------------|
| USB 41               | SR 685/SR 60/SR 45 | HILLSBOROUGH | 07       | 10 080 000 |



Roadway ID:  
[10080000](#)  
Description: SR-45,60,685

|       |       |                                          |            |
|-------|-------|------------------------------------------|------------|
| 4.199 | 5.238 | <a href="#">DATE SPEED ZONE APPROVED</a> | 08/28/1999 |
|       |       | <a href="#">MAXIMUM SPEED LIMIT</a>      | 40         |

The drawing is a plan view of a road project on E Adamo Dr. It shows the road layout from station 0+00 to 7+00. Key features include:

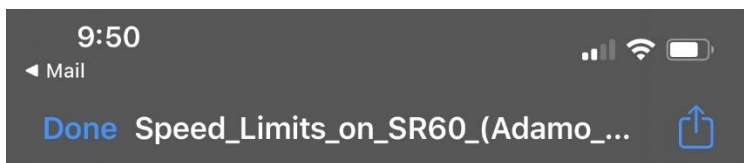
- Intersections:** N 22 St, N 26 St, N 28 St, N 34 St, N 78 St, and Kelsey Ln.
- Bridge:** A bridge crossing a canal.
- Roundabout:** A roundabout at the intersection with Brandon Blvd.
- Lane Configurations:** Various lane widths (12-foot, 10-foot) and shoulders are specified.
- Stationing:** Station markers are provided along the road.
- Notes:** Notes on existing and proposed features like 'PROLOGIS PARK' and 'BRANDON TOWN CENTER'.

**Roadway ID:**

[10110000](#)

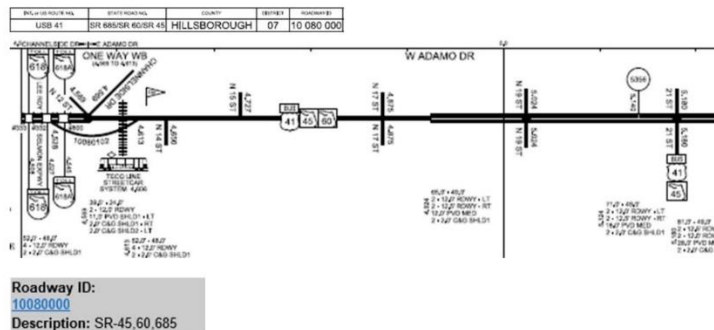
**Description:** SR-60

|       |       |                                                 |            |
|-------|-------|-------------------------------------------------|------------|
| 0.000 | 0.040 | <a href="#"><u>DATE SPEED ZONE APPROVED</u></a> | 11/14/1996 |
|       |       | <a href="#"><u>MAXIMUM SPEED LIMIT</u></a>      | 40         |
| 0.040 | 0.632 | <a href="#"><u>DATE SPEED ZONE APPROVED</u></a> | 11/14/1996 |
|       |       | <a href="#"><u>MAXIMUM SPEED LIMIT</u></a>      | 45         |
| 0.632 | 7.834 | <a href="#"><u>DATE SPEED ZONE APPROVED</u></a> | 11/14/1996 |
|       |       | <a href="#"><u>MAXIMUM SPEED LIMIT</u></a>      | 50         |

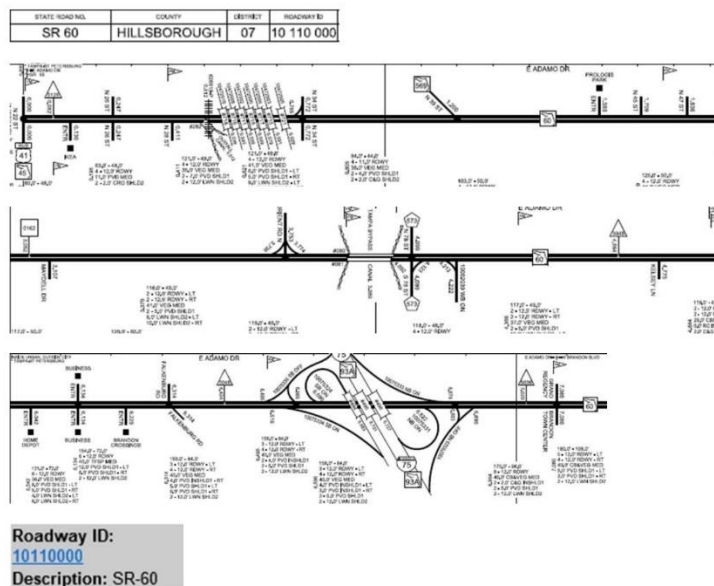


Speed Limits on SR60/Adamo Dr. (2000 – 2018)

The section of S.R. 60 (Adamo Drive) extends from Channelside Drive to Grand Regency Boulevard, and includes two different Roadway Sections (10080000 and 10110000). Please find the Straight Line Diagrams and the Speed Zone Data taken from our Roadway Characteristics Inventory for these two roadway sections that cover from year 2000 to present.



|       |       |                          |            |
|-------|-------|--------------------------|------------|
| 4.199 | 5.238 | DATE SPEED ZONE APPROVED | 08/28/1999 |
|       |       | MAXIMUM SPEED LIMIT      | 40         |

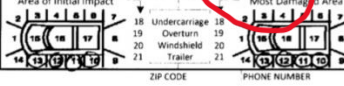


|       |       |                          |            |
|-------|-------|--------------------------|------------|
| 0.000 | 0.040 | DATE SPEED ZONE APPROVED | 11/14/1996 |
|       |       | MAXIMUM SPEED LIMIT      | 40         |
| 0.040 | 0.632 | DATE SPEED ZONE APPROVED | 11/14/1996 |
|       |       | MAXIMUM SPEED LIMIT      | 45         |
| 0.632 | 7.834 | DATE SPEED ZONE APPROVED | 11/14/1996 |
|       |       | MAXIMUM SPEED LIMIT      | 50         |

**TAMPA PD**  
**GENERAL OFFENSE HARDCOPY**

GO# 2012-29019 INACTIVE

0050-1 ACCIDENT

|                                                                                                                                                                                                                                |                  |                                                                                                                                                                                                                                                                                                                                                                                           |        |                                                                                                                                                                                                                                                                                                             |  |                                                                                                                                                |  |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|------------------------------------------------------------------------------------------------------------------------------------------------|--|
| VEHICLE # <b>1</b>                                                                                                                                                                                                             |                  | Check if Commercial <input type="checkbox"/>                                                                                                                                                                                                                                                                                                                                              |        | REPORTING AGENCY CASE NUMBER<br><b>12-29019</b>                                                                                                                                                                                                                                                             |  | HSMV CRASH REPORT NUMBER<br><b>51954378</b>                                                                                                    |  |
| 1 Vehicle in Transport<br>2 Parked Motor Vehicle<br>3 Working Vehicle<br>4 Not in Use<br>5 Yes<br>6 No<br>7 Unknown                                                                                                            |                  | VEHICLE LICENSE NUMBER<br><b>1 SANIJ</b>                                                                                                                                                                                                                                                                                                                                                  |        | STATE<br><b>FL</b>                                                                                                                                                                                                                                                                                          |  | REGISTRATION EXPIRES<br><b>07/07/12</b>                                                                                                        |  |
| YEAR<br><b>2002</b>                                                                                                                                                                                                            |                  | MAKE<br><b>SUZI</b>                                                                                                                                                                                                                                                                                                                                                                       |        | MODEL<br><b>MC</b>                                                                                                                                                                                                                                                                                          |  | COLOR<br><b>BLU</b>                                                                                                                            |  |
| INSURANCE COMPANY<br><b>Insurance Exempted</b>                                                                                                                                                                                 |                  | INSURANCE POLICY NUMBER<br><b>—</b>                                                                                                                                                                                                                                                                                                                                                       |        | Towed due to Damage<br>1 No 2 Yes                                                                                                                                                                                                                                                                           |  | VEHICLE REMOVED BY<br><b>2 AAA/American</b>                                                                                                    |  |
| NAME OF VEHICLE OWNER (Check if Business)<br><b>Hassani Idiris Jackson</b>                                                                                                                                                     |                  | CURRENT ADDRESS<br><b>1005 Fairwinds Cr Apt 301 Plant City FL 33563</b>                                                                                                                                                                                                                                                                                                                   |        | CITY & STATE<br><b>Plant City FL</b>                                                                                                                                                                                                                                                                        |  | ZIP CODE<br><b>33563</b>                                                                                                                       |  |
| TRAILER # <b>—</b>                                                                                                                                                                                                             |                  | LICENSE NUMBER<br><b>—</b>                                                                                                                                                                                                                                                                                                                                                                |        | STATE<br><b>—</b>                                                                                                                                                                                                                                                                                           |  | REGISTRATION EXPIRES<br><b>—</b>                                                                                                               |  |
| TRAILER # <b>—</b>                                                                                                                                                                                                             |                  | LICENSE NUMBER<br><b>—</b>                                                                                                                                                                                                                                                                                                                                                                |        | STATE<br><b>—</b>                                                                                                                                                                                                                                                                                           |  | REGISTRATION EXPIRES<br><b>—</b>                                                                                                               |  |
| VEHICLE TRAVELING<br>N <input type="checkbox"/> S <input type="checkbox"/> E <input type="checkbox"/> W <input checked="" type="checkbox"/> Road Unknown                                                                       |                  | ON STREET, ROAD, HIGHWAY<br><b>Adamo Dr</b>                                                                                                                                                                                                                                                                                                                                               |        | AT <b>25</b> SPEED <b>50</b> POSTED SPEED <b>50</b> TOTAL LANES <b>4</b>                                                                                                                                                                                                                                    |  | Area of Initial Impact<br>                                   |  |
| HAZ. MAT. RELEASED<br>1 No 2 Yes 3 Unknown                                                                                                                                                                                     |                  | HAZ. MAT. PLACARD<br>1 No 2 Yes 3 Unknown                                                                                                                                                                                                                                                                                                                                                 |        | HAZ. MAT. NUMBER<br><b>—</b>                                                                                                                                                                                                                                                                                |  | HAZ. MAT. CLASS<br><b>—</b>                                                                                                                    |  |
| MOTOR CARRIER NAME<br><b>—</b>                                                                                                                                                                                                 |                  | US DOT NUMBER<br><b>—</b>                                                                                                                                                                                                                                                                                                                                                                 |        | CITY & STATE<br><b>—</b>                                                                                                                                                                                                                                                                                    |  | ZIP CODE<br><b>—</b>                                                                                                                           |  |
| MOTOR CARRIER ADDRESS<br><b>—</b>                                                                                                                                                                                              |                  | CITY & STATE<br><b>—</b>                                                                                                                                                                                                                                                                                                                                                                  |        | ZIP CODE<br><b>—</b>                                                                                                                                                                                                                                                                                        |  | PHONE NUMBER<br><b>—</b>                                                                                                                       |  |
| Vehicle Body Type<br><b>11</b>                                                                                                                                                                                                 |                  | Trafficway<br><b>4</b>                                                                                                                                                                                                                                                                                                                                                                    |        | Commercial Motor Vehicle Configuration<br><b>1</b>                                                                                                                                                                                                                                                          |  | Cargo Body Type<br><b>1</b>                                                                                                                    |  |
| 1 Passenger Car<br>2 Passenger Van<br>3 Pickup<br>4 Motor Home<br>5 Bus<br>6 Motorcycle<br>7 Moped<br>8 All Terrain Vehicle (ATV)                                                                                              |                  | 1 Two-Way, Not Divided<br>2 Two-Way, Not Divided, with a Continuous Left Turn Lane<br>3 Two-Way, Divided, Unprotected (guardrail 14 feet) Median<br>4 Two-Way, Divided, Positive Median Barrier<br>5 One-Way Trafficway<br>6 Unknown                                                                                                                                                      |        | 1 Vehicle 10,000 lbs or less Placarded for Hazardous Materials<br>2 Single Unit Truck (2 axle and GVWR more than 10,000 lbs (4,536 kg))<br>3 Single Unit Truck (3 or more axles)<br>4 Truck Pulling Trailer(s)<br>5 Truck Tractor (bobtail)<br>6 Truck Tractor/Semi-Trailer<br>7 Truck Tractor/Double Truck |  | 1 Van/Enclosed Box<br>2 Hopper<br>3 Pole Trailer<br>4 Flatbed<br>5 Dump<br>6 Concrete Mixer<br>7 Auto Transport<br>8 Garbage/Refuse<br>9 Log   |  |
| Comm/Non-Commercial<br>1 Interstate Carrier<br>2 Intrastate Carrier<br>3 Not in Commerce/Government<br>4 Not in Commerce/Other Truck                                                                                           |                  | Trailer Type<br>1 Single Semi Trailer<br>2 Tandem Semi Trailer<br>3 Tank Trailer<br>4 Saddle Mount/Trailer<br>5 Boat Trailer<br>6 Utility Trailer<br>7 House Trailer<br>8 Unknown                                                                                                                                                                                                         |        | 1 10,000 lbs (4,536 kg) or less<br>2 10,001-26,000 lbs (4,536-11,793 kg)<br>3 More than 26,000 lbs (11,793 kg)<br>4 Not Applicable                                                                                                                                                                          |  | 1 No Cargo<br>2 Bus                                                                                                                            |  |
| Most Harmful Event<br><b>9</b>                                                                                                                                                                                                 |                  | Collision with Non-Fixed Object<br><b>1</b>                                                                                                                                                                                                                                                                                                                                               |        | Collision Fixed Object<br><b>5</b>                                                                                                                                                                                                                                                                          |  | Emergency Vehicle Use<br><b>1</b>                                                                                                              |  |
| 1 Overturn/Rollover<br>2 Fire/Explosion<br>3 Immersion<br>4 Jackknife<br>5 Cargo/Equipment Loss or Shift<br>6 Fell/Jumped From Motor Vehicle<br>7 Thrown or Falling Object<br>8 Ran into Water/ Canal<br>9 Other Non-Collision |                  | 1 Pedestrian<br>2 Bicyclist<br>3 Railway Vehicle (Train, engine)<br>4 Animal<br>5 Motor Vehicle in Transport<br>6 Motor Vehicle<br>7 Work Zone/Maintenance Equipment<br>8 Struck By Falling, Shifting Cargo or Anything Set in Motion by Motor Vehicle<br>9 Other Non-Fixed Object                                                                                                        |        | 19 Impact Attenuator/Crash Cushion<br>20 Bridge Overhead Structure<br>21 Bridge Pier or Support<br>22 Culvert<br>23 Ditch<br>24 Embankment<br>25 Guardrail Face<br>26 Guardrail End                                                                                                                         |  | 1 No<br>2 Yes<br>3 Unknown                                                                                                                     |  |
| Sequence of Events<br>1st <b>9</b> 2nd <b>9</b> 3rd <b>9</b> 4th <b>9</b>                                                                                                                                                      |                  | Vehicle Maneuver Action<br><b>1</b>                                                                                                                                                                                                                                                                                                                                                       |        | Traffic Control Device For This Vehicle<br><b>5</b>                                                                                                                                                                                                                                                         |  | Vehicle Defects<br><b>1</b>                                                                                                                    |  |
| 1 Level<br>2 Hillcrest<br>3 Uphill<br>4 Downhill<br>5 Sag (bottom)                                                                                                                                                             |                  | 1 Straight Ahead<br>2 Left Turn<br>3 Right Turn<br>4 Backing<br>5 Turning Right<br>6 Changing Lanes<br>7 Entering Traffic Lane<br>8 Parked<br>9 Making U-Turn<br>10 Overtaking/Passing<br>11 Stopped in Traffic<br>12 Slowing<br>13 Negotiating a Curve<br>14 Leaving Traffic Lane<br>15 Entering Traffic Lane<br>16 Exiting Traffic Lane<br>17 Other, Explain in Narrative<br>18 Unknown |        | 1 No Controls<br>2 School Zone Sign/Signal<br>3 Traffic Control Signal<br>4 School Zone Sign/Signal<br>5 Yield Sign<br>6 Flashing Signal<br>7 Railway Crossing Device<br>8 Person (including Flagger, Officer, Guard, etc.)<br>9 Warning Sign<br>10 Other, Explain in Narrative<br>11 Unknown               |  | 1 None<br>2 Brakes<br>3 Tires<br>4 Lights (head, signal, tail)<br>5 Steering<br>6 Exhaust System<br>7 Other, Explain in Narrative<br>8 Unknown |  |
| Special Function of Motor Vehicle<br><b>1</b>                                                                                                                                                                                  |                  | 1 No Special Function<br>2 Farm Vehicle<br>3 Police<br>4 Military<br>5 Ambulance<br>6 Fire Truck<br>7 Farm Labor Transport<br>8 Shuttle Bus<br>9 School Bus<br>10 Transit/Commuter Bus<br>11 Intercity Bus<br>12 Charter/Charter Bus<br>13 Farm Labor Bus<br>14 Shuttle Bus<br>15 Farm Labor Bus<br>16 Transit/Commuter Bus<br>17 Unknown                                                 |        | 1 No Controls<br>2 School Zone Sign/Signal<br>3 Traffic Control Signal<br>4 School Zone Sign/Signal<br>5 Yield Sign<br>6 Flashing Signal<br>7 Railway Crossing Device<br>8 Person (including Flagger, Officer, Guard, etc.)<br>9 Warning Sign<br>10 Other, Explain in Narrative<br>11 Unknown               |  | 1 None<br>2 Brakes<br>3 Tires<br>4 Lights (head, signal, tail)<br>5 Steering<br>6 Exhaust System<br>7 Other, Explain in Narrative<br>8 Unknown |  |
| VIOLATIONS                                                                                                                                                                                                                     |                  |                                                                                                                                                                                                                                                                                                                                                                                           |        |                                                                                                                                                                                                                                                                                                             |  |                                                                                                                                                |  |
| PERSON #                                                                                                                                                                                                                       | NAME OF VIOLATOR | FL STATUTE NUMBER                                                                                                                                                                                                                                                                                                                                                                         | CHARGE | CITATION NUMBER                                                                                                                                                                                                                                                                                             |  |                                                                                                                                                |  |
| PERSON #                                                                                                                                                                                                                       | NAME OF VIOLATOR | FL STATUTE NUMBER                                                                                                                                                                                                                                                                                                                                                                         | CHARGE | CITATION NUMBER                                                                                                                                                                                                                                                                                             |  |                                                                                                                                                |  |
| PERSON #                                                                                                                                                                                                                       | NAME OF VIOLATOR | FL STATUTE NUMBER                                                                                                                                                                                                                                                                                                                                                                         | CHARGE | CITATION NUMBER                                                                                                                                                                                                                                                                                             |  |                                                                                                                                                |  |

HSMV 80010 S (VP) (rev 10/10)

Page 2 of 5

Imaged by *IMS*

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4605 WOODMILL RUN; APEX NC 27539  
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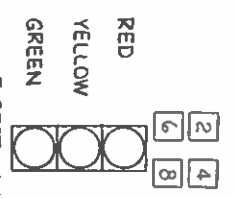
September 15, 2026

26

# **EXPERT'S APPENDIX C**

## **Adamo Signalization Final Plans – 1988 Only SR45 Controller Timings Blotted Out**

FOR ADDITIONAL DETAILS OF TRAFFIC SIGNAL INSTALLATION FOR THIS PROJECT, SEE INDEX NOS. 002, 1772, 1772.7, 1773, 1776, 1784 AND 17870.



3 SECT. - 1 WAY  
[650-1-131] 7 AS.

3 SECT. - 2 WAY  
[650-1-132] 2 AS.

3 SECT. - 2 WAY  
[650-1-132] 1 AS.

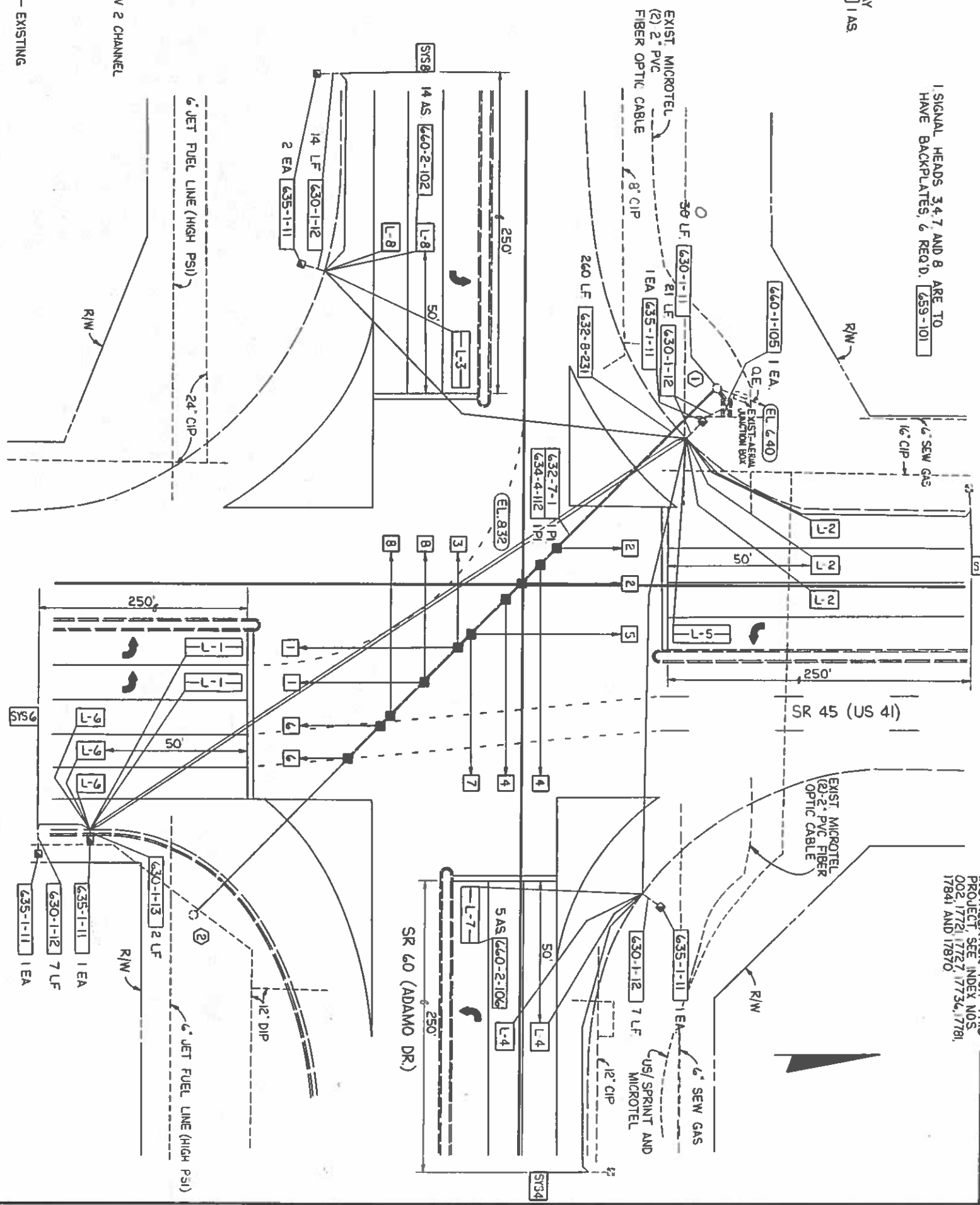
### SIGNAL HEAD DETAILS

### CONTROLLER OPERATIONS:

1. MAJOR STREET IS SR 45 (US 41) PHASE 3 (MOVEMENTS 2 AND 4) AND MINOR STREET IS SR 60 (ADAMO DR.) PHASE 6 (MOVEMENTS 4 AND 8).
2. STANDARD SIGNAL OPERATING PLAN NO. 10 (EXISTING) WITH THE FOLLOWING:
  - A. EXISTING COMPUTER EQUIPMENT
  - B. COORDINATED PHASE 3 (MOVEMENTS 2 AND 4).
3. S.O.P. TO BE ORIENTED WITH DRAWING.

### NOTES:

1. SEE SHEET T-4, GENERAL NOTE SHEET, FOR ALL NOTES PERTAINING TO THIS LOCATION.
2. EXISTING TIMINGS TO REMAIN.



| DETECTIONS FOR LOOPS |               |              |
|----------------------|---------------|--------------|
| LOOP                 | NO. OF L.OOPS | NO. OF DETS. |
| L-1                  | 2             | 1            |
| L-2                  | 3             | 1            |
| SYS 2                | 1             | 1            |
| L-3                  | 1             | 1            |
| L-4                  | 2             | 1            |
| SYS 4                | 1             | 1            |
| L-5                  | 1             | 1            |
| L-6                  | 3             | 1            |
| SYS 6                | 1             | 1            |
| L-7                  | 1             | 1            |
| L-8                  | 2             | 1            |
| SYS 8                | 1             | 1            |

NEW 2 CHANNEL  
EXISTING

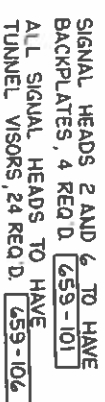
TRAFFIC CONTROL PLAN FOR SIGNAL INSTALLATION - MAINTAIN TRAFFIC ON EXISTING ROADWAY BY USE OF CASE NO. XXII, FIGURE 11.22 OF THE MANUAL ON TRAFFIC CONTROL AND SAFE PRACTICES, 1978.

LOCATION NO. 1  
SR 60 (ADAMO DR.) AT SR 45 (US 41)  
SCALE: 1"=20'

### SIGNALIZATION PLANS

| REVISIONS |  | DATE  |  | BY  |  | DESCRIPTION |     |
|-----------|--|-------|--|-----|--|-------------|-----|
| 1         |  | 12-17 |  | CLM |  | CHANGED     | CLM |
| 2         |  | 12-17 |  | CLM |  | CHANGED     | CLM |
| 3         |  | 12-17 |  | CLM |  | CHANGED     | CLM |

APPROVED BY: *[Signature]* DATE: 3-10-87



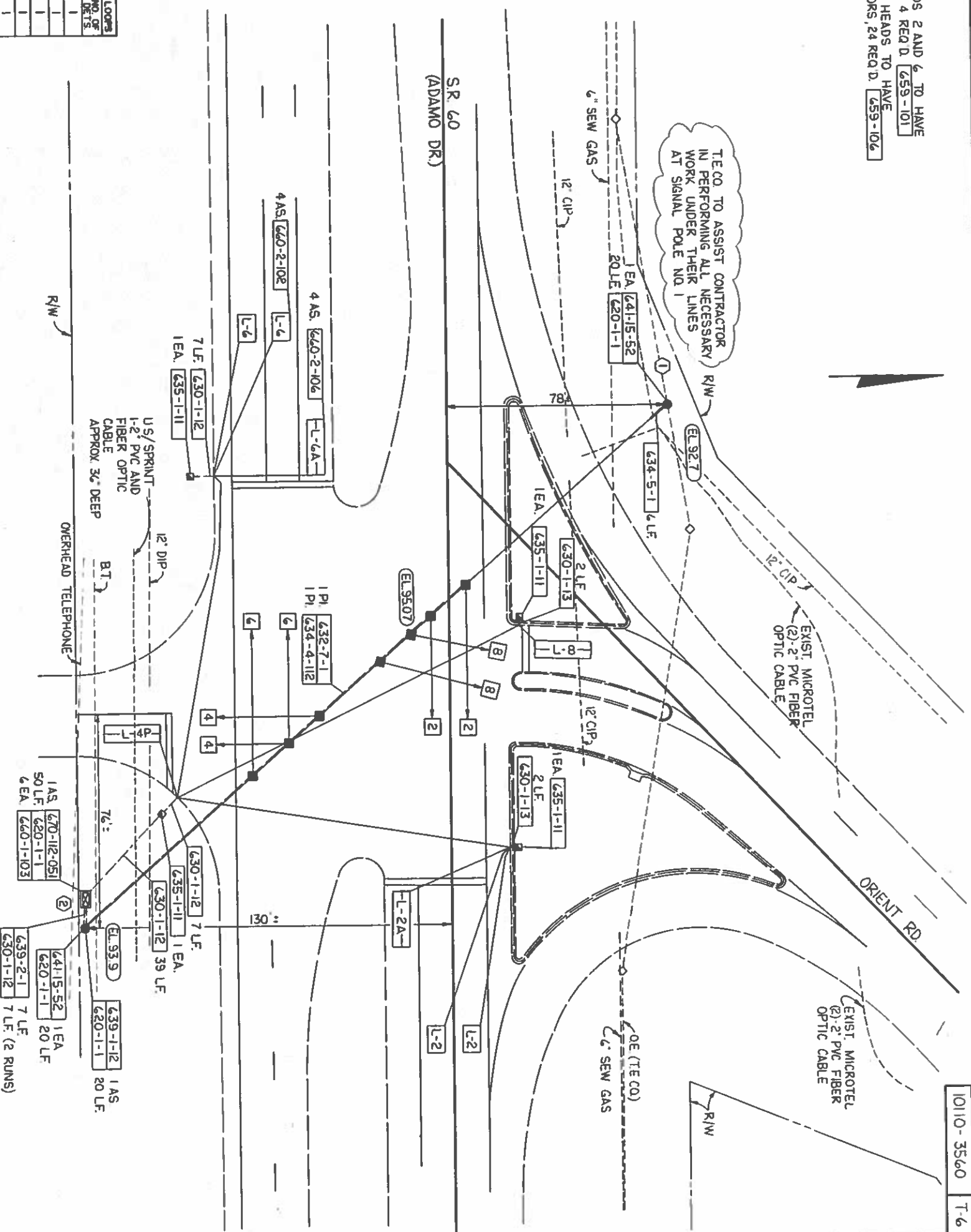
### CONTROLLER OPERATIONS:

- NOTES:

1. SEE SHEET T-4, GENERAL NOTE SHEET, FOR ALL NOTES PERTAINING TO THIS LOCATION.

| DETECTORS FOR LOOPS |                 |                 |  |
|---------------------|-----------------|-----------------|--|
| LOOP                | NO. OF<br>LOOPS | NO. OF<br>DETS. |  |
| L-2                 | 2               | 1               |  |
| L-2A                | 1               | 1               |  |
| L-4P                | 1               | 1               |  |
| L-6                 | 2               | 1               |  |
| L-6A                | 1               | 1               |  |
| L-8P                | 1               | 1               |  |
| L-                  |                 |                 |  |
| L-                  |                 |                 |  |
| L-                  |                 |                 |  |

LOCATION NO. 2  
SR 60 (ADAMO DR.) AT ORIENT RD.  
SCALE: 1" = 20'



## SIGNALIZATION PLANS

[illegible]

ALL SIGNAL HEADS TO  
HAVE TUNNEL VISORS,  
24 REQ'D. 659-106

## SIGNAL HEAD DETAILS

1. MAJOR STREET IS S.R. 60 (ADAMO DR.), PHASE 1 (MOVEMENTS 2 & 6) AND MINOR STREET IS 78TH ST., PHASE 2 (MOVEMENTS 4 & 8).

2. STANDARD S.O.R. NO. 1, WITH THE FOLLOWING:

(A) FOUR-PHASE CONTROLLER TO OPERATE AS TWO-PHASE.

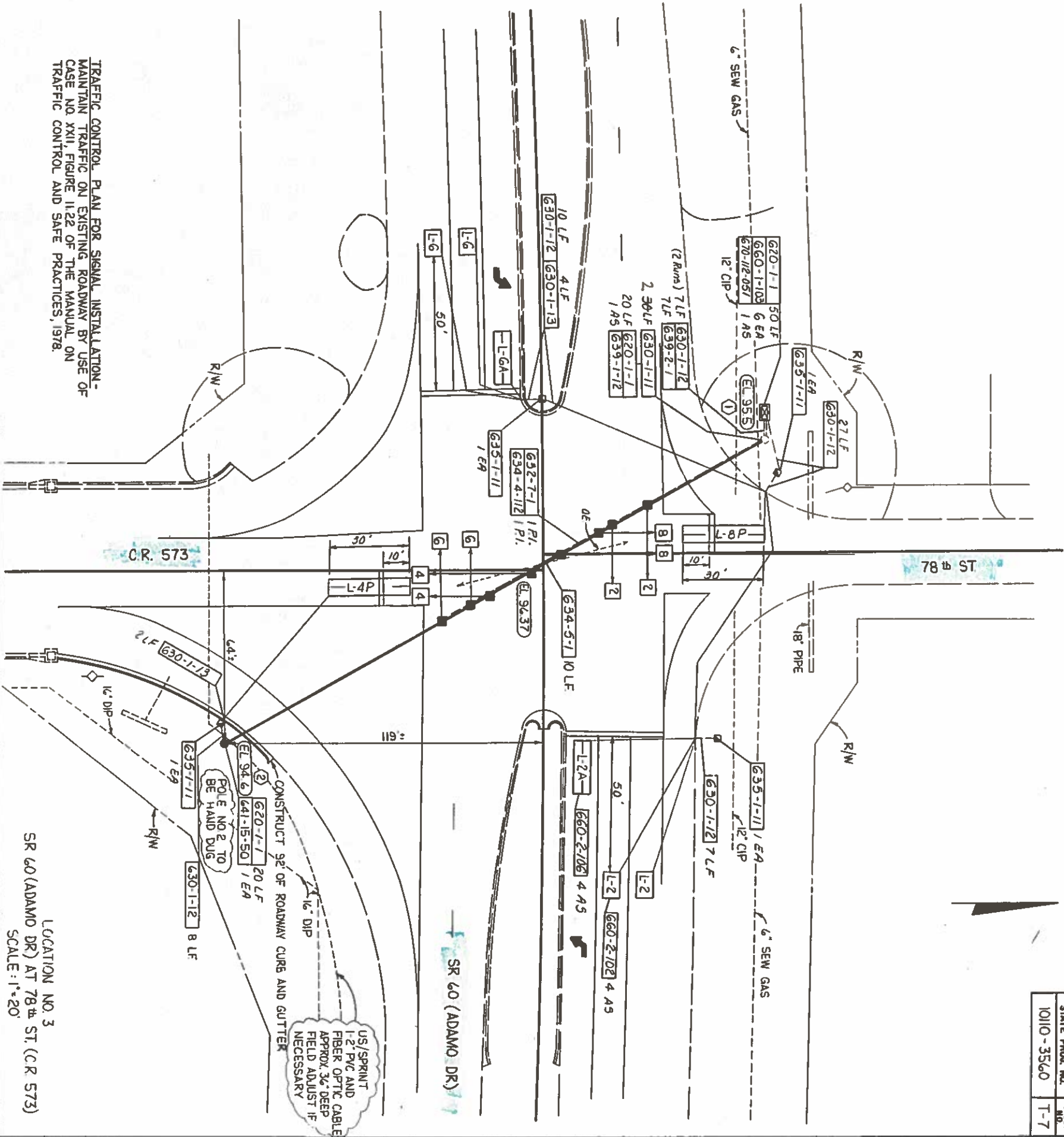
(B) COORDINATION ON PHASE 1 - TIME-BASE (MOVEMENTS 2 & 6)

(C) THE YIELD POINT SHALL BE THE POINT IN THE CYCLE WHERE THE COORDINATED PHASE 1 (MOVEMENTS 2 & 6) IS TERMINATED, SUBJECT TO THE PRESENCE OF A CONFLICTING CALL. THE YIELD POINT SHALL BE THE ZERO PERCENT OFFSET POINT OF THE LOCAL CYCLE LENGTH.

1. SEE SHEET T-4, GENERAL NOTE SHEET, FOR ALL NOTES PERTAINING TO THIS LOCATION.

| DETECTORS FOR LOOPS |                 |                 |  |
|---------------------|-----------------|-----------------|--|
| LOOP                | NO. OF<br>LOOPS | NO. OF<br>DETS. |  |
| L-2                 | 2               | 1               |  |
| L-2A                | 1               | 1               |  |
| L-4P                | 1               | 1               |  |
| L-6                 | 2               | 1               |  |
| L-6A                | 1               | 1               |  |
| L-8P                | 1               | 1               |  |
| L-                  |                 |                 |  |
| L-                  |                 |                 |  |
| L-                  |                 |                 |  |
| L-                  |                 |                 |  |

**TIMINGS ARE INITIAL AND MAY REQUIRE FIELD ADJUSTING**



TRAFFIC CONTROL PLAN FOR SIGNAL INSTALLATION-  
MAINTAIN TRAFFIC ON EXISTING ROADWAY BY USE OF  
CASE NO. XXII, FIGURE 11.22 OF THE MANUAL ON  
TRAFFIC CONTROL AND SAFE PRACTICES, 1978.

LOCATION NO. 3  
SR 60 (ADAMO DR) AT 78<sup>th</sup> ST. (C.R. 573)  
SCALE: 1"=20'

## SIGNALIZATION PLANS

[illegible]

FLORIDA DEPARTMENT OF  
TRANSPORTATION  
RECEIVED BY *Florida Dept*  
DATE *3-16-88*

DATE 3-16-83

## **EXPERT'S APPENDIX D**

### **Florida Board of Professional Engineers American Traffic Solutions has no Certificate of Authority**

## Brian Ceccarelli

---

**From:** Wendy Anderson <WAnderson@fbpe.org>  
**Sent:** Wednesday, July 1, 2026 7:22 AM  
**To:** brian@ceccarelli-pe.com  
**Subject:** RE: First Time American Traffic Solutions Acquired a Certificate of Authorization in Florida. When?

Good morning:

The Board's records reflect that Verra Mobility d/b/a American Traffic Solutions obtained its registration to offer engineering services in Florida on December 4, 2024. There are no records which indicate they had a Certificate of Authorization in January of 2012.

Wendy Anderson  
Lead Investigator



Florida Board of Professional Engineers  
2400 Mahan Drive  
Tallahassee, FL 32308

Phone: 850-521-0500 ext. 119

Email: [wanderson@fbpe.org](mailto:wanderson@fbpe.org)

Licensure questions? Search [our comprehensive website](#) for your answers: [fbpe.org](http://fbpe.org)

Connect With Us: [Facebook](#) | [LinkedIn](#)

Florida has a broad public records law. All written communications, including emails, to or from FBPE are public records subject to disclosure upon request.

---

**From:** Rebecca Valentine <RValentine@fbpe.org>  
**Sent:** Monday, June 15, 2026 12:33 PM  
**To:** Wendy Anderson <WAnderson@fbpe.org>  
**Subject:** FW: First Time American Traffic Solutions Acquired a Certificate of Authorization in Florida. When?

Rebecca Valentine  
Paralegal  
Probable Cause & Final Orders  
Compliance Coordinator



Florida Board of Professional Engineers  
2400 Mahan Drive  
Tallahassee, FL 32308

Phone: 850-521-0500 ext. 106

Email: [rvalentine@fbpe.org](mailto:rvalentine@fbpe.org)

Licensure questions? Search [our comprehensive website](#) for your answers: [fbpe.org](http://fbpe.org)

Connect With Us: [Facebook](#) | [LinkedIn](#)

Florida has a broad public records law. All written communications, including emails, to or from FBPE are public records subject to disclosure upon request.

---

**From:** Brian Ceccarelli <[brian@ceccarelli-pe.com](mailto:brian@ceccarelli-pe.com)>

**Sent:** Monday, June 15, 2026 12:31 PM

**To:** Rebecca Valentine <[RValentine@fbpe.org](mailto:RValentine@fbpe.org)>

**Cc:** Nancy Wilkins <[NWilkins@fbpe.org](mailto:NWilkins@fbpe.org)>

**Subject:** First Time American Traffic Solutions Acquired a Certificate of Authorization in Florida. When?

Dear Rebecca,

I am working on a personal injury case in Florida. I am a licensed PE in North Carolina.

American Traffic Solutions is a red-light camera company.

I am looking for the first time the firm "American Traffic Solutions" (ATS) got a certificate of authorization to practice engineering in Florida. Specifically, I want to know whether ATS could legally practice engineering in Florida in January 2012. That was 14 years ago. I hope your records go back that far. If you do not have such a record, then please send me an email stating ATS's lack of authorization. For example, "FBPE does not have a record of American Traffic Solutions possessing a certificate of authorization to practice engineering in Florida before *"date"*."

Do not expect to find a certificate of authorization. That would be par for the course for ATS. ATS is notorious in many States for practicing engineering without a license or certificate of authorization (e.g., North Carolina, New York, Louisiana). I want to know if the same lack of authorization happened in Florida.

Historical point: Sometime around 2017, American Traffic Solutions became Verra Mobility. Today, Verra Mobility is registered to practice engineering in Florida, and Verra Mobility dba American Traffic Solutions.

There is much more to the story than just lack of authorization. The engineering malpractice goes deep. Right now, I am just interested when ATS first acquired the legal status of practicing engineering in Florida.

---

BRIAN CECCARELLI, PE  
4605 WOODMILL RUN; APEX NC 27539  
T: (919) 815-0126 U:[CECCARELLI-PE.COM](http://CECCARELLI-PE.COM) [brian@ceccarelli-pe.com](mailto:brian@ceccarelli-pe.com)

# **EXPERT'S APPENDIX E**

**Red-Light Camera Installation Plan – 2017  
Plan Certified By PE Benjamin Riddle  
BUT  
ATS is in the Title Block  
ATS has to be authorized to practice  
engineering in Florida**



### PROJECT LOCATION

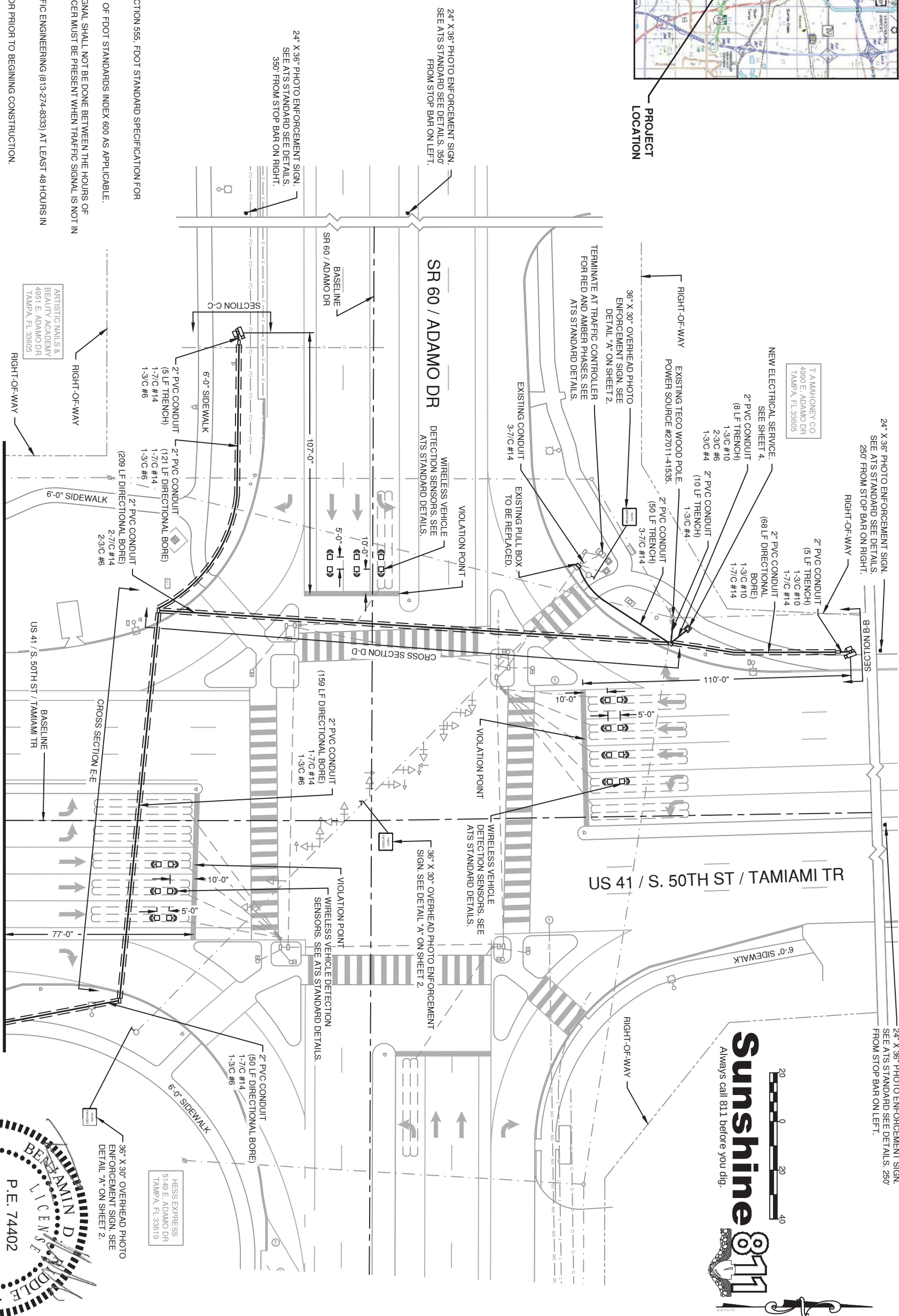
## VICINITY MAP

## LEGEND

| LEGEND |                                             |
|--------|---------------------------------------------|
|        | UNDERGROUND CONDUIT (TRENCH)                |
|        | DIRECTIONAL BORE                            |
|        | REAR MONITOR CAMERA ON ATIS POLE            |
|        | EXISTING WIRELESS VEHICLE DETECTION SENSORS |
|        | 17' x 30' PULL/JUNCTION BOX                 |
|        | PHOTO ENFORCEMENT SIGN                      |
|        | ATIS METER POLE                             |
|        | ATIS METER PEDESTAL                         |
|        | EXISTING UNDERGROUND CONDUIT                |
|        | EXISTING STREET LIGHT                       |
|        | EXISTING FIRE HYDRANT                       |
|        | EXISTING SIGNAL HEAD                        |
|        | EXISTING MANHOLE                            |
|        | EXISTING PULL/JUNCTION BOX                  |
|        | EXISTING LOOPS                              |
|        | EXISTING TRAFFIC CONTROLLER                 |
|        | EXISTING METER PEDESTAL                     |
|        | EXISTING WOOD POLE                          |
|        | EXISTING CONCRETE POLE                      |

## NOTES

1. ALL WORK AND MATERIAL SHALL BE IN ACCORDANCE WITH SECTION 555, FDOT STANDARD SPECIFICATION FOR DIRECTIONAL BORE.
2. MAINTENANCE OF TRAFFIC SHALL BE PER THE LATEST EDITION OF FDOT STANDARDS INDEX 600 AS APPLICABLE.
3. WORK THAT WILL AFFECT THE OPERATION OF THE TRAFFIC SIGNAL SHALL NOT BE DONE BETWEEN THE HOURS OF 7AM-9AM OR 4PM-6PM. AN OFF DUTY LAW ENFORCEMENT OFFICER MUST BE PRESENT WHEN TRAFFIC SIGNAL IS NOT IN FULL OPERATION.
4. THE CONTRACTOR SHALL CONTACT THE CITY OF TAMPA TRAFFIC ENGINEERING (813-274-8333) AT LEAST 48 HOURS IN ADVANCE TO COORDINATE ANY WORK AT THE SIGNAL.
5. UTILITY LOCATIONS ARE TO BE FIELD VERIFIED BY CONTRACTOR PRIOR TO BEGINNING CONSTRUCTION.
6. NEW CONDUITS TO BE INSTALLED AT A MINIMUM DEPTH OF 30" AND A MINIMUM DEPTH OF 36" WHEN TRAVELING UNDER PAVEMENT. SEE FDOT INDEX NO. 17721.
7. CONTRACTOR SHALL CALL 811 FOR UTILITY LOCATES PRIOR TO CONSTRUCTION.
8. POSTED SPEED LIMIT: US 41 / S. 50TH ST / TAMAMI TR - 40 MPH & SR 60 / ADAMO DR - 50 MPH.
9. ALL SIGN INSTALLATIONS SHALL BE IN ACCORDANCE WITH FDOT STANDARD INDEX 11860 AND 17302.
10. EARTH TO GROUND RESISTANCE NEEDS TO BE 25 OHMS OR ADDITIONAL GROUND RODS MAYBE NEEDED.



## INTERSECTION PLAN

[illegible]

1ST SUBMITTAL

VP

APPROVAL DATE:

### References

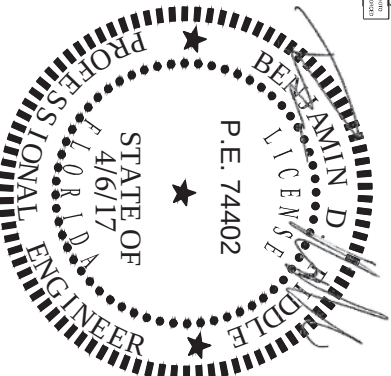
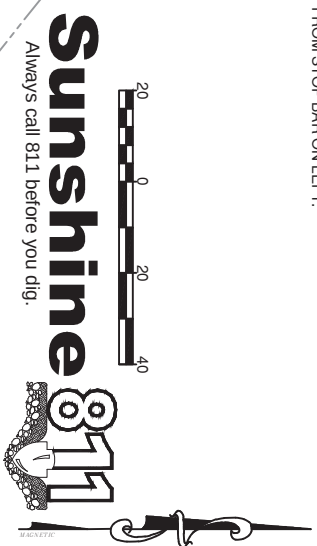
14

(S)

SHEET

Z

OF 4 SHEETS



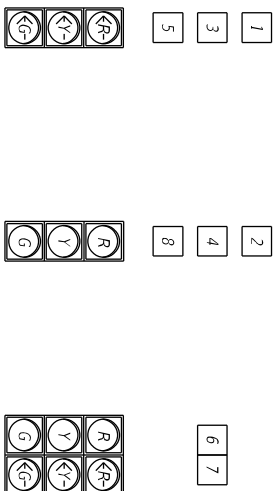
## **EXPERT'S APPENDIX F**

### **Final Adamo at SR45 Traffic Signalization Plan – 2014**

**Yellow Light is 5.1 Seconds Computed from  
FDOT ITE formula for a 50 mph Road**

**(Tampa acknowledges that the posted speed  
limit is 50 mph in 2014 and has been for  
quite some time, according to the Tampa,  
since 1996.)**

## SIGNAL DISPLAY DETAILS



3-SECT., 1-WAY  
4 AS ✓  
650-1-311

3-SECT., 1-WAY  
6 AS ✓  
650-1-311

3-SECT., 2-WAY  
2 AS ✓  
650-1-321

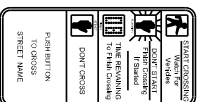
## DETECTORS FOR LOOPS

| DETECTORS FOR LOOPS |             |                  |
|---------------------|-------------|------------------|
| LOOP                | CHANNEL NO. | DELAY TIME (SEC) |
| L-1                 | 1A          | -                |
| L-3A                | 2A          | -                |
| L-3B                | 2B          | -                |
| L-4A                | 3A          | -                |
| L-4B                | 3B          | -                |
| L-4C                | 4A          | -                |
| L-5                 | 1B          | -                |
| L-7A                | 5A          | -                |
| L-7B                | 5B          | -                |
| L-8A                | 6A          | -                |
| L-8B                | 6B          | -                |
| L-8C                | 7A          | -                |

## PEDESTRIAN DISPLAY DETAILS



PED. SIGNAL  
COUNT-DOWN  
1-SECT., 1-WAY  
8 AS ✓



FTP-68B-06

INTERNALLY ILLUMINATED STREET  
NAME SIGNS (DOUBLE-SIDED)

**50th St**  
600 N 100 S

① / EA

**50th St**

100 S 600 N

② / EA

**E Adamo**  
4900 DR 5000

Ⓚ / EA **E Adamo** 5000 DR 4900 Ⓛ / EA

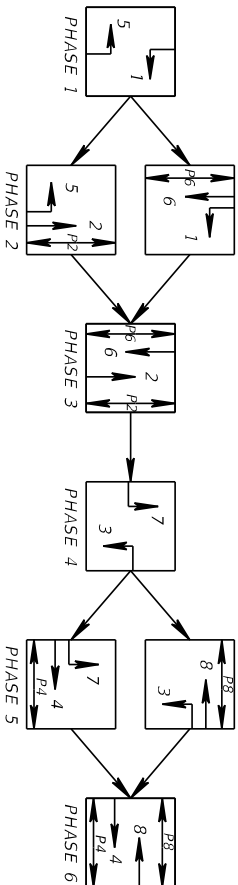
700-5-22 4 EA ✓

SEE SHEETS T-16 AND T-17 FOR DETAILS

## CONTROLLER TIMINGS

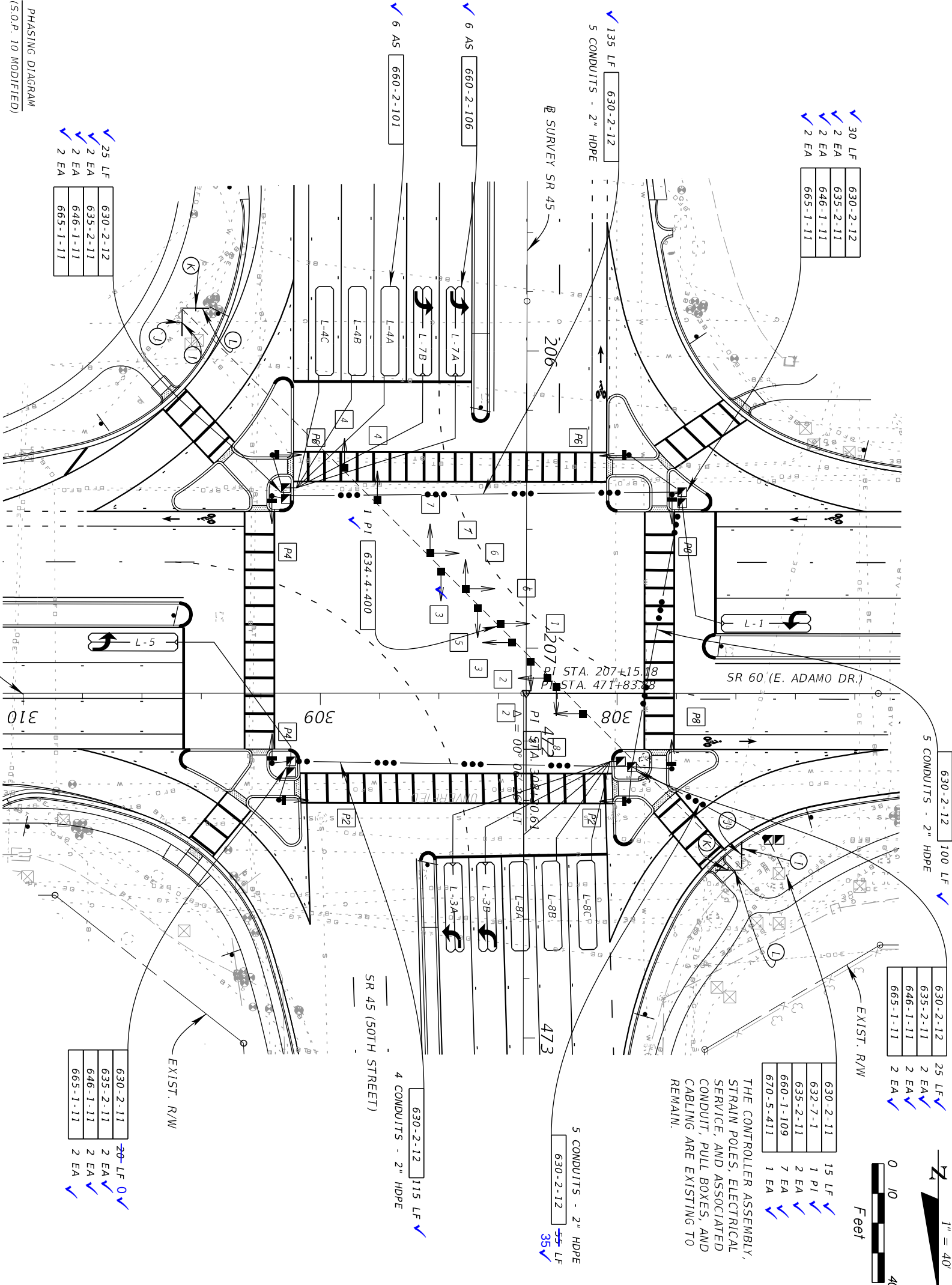
| CONTROLLER TIMINGS |  |     |     |     |     |     |     |     |     |
|--------------------|--|-----|-----|-----|-----|-----|-----|-----|-----|
| TIMING FUNCTION    |  | 1   | 2   | 3   | 4   | 5   | 6   | 7   | 8   |
| PHASE              |  | 1   | 2   | 3   | 4   | 5   | 6   | 7   | 8   |
| DIRECTION          |  | EBL | WBT | SBL | NBT | WBL | EBT | NBL | SBT |
| MOVEMENT NUMBER    |  | 1   | 2   | 3   | 4   | 5   | 6   | 7   | 8   |
| MINIMUM GREEN      |  | 5   | 15  | 5   | 15  | 5   | 15  | 5   | 5   |
| EXTENSION          |  | 3   | 3   | 3   | 3   | 3   | 3   | 3   | 3   |
| MAXIMUM GREEN 1    |  | 30  | 65  | 35  | 40  | 30  | 65  | 35  | 40  |
| MAXIMUM GREEN 2    |  | 30  | 65  | 35  | 40  | 30  | 65  | 35  | 40  |
| YELLOW CLEARANCE   |  | 5.1 | 5.1 | 4.4 | 4.4 | 5.1 | 5.1 | 4.4 | 4.4 |
| ALL RED            |  | 2.1 | 2.6 | 2.5 | 2.7 | 2.1 | 2.6 | 2.5 | 2.7 |
| PEDESTRIAN WALK    |  | -   | 7   | -   | 7   | -   | 7   | -   | 7   |
| FLASHING DONT WALK |  | -   | 30  | -   | 23  | -   | 30  | -   | 23  |
| RECALL             |  | -   | MAX | -   | -   | -   | MAX | -   | -   |

PHASING DIAGRAM  
(S.O.P. 10 MODIFIED)



## REMOVAL ITEMS

|          |       |   |
|----------|-------|---|
| 690-10   | 12 EA | ✓ |
| 690-31   | 4 EA  | ✓ |
| 690-70   | 8 EA  | ✓ |
| 690-90   | 1 PI  | ✓ |
| 690-100  | 1 PI  | ✓ |
| 700-5-60 | 4 EA  | ✓ |



THE CONTROLLER ASSEMBLY STRAIN POLES, ELECTRICAL SERVICE, AND ASSOCIATED CONDUIT, PULL BOXES, AND CABLING ARE EXISTING TO REMAIN.

|          |       |   |
|----------|-------|---|
| 630-2-12 | 25 LF | ✓ |
| 635-2-11 | 2 EA  | ✓ |
| 646-1-11 | 2 EA  | ✓ |
| 665-1-11 | 2 EA  | ✓ |

|           |
|-----------|
| 630-2-11  |
| 632-7-1   |
| 635-2-11  |
| 660-1-109 |
| 670-5-411 |

| REVISIONS |             |      |             |
|-----------|-------------|------|-------------|
| DATE      | DESCRIPTION | DATE | DESCRIPTION |

KIMLEY-HORN AND ASSOCIATES, INC.  
RONALD C. HILDEBRAND, P.E.

STATE OF FLORIDA  
DEPARTMENT OF TRANSPORTATION

ROAD NO.

COUNTY

NCIAL PROJECT

# SIGNALIZATION PLAN

*SHEE*  
*NO.*

SR 60 / ADAMO DRIVE

7-8