Polk County, Florida Large Scale Comprehensive Plan Amendment

Parcel ID: 272-630-0000000-120-10

US Highway 27, Holly Hill Grove Road 1 and Holly Hill Grove Road 2

Davenport (Polk County), Florida

Applicant: CPH, LLC

Large Scale Comprehensive Plan Amendment: Map and Text

December 7, 2023

Prepared by:

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I. Executive Summary

CPH, LLC, on behalf of Circus Inn Inc., hereby submits the subject Large-Scale Comprehensive Plan Amendment application for a change to the future land use designation of approximately 30 acres of Professional Institutional (PIX) to Employment Center (ECX) located on U.S. Highway 27 and Holly Hill Grove Road 1 in Davenport (Polk County), Florida. The subject of this future land use map designation is a 30-acre portion of a larger parcel, Polk County Parcel ID No. 272-630-0000000-120-10. **FIGURE 1** is an aerial of the subject site and land use amendment boundary within the parent parcel. A pre-application meeting was held with County Staff on July 27, 2023 and a series of follow up conference calls thereafter. At the County's direction, the applicant is submitting a corresponding text amendment to the North Ridge Selected Area Plan Policy 2.131.-Q3: M(c)(a), regarding access criteria within the ECX future land use designation, as a separate large-scale comprehensive plan amendment.

Property Information:

- Parcel ID: 272-630-0000000-120-10
- Owner: Circus Inn, Inc.
- Acreage:
    - Parent Parcel: 57.517 acres
    - Amendment area: 29.687 acres
- Existing Future Land Use: Professional Institutional (PIX) and Employment Center (ECX)
- Proposed Future Land Use: Employment Center (ECX)

II. Statement of Intent

The applicant/owner of the subject site (depicted in FIGURE 1 and FIGURE 2 below) hereby submits a Level 4 Board of County Commissioners Application for a Large-Scale Comprehensive Plan Amendment. FIGURE 2 depicts the current future land use map designations on the subject parcel and the surrounding area. FIGURE 3 depicts the proposed future land use map designations on the subject parcel and surrounding area.

The subject site is located on the west side of U.S. Highway 27. The parent parcel is located south of Holly Hill Grove Road 2 and bisected by Holly Hill Grove Road 1. The applicant desires to convert the 30-acre southern portion of the parcel (south of Holly Hill Grove Road 1) from Professional Institutional (PIX) to Employment Center (ECX). This amendment is proposed on a portion of a single parcel with split designations. The northern portion of the parcel is currently classified as Employment Center (ECX). The intent is to create a unified Employment Center (ECX) designation for the entire parcel.

The amendment allows a single, consistent land use on the property and allows for future development of a unified project with similar and compatible uses. The parcel is identified by a

single parcel ID number, and under a single ownership. The unified ownership of both portions of the property allows for a better plan of development and a more unified project design.

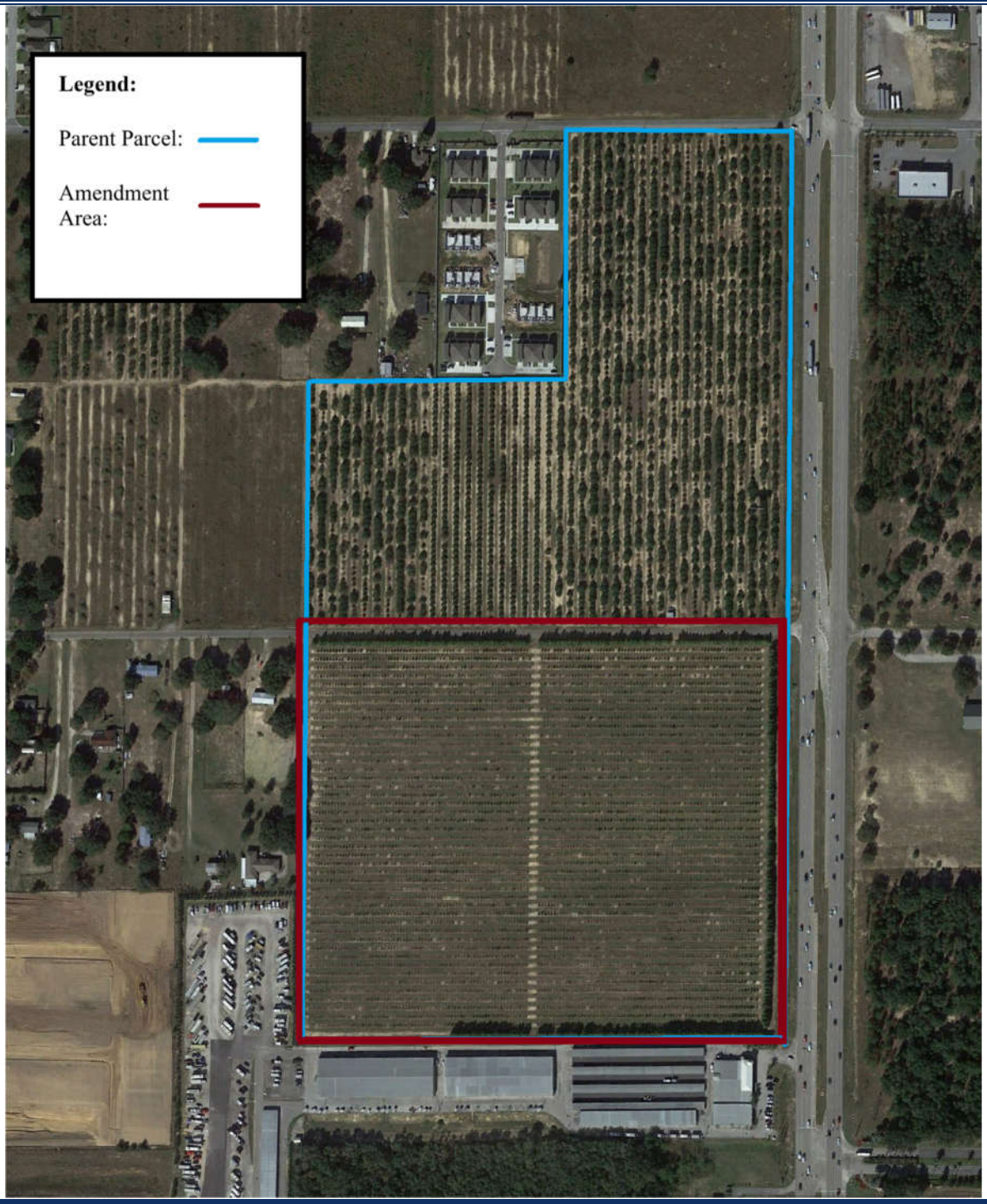

Figure 1
Aerial Image of the Subject Area
U.S. Highway 27 and Holly Hill Grove Road 1, Davenport (Polk County), Florida
Source: Google Earth

cph
Engineers
Architects
Planners
Landscape Architects
Transportation/Traffic
Surveyors
Environmental Scientists
Construction Management

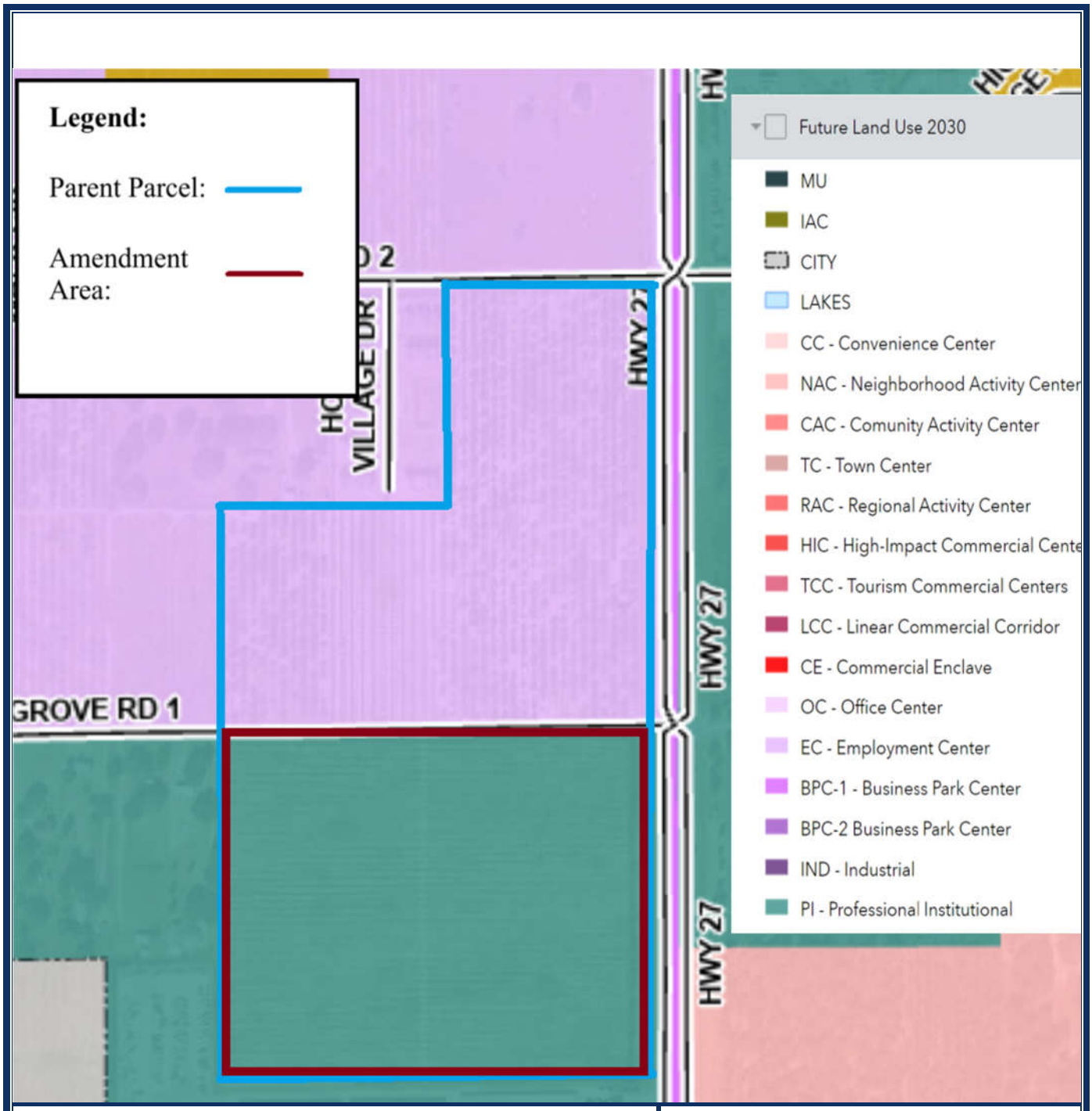

Figure
Current Future Land Use Map
U.S. Highway 27 and Holly Hill Grove Road 1, Davenport (Polk County), Florida
Source: Polk County Future Land Use Map

Engineers
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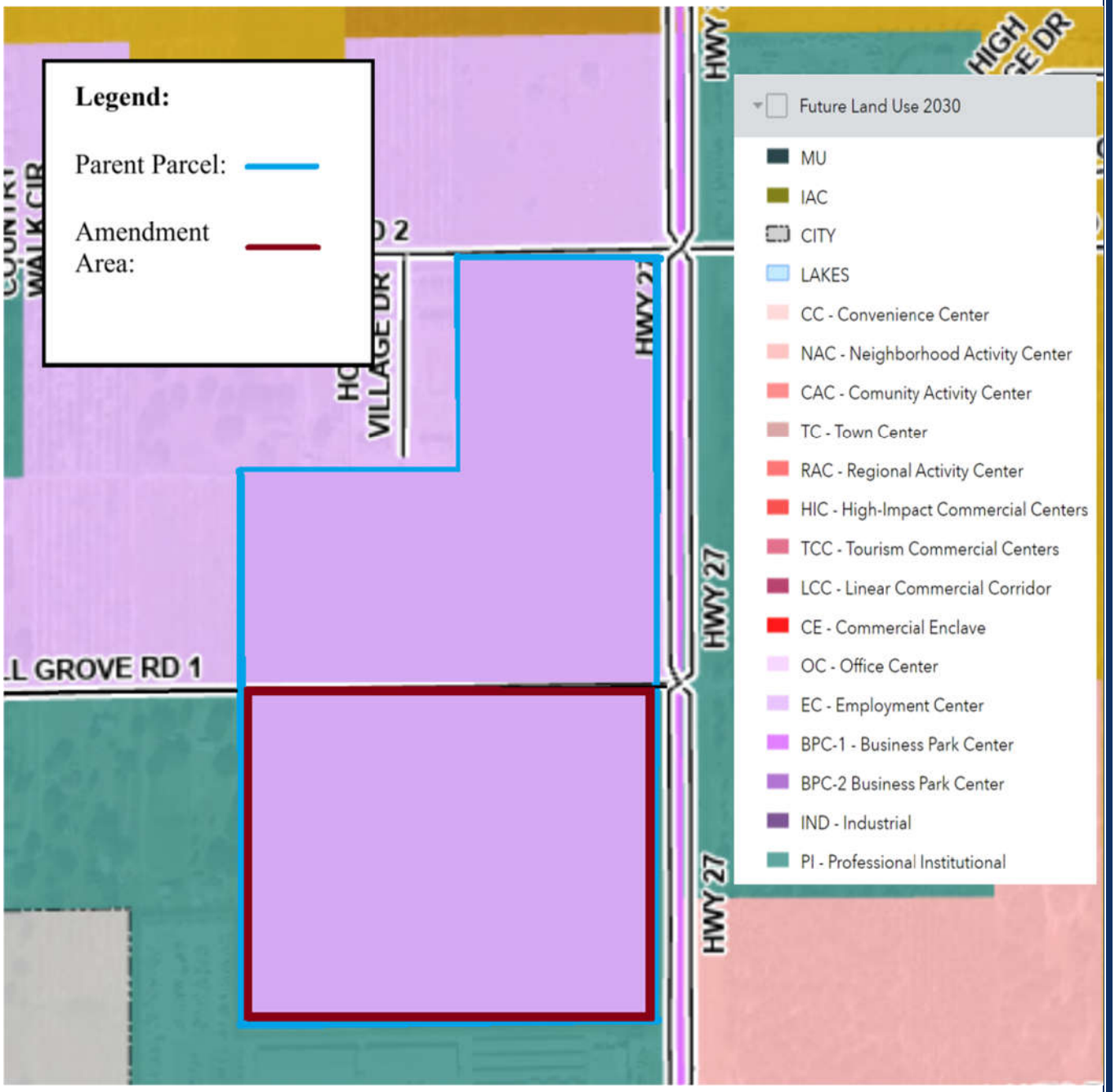

Figure 3
Proposed Future Land Use Map
U.S. Highway 27 and Holly Hill Grove Road 1, Davenport (Polk County), Florida
Source: Polk County Future Land Use Map

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Engineers
Architects
Planners
Landscape Architects
Transportation/Traffic
Surveyors
Environmental Scientists
Construction Management

III. Permitted Uses and Land Use Intensity

Employment Center (ECX) and Professional Institutional (PIX) designations permit similar uses. Both designations permit commercial and office uses up to a 0.70 Floor-Area-Ratio (FAR), by right. **Table 1** below compares the uses permitted within the ECX and PIX land use categories.

Table 1: Permitted Uses Allowed in ECX and PIX Land Uses

Land Use Category	Permitted Uses	Difference
Employment Center (ECX)	Office and support facilities, college and university uses, commercial, light assembly, and limited warehouse uses.	Both land use categories are very similar and include the same general land use categories of office and commercial uses. The major difference is the limitation on commercial development of 65,000 square feet.
Professional Institutional (PIX)	Medical and other professional offices and support facilities, retail and commercial.	

Under the existing PIX designation, the subject property is already approved for intense development. Due to the similar development intensity (up to 0.70 FAR by right) in PIX and ECX, there will be no measurable impacts on traffic, water, and sewer from the proposed amendment. As identified above, the main difference between the two designations is the cap on commercial development at less than 65,000 square feet in PIX. Table 2 below demonstrates that this amendment does not change the maximum development potential because the same amount of overall development can occur on this property without this map amendment. This amendment simply brings the entire parcel under one land use designation and removes the cap on the maximum building size permitted for commercial development only.

Table 2: Maximum Permitted Development – Current vs. Proposed Amendment

Future Land Use Designation	Density / Intensity	Acres	Total Development Allowed
Professional Institutional (PIX)	0.70 FAR	30	914,760 square feet of non-residential development (maximum 65,000 sf of commercial development)
Employment Center (ECX)	0.70 FAR	30	914,760 square feet of non-residential development
Change in permitted development		No change in maximum development; mix of uses would allow a higher percentage of commercial use.	

IV. Impact Statement – Compatibility, Suitability and Public Facilities

As demonstrated below, this amendment will not generate significant impacts on the subject property, the surrounding area, or on the County's public facilities that will serve the development in accordance with Polk County Comprehensive Plan, Chapter 9, Section 910.

1. Land and Neighborhood Characteristics

The subject property is currently vacant/undeveloped. The adjoining properties have developed in a combination of commercial and residential development including mini-storage units and residential. Significant residential development has been constructed along both sides of US 27 and more development is approved but not yet built. The subject property and the surrounding area has already been approved for significant urban development as identified in Table 3 below.

Table 3 – Analysis of Existing and Future Land Use Surrounding Proposed Amendment

Direction	Existing Use	Future Land Use
North	Vacant (remainder of subject parcel)	ECX
South	Mini-Storage	PIX
East	Vacant/Undeveloped and Christian School	PIX and Neighborhood Activity Center (NACX)
West	Storage and Rural Residential	PIX

As identified in Table 3 above, the compatibility and suitability will not change due to the proposed amendment. Professional Institutional and Employment Center each permit a 0.70 FAR building intensity by right and the same building height standard. Therefore, the change in development permitted on the property for the purposes of this land use analysis are negligible. Additionally, the surrounding area is approved for urban densities and intensities. Thus, the land use change will not result in a change to the current development pattern.

The parcel is located within the U.S. Highway 27 Commercial Corridor. This Corridor runs from the I-4 intersection south to U.S. Highway 17-92 W, a length of approximately 10-miles with land uses consisting of: Regional Activity Center (RAC), Employment Center (EC), Professional Institutional (PI), Convenience Center (CC), Residential, and Davenport City Limits. The parcel is contextually located abutting U.S. Highway 27, an existing corridor designed to support urban densities and intensities.

There is significant urban development approved on the future land use map, but there is not significant commercial development in the immediate area to serve the existing and planned

population. The amendment request will allow for a better planned project for the developer and the community while providing the opportunity to meet a need in the area for more commercial development as demonstrated in the needs analysis.

2. Access to Roads and Highways

Professional Institutional (PIX) and Employment Center (ECX) allow similar development intensity and generate similar traffic impacts. Attached as Appendix E is a Major Traffic Study to support this amendment.

The development of the parcel provides the opportunity to create a better project for bike, pedestrians, public transportation, etc. The proposed future land use will permit connectivity to adjacent bike/pedestrian infrastructure, transit stop locations, and transportation infrastructure. Polk County has recently approved residential development on both the eastern and western sides of US 27. The mitigation for these developments has included proportionate share payments to improve Holly Hill Grove Road 2.

3. Water / Sewer

Professional Institutional (PIX) and Employment Center (ECX) allow similar development intensity, and water and sewer typically use the same generation for non-residential; therefore, there is no expected impact on potable water / sewer facilities. Table 4 below demonstrates that no significant impacts to potable water or sanitary sewer should be created by this map amendment.

Table 4: Maximum Potable Water/Sewer Demand Between Existing County FLUM and Proposed Amendment

Use	FAR	Estimated Rate	Total Water Usage
Existing FLUM – Professional Institutional (PIX)			
Professional Institutional (PI)	914,760 square feet	0.15 gpd/gross sq. ft.	137,214 gpd
Total Potable Water / Sewer Demand Existing FLUM			**137,214 gpd**
Proposed Amendment – Employment Center (ECX)			
Employment Center	914,760 square feet	0.15 gpd/gross sq. ft.	137,214 gpd
Total Potable Water / Sewer Demand for Employment Center			**137,214 gpd**
PROJECTED IMPACT OF FLUM AMENDMENT			**0 gpd**

4. Surface Water Management and Drainage

The proposed future land use map amendment does not impose any significant environmental impacts. The allowable density and intensity of the site under the proposed ECX designation is similar to that of the existing PIX designation; and therefore, the stormwater management and environmental impacts are similar.

Any proposed development will have no impact on surface water quality. There are no surface waters located on-site and any proposed development will not discharge any stormwater off-site. Any proposed development will be designed with dry retention ponds that will contain all regulated design storm events. The ponds will recover through infiltration.

There are no wetlands located within the subject property. The site does have significant changes in elevation across the site, however any proposed development will be designed such that there is no discharge off-site. All runoff generated on-site will be captured and routed to multiple retention ponds that are designed to contain all regulated design storm events and will recover via percolation. There are no adverse impacts caused by the site's topography and no runoff will be diverted off-site.

There are no existing water bodies located on the property, and therefore no fish. Gopher tortoise and sand skink mitigation will be implemented to offset any impacts to the existing gopher tortoise and sand skink habitats on site. A full environmental analysis will be conducted prior to any development of the property.

Stormwater management will consist of multiple dry retention ponds. Therefore, groundwater recharge will be achieved through percolation from the retention system bottom. Impacts to local aquifer recharge will be minimal.

5. Population / General Information

The proposed amendment is needed to bring commercial development in this segment of the US 27 corridor. Significant residential development has been approved around this project both in Polk County and the City of Haines City. Attached in Appendix E is a Market Study that addresses the need for commercial development in this area of the County.

6. Holly Hill Grove Road 1 Closure

The applicant has discussed with staff closing Holly Hill Grove Road 1 prior to submitting this future land use map amendment. In conjunction with this map amendment, the applicant has submitted text amendments that addresses a driveway access prohibition for ECX designated properties and the closure of Holly Hill Grove Road 1. The text amendment includes the required supporting analysis and demonstrates their consistency with the County's comprehensive plan. The adoption of these text amendments is considered a vital component of

developing a commercial project at this location. For more information see the text amendment application.

V. Consistency with the Comprehensive Plan

The proposed future land use map amendment is consistent with the North Ridge Selected Area Plan as demonstrated in the analysis below.

SECTION 2.131-Q NORTH RIDGE SELECTED AREA PLAN.

This Selected-Area Plan is adopted in recognition that this area of Polk County; bounded on the east by the Providence Development and land to the south, on the north by the CR 54/Loughman SAP, on the west by the Core area of the Green Swamp Area of Critical State Concern and on the south by the City of Haines City; is expected to experience a high degree of development over the next twenty years. This urbanization will be caused by numerous external factors, most of which are occurring in adjacent Osceola and Orange Counties. This Selected Area Plan is a proactive response to these forces. It represents an initiative to shape this development into an organized and well-planned urban area.

VISION BASIC PRINCIPLES

The "Basic Principles" section has been included to serve as guiding principles to convey the concept and intent of the objectives and policies of the North Ridge Selected Area Plan. It contains fourteen fundamental principles as follows:

1. An efficient and highly desirable urban growth pattern requires a balance of residential and nonresidential uses, a range of housing opportunities, and short trips between housing, employment, and shopping.

2. The best way to achieve an efficient and highly desirable urban growth pattern in this area is through the interconnection of urban nodes, tourist activities, and medical and commercial centers.

3. The existing cities serve as the social, commercial, cultural, educational, and civic centers of the entire area. Their urban services and location are responsive to the needs of the neighborhoods.

4. The I-4 US 27 intersection, as a major access to the area, will allow regional-type activities to develop in the adjacent area.

5. The existing medical facilities will serve as attractors for other medical services and office centers.

6. Tourist commercial uses, mixed with regional-type activities are better served in the vicinity of the intersection of I-4 and US 27 and at the terminus of the Ernie Caldwell Boulevard.

7. Neighborhood and community activity centers are needed to help serve not only the visitors but also the permanent residents to the area.

8. Environmentally sensitive development is an enhancement to the quality of life. Provisions for Green Swamp protection, aquifer protection, and reforestation are important components to this plan.

9. Transportation efficiency is a desirable goal. This plan recognizes US 27 as the primary transportation corridor and the need for alternative North/South and East/West facilities to support urban growth.

10. Multi-use transportation corridors and access management are key implementation tools to providing a safe and efficient movement of vehicular traffic.

11. This SAP has an important rural and agricultural component that needs to encourage agricultural activities and protection of these elements.

12. Mixing residential and non-residential uses along with interconnectivity between neighborhoods and commercial districts will support a more efficient transportation pattern in the area as well as help maintain the level of service on US 27.

13. Mixed use developments that can provide a diverse mix of residential and non-residential uses are preferred within the SAP.

14. Provide a linked system of recreation by the establishment of an area-wide pedestrian and bikeway trail within rights-of-way and on sidewalks of collector and arterial roads with links to the Green Swamp.

15. This SAP area contains regionally important commercial sand resources. These raw materials are essential for future development in several central Florida Counties. Development standards must maximize long-term extraction of sand resources, and promote compatibility with adjoining uses, and promote and guide future conversion to developable land.

CONSISTENCY: The proposed amendment supports a logical and sustainable growth pattern. Residential development is planned adjacent this property but there currently is no commercial development to provide for those daily needs. This amendment provides this needed commercial development within walking distance or a short drive from these residential units.

Any proposed development will need to incorporate the County's access management strategies to help protect the roadway capacity on the US 27 corridor.

Finally, the supporting environmental analysis demonstrates that the property is very suitable for the planned use.

M. EMPLOYMENT CENTER (ECX) - The Employment Center is an Activity Center designated only within the County's Selected Area Plans (SAP). It is designed to allow office parks, light assembly, commercial, and other business uses to serve the needs of the growing population in the northeast area of the County.

a. DESIGNATION AND MAPPING - The Employment Center is designated on the Future Land Use Map Series as "Employment Center X" (ECX).

b. CHARACTERISTICS - The ECX in this SAP is intended to accommodate the employment and functional needs of the urbanizing northeast area of the County. The ECX will generally contain office and support facilities, college and university use, commercial, light assembly, and limited warehousing uses. General (approximate) characteristics of the Employment Center Xs are:

(a) Minimum Population Support: 20,000,

(b) Market Area Radius: 3+ miles,

(c) Typical Tenants: Office Parks, colleges and universities, research parks, services to offices, light assembly, distribution centers, research firms, development firms, convenience stores, restaurants, professional offices, financial institutions, recreational uses, communication facilities, medium density residential development, hotels and uses that support or directly relate to the college campuses and the development of a research park, including small-scale retail stores and other commercial uses.

CONSISTENCY: The proposed amendment will result in a single land use designation for the subject parcel. The property is currently split between the Professional Institutional (PIX) and Employment Center (ECX) designations. Employment Center is a more suitable land use for both the planned use of the property and to serve the needs of the surrounding area. As presented in the supporting marketing analysis, there is a significant population present to support any planned commercial development. The land use amendment will help generate needed employment opportunities in the area.

c. DEVELOPMENT CRITERIA - Development within an ECX shall conform to the following criteria:

(a) Access to parcels shall be by an internal road system, frontage roads, cross-access easements, shared ingress/egress access easements, or

some combination of these. No new individual driveways shall be permitted to access US 27.

CONSISTENCY: Any proposed development will have to utilize access management strategies required by the County. A text amendment is requested as part of this amendment to modify the "no new individual driveways" provision above.

(b) Different uses shall incorporate the use of shared ingress/egress facilities wherever practical.
(c) Parking shall be provided to meet the needs of the uses in an efficient manner that best suits the community collectively through optional methods such shared parking and permeable surface parking design.
(d) Interior traffic-circulation patterns shall facilitate the safe movement of vehicular, bicycle, and pedestrian traffic.
(e) Buffering that meets the County development standards as set forth in the adopted code shall be provided where effects of lighting, noise, odors, and other such factors would adversely impact adjacent land uses.

CONSISTENCY: Any proposed commercial development will have to incorporate the County's requirements for buffering and parking to help ensure safe movement for all modes of transportation.

(f) Residential development, as a primary use will be permitted in up to 15% of the ECX designation at Medium and High Densities. Location of residential units above non-residential shall be encouraged by not considering such units against the maximum residential densities. Residential development in excess of the 15% ECX designation may be permitted through a Planned Development. Alternatively, residential development may exceed the 15% ECX designation and be permitted a maximum density of 25 dwelling units per acre through a technical review performed by the Development Review Committee if the development provides parallel connector(s) between two or more roads intersecting with US 27 that connect residential and commercial development along the US 27 corridor, consistent with Policy 2.131-W4.
(g) Industrial uses which include at least fifty percent (50%) office space, assemble products, and conduct research and development, but do not manufacture any products.

(h) The FAR shall be 0.70. Higher FARs will be allowed through bonus points per the Land Development Code for a total of 2.0.

(i) Retail and commercial uses are limited to 30 percent of the ECX district. A higher percentage of the limited 30 percent of retail and commercial uses shall be permitted through a Planned Development. The maximum floor area ratio for commercial uses shall be 1.0.

(j) All development, when it is feasible, shall take advantage of any mass-transit facilities.

CONSISTENCY: Any development must meet the ECX standards identified above.

C. SIDEWALK ALONG US 27 AND US 17/92 - Sidewalks shall be required along the entire length and on both sides of US 27 and on both sides of US 17/92 within the North Ridge SAP as part of the multi-modal transportation system in the North Ridge SAP.

CONSISTENCY: Any proposed development must incorporate the sidewalk requirements for US 27.

OBJECTIVE 2.131-S: Development within the North Ridge corridor shall conform to special buffering and landscape criteria to reduce potential incompatibility between land uses, negative visual impacts of development, and to help ensure reforestation.

POLICY 2.131-S1: BUFFERING - Buffering shall be utilized to reduce potential incompatibilities between adjacent land uses, create reforestation opportunities, and lessen the impact between residential and non-residential uses according to criteria of the Land Development Code.

POLICY 2.131-S2: PARKING LOT LANDSCAPING STANDARDS - Parking lots shall be landscaped to provide a visually appealing appearance that enhances the development in accordance with the criteria established by the Land Development Code.

POLICY 2.131-S3: XERISCAPE - Development shall be encouraged to incorporate xeriscape and native, water conserving, species into the landscape design to the greatest extent practicable.

POLICY 2.131-S4: ROADWAY LANDSCAPE DESIGN - Roadway Landscaping shall be provided to establish a visually appealing appearance that enhances development along collector and arterial roads within the North Ridge SAP, in accordance with the criteria established by the Land Development Code.

POLICY 2.131-S5: TREE PLANTING REQUIREMENTS - Tree planting shall be provided to establish a visually appealing appearance that enhances the development, in accordance with the criteria established by the Land Development Code.

CONSISTENCY: The supporting analysis demonstrates that the property is suitable for the proposed use and compatible with the surrounding area. When the property is developed the buffering and landscaping requirements will have to be addressed in the proposed development plan.

OBJECTIVE 2.131-U: New development shall continue the provision of open space and the protection of native-plant and animal communities within the US 27 Corridor.

POLICY 2.131-U1: Ten percent (10%) of open space (30% for the area within the Green Swamp) shall be required of all development, to ensure an aesthetic and visually pleasing sense of place.

POLICY 2.131-U2: The developer shall design and locate proposed improvements to minimize the removal of native vegetative communities. However, it is not the intent of this provision to preclude the reasonable use of a lot or parcel of land consistent with the Comprehensive Plan and Land Development Code. For parcels containing significant native plant communities, the County shall identify these on the Resource Protection Maps and work with land owners to purchase them for preservation.

POLICY 2.131-U3: Wetlands, wet and dry retention, landscaped buffers, recreational areas and required buffers from environmentally sensitive areas may count for up to Ninety percent (90%) of the required open space, in accordance with the criteria established in the Land Development Code.

POLICY 2.131-U4: Restation shall be encouraged to enhance current wildlife areas and improve water quality within, and adjacent to, the Green Swamp and within the North Ridge SAP.

POLICY 2.131-U5: Polk County shall evaluate the applicability of utilizing transferable development right (TDR) programs or purchased of development right (PDR) programs as possible mechanisms to preserve land for environmental

resources, or specific plant or animal habitats, while encouraging development in more environmentally appropriate areas within this SAP.

CONSISTENCY: The supporting environmental analysis demonstrates that the property is suitable for the Employment Center use. Additionally, the property's current designation, PIX, already permits the same or similar amount of development proposed in the map amendment.

OBJECTIVE 2.131-V: All land alteration activities shall be sensitive to the unique natural resources within the North Ridge Corridor.

POLICY 2.131-V1: Where disturbance of a wetland or wetlands is unavoidable, mitigation shall be completed in accordance with the guidelines of the appropriate regulatory agencies. Receiving zones, within Polk County, will be identified to assist these agencies in providing options for off-site mitigation in order to protect, enhance, or restore local environmentally sensitive systems. This wetland mitigation project shall occur in Polk County as approved by the regulatory agencies.

POLICY 2.131-V2: Building setbacks shall be 50 feet from environmentally sensitive areas. Wider setbacks may be required by the County depending on the environmental sensitivity of the area and the intensity of the development proposed adjacent to the area.

POLICY 2.131-V3: In order to prevent soil erosion and protect water quality by providing natural filtration of surface water runoff, a natural undisturbed vegetative buffer shall be required around all surface water bodies and wetlands, in accordance with the Land Development Code.

POLICY 2.131-V4: Underground petroleum storage tanks shall be allowed within the North Ridge SAP in accordance with this Comprehensive Plan and the Federal and State requirements.

CONSISTENCY: The supporting environmental analysis demonstrates that the property is suitable for the Employment Center use. Additionally, the property's current designation, PIX, already permits the same or similar amount of development proposed in the map amendment.

OBJECTIVE 2.131-W: The County shall optimize the capacity of US 27 and US 17/92 as the primary transportation roadways. (Section revised by CPA-2003A-04) July 9, 2003)

POLICY 2.131-W1: Access to new development or redevelopment will comply with FDOT access management guidelines for the US 27 transportation corridor.

CONSISTENCY: Any proposed development must comply with the FDOT access management guidelines for US 27.

POLICY 2.131-W2: New development and redevelopment is encouraged to increase internal-capture rate to reduce external trips by focusing compatible land uses which provide a full range of activities, thereby reducing external trips.

POLICY 2.131-W3: All new development and redevelopment fronting US 27 shall provide access via a frontage, parallel (back) road, or a side street. A cross access easement agreement, or a shared ingress/egress access easement agreement, or any other shared access method as approved by the Planning Division Director or his designee shall be required. Such easement agreements shall be recorded as in the public records of Polk County and shall constitute a covenant running with the land. As established by the Land Development Code, temporary right-in/right-out access may be granted.

CONSISTENCY: Any proposed development must meet the County's access management requirements for US 27.

POLICY 2.131-W4: CONNECTION BETWEEN DEVELOPMENTS - All new development and redevelopment shall be encouraged to provide connection between developments and pedestrian/bikeway connections between adjacent parcels and roadway connections along existing and SAP proposed arterial and collector roads. All development adjacent to any of the proposed collector road systems shall be required to provide connections to the proposed roads. If conditions warrant, the County may require:

1. Service Roads;
2. Internal roadways/frontage roads;
3. Road connections that may extend beyond the SAP;
4. Shared ingress/egress access; and
5. Cross-access easements.

POLICY 2.131-W5: MULTI-MODAL COLLECTOR ROAD SYSTEM - Future collector roadways within the North Ridge SAP are depicted on the SAP FLUM in terms of their general location. Their final placement may deviate somewhat from these general locations without the necessity of processing a Comprehensive Plan Amendment (CPA) provided that the transportation access and capacity provided by that transportation corridor is generally maintained.

A. Improvements to, and rights-of-way acquisition for, arterial or collector roadways shall be funded consistent with the Polk County Capital Improvement Program which shall identify revenue sources for these projects.

B. Right-of-way shall be provided at time of development to the County to implement the collector roadways proposed on the North Ridge SAP FLUM and consistent with the Land Development Code.

C. The right-of-way provided shall incorporate bike lanes and sidewalks.

D. Arterial and collector roads built by developers shall conform to the adopted road plan for the North Ridge SAP. Polk County shall amend the following transportation maps in the Comprehensive Plan Map Series to reflect the designed road plan for the North Ridge SAP:

1. Lakeland and Winter Haven Urbanized Areas/Small Urban Areas (Figure GF-3.214-3),
2. 2020 Future Roadway Laneage (Figure GF-3.214-4), and
3. 2020 Future Roadway Functional Classification (Figure GF-3.214-5).

POLICY 2.131-W6: CURB CUTS AND JOINT ACCESS - The following curb cut and joint access criteria shall be implemented along US 27, US 17/92, and collector roadways consistent with the following:

A. Curb Cuts - Curb cuts for US 27 and US 17/92 shall be consistent with the requirements

established by the Florida Department of Transportation.

B. Unified Access and Joint-Use Driveways -

1. Unified Access and Circulation - All development shall be designed to incorporate unified access and circulation in accordance with the requirements described below.
2. Joint Use Driveways - The County shall require the establishment of a joint-use driveway serving abutting building sites, with cross-access easements.

C. Cross-Access Corridors - The County shall designate cross-access corridors on properties adjacent to roadways. Such designation may be made in connection with the approval of any subdivision or site plan within the affected area, or as part of an overall planning program.

D. Design of Cross-Access Corridors - Cross-access corridors shall be designed to provide unified access and circulation among parcels on each block of the thoroughfare, in order to assist in local traffic movement. Each corridor should be designed to include the following elements:

1. A continuous linear travel corridor extending the entire length of the block which it serves, or approximately 1,000 feet parallel to the thoroughfare and having a design speed of 10 mph. Final design of the facility shall be approved by the County Engineer.
2. Sufficient width to accommodate two-way travel aisles designed to accommodate automobiles, service vehicles, and loading vehicles.
3. Stub-outs and other design features which make it visually obvious that the abutting properties may be tied in to provide cross-access, shall be constructed at the time of development.
4. Linkage to other cross-access corridors in the area.

E. Easements Required to be Dedicated - Where a cross-access corridor is designated by the County, no subdivision plat, site plan or other development shall be approved unless the property owner shall grant an easement, running with the land, allowing general cross-access to and from the other properties in the affected area. Such easement shall be recorded in the public records of Polk County and shall constitute a covenant running with the land.

F. Coordinated or Joint Parking Design - Wherever a cross-access corridor has been designated, the business sites within the affected area shall be so designed as to provide for mutually coordinated or joint access and circulation systems, and shall include stub-outs and other design features as necessary to make it visually obvious that the abutting properties may be tied in to create a unified system.

G. Development Prior to Abutting Use - In the event that the building site is developed prior to an abutting property, it shall be designed to ensure that its parking, access, and circulation may be easily connected to create a unified system at a later date.

H. Existing Abutting Uses - In the event that the building site abuts an existing developed property, it shall be so designed as to connect to the abutting parking, access and circulation to create a unified system unless the County Engineer finds that this would be impractical.

POLICY 2.131-W7: The County shall encourage mass-transit facilities consistent with the plans of the Polk Transportation Planning Organization and the Transportation Element of Comprehensive Plan.

POLICY 2.131-W8: Pedestrian and bikeway systems shall be developed in accordance with standards in the Land Development Code and consistent with the Polk TPO 2025 Long Range Plan. The standards shall include guidelines for the location and type of improvements. The County shall encourage developers to provide for pedestrian/bikeway systems in all development.

CONSISTENCY: Any proposed development must meet FDOT and County access management and design standards.

OBJECTIVE 2.131-X: The North Ridge Selected Area Plan shall identify the necessary capital improvements to support the proposed development and the funding sources to implement these improvements for regional parks, EMS, Fire and Sheriff's facilities, Fire station, Sheriff's facility, arterial roads, collector roads, intersections, and recreational trails.

POLICY 2.131-X1: Roadway, utility, parks and open space, and public safety improvements that benefit the SAP landowners shall be the responsibility of all landowners within the SAP.

A. All land owners shall be responsible for the funding of all mechanisms to finance all public improvements such as, but not limited to, transportation and recreation/open space improvements.

B. A Transportation Concurrency Management Area (TCMA), in accordance with Section 163.3180(7) F.S./Rule 9J-5.0055(5), or alternative long-term transportation management programs that are acceptable to Polk County and the Department Economic Opportunity (DEO), to include the North Ridge, US 27, and C.R. 54/Loughman Selected Area Plans shall be established.

POLICY 2.131-X2: CAPITAL IMPROVEMENTS - The following capital improvements are projected for the North Ridge SAP:

	2000	2005	2010	2015	2020
	(Student stations)				
Schools:					
Elementary	-146	781	1,708	2,641	3,575
Middle	33	494	954	1,418	1,883
High	625	1,039	1,454	1,871	2,288
Regional Parks (acres)	200-acre park is currently needed - buildout of this SAP will require an additional 300 acres				
EMS and Fire	An EMS and Fire station facility will be needed within this SAP, approximately near the intersection of US 27 and CR 547.				
Sheriff	The nearest station is located on Thompson Nursery Road near Lake Wales. A Sheriff's facility is needed near the center of all the SAPs in northeast Polk County.				

COLLECTOR ROADS	**APPROXIMATE LENGTH**	**IMPROVEMENT (1)**
		U 2 lanes (2)
Collector I North-South west parallel to US 27	6.3 miles	30.9 million
Collector II North-South east parallel to US 27	8 miles	23.5 million
Collector III East-West	10.8 miles	10.8 million

(1) The improvement estimates only include right-of-way and construction cost, not maintenance costs. These cost estimates are based on current 2000 dollars.

(2) Multi-modal corridor - Two lane undivided plus bicycle path and sidewalks on both sides of the road.

CONSISTENCY: The proposed amendment is supported by a public facility analysis demonstrating that the amendment will not result in more impacts than what is already planned by the County for this property. The property is already served with urban facilities. At the time of development approval, a more detailed analysis will be required to ensure adequate capacity is available.

Appendices

Appendix A. Application Forms

DRAFT: For Internal Discussion Only

Large Scale Comprehensive Amendment Application

Select a Record Type

Level 1 (Administrative)
Level 2 (Development Review Committee)
Level 3 (Board of Adjustment)
*Level 4 (Board of County Commissioners)
☐ BOCC – Community Development District
☐ BOCC – Conditional Use
☒ BOCC – CPA Large
☐ BOCC – CPA Small
☐ BOCC – Developer's Agreement
☐ BOCC – Development of Regional Impact
☐ BOCC – Infrastructure Agreement
☐ BOCC – LDC District Change
☐ BOCC – LDC Text Change
☐ BOCC - Waiver
Level 5 (Plats)
Renewals

Step 1: Location & People > Location Information

***Parcel**
Parcel Number: 27-26-30-000000-012010

***Address:**
Street No.: Highway 27
Direction: n/a **Street Name**: Highway 27
Street Type: Highway **Unit No.**: N/a
City: Davenport **State**: Florida **Zip**: 33837

***Owner:**
Owner Name: Circus Inn Inc.

Address Line 1: PO Box 65

City: Davenport **State**: Florida **Zip**: 33836-0065

***Applicant Information**
Select from Account or Add New
Javier Omana
CPH, LLC.
jomana@cphcorp.com
407-575-7210

Developer (optional)
Select from Account or Add New

Full Name	Business Name	Contact Type	Work Phone	Fax	E-mail	Action
TBD	TBD	TBD	TBD	TBD	TBD	TBD

Step 2: Application Detail > Description

***Application Name: US Highway 27 Retail Center**

***Detailed Description:**
TBD.

Application Information
Public Hearings

*Development Type:	Board of County Commissioners
* Application Type:	CPA within Selected Area Plan
Brownfields Request:	N/A

General Information

*Acreage:	57.61 acres
*DRC meeting:	(**TBD**)
Rescheduled DRC Meeting:	(select date if applicable)
*Green Swamp	☒ Yes ☐ No
Case File Number:	
One Year Extension:	
*FS 119 Status:	Non-exempt

Advertising

*Advertising Board	Board of County Commissioners

The application then permits you to upload any attachments that are pertinent to your request.

Review & Certify Information

I certify that I have read and understand the instructions that accompany this application and that the statements made as part of this application are true, complete, and correct and that no material information has been omitted. By checking the box below, I understand and agree that I am electronically signing and filing this application.

By checking this box, I agree to the above certification: ☒

Upload Documentation

Payment of Fees

Appendix B. Survey and Legal Description

BOUNDARY & TOPOGRAPHIC SURVEY

ALSO BEING AN

(ALTA/NSPS LAND TITLE SURVEY)

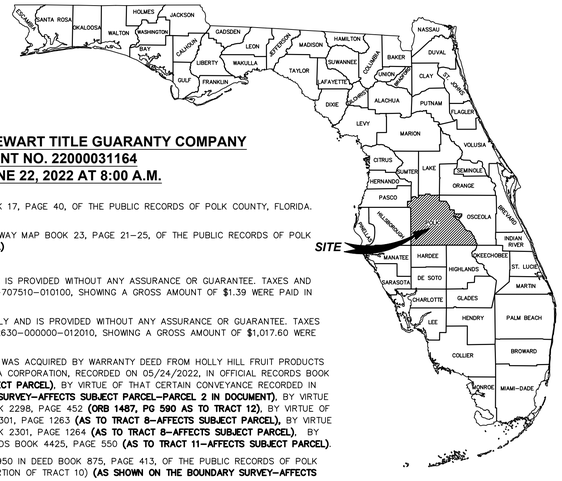
FOR

HIGHWAY 27, DAVENPORT, FL

LYING IN

SECTION 30-TOWNSHIP 26 SOUTH-RANGE 27 EAST

POLK COUNTY , FLORIDA



SCHEDULE B-SECTION II PER STEWART TITLE GUARANTY COMPANY
TITLE COMMITMENT NO. 22000031164
EFFECTIVE DATE JUNE 22, 2022 AT 8:00 A.M.

9. ALL MATTERS SHOWN ON THE PLAT RECORDED IN PLAT BOOK 17, PAGE 40, OF THE PUBLIC RECORDS OF POLK COUNTY, FLORIDA. **(NO EASEMENTS TO BE SHOWN PER THE PLAT)**

10. ALL MATTERS SHOWN ON THE PLAT RECORDED IN RIGHT OF WAY MAP BOOK 23, PAGE 21–25, OF THE PUBLIC RECORDS OF POLK COUNTY, FLORIDA. **(AS SHOWN ON SURVEY–AFFECTS SUBJECT PARCEL)**

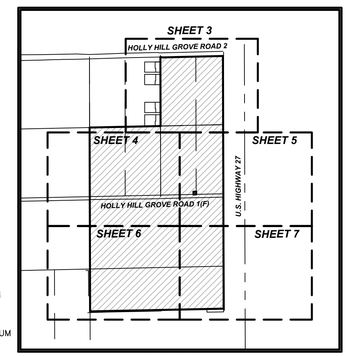
11. RIGHTS OF TENANTS UNDER ANY UNRECORDED LEASES.

NOTE: THE FOLLOWING IS FOR INFORMATIONAL PURPOSES ONLY AND IS PROVIDED WITHOUT ANY ASSURANCE OR GUARANTEE. TAXES AND ASSESSMENTS FOR THE YEAR 2021 UNDER TAX I.D. NUMBER 272630–707510–010100, SHOWING A GROSS AMOUNT OF $1.39 WERE PAID IN THE AMOUNT OF $0.00.

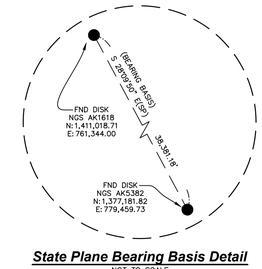
12. NOTE: THE FOLLOWING IS FOR INFORMATIONAL PURPOSES ONLY AND IS PROVIDED WITHOUT ANY ASSURANCE OR GUARANTEE. TAXES AND ASSESSMENTS FOR THE YEAR 2021 UNDER TAX I.D. NUMBER 272630–000000–012010, SHOWING A GROSS AMOUNT OF $1,017.60 WERE PAID IN THE AMOUNT OF $976.90 ON 11/22/2021.

NOTE: TITLE TO THE ESTATE OR INTEREST SHOWN IN SCHEDULE A WAS ACQUIRED BY WARRANTY DEED FROM HOLLY HILL FRUIT PRODUCTS INCORPORATED, FLORIDA CORPORATION TO CIRCUS INN INC. A FLORIDA CORPORATION, RECORDED ON 05/24/2022, IN OFFICIAL RECORDS BOOK 12267, PAGE 125 **(AS SHOWN ON BOUNDARY SURVEY–AFFECTS SUBJECT PARCEL)**, BY VIRTUE OF THAT CERTAIN CONVEYANCE RECORDED IN OFFICIAL RECORDS BOOK 2038, PAGE 27 **(AS SHOWN ON BOUNDARY SURVEY–AFFECTS SUBJECT PARCEL–PARCEL 2 IN DOCUMENT)**, BY VIRTUE OF THAT CERTAIN CONVEYANCE RECORDED IN OFFICIAL RECORDS BOOK 2298, PAGE 452 **(ORB 1487, PG 590 AS TO TRACT 12)**, BY VIRTUE OF THAT CERTAIN CONVEYANCE RECORDED IN OFFICIAL RECORDS BOOK 2301, PAGE 1263 **(AS TO TRACT 8–AFFECTS SUBJECT PARCEL)**, BY VIRTUE OF THAT CERTAIN CONVEYANCE RECORDED IN OFFICIAL RECORDS BOOK 2301, PAGE 1264 **(AS TO TRACT 8–AFFECTS SUBJECT PARCEL)**, BY VIRTUE OF THAT CERTAIN CONVEYANCE RECORDED IN OFFICIAL RECORDS BOOK 4425, PAGE 550 **(AS TO TRACT 11–AFFECTS SUBJECT PARCEL)**.

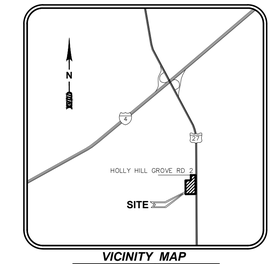
13. COVENANTS, CONDITIONS, RESTRICTIONS RECORDED APRIL 4, 1950 IN DEED BOOK 875, PAGE 413, OF THE PUBLIC RECORDS OF POLK COUNTY, FLORIDA, (AS TO THE 25FT X25FT WELL SITE IN THE SE PORTION OF TRACT 10) **(AS SHOWN ON THE BOUNDARY SURVEY–AFFECTS SUBJECT PARCEL)**



KEY MAP
NOT TO SCALE



State Plane Bearing Basis Detail
NOT TO SCALE



VICINITY MAP
NOT TO SCALE

Legal Description: (PER TITLE COMMITMENT NO. 22000031164)

PARCEL 1:

TRACT SEVEN (7) IN THE NORTHEAST QUARTER (NE–1/4) OF SECTION THIRTY (30), TOWNSHIP 26 SOUTH, RANGE 27 EAST, AS PER SUBDIVISION OF HOLLY HILL GROVE & FRUIT CO., BEING IN THE NORTHEAST QUARTER (NE–1/4) OF THE NORTHEAST QUARTER (NE–1/4) OF THE NORTHEAST QUARTER (NE–1/4) OF SECTION THIRTY (30), TOWNSHIP 26 SOUTH, RANGE 27 EAST, CONTAINING FIVE (5) ACRES, MORE OR LESS. PLAT BOOK 17, PAGE 40.

AND

TRACT EIGHT (8), ACCORDING TO THE PLAT OF HOLLY HILL GROVE & FRUIT CO. SUBDIVISION, RECORDED IN PLAT BOOK 17, PAGE 40, POLK COUNTY, FLORIDA, LYING IN THE NE–1/4 OF NE–1/4 OF SECTION 30, TOWNSHIP 26 SOUTH, RANGE 27 EAST, POLK COUNTY, FLORIDA, LESS THE EAST 47.6 FEET THEREOF AS CONVEYED BY ORREA F. PYE TO THE STATE OF FLORIDA UNDER DEED DATED NOVEMBER 16, 1948, RECORDED IN DEED BOOK 844, PAGE 315, POLK COUNTY, FLORIDA, AS RIGHT–OF–WAY FOR STATE ROAD 25 (U.S. HIGHWAY 27).

AND

TRACTS NINE (9) AND TEN (10) IN THE NE–1/4 OF. NE–1/4 OF SECTION 30, TOWNSHIP 26 SOUTH, RANGE 27 EAST, POLK. COUNTY, FLORIDA, ACCORDING TO THE PLAT OF HOLLY HILL GROVE & FRUIT COMPANY SUBDIVISION RECORDED IN PLAT BOOK 17, PAGE 40, POLK COUNTY, FLORIDA; SUBJECT TO EXISTING RIGHT–OF–WAY AS NOW IN USE FOR U. S. HIGHWAY 27 ALONG THE EAST SIDE THEREOF AND FOR COUNTY ROAD ALONG THE SOUTH SIDE THEREOF; AND SUBJECT TO RIGHTS GRANTED TO HOLLY HILL FRUIT PRODUCTS, INCORPORATED, FOR WELL AND PUMP HOUSE ON 25–FOOT SQUARE IN SOUTHEAST CORNER OF SAID TRACT 10 UNDER DEED FROM C. M. HUGHES DATED FEBRUARY 3, 1950, DEED BOOK 875, PAGE 413, POLK. COUNTY, FLORIDA. (THE LAND DESCRIBED ABOVE CONTAINS APPROXIMATELY 9 ACRES.)

AND

TRACT ELEVEN (11) IN THE NE–1/4 OF SECTION 30, TOWNSHIP 26 SOUTH, RANGE 27 EAST, POLK COUNTY, FLORIDA, HOLLY HILL GROVE & FRUIT CO., ACCORDING TO THE PLAT THEREOF RECORDED IN PLAT BOOK 17, PAGE 40, POLK COUNTY, FLORIDA, BEING THE E–1/2 OF SW–1/4 OF NE–1/4 OF NE–1/4 OF SAID SECTION 30.

AND

TRACT TWELVE (12), ACCORDING TO THE PLAT OF HOLLY HILL GROVE & FRUIT CO. SUBDIVISION, RECORDED IN PLAT BOOK 17, PAGE 40, POLK COUNT', FLORIDA, LYING IN THE NE–1/4 OF NE –1/4 OF SECTION 30, TOWNSHIP 26 SOUTH, RANGE 27 EAST, POLK COUNTY, FLORIDA.

AND

THE SE–1/4 OF NE–1/4 OF SECTION 30, TOWNSHIP 26 SOUTH, RANGE 27 EAST, POLK COUNTY, FLORIDA, LESS THE SOUTH 264 FEET THEREOF AND LESS HIGHWAY 27 RIGHT–OF–WAY.

TOGETHER WITH THE IRRIGATION SYSTEM AND THE 2010/2011 CITRUS FRUIT CROP LOCATED ON THE PROPERTY.

PARCEL 2:

THAT PORTION OF HOLLY HILL GROVE ROAD 1 AS SHOWN ON PLAT ACCORDING TO THE PLAT THEREOF RECORDED IN PLAT BOOK 17, PAGE 40, AND BOCC RIGHT OF WAY MAP RECORDED IN MB BOOK 23, PAGE 21 OF THE PUBLIC RECORDS OF POLK COUNTY, FLORIDA, TO BE VACATED BY HOLLY HILL GROVE ROAD 1

ENCOMPASSING 2,505,437 SQUARE FEET OR 57.517 ACRES MORE OR LESS.

Survey Notes:

1. COPIES OF THIS SURVEY ARE NOT VALID WITHOUT THE ORIGINAL SIGNATURE AND SEAL OF A FLORIDA LICENSED SURVEYOR AND MAPPER.
2. ADDITIONS OR DELETIONS TO SURVEY MAPS OR REPORTS BY OTHER THAN THE SIGNING PARTY OR PARTIES IS PROHIBITED WITHOUT WRITTEN CONSENT OF THE SIGNING PARTY OR PARTIES.
3. THIS SURVEY IS NOT VALID WITHOUT SURVEY SHEETS 1 THROUGH 7 OF 7.
4. THE LAST DAY FIELD WORK WAS PERFORMED WAS 2/14/2023; ALL BOUNDARY CORNERS WERE RECOVERED OR SET AS NOTED HEREON.
5. BEARINGS SHOWN HEREON AS (SP) ARE RELATIVE TO THE LINE BETWEEN TWO STATE PLANE CONTROL POINTS HAVING A CALCULATED BEARING OF S 28°09'50" E, (SEE SURVEY NOTE 13 AND DETAIL THIS SHEET)
6. HAVING CONSULTED THE NATIONAL FLOOD INSURANCE PROGRAM, FLOOD INSURANCE RATE MAP (FIRM) NUMBER 12105C0225G, COMMUNITY PANEL NO. 120261–0225–G, POLK, COUNTY, REVISED DATE DECEMBER 22, 2016, THE SUBJECT PROPERTY APPEARS TO LIE IN ZONE X, WHICH ARE AREAS DETERMINED TO BE OUTSIDE THE 0.2% ANNUAL CHANCE FLOODPLAIN (NAVD '88), THIS DETERMINATION WAS BASED ON A GRAPHIC INTERPOLATION OF SAID MAP AND NOT ON ACTUAL FIELD MEASUREMENTS.
7. HORIZONTAL WELL–IDENTIFIED FEATURES IN THIS SURVEY AND MAP HAVE BEEN MEASURED TO AN ESTIMATED HORIZONTAL POSITIONAL ACCURACY OF 0.05 (FT). THE EQUIPMENT USED TO VERIFY THE HORIZONTAL CONTROL ON THE SUBJECT SURVEY WAS A TOPCON GPS HIPER V. THE EQUIPMENT USED TO LOCATE THE FEATURES WAS A LEICA SCANSTATION P40 AND TOPCON GPS HIPER V.
8. UNLESS OTHERWISE NOTED, ALL RECORD INFORMATION SHOWN HEREON IS BASED ON INFORMATION CONTAINED IN THE COMMITMENT FOR TITLE INSURANCE BY STEWART TITLE GUARANTY COMPANY, COMMITMENT NO. 22000031164, EFFECTIVE DATE JUNE 22, 2022 AT 8:00 A.M., AND WAS PROVIDED BY THE CLIENT.
9. NO UNDERGROUND UTILITIES, FOUNDATIONS OR IMPROVEMENTS, IF ANY, HAVE BEEN LOCATED EXCEPT AS SHOWN.
10. THIS SURVEY DOES NOT IDENTIFY THE LIMITS OR EXTENT OF POTENTIAL JURISDICTIONAL WETLAND BOUNDARIES.
11. FENCES AND WALLS EXISTING ON, OVER OR ADJACENT TO SUBJECT PROPERTY, ARE DISPLAYED HEREON; OWNERSHIP WHETHER SINGULAR OR JOINT WAS NOT DETERMINED BY THIS SURVEY.
12. THE UNDERGROUND UTILITIES LABELED UE, UT, UW, URW, FM, AND THE SANITARY LATERAL LINES DISPLAYED ON SURVEY SHEETS 3 THROUGH 7 ARE A RESULT OF AN ELECTRONIC FILE CREATED BY SOUTHEASTERN SURVEYING & MAPPING CORP. (6500 ALL AMERICAN BOULEVARD, ORLANDO FL 32810, [407] 292–8580) AND MATCHED TO DIAGRAMS AND DETAIL SHEETS PREPARED BY SOUTHEASTERN SURVEYING & MAPPING CORP.
13. STATE PLANE INFORMATION SHOWN HEREON IS BASED ON THE NORTH AMERICAN DATUM OF 1983 (1990) USING CONTROL POINTS FROM THE NGS DATA SHEETS PUBLISHED AT WWW.LABINS.ORG (IF NOT LABINS AND ARE AS FOLLOWS:

    FLORIDA WEST ZONE

    a) DESIGNATION # I4 72 A40A, PID #AK1618 = N 1,411,018.71 FEET, E 761,344.00 FEET

    b) DESIGNATION # W 351, PID #AK5382 = N 1,377,181.82 FEET, E 779,459.73 FEET

    THE EQUIPMENT USED TO TRANSFER THE STATE PLANE INFORMATION FROM THE ABOVE REFERENCED CONTROL POINTS TO THE SUBJECT SURVEY WAS A TOPCON GPS HIPER V.
14. DIMENSIONS ARE SHOWN RELATIVE TO UNITED STATES STANDARD FEET AND DECIMALS THEREOF, UNLESS THE OBJECT SHOWN IS COMMONLY IDENTIFIED IN INCHES, I.E. TREE DIAMETER, PIPE DIAMETER, ETC. TREES DEPICTED ARE COMMON NAMES AND MEASURED AND LABELED AS DIAMETER AT BREAST HEIGHT IN INCHES.

Abbreviation Legend:

(A)	– ACTUAL	MBX	– MAILBOX
A/C	– AIR CONDITIONER	MES	– MITERED END SECTION
ACSM	– AMERICAN CONGRESS ON SURVEYING & MAPPING	MH	– MANHOLE
ADA	– AMERICANS WITH DISABILITIES ACT	MLP	– METAL LIGHT POLE
ALTA	– AMERICAN LAND TITLE ASSOCIATION	MPH	– MILES PER HOUR
APPROX	– APPROXIMATE	MPP	– METAL POWER POLE
ARV	– AIR RELEASE VALVE	N/A	– NOT APPLICABLE
AVE	– AVENUE	NAVD	– NORTH AMERICAN VERTICAL DATUM
AVG	– AVERAGE	NAD	– NORTH AMERICAN DATUM
(BB)	– BEARING BASIS	NG	– NATURAL GROUND
BFP	– BACK FLOW PREVENTER	NGS	– NATIONAL GEODETIC SURVEY
BLK	– BLOCK	NGVD	– NATIONAL GEODETIC VERTICAL DATUM
BLDG	– BUILDING	N & D	– NAIL AND DISK
BLVD	– BOULEVARD	NO.	– NUMBER
BM	– BENCH MARK	NR	– NON–RADIAL
BOC	– BACK OF CURB	NSPS	– NATIONAL SOCIETY OF PROFESSIONAL SURVEYORS
BOW	– BACK OF WALK		
BSL	– BUILDING SETBACK LINE	NT	– NON–TANGENT
BWF	– BARBED WIRE FENCE	NTS	– NOT TO SCALE
C–X	– DENOTES SHEET NUMBERING FOR ENGINEERING PLANS	OD	– OUTSIDE DIAMETER
(C)	– CALCULATED	ORB	– OFFICIAL RECORDS BOOK
C	– CHORD	OR	– OFFICIAL RECORDS
CATV	– CABLE TELEVISION RISER	OUL	– OVERHEAD UTILITY LINES
CB	– CHORD BEARING	OTL	– OVERHEAD TRAFFIC LINES
CBS	– CONCRETE BLOCK STRUCTURE	(P)	– PLAT
C.A.R.	– CERTIFIED CORNER RECORD	PB	– PLAT BOOK
C&G	– CURB & GUTTER	PC	– POINT OF CURVATURE
CI	– CATCH INLET	PCC	– POINT OF COMPOUND CURVATURE
C/L	– CENTERLINE	PCP	– PERMANENT CONTROL POINT
CLF	– CHAIN LINK FENCE	PFF	– PROPOSED FINISHED FLOOR
CM	– CONCRETE MONUMENT	PG	– PAGE
CMP	– CORRUGATED METAL PIPE	PGS	– PAGES
CO	– CLEANOUT	PI	– POINT OF INTERSECTION
CONC	– CONCRETE	PIV	– POST INDICATOR VALVE
COR	– CORNER	PK	– PARKER KAYLON
CRPP	– CORRUGATED PLASTIC PIPE	POB	– POINT OF BEGINNING
CUE	– COUNTY UTILITY EASEMENT	POC	– POINT OF COMMENCEMENT
CVS	– CAN'T VERIFY SIZE	POL	– POINT ON LINE
CVS&T	– CAN'T VERIFY SIZE & TYPE	PP	– POWER POLE
CWS	– CROSSWALK SIGNAL	PRC	– POINT OF REVERSE CURVATURE
Δ	– DELTA	PRM	– PERMANENT REFERENCE MONUMENT
(D)	– DESCRIPTION	PSM	– PROFESSIONAL SURVEYOR & MAPPER
DB	– DEED BOOK	PT	– POINT OF TANGENCY
DBH	– DIAMETER AT BREAST HEIGHT IN INCHES	PVC	– POLYVINYL CHLORIDE PIPE
DE	– DRAINAGE EASEMENT	PVMT	– PAVEMENT
DEPT	– DEPARTMENT	RXXE	– RANGE XX EAST
DIP	– DUCTILE IRON PIPE	R	– RADIUS
DR	– DRIVE	RAD	– RADIAL
D/U	– DRAINAGE AND UTILITY EASEMENT	RCP	– REINFORCED CONCRETE PIPE
(E)	– ENGINEERING PLAN	REC	– RECOVERED
EJB	– ELECTRIC JUNCTION BOX	REV	– REVISION
EL	– UNDERGROUND ELECTRICAL LINES	RP	– RADIUS POINT
ELEC	– ELECTRIC	R/W	– RIGHT–OF–WAY
ELEV	– ELEVATION	RLS	– REGISTERED LAND SURVEYOR
ELLIP	– ELLIPTICAL	RP	– RADIUS POINT
EOI	– END OF INFORMATION	RWL	– UNDERGROUND RECLAIM WATER LINE
EOP	– EDGE OF PAVEMENT	RWM	– RECLAIMED WATER METER
FB	– FIELD BOOK	SE	– SPECIAL EASEMENT
FDC	– FIRE DEPARTMENT CONNECTION	SEC XX	– SECTION XX
FDOT	– FLORIDA DEPARTMENT OF TRANSPORTATION	SMH	– SANITARY SEWER MANHOLE
FF	– FINISH FLOOR	(SP)	– STATE PLANE
FGI	– FLAT GRATE INLET	SQ	– SQUARE
FGLP	– FIBERGLASS LIGHT POLE	SQ FT	– SQUARE FEET
FHYD	– FIRE HYDRANT	ST	– STREET
FM	– FORCE MAIN	STMH	– STORM DRAINAGE MANHOLE
FND	– FOUND	S/W	– SIDEWALK
FP&L	– FLORIDA POWER AND LIGHT	TB	– TANGENT BEARING
FS	– FLORIDA STATUTES	TXXS	– TOWNSHIP XX SOUTH
(G)	– GRID (STATE PLANE)	TELE	– TELEPHONE
GL	– UNDERGROUND GAS LINES	TL	– OVERHEAD TRAFFIC SIGNAL LINES
GOV'T	– GOVERNMENT	TOB	– TOP OF BANK
GPR	– GROUND PENETRATING RADAR	TOE	– TOE OF SLOPE
GTMH	– GREASE TRAP MANHOLE	TR	– TELEPHONE RISER
HDPE	– HIGH DENSITY POLYETHYLENE PIPE	TRANS	– TRANSFORMER
HWF	– HOG WIRE FENCE	TSB	– TRAFFIC SIGNAL BOX
ID	– IDENTIFICATION	TSSP	– TRAFFIC SIGNAL SUPPORT POLE
ICV	– IRRIGATION CONTROL VALVE	TVL	– UNDERGROUND CABLE TV LINES
INFO	– INFORMATION	(TYP)	– TYPICAL
INV	– INVERT	UE	– UTILITY EASEMENT
IP	– IRON PIPE	UNK	– UNKNOWN
IP&C	– IRON PIPE & CAP	UTL	– UNDERGROUND TELEPHONE LINES
IR	– IRON ROD	W/	– WITH
IR&C	– IRON REBAR & CAP	WIF	– WROUGHT IRON FENCE
IRR	– IRRIGATION	WL	– UNDERGROUND WATER LINE
L	– ARC LENGTH	WLP	– WOOD LIGHT POLE
LB#	– LICENSED BUSINESS NUMBER	WM	– WATER METER
LP	– LIGHT POLE	WP	– WORK PROGRAM
(M)	– MEASURED	WPF	– WOOD POST FENCE
MB	– COUNTY MAINTAINED MAP BOOK	WPP	– WOOD POWER POLE
		WV	– WATER VALVE

Sign Legend:
NOT TO SCALE

(R1) ROW NUMBER SIGN
(B) BUS STOP SIGN
(DE) DEAD END SIGN
(DNE) DO NOT ENTER SIGN (R5–1)
(HC) HANDICAP SIGN
(HC) DUAL HANDICAP SIGN
(FDC) FIRE DEPARTMENT CONNECTION
(INFO) INFORMATION SIGN
(KR) KEEP RIGHT SIGN
(LTO) LEFT TURN ONLY
(ME) MEDIAN SIGN
(MO) MOBILE ORDER PARKING SIGN
(ND) NO DUMPING SIGN
(NL) NO LEFT TURN SIGN (R3–2)
(NLI) NO LITTERING SIGN
(NO) NO OUTLET SIGN
(FL) NO PARKING FIRE LANE SIGN
(NOR) NO RIGHT TURN SIGN (R3–1)
(NTT) NO THRU TRAFFIC SIGN
(NOT) NO TRUCKS (R5–2)
(NP) NO PARKING SIGN
(1W) ONE WAY SIGN (R6–2)
(PE) PEDESTRIAN CROSSING SIGN
(PU) PICKUP PARKING SIGN
(RP) RESERVED PARKING SIGN
(RTO) RIGHT TURN ONLY
(SL) SPEED LIMIT SIGN
(ST) STOP SIGN (R1–1)
(SS) STREET SIGN
(TZ) TOW AWAY ZONE SIGN
(TE) TRUCK ENTRANCE SIGN
(TX) TRUCK EXIT SIGN
(U) UNKNOWN SIGN
(WL) WEIGHT LIMIT SIGN
(WW) WRONG WAY SIGN
(Y) YIELD SIGN

Symbol Legend:
NOT TO SCALE

– AIR RELEASE VALVE
– BORING HOLE LOCATION
– BRICK PAVERS
– CABLE TV RISER
– CENTRAL ANGLE
– CLEAN OUT
– COMMUNICATION MANHOLE
– CONCRETE
– CONCRETE LIGHT POLE
– CONCRETE LIGHT POLE (DUAL)
– CONCRETE LIGHT POLE (TRIPLE)
– CONCRETE LIGHT POLE (QUAD)
– CONCRETE MITERED END SECTION
– CONCRETE PAVERS
– CONCRETE RIP RAP
– CONCRETE UTILITY POLE
– COUNTY ROAD SYMBOL
– CROSSWALK SIGNAL POLE
– DETECTABLE WARNING AREA
– DUAL SUPPORT SIGN
– ELECTRICAL MANHOLE
– ELECTRIC METER
– ELECTRICAL JUNCTION BOX
– ELECTRIC OUTLET
– ELECTRIC RISER
– FIBER OPTIC MARKER
– FIRE DEPARTMENT CONNECTION
– FIRE HYDRANT
– FLOOD LIGHT
– FOUND CONCRETE MONUMENT (AS NOTED)
– FOUND IRON PIPE (AS NOTED)
– FOUND IRON REBAR (AS NOTED)
– FOUND/SET NAIL (AS NOTED)
– GARBAGE CAN
– GAS MARKER
– GAS VALVE
– GOPHER TORTOISE HOLE
– GRATE INLET
– GRAVEL/DIRT
– GREASE TRAP MANHOLE
– GROUND LIGHT
– GUY ANCHOR
– HANDICAP PARKING SPACE
– INTERSTATE SYMBOL
– IRRIGATION CONTROL VALVE
– LIGHT POLE
– LIGHT POLE (DUAL)
– LIGHT POLE (TRIPLE)
– LIGHT POLE (QUAD)
– MAILBOX
– MONITOR WELLS
– NAIL & DISC (AS NOTED)
– PARKING SPACES (2)
– POST INDICATOR VALVE
– PULL BOX (AS NOTED)
– REVISION NUMBER (3)
– RECLAIMED WATER MARKER
– RECLAIMED WATER METER
– RECLAIMED WATER RISER
– RECLAIMED WATER VALVE
– ROOF DRAIN
– SANITARY SEWER MANHOLE
– SANITARY SEWER MARKER
– SANITARY SEWER VALVE
– TITLE OR REPORT ITEM NUMBER
– SECTION CORNER
– 4" X 4" CM LB #7143
– 5/8" IR&C LB #7143
– SIGN
– SITE BENCH MARK
– STORM SEWER MANHOLE
– STRIPING (DIRECTIONAL)
– TELEPHONE CABLE RISER
– TELEPHONE MANHOLE
– TELEPHONE LINE MARKER
– TELEPHONE JUNCTION BOX
– TEST HOLE
– TRAFFIC SIGNAL BOX
– TRAFFIC SIGNAL SUPPORT POLE
– UNKNOWN MANHOLE
– UNKNOWN UTILITY MARKER
– UNKNOWN RISER
– UNKNOWN VALVE
– UTILITY FLAG (AS NOTED)
– VENT (AS NOTED)
– WATER METER
– WATER RISER
– WATER SERVICE
– WATER SPIGOT
– WATER SPRINKLER
– WATER VALVE
– WELL
– WETLAND FLAG
– WOOD UTILITY POLE
– WATER LINE MARKER
– WIRE HEIGHTS (SEE CHART)

Line Legend:
NOT TO SCALE

= 1 FOOT CONTOURS
= 5 FOOT CONTOURS
= ADJOINER PROPERTY LINES
= BARBED WIRE FENCE
= BROKEN LINE
= BURIED CABLE
= BURIED CABLE TELEVISION
= BURIED ELECTRIC
= BURIED FIBER OPTICS
= BURIED GAS
= BURIED RECLAIMED WATER LINE
= BURIED SANITARY LINES
= BURIED SANITARY SEWER FORCE MAIN LINE
= BURIED TRAFFIC CONTROL
= BURIED TELEPHONE LINE
= BURIED WATER LINES
= CENTER LINE R/W
= CHAIN LINK FENCE
= EASEMENT LINES (EXISTING)
= EASEMENT LINES (PROPOSED)
= EDGE OF WATER LINES
= EXISTING DRAINAGE PIPES
= EXISTING DRAINAGE PIPES (TERMINUS & ANGLE UNKNOWN)
= FIRE WATER MAIN LINES
= HOT WATER SUPPLY LINES
= IRRIGATION LINES
= OVERHEAD TRAFFIC LINES
= OVERHEAD UTILITY LINES
= RAILROAD TRACKS
= RIGHT–OF–WAY LINES
= SECTION LINES
= STONE WALL LINES
= TOP OF BANK LINES
= TOE OF SLOPE LINES
= TREE LINES
= TRAVERSE LINES
= UNKNOWN BURIED LINES
= VINYL FENCE
= WOOD FENCE
= WETLAND LINE
= ORANGE PAINT LINE
= GREEN PAINT LINE
= RED PAINT LINE
= WHITE PAINT LINE
= PURPLE PAINT LINE
= BLUE PAINT LINE
= YELLOW PAINT LINE

Reference Material

1) MAP OF FLORIDA DEVELOPMENT CO. TRACT, LOCATED IN POLK COUNTY FLORIDA, AS RECORDED IN PLAT BOOK 3, PAGE 60.

2) A SUBDIVISION BY HOLLY HILL GROVE & FRUIT CO., AS RECORDED IN PLAT BOOK 17, PAGE 40.

3) REPLAT OF LAKEWOOD HEIGHTS, AS RECORDED IN PLAT BOOK 26, PAGE 15.

4) HOLLYGROVE VILLAGE, AS RECORDED IN PLAT BOOK 165, PAGES 22 THROUGH 24.

5) FLORIDA DEPARTMENT OF TRANSPORTATION RIGHT OF WAY MAP, SECTION NO. 16180–000, DATED 11/26/03.

ALL RECORDED IN THE PUBLIC RECORDS OF POLK COUNTY, FLORIDA.

Index of Survey Sheets

1	ALTA/NSPS LAND TITLE SURVEY (COVER SHEET)
2	ALTA/NSPS LAND TITLE SURVEY (BOUNDARY SURVEY)
3–7	ALTA/NSPS LAND TITLE SURVEY (TOPOGRAPHIC SURVEY)

Surveyor's Certification:

This is to certify that this map or plat and the survey on which it is based were made in accordance with the 2021 Minimum Standard Detail Requirements for ALTA/NSPS Land Title Surveys, jointly established and adopted by ALTA and NSPS, and includes Items 1–5, 6(a), 6(b), 7(a), 8, 11(b), 13, 15 and 19 of Table A thereof.
The field work was completed on February 14, 2023.

Also

I hereby certify that the attached "ALTA/NSPS Land Title Survey" of the hereon–described property is true and correct to the best of my knowledge, information and belief as surveyed in the field on February 14, 2023. I further certify that this "Boundary & Topographic Survey" meets the standards of practice set forth in Rule Chapter 5J–17 of the Florida Administrative Code, pursuant to FS 472.027.

THE ELECTRONIC SIGNATURE HEREON IS IN COMPLIANCE WITH THE FLORIDA ADMINISTRATIVE CODE (FAC) 5J–17.062(3) AND THE SEAL APPEARING ON THIS DOCUMENT WAS AUTHORIZED BY THOMAS J. GALLOWAY, PSM, 6549 ON 6/22/2023 PER 5J–17.062(2)

For the Firm By: _____

Thomas J. Galloway
Professional Surveyor and Mapper
Florida Registration No. 6549

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Sanford, FL 32771
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Plans Prepared By:
CPH, LLC
A Full Service A & E Firm
State of Florida License:
Surveyor No. LB7143
CELEBRATING 40 +YEARS

No.	Date	Revision	By

Field Crew: N. Winfield
Drawn By: R. Buchanan
Checked By: P. Katrek
Approved By: T. Galloway
Job No.: 131163.1
Date: 2/14/2023

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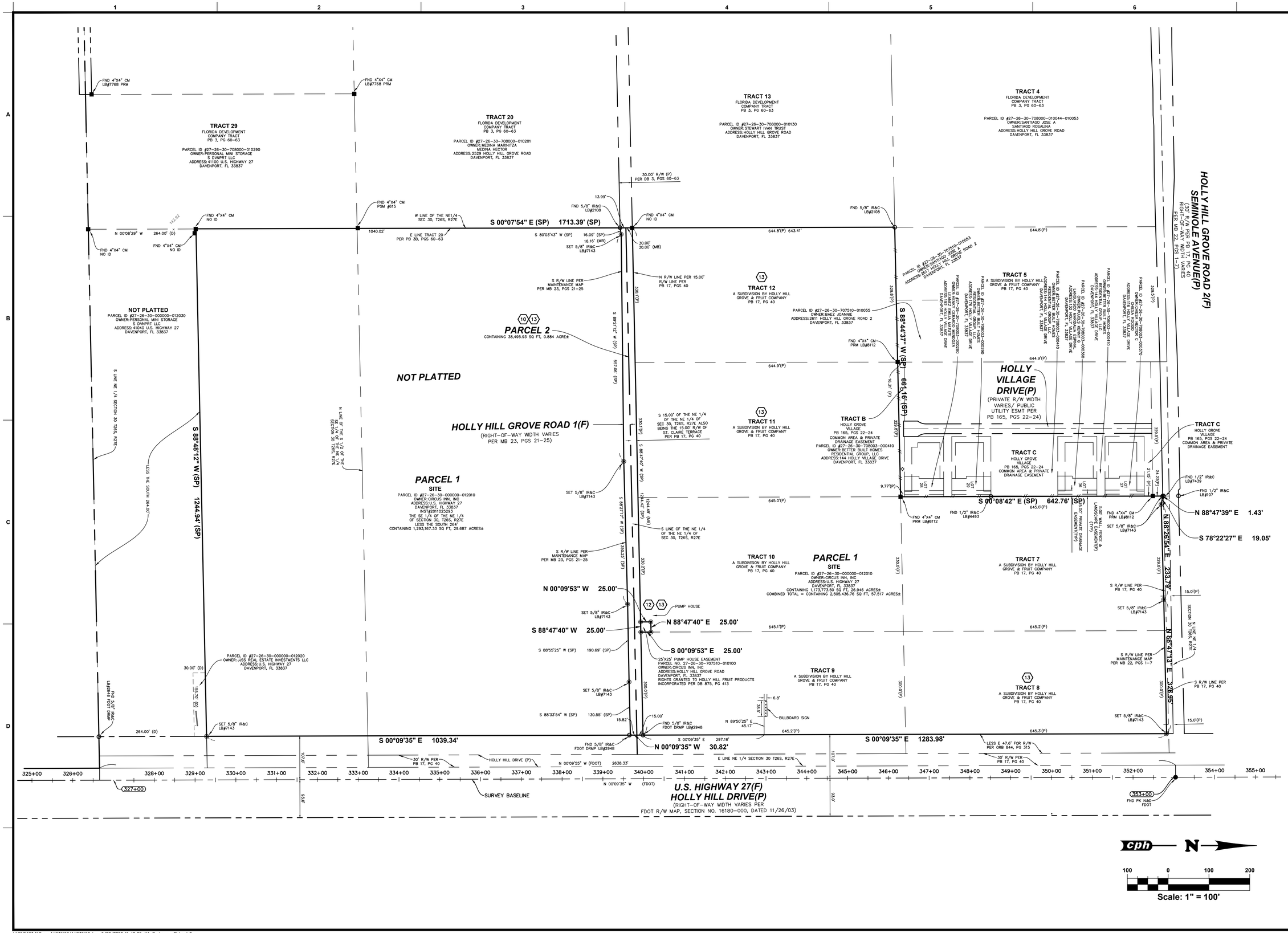
BOUNDARY & TOPOGRAPHIC SURVEY
ALSO BEING AN
(ALTA/NSPS LAND TITLE SURVEY)

SECTION 30 -TOWNSHIP 26 SOUTH-RANGE 27 EAST
POLK COUNTY, FLORIDA

THIS SURVEY IS NOT VALID WITHOUT SURVEY SHEETS 1 THROUGH 7 OF 7.

Survey Sheet 1

Sheet No.
V0.1



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State of Florida License: Surveyor No. LB7143

No.	Date	Revision	By
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Field Crew: N. Winfield
Drawn By: R. Buchanan
Checked By: P. Katrek
Approved By: T. Galloway
Job No.: 131163.1
Date: 2/14/2023 © 2023

BOUNDARY & TOPOGRAPHIC SURVEY
ALSO BEING AN
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POLK COUNTY, FLORIDA

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Survey Sheet 2

Sheet No.
V1.1

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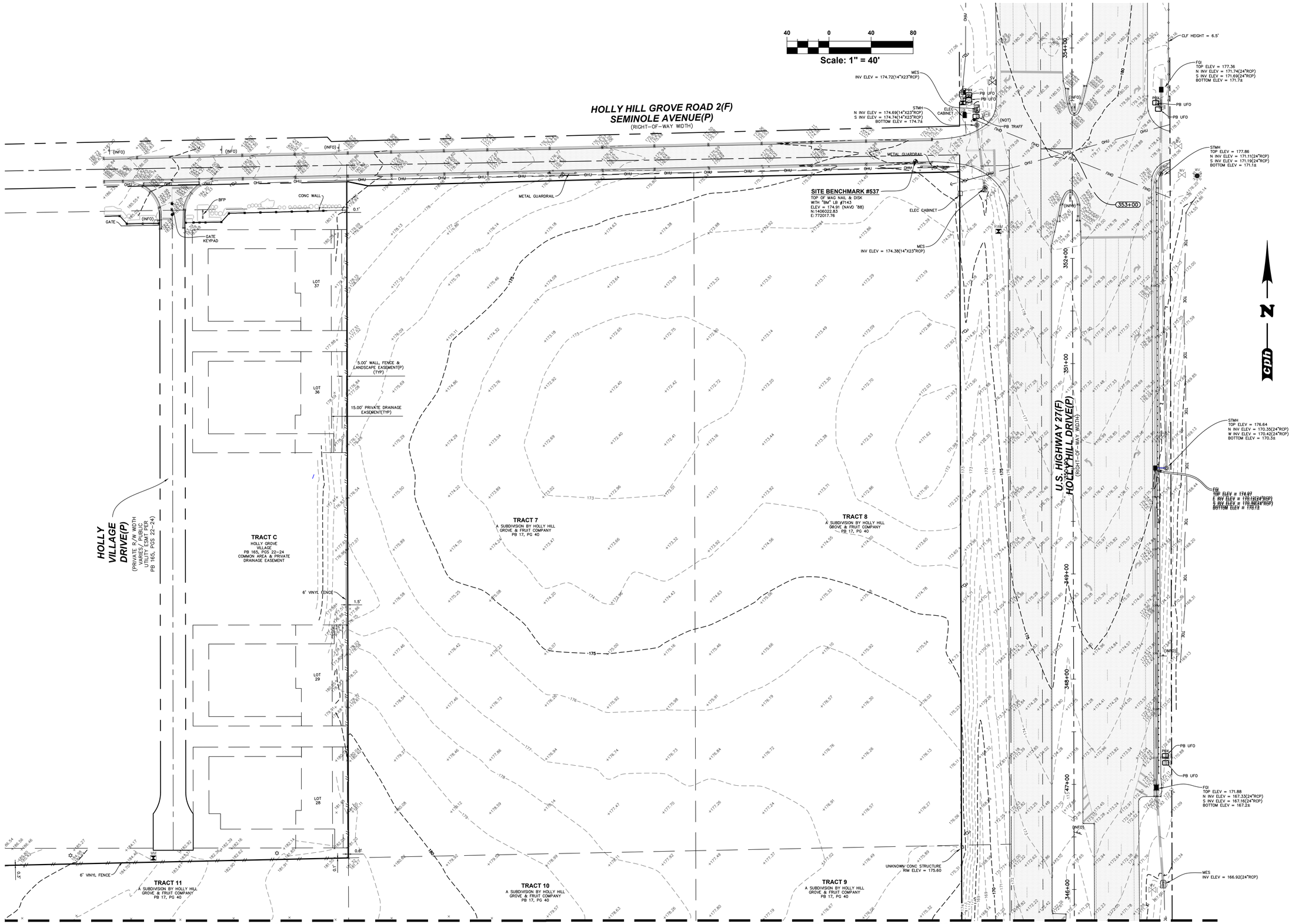

MATCHLINE "A" - SEE SURVEY SHEET 4 OF 7

MATCHLINE "B" - SEE SURVEY SHEET 5 OF 7

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Field Crew: N. Winfield
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Checked By: P. Katrek
Approved By: T. Galloway
Job No.: 131163.1
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POLK COUNTY, FLORIDA

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Survey Sheet 3

Sheet No.
V1.2

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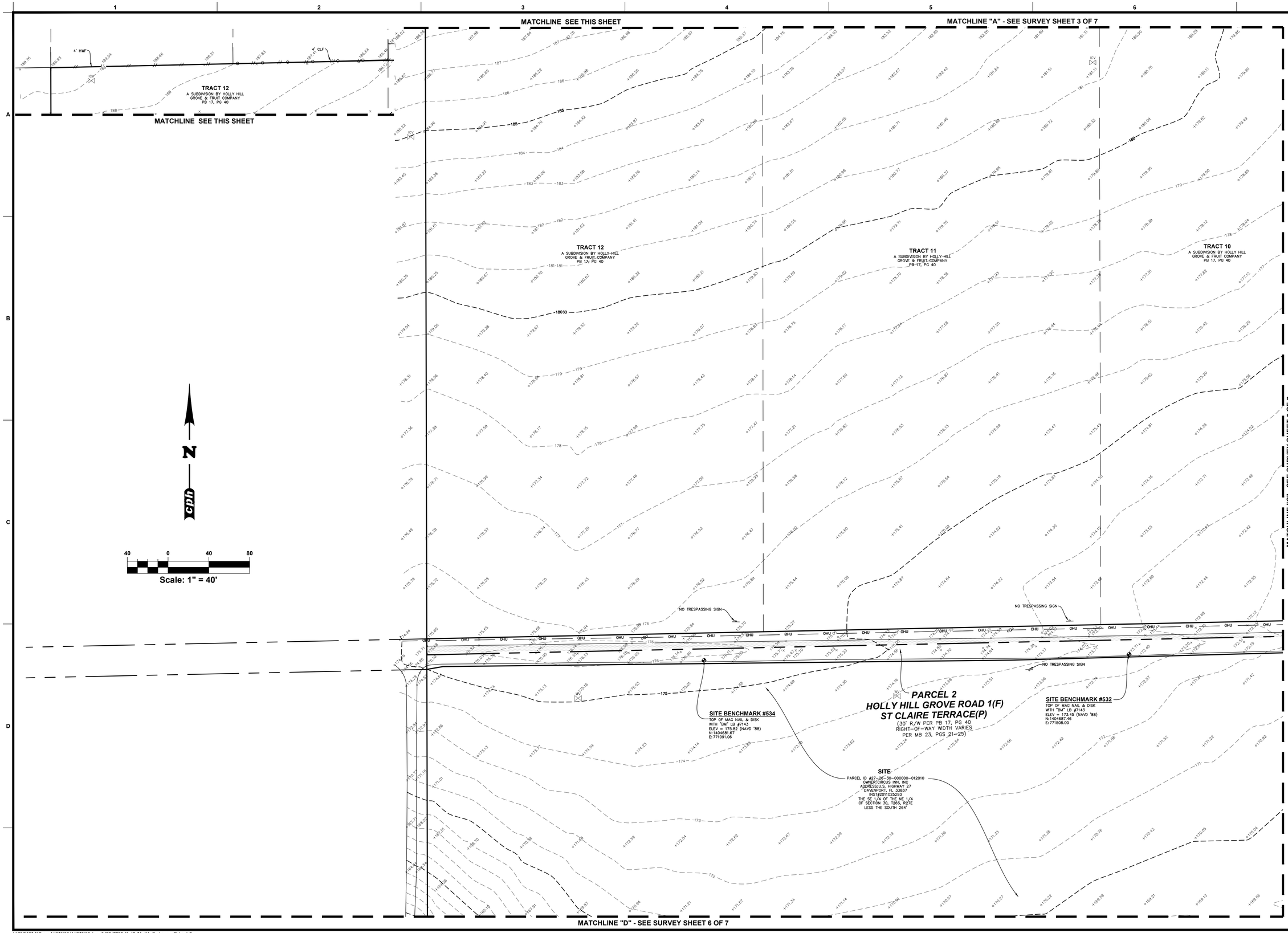

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No.	Date	Revision	By

Field Crew: N. Winfield
Drawn By: R. Buchanan
Checked By: P. Katrek
Approved By: T. Galloway
Job No.: 131163.1
Date: 2/14/2023

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TOPOGRAPHIC SURVEY

SECTION 30 -TOWNSHIP 26 SOUTH-RANGE 27 EAST
POLK COUNTY, FLORIDA

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Survey Sheet 4

Sheet No.
V1.3

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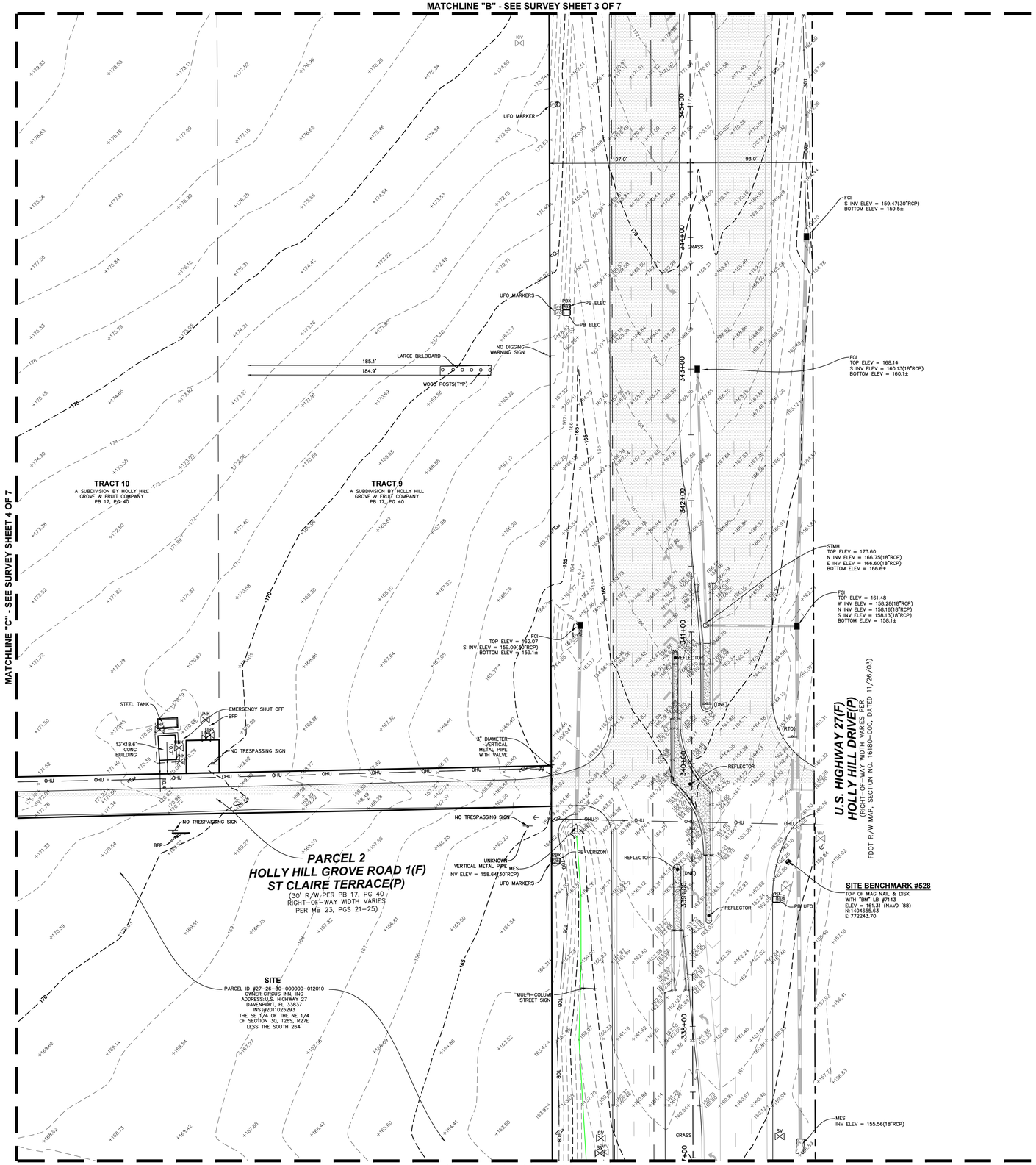

MATCHLINE "F" - SEE SURVEY SHEET 7 OF 7

N

Scale: 1" = 40'

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Field Crew: N. Winfield
Drawn By: R. Buchanan
Checked By: P. Katrek
Approved By: T. Galloway
Job No.: 131163.1
Date: 2/14/2023

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SECTION 30 -TOWNSHIP 26 SOUTH-RANGE 27 EAST
POLK COUNTY, FLORIDA

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Survey Sheet 5

Sheet No.
V1.4

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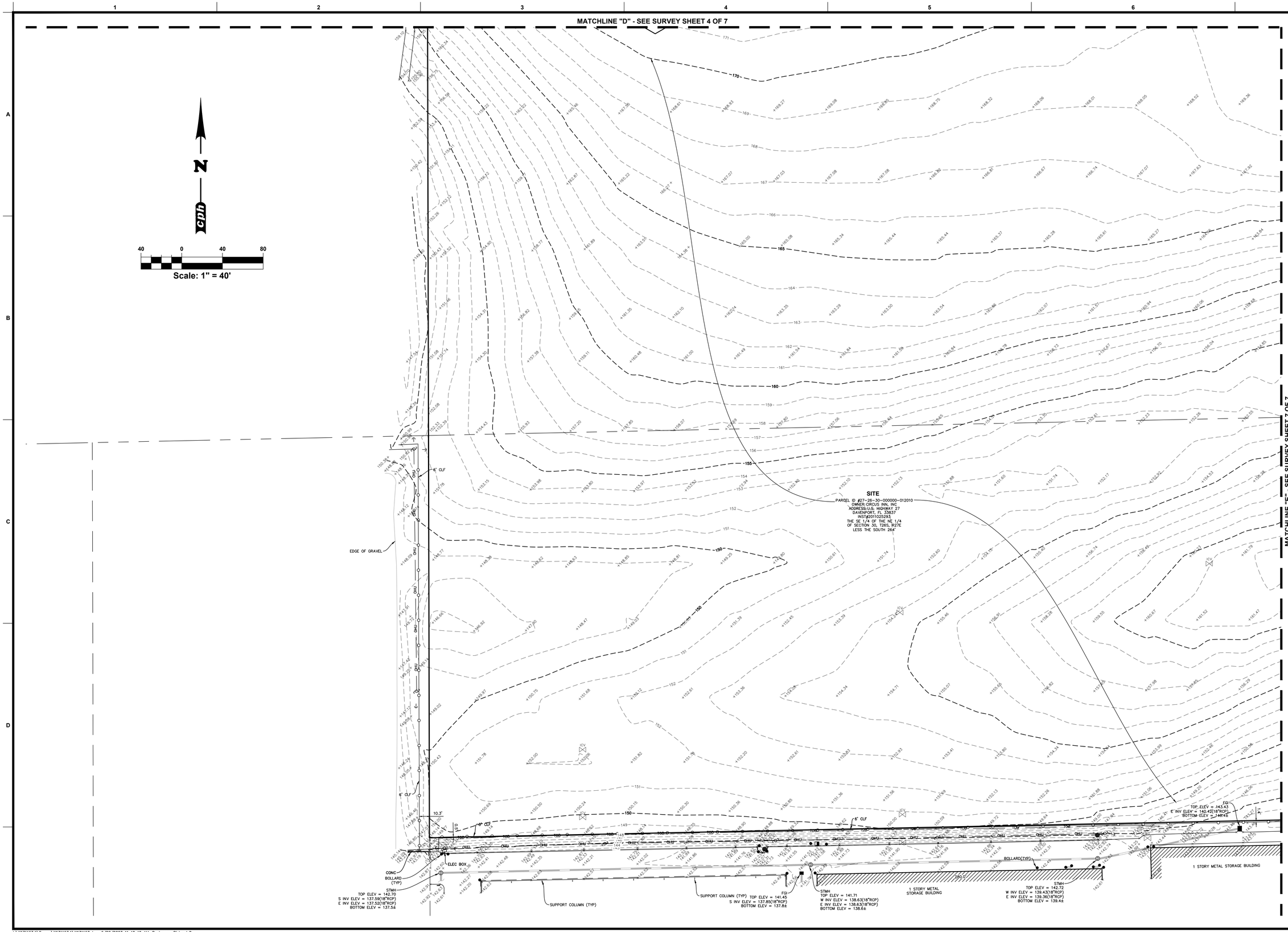

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Drawn By: R. Buchanan
Checked By: P. Katrek
Approved By: T. Galloway
Job No.: 131163.1
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POLK COUNTY, FLORIDA

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Survey Sheet 6

Sheet No.
V1.5

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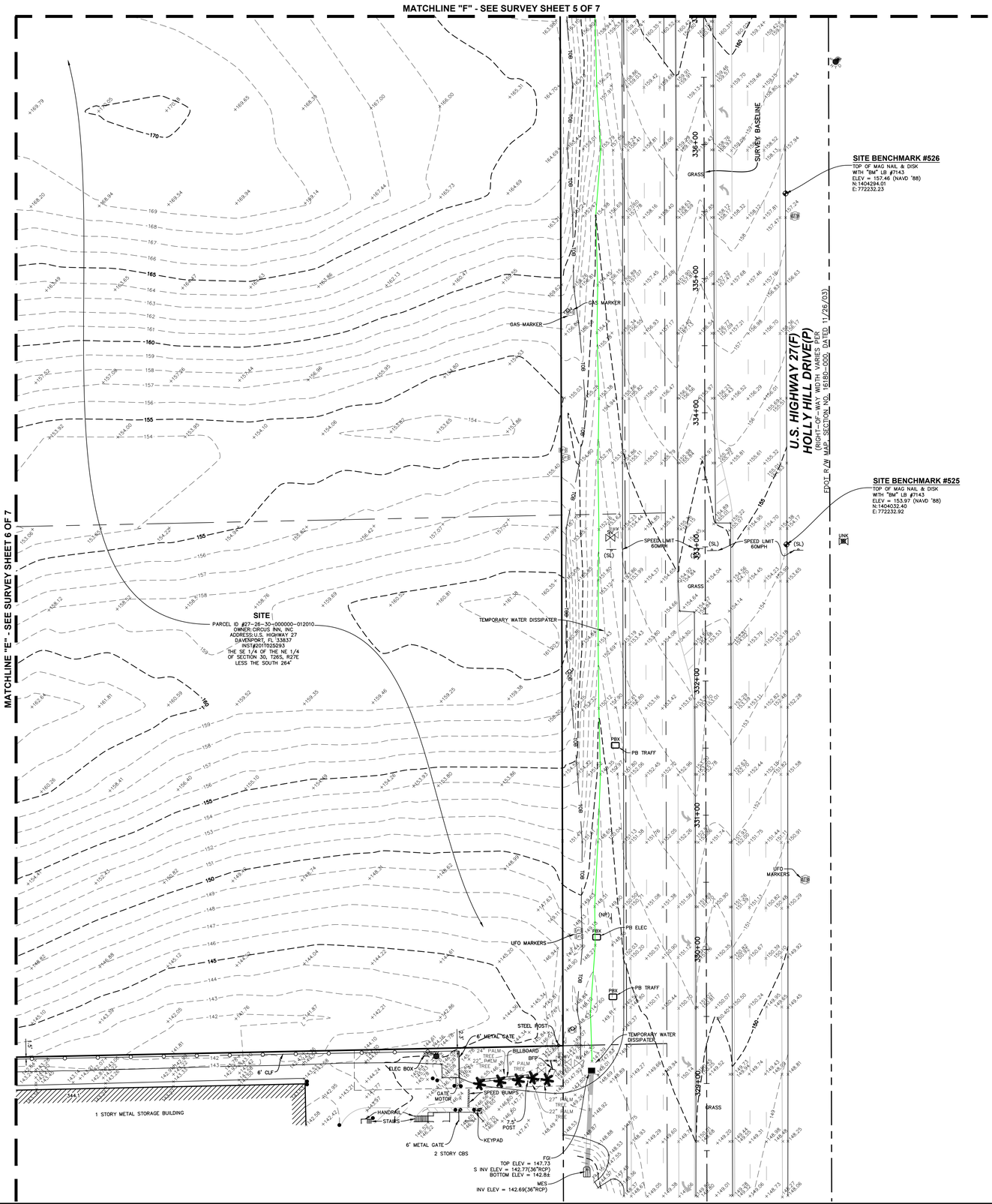

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Field Crew: N. Winfield
Drawn By: R. Buchanan
Checked By: P. Katrek
Approved By: T. Galloway
Job No.: 131163.1
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(ALTA/NSPS LAND TITLE SURVEY)

SECTION 30 -TOWNSHIP 26 SOUTH-RANGE 27 EAST
POLK COUNTY, FLORIDA

THIS SURVEY IS NOT VALID
WITHOUT SURVEY SHEETS
1 THROUGH 7 OF 7.

Survey Sheet 7

Sheet No.
V1.6

J:\131163.1\Survey\W131163.1\W131163.dwg, 6/22/2023 11:40:43 AM, Buchanan, Richard D.

Legal Description: (PER TITLE COMMITMENT NO. 22000031164)

PARCEL 1:

TRACT SEVEN (7) IN THE NORTHEAST QUARTER (NE-1/4) OF SECTION THIRTY (30), TOWNSHIP 26 SOUTH, RANGE 27 EAST, AS PER SUBDIVISION OF HOLLY HILL GROVE & FRUIT CO., BEING IN THE NORTHEAST QUARTER (NE-1/4) OF THE NORTHEAST QUARTER (NE-1/4) OF THE NORTHEAST QUARTER (NE-1/4) OF SECTION THIRTY (30), TOWNSHIP 26 SOUTH, RANGE 27 EAST, CONTAINING FIVE (5) ACRES, MORE OR LESS. PLAT BOOK 17, PAGE 40

AND

TRACT EIGHT (8) ACCORDING TO THE PLAT OF HOLL HILL GROVE & FRUIT CO. SUBDIVISION, RECORDD IN PLAT BOOK 17, PAGE 40, POLK COUNTY, FLORIDA, LYING IN THE NE-1/4 OF NE-1/4 OF SECTION 30, TOWNSHIP 26 SOUTH, RANGE 27 EAST, POLK COUNTY, FLORIDA, LESS THE EAST 47.6 FEET THEREOF AS CONVEYED BY ORREA F. PYE TO THE STATE OF FLORIDA UNDER DEED DATED NOVEMBER 16, 1948, RECORDED IN DEED BOOK 844, PAGE 315, POLK COUNTY, FLORIDA, AS RIGHT-OF-WAY FOR STATE ROAD 25 (U.S. HIGHWWAY 27).

AND

TRACTS NINE (9) AND TEN (10) IN THE NE-1/4 OF NE-1/4 OF SECTION 30, TOWNSHIP 26 SOUTH, RANGE 27 EAST, POLK COUNTY, FLORIDA, ACCORDING TO THE PLAT OF HOLLY HILL GROVE & FRUIT COMPANY SUBDIVISION RECORD IN PLAT BOOK 17, PAGE 40, POLK COUNTY, FLORIDA; SUBJECT TO EXISTING RIGHT-OF-WAY AS NOW IN USE FOR U.S. HIGHWAY 27 ALONG THE EAST SIDE THEREOF AND FOR COUNTY ROAD ALONG THE SOUTH SIDE THEREOF; AND SUBJECT TO RIGHTS GRANTED TO HOLLY HILL FRUIT PRODUCTS, INCORPORATED, WELL AND PUMP HOUSE ON 25-FOOT SQUARE IN SOUTHEAST CORNER OF SAID TRACT 10 UNDER DEED FROM C.M. HUGHES DATED FEBRUARY 3, 1950, DEED BOOK 875, PAGE 413, POLK COUNTY, FLORIDA. (THE LAND DESCRIBED ABOVE CONTAINS APPROXIMATELY 9 ACRES.)

AND

TRACT ELEVEN (11) IN THE NE – ¼ OF SECTION 30, TOWNSHIP 26 SOUTH, RANGE 27 EAST, POLK COUNTY, FLORIDA, HOLLY HILL GROVE ROAD & FRUIT CO., ACCORDING TO THE PLAT THEREOF RECORDED IN PLAT BOOK 17, PAGE 40, POLK COUNTY, FLORIDA BEING THE E-1/2 OF SW-1/4 OF THE NE-1/4 OF NE-1/4 OF SAID SECTION 30.

AND

TRACT TWELVE (12), ACCORDING TO THE PLAT OF HOLLY HILL GROVE & FRUIT CO. SUBDIVISION, RECORDED IN PLAT BOOK 17, PAGE 40, POLK COUNT’.

FLORIDA, LYING IN THE NE–1/4 OF NE-1/4 OF SECTION 30, TOWNSHIP 26 SOUTH, RANGE 27 EAST, POLK COUNTY, FLORIDA.

AND

THE SE-1/4 OF NE-1/4 OF SECTION 30, TOWNSHIP 26 SOUTH, RANGE 27 EAST, POLK COUNTY, FLORIDA, LESS THE SOUTH 264 FEET THEREOF AND LESS HIGHWAY 27 RIGHT-OF-WAY.

TOGETHER WITH THE IRRIGATION SYSTEM AND THE 2010/2011 CITRUS FRUIT CROP LOCATED ON THE PROPERTY.

PARCEL 2:

THAT PORTION OF HOLLY HILL GROVE ROAD 1 AS SHOWN ON PLAT ACCORDING TO THE PLAT THEREOF RECORDED IN PLAT BOOK 17, PAGE 40, BOCC RIGHT OF WAY MAP RECORDED IN MB BOOK 23, PAGE 21 OF THE PUBLIC RECORDS OF POLK COUNTY, FLOLRIDA, TO BE VACATED BY HOLLY HILL GROVE ROAD 1

ENCOMPASSING 2,505,437 SQUARE FEET OR 57.517 ACRES MORE OR LESS.

Appendix C. Owner's Authorization

Florida's Crossroads of Opportunity

Board of County Commissioners

330 West Church Street
PO Box 3005 • Drawer GM03
Bartow, Florida 33831-9005

POLK COUNTY

PHONE: 863-534-6792
FAX: 863-534-6407
www.polk-county.net

LAND DEVELOPMENT DIVISION

AUTHORIZATION FORM

LAND DEVELOPMENT PROJECTS LOCATED IN POLK COUNTY, FLORIDA

I, L. Warren McKnight (print owner's name), as the owner of the real property described as follows, Parcel ID: 272630000000012010, do hereby authorize to act as my/our agent Jeffrey M. Satfield, P.E. /CPH, LLC. (print agent's name) to execute all applications, petitions and other documentsnecessary to affect the application approval requested and to appear on my/our behalf before all County boardsand committees considering this application and to act in all respects as our agent in matters pertaining to the application.

L. Warren McKnight — Property Owner Signature

L. WARREN MCKNIGHT — Property Owner Printed Name

05/23/23 — Date

Parcel Identification Numbers and Addresses (use additional sheet if needed):

Parcel ID: 272630000000012010. US Highway 27, Holly Hill Grove Road 1 and Holly Hill Grove Road 2

State of Florida County of Polk

I certify that the forgoing Instrument was acknowledged before me this 23 day of MAY, 2023, by L. WARREN MCKNIGHT

Personally known ✓ Produced identification _____ Type of Identification produced and verified: _____

Notary Public State of Florida
Elizabeth R Campbell
My Commission
HH 277443
Exp. 6/23/2026

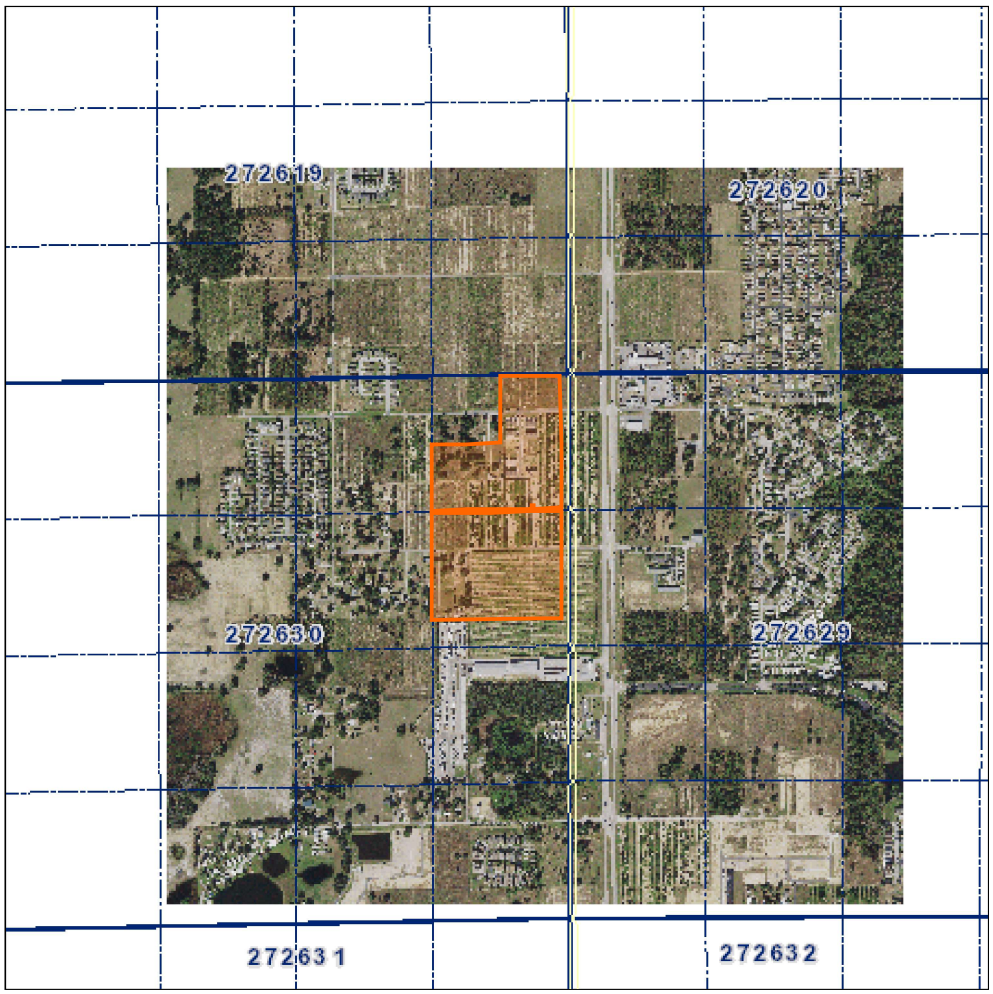
Elizabeth R Campbell — Notary Public Signature

Notary Stamp

Elizabeth R Campbell — Notary Public Printed Name

6/23/2026 — My Corsmtsskin Expires

Appendix D. Property Appraiser Cut Sheet



DISCLAIMER: All maps are worksheets used for illustrative purposes only, they are not surveys. The Polk County Property Appraiser assumes no responsibility for errors in the information and does not guarantee the data is free from error or inaccuracy. The information is provided "as is."

Parcel Info

Parcel ID:	**272630000000012010**
Owner1:	CIRCUS INN INC
Address:	0 HIGHWAY 27, DAVENPORT, 33837
City/St/Zip:	DAVENPORT, FL 33837
Legal Desc:	SE1/4 OF NE1/4 LESS S 264 FT & LESS HWY 27 R/W& HOLLY HILL GROVE & FRUIT CO SUB PB 17 PG 40TRACTS 7 THRU 12 IN NE1/4 LESS 25 FT SQ IN SE COR
Property (DOR) Use Code:	6600 (Citrus)
Acreage:	56.71
Taxing District:	90000 (UNINCORP/SWFWMD)

Sales Information

Date of Sale	Type Inst	Sales Price
02/03/2011	TRUSTEE DEED QUALIFIED	$435,800
03/16/2000	WARRANTY DEED	$50,000
02/01/1999	QUIT CLAIM	$10
01/01/1999	QUIT CLAIM	$100
01/01/1999	MISC DOCUMENT	$2,000
05/01/1997	WARRANTY DEED	$10
02/01/1986	REAL ESTATE RETURN	$0
01/01/1985	WARRANTY DEED	$15,000
08/01/1981	WARRANTY DEED	$198,000
09/01/1972	WARRANTY DEED	$100
01/01/1953		$100

All above information is current (as of 03/06/2023). All below information is 2022 Final.

Value Summary

Value Name	Price
Building Value	$0
Extra Feature Value	$0

Land Value (Market)	$5,558,216
Just Market Value	$5,558,216
Assessed Value	$72,953
Exempt Value	$0
Taxable Value	$72,953

Appendix E. Major Traffic Study / Market Study / Preliminary Ecological Assessment

Major Traffic Study

For Submittal to Polk County

Retail Center with Outparcels
Holly Hill Grove Road

In support of Comprehensive Plan Amendment

US Hwy 27 & Cottonwood Dr/Holly Hill Grove Rd 2

Polk County, Florida

October 2023

Engineers
Planners
Landscape Architects
Surveyors
Construction Management
Design/Build

Certificate of Authorization No. 00003215

5601 Mariner Street
Suite 105
Tampa, FL 33609
Tel: (813) 288-0233
Fax: (813) 288-0433
Contact: Jackie Toledo

Jackie Toledo, State of Florida, Professional Engineer, License No. 64104
This item has been digitally signed and sealed by Jackie Toledo, PE on the date indicated here. Printed copies of this document are not considered signed and sealed and the signature must be verified on any electronic copies.

Jackie Toledo, PE
64104
P.E. Number

Date

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Introduction

A Large-Scale Comprehensive Plan Amendment is proposed for an area of 57.61 acres located on US Highway 27 and Holly Hill Grove Road 2 in Davenport, Florida. A retail center with outparcels is proposed for the site. The site is located within the North Ridge Selected Area Plan (SAP) which dictates development criteria for the area. The existing site is vacant and consists of two future land use (FLU) designations. The northern section is designated as an employment center (ECX) and the southern section is designated as professional institutional (PIX). These FLU designations will need to be brought under the single FLU designation of ECX for the development. The proposed development will also require a vacation of right-of-way for Holly Hill Grove Road 1. **Figure 1** illustrates the project location, and **Concept 1.0** is a conceptual site plan of the proposed development.

Access to the site is proposed through the following driveways:

- A right-in/right-out/left-in driveway on US Hwy 27
- Two right-in/right-out driveway on US Hwy 27
- A full access driveway on Holly Hill Grove Road 2

The project build-out date is 2026.

Traffic Impact Area

The adjacent road segments were analyzed using FSUTMS models to determine if project traffic consumed 5% or more of the planning capacity for a roadway segment. A roadway study area was created to include all segments which are adjacent to the site and/or where project traffic consumes 5% or more of planning capacity, per Polk County TPO Guidelines. The roadway study area is summarized in **Table 1.** The FSUTMS models are included in **Appendix J.**

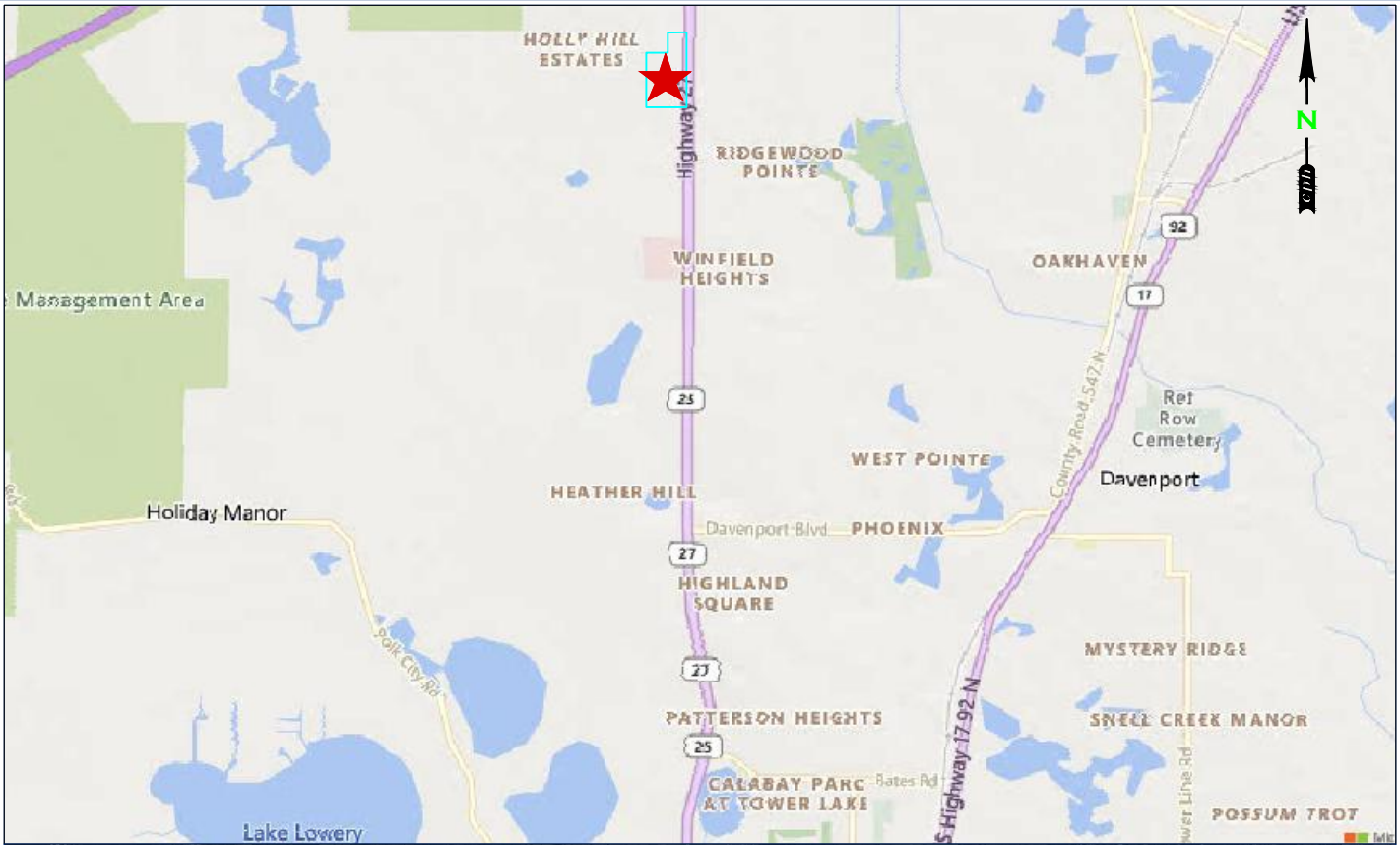
Based on the roadway study area, the study area will be limited to the following intersections and roadway segments:

Intersections:

- US Hwy 27 & Holly Hill Grove Road 2
- US Hwy 27 & Holly Hill Grove Road 1
- US Hwy 27 & Davenport Boulevard (CR 547)
- US Hwy 27 & Bates Road

Roadway Segments:

- US Hwy 27 – I-4 to CR 17 (Polk City Road)
- Davenport Boulevard (CR 547) – US Hwy 27 to CR547 (Lee Jackson Hwy)
- Bates Road – US Hwy 27 to US 17/92



★ PROJECT LOCATION

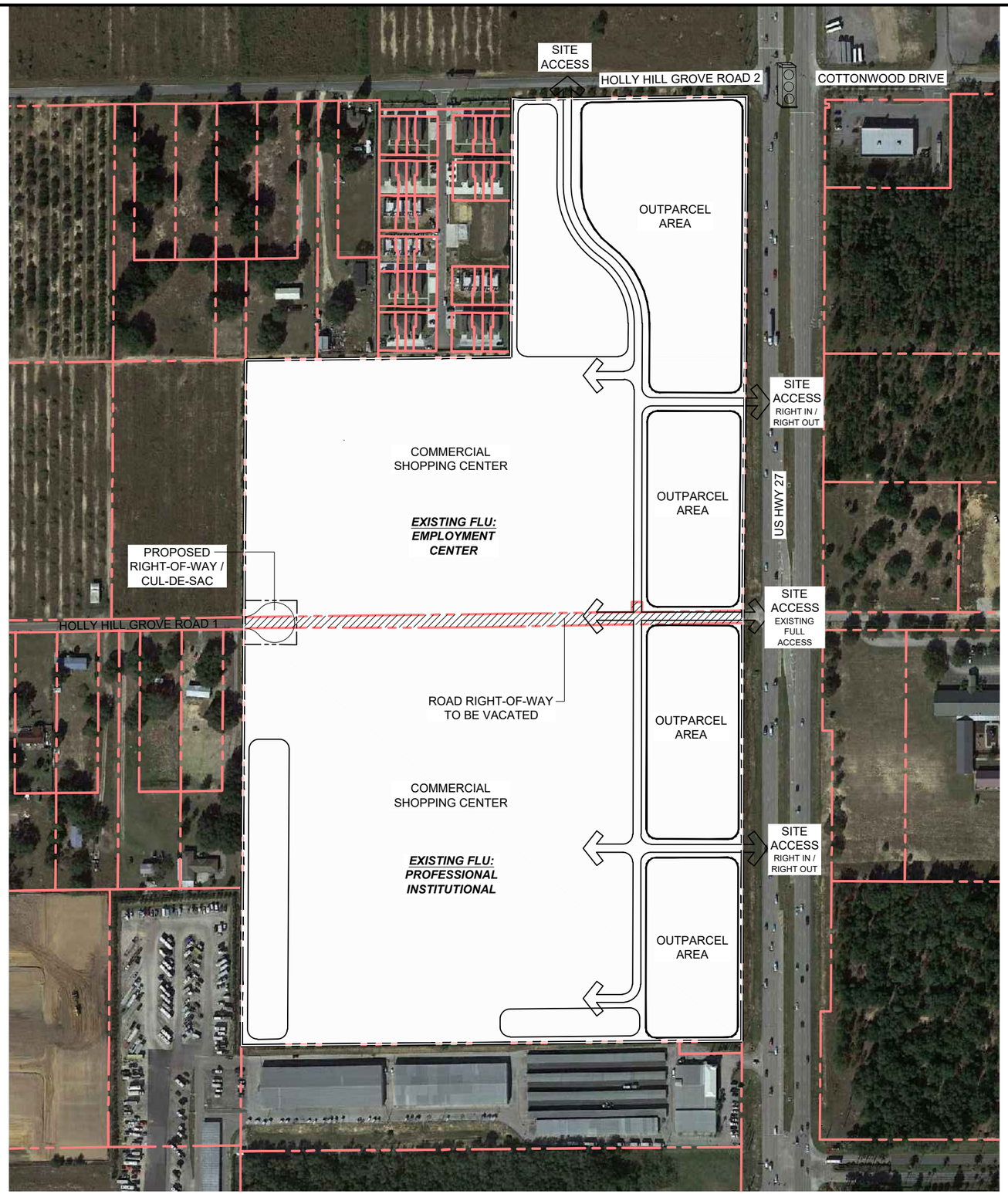
FIGURE 1

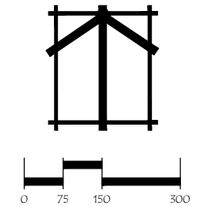
RETAIL CENTER WITH OUTPARCELS

DAVENPORT, POLK COUNTY, FLORIDA

cph

Engineers
Architects
Planners
Landscape Architects
Transportation/Traffic
Surveyors
Environmental Scientists
Construction Management





PROJECT INFORMATION

SITE AREA: ..... 57.61± AC.
EXISTING FUTURE LAND USE: ..... EMPLOYMENT CENTER (NORTH)
PROFESSIONAL INSTITUTIONAL (SOUTH)
PROPOSED USE: ..... COMMERCIAL SHOPPING CENTER WITH OUT PARCELS

OVERLAYS:
1) GREEN SWAMP AREA (WEST OF US 27)
2) RIDGE SPECIAL PROTECTION AREA
3) TRANSIT SUPPORTED DEVELOPMENT AREA
4) NORTH RIDGE SELECTED AREA PLAN

BUILDING SQUARE FOOTAGE:
SHOPPING CENTER ..... 425,000± SQFT.
OUT PARCELS ..... 67,500± SQFT.
TOTAL BUILDING AREA ..... 492,500± SQFT.

PROPOSED PARKING RATIO: ..... PER CODE

CONCEPT 1.0

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CONCEPTUAL SITE PLAN
HOLLY HILL GROVE, FLORIDA

Date: 9-16-2022
Job No.
Scale: 1" = 300'

500 West Fulton St.
Sanford, Fl. 32771
Ph: 407.322.6841
Eng. C.O.A. No. 3215
cph
www.cphcorp.com

Table 1 – Roadway Study Area

Roadway Segment	Link Number	From	To	2021 AADT	LOS Standard	D-factor	Peak HR LOS Capacity	2021 Peak HR Volume	Currently Deficient?	Estimated PM Project Traffic	Project Capacity Consumption
US Hwy 27	**5114N**	**Bates Rd**	**CR 547**	**54000**	**D**	**0.51**	**3020**	**2479**	**No**	**488**	**16.1%**
	5114S	**Bates Rd**	**CR 547**	**54000**	**D**	**0.49**	**3020**	**2381**	**No**	**468**	**15.5%**
	5111N	I-4	CR 54 (Ronald Reagan Pkwy)	30500	D	0.49	3020	1345	No	47	1.6%
	5111S	I-4	CR 54 (Ronald Reagan Pkwy)	30500	D	0.51	3020	1400	No	49	1.6%
	5110N	**CR 547**	**I-4**	**57900**	**D**	**0.51**	**3020**	**2658**	**No**	**975**	**32.3%**
	5110S	**CR 547**	**I-4**	**57900**	**D**	**0.49**	**3020**	**2553**	**No**	**937**	**31.0%**
	5109N	**CR 17 (Polk City Rd)**	**Bates Rd**	**49000**	**D**	**0.51**	**3020**	**2249**	**No**	**322**	**10.7%**
	5109S	**CR 17 (Polk City Rd)**	**Bates Rd**	**49000**	**D**	**0.49**	**3020**	**2161**	**No**	**309**	**10.2%**
Ernie Caldwell Blvd	6906E	Heller Brother Blvd	Pine Tree Trail	9400	D	0.49	1800	328	No	19	1.0%
	6906W	Heller Brother Blvd	Pine Tree Trail	9400	D	0.51	1800	342	No	20	1.1%
CR 547 (Jackson Hwy/Bay St)	**4053E**	**US 27**	**CR 547 (Lee Jackson Hwy)**	**13500**	**D**	**0.51**	**790**	**490**	**No**	**107**	**13.6%**
	4053W	**US 27**	**CR 547 (Lee Jackson Hwy)**	**13500**	**D**	**0.49**	**790**	**471**	**No**	**103**	**13.0%**
Bates Rd	**8207E**	**US 27**	**US 17/92**	**13000**	**D**	**0.49**	**790**	**573**	**No**	**150**	**19.0%**
	8207W	**US 27**	**US 17/92**	**13000**	**D**	**0.51**	**790**	**597**	**No**	**156**	**19.7%**
US Hwy 17/92 (Seventeenth St)	5022 N	CR 580 (Johnson Ave	CR 547	15600	D	0.49	880	545	No	**19**	2.1%
	5022 S	CR 580 (Johnson Ave	CR 547	15600	D	0.51	880	567	No	**20**	2.2%

Existing Conditions

Data Collection

Turning movement counts were collected on Tuesday, June 16, 2023 from 7:00 AM – 9:00 AM and 4:00 PM – 6:00 PM. Field data collection summary sheets are included in **Appendix A**.

All existing traffic counts were seasonally adjusted using the 2022 Peak Season Correction Factor (PSCF) published by the Florida Department of Transportation for Polk County. The Polk County 2022, report for Hwy US 27 recommends a PSCF of 1.12 for the week of field data collection. **Figure 2** illustrates the existing traffic volumes. Worksheets calculations adjusting field data using the PSCF are included in **Appendix B,** and signal timings obtained from Polk County are included in **Appendix C.**

Intersection Analysis

Intersection analysis was performed for the study intersections for the AM and PM Peak Periods. HCM 6th Edition reports were used to determine level of service and queue length results. **Tables 2A-2C** summarize the intersection capacity and queue analysis for the AM and PM Peak Period. It should be noted that HCM 6th edition only reports the 95th percentile queue for unsignalized intersections and the 50th percentile queue for signalized intersections. FDOT design standards for turn lanes were utilized for determining deceleration length. HCM reports for existing conditions are included in **Appendix D**. FDOT turn lane design reference is included in **Appendix L.**

HCM 6th Edition results indicate that all studied intersections operate at an overall level of service E or better with some approaches operating at level of service F under existing conditions during both the AM and PM peak periods. Results indicate the following approaches operate at a level of service F under existing conditions:

US Hwy 27 & Holly Hill Grove Rd 2

- During AM and PM peak the eastbound and westbound approach operate at level of service F with significant delays.

US Hwy 27 & Davenport Blvd

- During the AM and PM peak, the westbound approach operates at level of service F.

US Hwy 27 & Bates Rd

- During the AM peak, the eastbound approach operates at level of service F.
- During the PM peak, the eastbound and westbound approach operate at level of service F.

Queue analysis results indicate that the following turn lanes are not sufficient in length to accommodate for 50th or 95th percentile queue plus deceleration lengths under existing conditions:

US Hwy 27 & Holly Hill Grove Rd 2

- During the PM peak, the southbound left turn queue plus deceleration length exceeds the existing turn lane length by 10 feet.

US Hwy 27 & Davenport Blvd

- The existing eastbound left turn lane does not meet FDOT turn lane deceleration length requirements, therefore queue plus deceleration length exceeds the existing turn lane length regardless of conditions.

US Hwy 27 & Bates Rd

- The existing northbound right turn lane does not meet FDOT turn lane deceleration length requirements, therefore queue length plus deceleration length exceeds the existing turn lane length regardless of conditions.
- The existing westbound turn lane queue plus deceleration length exceeds the existing turn lane length by 165 feet during the AM peak and 195 feet during the PM peak.

Table 2A – Existing Conditions Level of Service

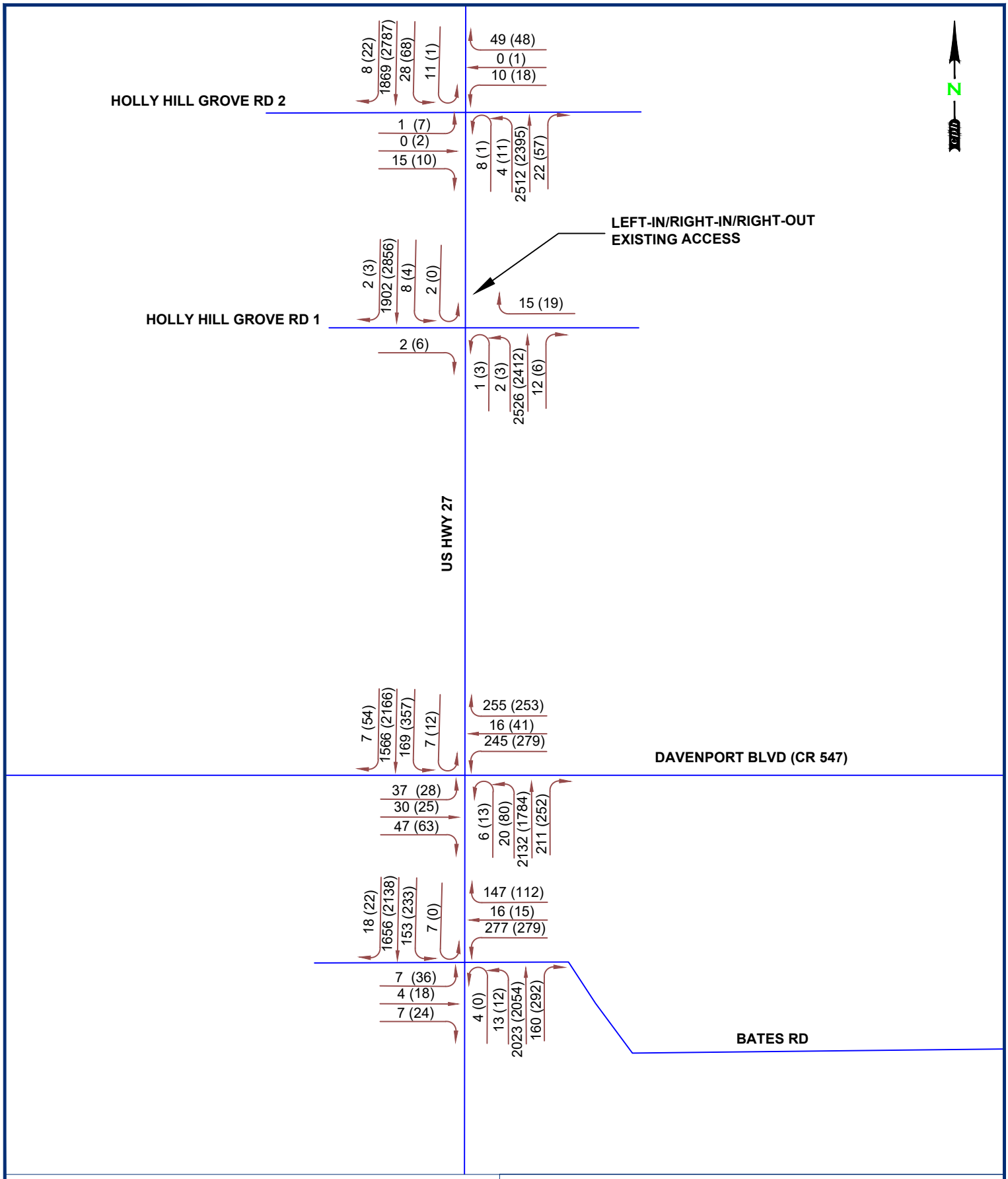
Intersection		Approach	Overall LOS (Delay)	Existing Conditions	
				LOS	Delay (sec)
US Hwy 27 & Holly Hill Grove Rd 2	AM	EB	E (39.5)	F	256.2
		WB		F	2847.2
		NB		A	0.1
		SB		A	3.6
	PM	EB	A (4.7)	N/A	N/A
		WB		N/A	N/A
		NB		A	0.7
		SB		A	8.2
US Hwy 27 & Holly Hill Grove Rd 1 (Proposed Driveway 3)	AM	EB	A (0.3)	C	23.5
		WB		E	41.4
		NB		A	0.0
		SB		A	0.4
	PM	EB	A (0.3)	E	49.7
		WB		E	38.8
		NB		A	0.2
		SB		A	0.1
US Hwy 27 & Davenport Blvd	AM	EB	C (35.0)	E	59.2
		WB		F	97.7
		NB		C	29.5
		SB		C	22.2
	PM	EB	D (48.8)	D	50.6
		WB		F	89.7
		NB		E	55.4
		SB		C	34.2
US Hwy 27 & Bates Rd	AM	EB	D (35.3)	F	84.8
		WB		E	69.1
		NB		C	34.2
		SB		C	27.9
	PM	EB	D (39.5)	F	81.4
		WB		F	84.0
		NB		D	38.6
		SB		C	31.5

Table 2B – Existing Conditions Queue Lengths – AM Peak

Intersection	Approach	Existing Conditions						
		AM Peak						
		v/c ratio	50th % Que Length	95th % Que Length	Required Deceleration Length	Required Length based on 50th% Queue	Required Length based on 95th% Queue	Existing Turn Lane Length
US Hwy 27 & Holly Hill Grove Rd 2	NBL	0.076	N/A	5	405	N/A	410	560
	SBL	0.771	N/A	83	405	N/A	490	560
US Hwy 27 & Holly Hill Grove Rd 1	NBL	0.024	N/A	3	405	N/A	410	650
	SBL	0.191	N/A	15	405	N/A	420	585
US Hwy 27 & Davenport Blvd	NBL	0.560	18	N/A	405	425	N/A	575
	NBR	0.280	80	N/A	405	485	N/A	630
	SBL	0.860	143	N/A	405	550	N/A	620
	SBR	0.010	3	N/A	405	410	N/A	500
	EBL	0.640	38	N/A	240	280	N/A	200
	WBL	1.280	375	N/A	240	615	N/A	800
US Hwy 27 & Bates Rd	NBL	0.540	18	N/A	405	425	N/A	530
	NBR	0.220	85	N/A	405	490	N/A	300
	SBL	0.890	205	N/A	405	610	N/A	725
	SBR	0.020	8	N/A	405	415	N/A	500
	EBL	0.250	5	N/A	185	190	N/A	230
	WBL	0.920	323	N/A	185	510	N/A	345

Table 2C – Existing Conditions Queue Lengths – PM Peak

Intersection	Approach	Existing Conditions						
		PM Peak						
		v/c ratio	50th % Que Length	95th % Que Length	Required Deceleration Length	Required Length based on 50th% Queue	Required Length based on 95th% Queue	Existing Turn Lane Length
US Hwy 27 & Holly Hill Grove Rd 2	NBL	0.353	N/A	30	405	N/A	435	560
	SBL	1.316	N/A	163	405	N/A	570	560
US Hwy 27 & Holly Hill Grove Rd 1	NBL	0.142	N/A	13	405	N/A	420	650
	SBL	0.074	N/A	5	405	N/A	410	585
US Hwy 27 & Davenport Blvd	NBL	1.060	138	N/A	405	545	N/A	575
	NBR	0.400	150	N/A	405	555	N/A	630
	SBL	1.340	598	N/A	405	1005	N/A	620
	SBR	0.070	20	N/A	405	425	N/A	500
	EBL	0.300	28	N/A	240	270	N/A	200
	WBL	1.020	378	N/A	240	620	N/A	800
US Hwy 27 & Bates Rd	NBL	0.160	8	N/A	405	415	N/A	530
	NBR	0.400	203	N/A	405	610	N/A	300
	SBL	0.920	305	N/A	405	710	N/A	725
	SBR	0.020	10	N/A	405	415	N/A	500
	EBL	0.090	20	N/A	185	205	N/A	230
	WBL	0.930	355	N/A	185	540	N/A	345



TRAFFIC FLOW DIRECTION

A.M. (P.M.) PEAK HOUR

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5601 Mariner St. STE 105 Tampa, Fl 33609 (813) 288-0233		©2023

FIGURE 2 - EXISTING TRAFFIC VOLUMES
RETAIL WITH OUTPARCELS
DAVENPORT, POLK COUNTY, FLORIDA

Background Conditions

Project construction is anticipated to be completed by 2026. Historical traffic volumes from five of the nearest count stations were used to estimate background growth. Volumes from 2013 to 2022 were utilized. Volumes were obtained from the *FDOT Online Traffic Information Database*. Based on our analysis, the area has experienced a 4.1% growth rate over the past ten years. Background growth calculations are included in **Appendix E.**

Intersection Analysis

Figure 3 represents Background Traffic Volumes for the AM and PM Peak periods. Intersection analysis was performed using the same methods used to evaluate existing conditions. **Tables 3A-3C** summarize the intersection capacity and queue analysis for the AM and PM Peak Period. Detailed HCM reports for background conditions are included in **Appendix F.**

Similar to existing conditions, HCM 6th Edition results indicate that all studied intersections are anticipated to operate at a level of service E or better by overall intersection under background conditions during both the AM and PM peak periods. Results indicate the following approaches are anticipated to operate at a level of service F under background conditions:

US Hwy 27 & Holly Hill Grove Rd 1

- During PM peak, the eastbound and westbound approach are anticipated operate at level of service F.
- During AM peak, the westbound approach is anticipated to operate at level of service F.

US Hwy 27 & Davenport Blvd

- During the AM peak, the eastbound approach is anticipated to operate at level of service F.
- During the AM and PM peak, the westbound approach is anticipated to operate at level of service F.

US Hwy 27 & Bates Rd

- During the PM peak, the northbound approach is anticipated to operate at level of service F.

Queue analysis results indicate that the following turn lanes are anticipated to not be sufficient in length to accommodate for 50th or 95th percentile queue plus deceleration lengths under background conditions:

US Hwy 27 & Holly Hill Grove Rd 2

- During the PM peak, the southbound left turn queue plus deceleration length exceeds the existing turn lane length by 80 feet.

US Hwy 27 & Davenport Blvd

- As illustrated in the existing conditions analysis, the existing eastbound left turn lane does not meet FDOT turn lane deceleration length requirements, therefore queue plus deceleration length exceeds the existing turn lane length regardless of conditions.
- During the PM peak, the existing southbound left turn queue plus deceleration length exceeds the existing turn lane length by 535 feet.
- During the PM peak, the existing westbound left turn queue plus deceleration length exceeds the existing turn lane length by 60 feet.

US Hwy 27 & Bates Rd

- As illustrated in the existing conditions analysis, the existing northbound right turn lane does not meet FDOT turn lane deceleration length requirements, therefore queue length plus deceleration length exceeds the existing turn lane length regardless of conditions.
- The existing westbound turn lane queue plus deceleration length exceeds the existing turn lane length by 160 feet during the AM peak and 220 feet during the PM peak.
- The existing southbound left turn lane queue plus deceleration length exceeds the existing turn lane length by 10 feet during the PM peak.

Table 3A – Background Conditions Level of Service

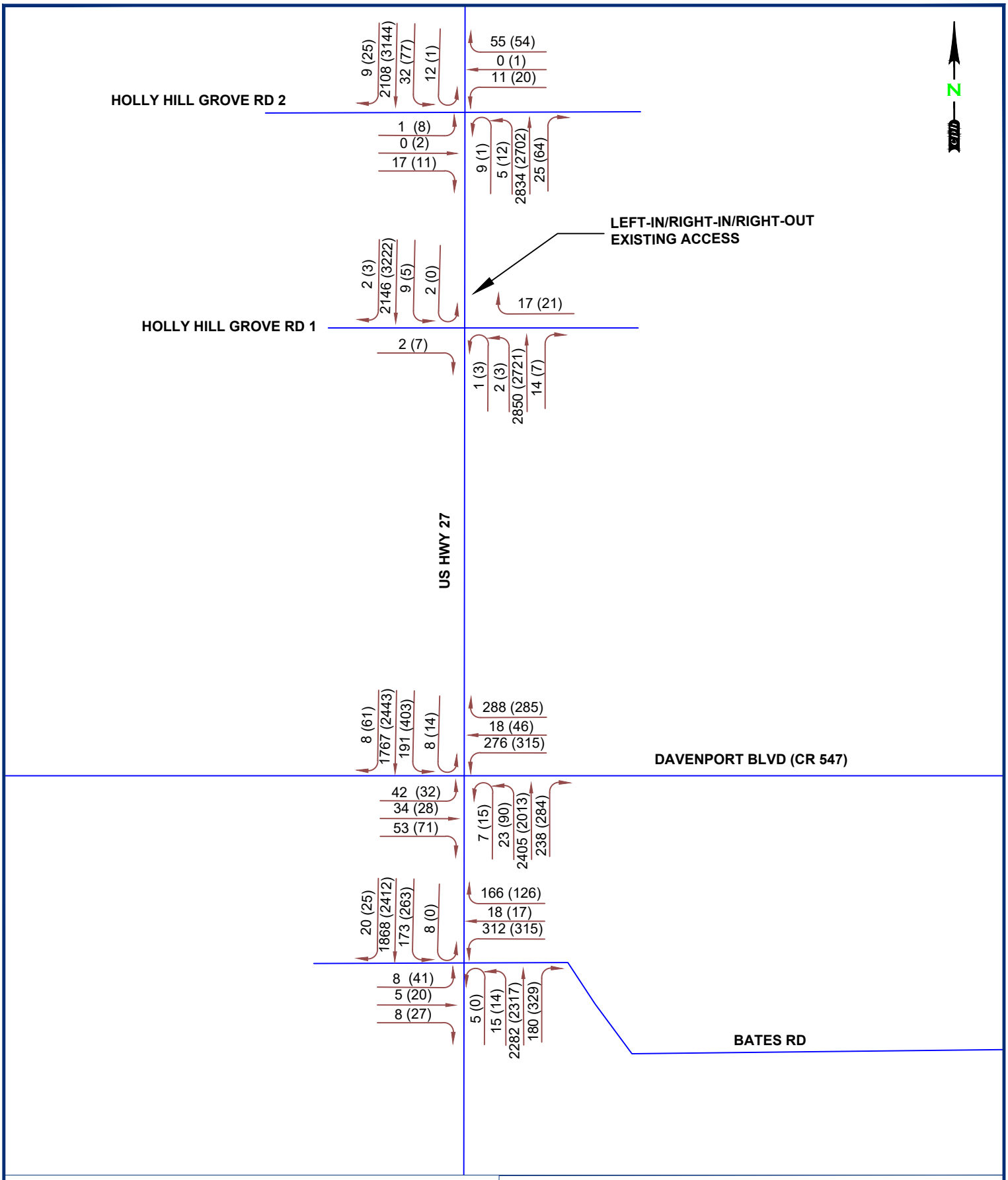
Intersection		Approach	Overall LOS (Delay)	Background Conditions	
				LOS	Delay (sec)
US Hwy 27 & Holly Hill Grove Rd 2	AM	EB	A (4.4)	N/A	N/A
		WB		N/A	N/A
		NB		A	0.2
		SB		B	10.2
	PM	EB	B (10.7)	N/A	N/A
		WB		N/A	N/A
		NB		A	1.4
		SB		C	18.9
US Hwy 27 & Holly Hill Grove Rd 1 (Proposed Driveway 3)	AM	EB	A (0.5)	D	27.8
		WB		F	57.2
		NB		A	0.0
		SB		A	0.7
	PM	EB	A (0.6)	F	68.7
		WB		F	52.6
		NB		A	0.4
		SB		A	0.2
US Hwy 27 & Davenport Blvd	AM	EB	D (48.4)	F	101.2
		WB		F	146.2
		NB		D	41.8
		SB		C	24.9
	PM	EB	E (69.5)	E	75.8
		WB		F	229.5
		NB		D	35.1
		SB		E	62
US Hwy 27 & Bates Rd	AM	EB	D (41.7)	E	78.6
		WB		E	61.7
		NB		D	48.8
		SB		C	28.1
	PM	EB	E (64.0)	E	79.9
		WB		E	75.1
		NB		F	86.1
		SB		D	39.8

Table 3B - Background Conditions Queue Lengths – AM Peak

Intersection	Approach	Background Conditions						
		AM Peak						
		v/c ratio	50th % Que Length	95th % Que Length	Required Deceleration Length	Required Length based on 50th% Queue	Required Length based on 95th% Queue	Existing Turn Lane Length
US Hwy 27 & Holly Hill Grove Rd 2	NBL	0.121	N/A	10	405	N/A	415	560
	SBL	1.449	N/A	133	405	N/A	540	560
US Hwy 27 & Holly Hill Grove Rd 1	NBL	0.032	N/A	3	405	N/A	410	650
	SBL	0.332	N/A	28	405	N/A	435	585
US Hwy 27 & Davenport Blvd	NBL	0.140	10	N/A	405	415	N/A	575
	NBR	0.310	130	N/A	405	535	N/A	630
	SBL	0.900	140	N/A	405	545	N/A	620
	SBR	0.010	3	N/A	405	410	N/A	500
	EBL	0.990	85	N/A	240	325	N/A	200
	WBL	1.180	453	N/A	240	695	N/A	800
US Hwy 27 & Bates Rd	NBL	0.150	8	N/A	405	415	N/A	530
	NBR	0.220	75	N/A	405	480	N/A	300
	SBL	0.880	175	N/A	405	580	N/A	725
	SBR	0.030	8	N/A	405	415	N/A	500
	EBL	0.050	5	N/A	185	190	N/A	230
	WBL	0.840	320	N/A	185	505	N/A	345

Table 3C – Background Conditions Queue Lengths – PM Peak

Intersection	Approach	Background Conditions						
		PM Peak						
		v/c ratio	50th % Que Length	95th % Que Length	Required Deceleration Length	Required Length based on 50th% Queue	Required Length based on 95th% Queue	Existing Turn Lane Length
US Hwy 27 & Holly Hill Grove Rd 2	NBL	0.614	N/A	45	405	N/A	450	560
	SBL	2.231	N/A	233	405	N/A	640	560
US Hwy 27 & Holly Hill Grove Rd 1	NBL	0.225	N/A	18	405	N/A	425	650
	SBL	0.139	N/A	10	405	N/A	415	585
US Hwy 27 & Davenport Blvd	NBL	0.730	55	N/A	405	460	N/A	575
	NBR	0.380	175	N/A	405	580	N/A	630
	SBL	1.440	748	N/A	405	1155	N/A	620
	SBR	0.070	25	N/A	405	430	N/A	500
	EBL	0.780	55	N/A	240	295	N/A	200
	WBL	1.490	620	N/A	240	860	N/A	800
US Hwy 27 & Bates Rd	NBL	0.200	10	N/A	405	415	N/A	530
	NBR	0.510	103	N/A	405	510	N/A	300
	SBL	0.930	330	N/A	405	735	N/A	725
	SBR	0.030	10	N/A	405	415	N/A	500
	EBL	0.160	20	N/A	185	205	N/A	230
	WBL	0.920	380	N/A	185	565	N/A	345



TRAFFIC FLOW DIRECTION

A.M. (P.M.) PEAK HOUR

cph www.cphcorp.com	Plan Prepared By: CPH, LLC. Licenses: Eng. C.O.A. No. 3215 Survey L.B. No. 7143 Arch. Lic. No. AA2600926 Lndscp. Lic. No. LC0000298	Date: 6/30/2023	FIGURE 3 - BACKGROUND TRAFFIC VOLUMES RETAIL WITH OUTPARCELS DAVENPORT, POLK COUNTY, FLORIDA
		Job No.W131163	
		Scale: NTS	
		File:	
5601 Mariner St. STE 105 Tampa, Fl 33609 (813) 288-0233		©2023	

Project Traffic

Trip Generation

Trip Generation – Comprehensive Plan (Max FAR)

Trip generation was calculated using the most recent rates and equations presented in the Institute of Transportation Engineer's Trip Generation 11th Edition. To determine the overall change in potential trips for this proposed Future Land Use Amendment (FLUA), ITE land use codes were assigned to both existing and proposed FLU designations that closely aligned with their intended use. Land use codes 750 – Office Park and 610 – Hospital were assigned to the northern and southern sections of the site, respectively. These land use codes closely aligned with the characteristics of the existing FLU designations within the North Ridge SAP. Land use code 820 – Shopping Center (<150k Sq. Ft.) was used to calculate trip generation for the proposed FLU designation as this land use type is most similar to the proposed development.

Pass-By Capture was calculated using the methods outlined in the ITE Trip Generation Handbook. Note that land use codes 750 and 610 have no pass-by trips as ITE does not have pass-by data for them. To provide a conservative analysis, the size of the project site was estimated by converting the total development area to sq. ft. and applying a 0.7 Floor-to-Area Ratio (FAR) as per the development criteria for ECX and PIX within the North Ridge SAP. It should be noted that the existing and proposed scenarios are unlikely to utilize a 0.7 FAR for any proposed developments, this trip generation is done to illustrate the highest extent of potential change in new trips as a result of this FLUA. **Table 4** outlines the potential change in trip generation as a result of the proposed FLUA. Detailed calculations from the OTISS Trip Generation Software are included in **Appendix H**.

Table 4 - Trip Generation (Max FAR)

Scenario	Land Use	Size (KSF)	AM			PM			Weekday		
			Entry	Exit	Total	Entry	Exit	Total	Entry	Exit	Total
Existing	750 - Office Park	847	882	109	991	153	937	1090	4694	4694	9388
		Pass-by	0	0	0	0	0	0	0	0	0
		Net Trips	882	109	991	153	937	1090	4694	4694	9388
	610 - Hospital	908	496	244	740	265	492	757	4136	4136	8272
		Pass-by	0	0	0	0	0	0	0	0	0
		Net Trips	496	244	740	265	492	757	4136	4136	8272
	Total Existing New Trips		1378	353	1731	418	1429	1847	8830	8830	17660
Proposed	820 - Shopping Center (>150k)	1756	725	444	1169	2132	2310	4442	25856	25856	51712
		Pass-by	-138	-84	-222	-725	-785	-1,510	0	0	0
		Net Trips	587	360	947	1407	1525	2932	25856	25856	51712
Change in Gross Trips			-653	91	-562	1,714	881	2,595	17,026	17,026	34,052
Change in New Trips			-791	7	-784	989	96	1,085	17,026	17,026	34,052

Trip Generation – Actual Proposed Use

Trip generation for the retail center was calculated using the most recent rates and equations presented in the Institute of Transportation Engineer's Trip Generation 11th Edition. Internal capture is not applicable for this project. Pass-by capture was applied to the external trips using the rates recommend by the Institute of Transportation Engineer's Trip Generation 11th Edition. **Table 5** summarizes the trip generation calculations. Detailed calculations from the OTISS Trip Generation Software are included in **Appendix G**.

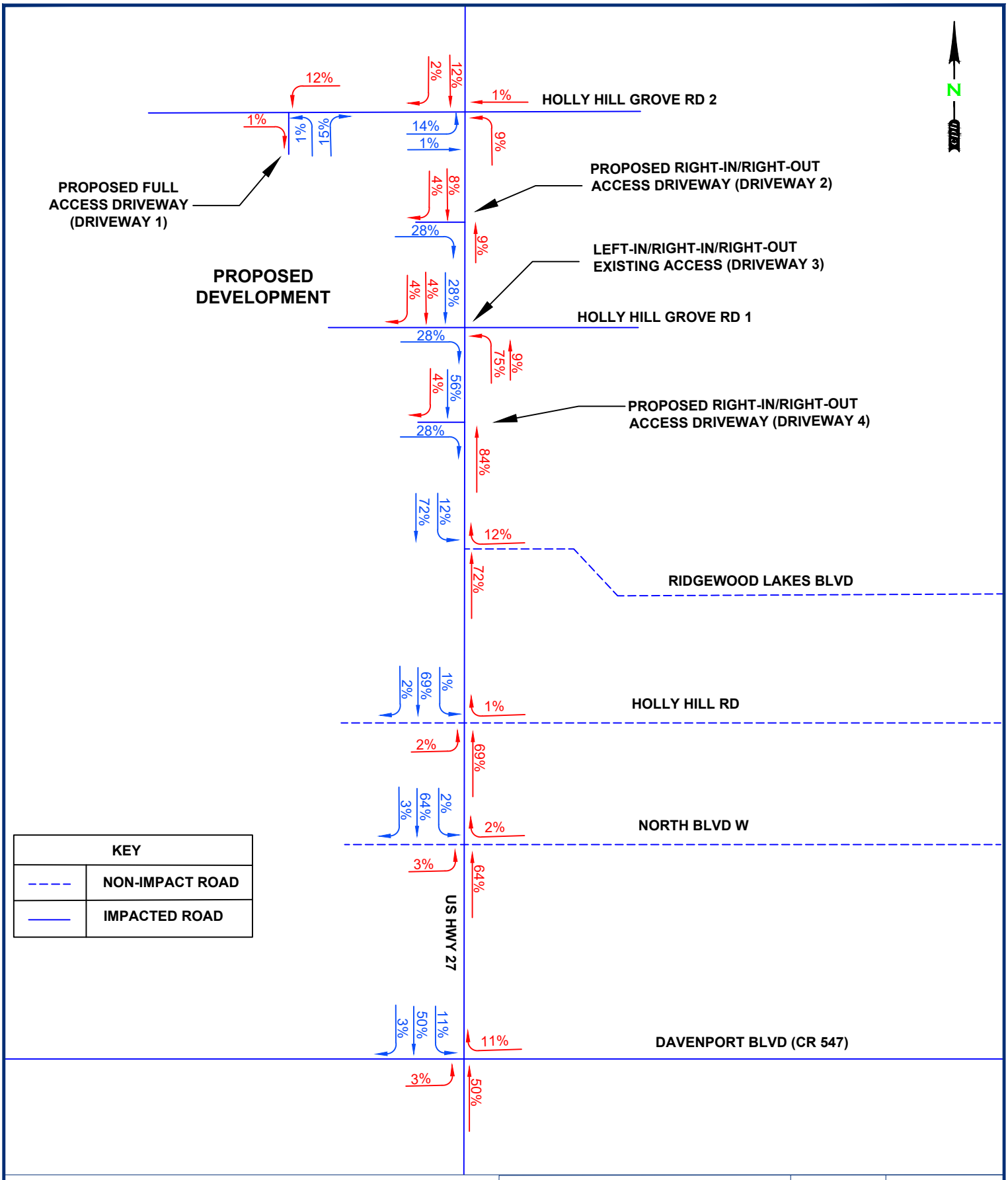
The project is anticipated to generate an additional 1060 net new trips during the AM Peak Hour and 1912 net new trips during the PM Peak Hour.

Table 5 – Trip Generation

Scenario	Land Use	Size (KSF)	AM			PM			Weekday		
			Entry	Exit	Total	Entry	Exit	Total	Entry	Exit	Total
Proposed	813 - Free-Standing Discount Superstore	230.5	240	189	429	489	509	998	5822	5822	11644
	945 - Gasoline Service Station (16-24 VFP)	2.7	123	123	246	107	107	214	1733	1733	3466
	857 - Discount Club	167.05	82	52	134	350	350	700	3546	3546	7092
	934 - Fast-Food Restaurant with Drive-Through	8.0	182	175	357	137	137	274	1870	1870	3740
	821 - Shopping Plaza (40-150k) (No Supermarket)	40.0	43	26	69	102	106	208	1350	1350	2700
Gross Trips			**670**	**565**	**1,235**	**1,185**	**1,209**	**2,394**	**14,321**	**14,321**	**28,642**
Pass-by			**-89**	**-86**	**-175**	**-240**	**-242**	**-482**	**0**	**0**	**0**
Total Net New Trips			**581**	**479**	**1,060**	**945**	**967**	**1,912**	**14,321**	**14,321**	**28,642**

Project Trip Distributions and Assignment

Project traffic distribution was prepared based upon the Polk County Standard Transportation Model (FSUTMS) to determine project trip distribution and assignment, per Polk County TPO Guidelines. **Figure 4** represents the project trip distribution based on the FSUTMS model. **Figure 5** represents the pass-by trip distribution. **Figures 6A and 6B** illustrates the project trip assignment for the AM and PM Peak periods. Note that roadways outside of the traffic impact area (labeled as “non-impact roads”) are included in the following figures to keep trip distribution consistent with the FSUTMS model. FSUTMS model results are included in **Appendix J.**



TRAFFIC FLOW DIRECTION	NET NEW TRIPS	ENTER	EXIT

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FIGURE 4 - NET NEW TRIP DISTRIBUTION
RETAIL CENTER WITH OUTPARCELS
DAVENPORT, POLK COUNTY, FLORIDA

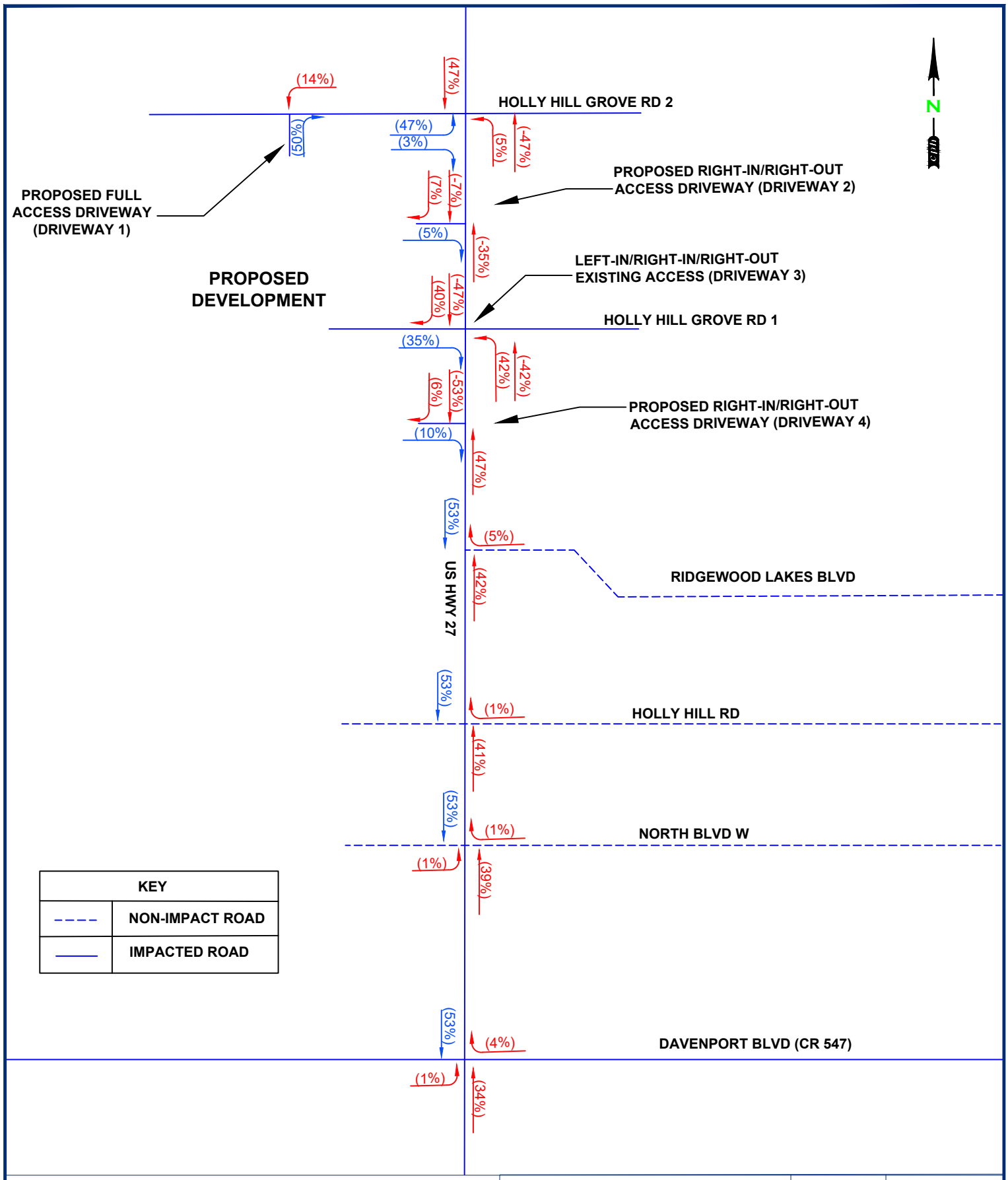

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FIGURE 5 - PASS-BY TRIP DISTRIBUTION
RETAIL WITH OUTPARCELS
DAVENPORT, POLK COUNTY, FLORIDA

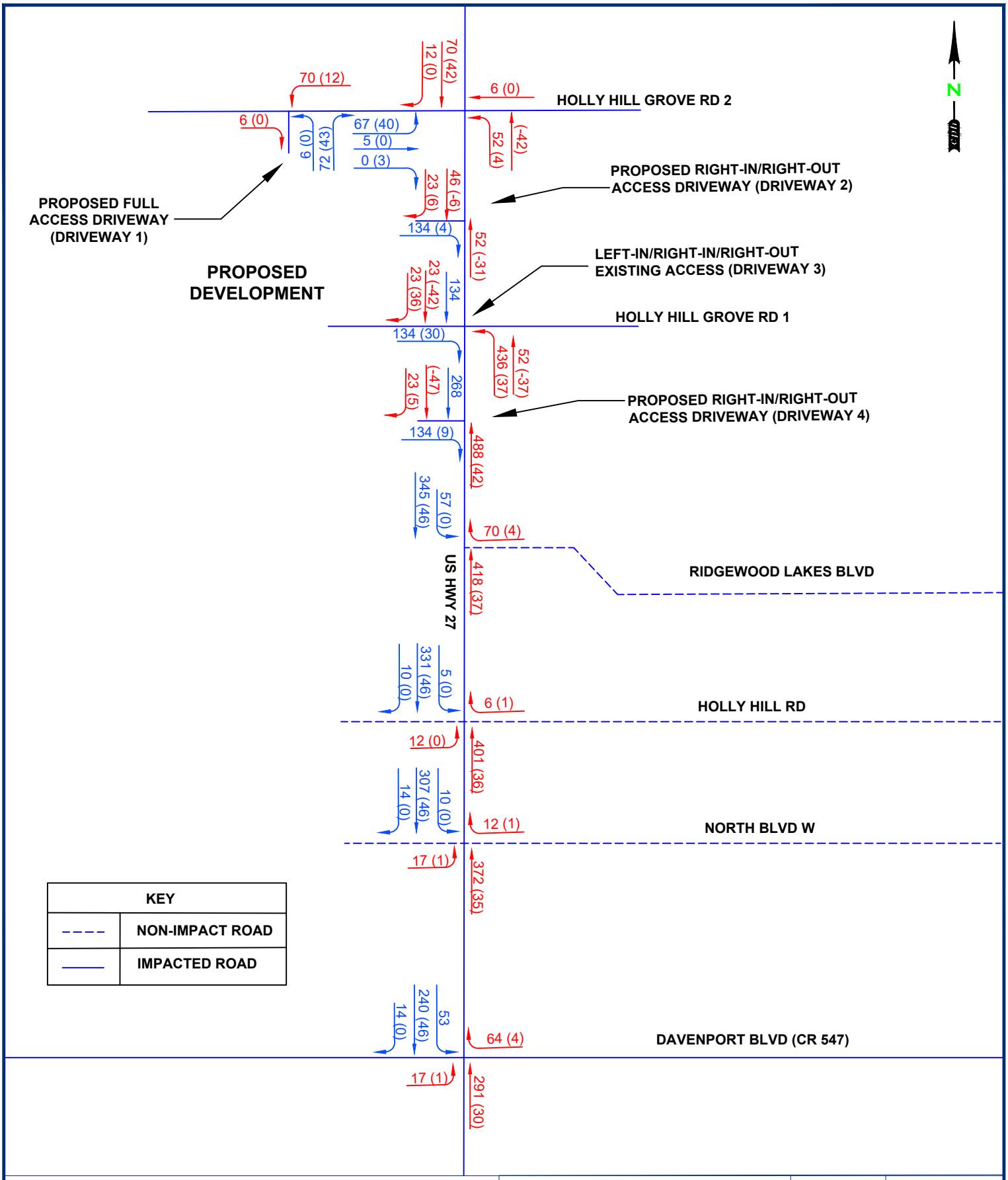

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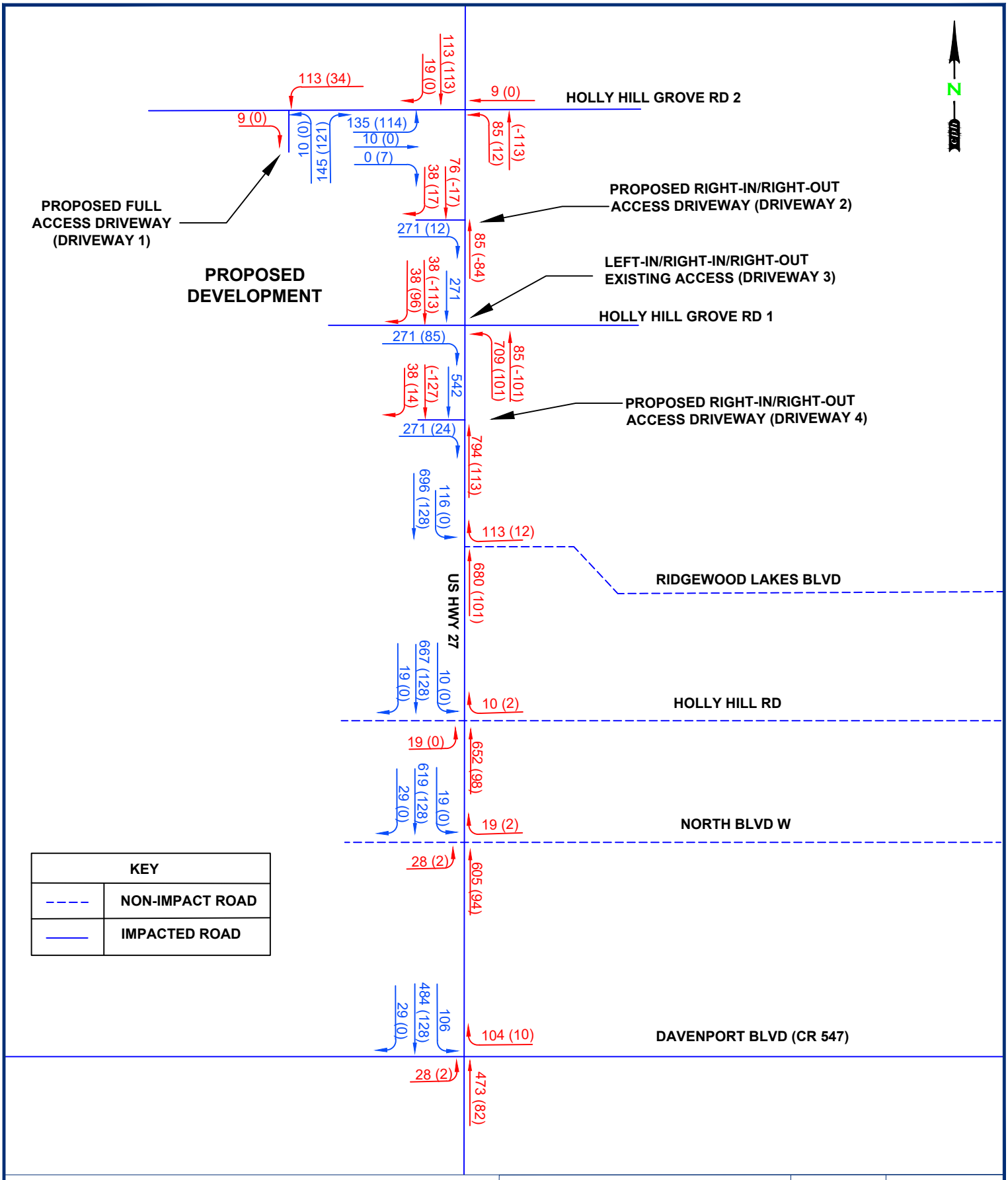
FIGURE 6A - TRAFFIC ASSIGNMENT A.M.
RETAIL WITH OUTPARCELS
DAVENPORT, POLK COUNTY, FLORIDA



KEY	
- - - -	NON-IMPACT ROAD
———	IMPACTED ROAD

TRAFFIC FLOW DIRECTION	NET NEW TRIPS (PASS-BY)	ENTER	EXIT

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FIGURE 6B - TRAFFIC ASSIGNMENT P.M.

RETAIL WITH OUTPARCELS

DAVENPORT, POLK COUNTY, FLORIDA

Future Conditions Analysis

Project trips were added to the background volumes to analyze future conditions. Turning movement worksheets are included in **Appendix B. Figure 7** illustrates the total future traffic volumes including project traffic.

Intersection Analysis

Level of Service analysis was performed using the same methods applied for existing and background conditions analysis. **Tables 6A-6C** summarizes the intersection capacity and queue analysis for the AM and PM Peak Period. Level of service reports for future conditions are included in **Appendix I**.

Synchro 11 results indicate that three of the four study intersections are anticipated to operate at an overall level of service F during the PM peak and a level of service E or F during the AM peak. Analysis results also indicate the following movements operate at a level of service F under future conditions:

US Hwy 27 & Holly Hill Grove Rd 1 (Proposed Directional Driveway 3)

- During AM and PM peak, the eastbound, westbound, and northbound approach are anticipated to operate at level of service F with significant delays on eastbound and northbound turning movements.

US Hwy 27 & Davenport Blvd

- The overall intersection and its approaches are anticipated to operate at a level of service F during the AM and PM peak with the exception of the southbound approach during the AM peak.
- It should be noted that while the addition of project traffic is anticipated to exacerbate overall delays at the intersection, background conditions are anticipated to initially create a level of service F at the eastbound approach under the AM peak and the westbound approach under both AM and PM peak.

US Hwy 27 & Bates Rd

- During the AM peak, the eastbound, westbound, and northbound approach at anticipated to operate at level of service F.
- During the PM peak, the overall intersection and its approaches are anticipated to operate at level of service F
- It should be noted that while the addition of project traffic is anticipated to exacerbate overall delays at the intersection, background conditions are anticipated to initially create a level of service F at the northbound approach under the PM peak.

Queue analysis results indicate that the following turn lanes are anticipated to not be sufficient in length to accommodate for 50th or 95th percentile queue plus deceleration lengths under future conditions:

US Hwy 27 & Holly Hill Grove Rd 2

- During the PM peak, the northbound left turn queue plus deceleration length exceeds the existing turn lane length by 15 feet.
- During the PM peak, the eastbound left turn queue plus deceleration length exceeds the proposed turn lane length by 175 feet.

US Hwy 27 & Holly Hill Grove Rd 1 (Proposed Directional Driveway 3)

- The northbound left turn queue plus deceleration length exceeds the existing turn lane length by 1230 feet during the AM peak and 2560 feet during the PM peak.

US Hwy 27 & Davenport Blvd

- As previously illustrated, the existing eastbound left turn lane does not meet FDOT turn lane deceleration length requirements, therefore queue plus deceleration length exceeds the existing turn lane length regardless of conditions.
- During the PM peak, the existing northbound right turn queue plus deceleration length exceeds the existing turn lane length by 20 feet.
- The existing southbound left turn queue plus deceleration length exceeds the existing turn lane length by 35 feet during the AM peak and 460 feet during the PM peak.
- During the PM peak, the existing westbound left turn queue plus deceleration length exceeds the existing turn lane length by 15 feet.

US Hwy 27 & Bates Rd

- As previously illustrated, the existing northbound right turn lane does not meet FDOT turn lane deceleration length requirements, therefore queue length plus deceleration length exceeds the existing turn lane length regardless of conditions.
- The existing westbound left turn lane queue plus deceleration length exceeds the existing turn lane length by 200 feet during the AM peak and 315 feet during the PM peak.
- The existing southbound left turn lane queue plus deceleration length exceeds the existing turn lane length by 25 feet during the AM peak and 555 feet during the PM peak.

Table 6A – Future Conditions Level of Service

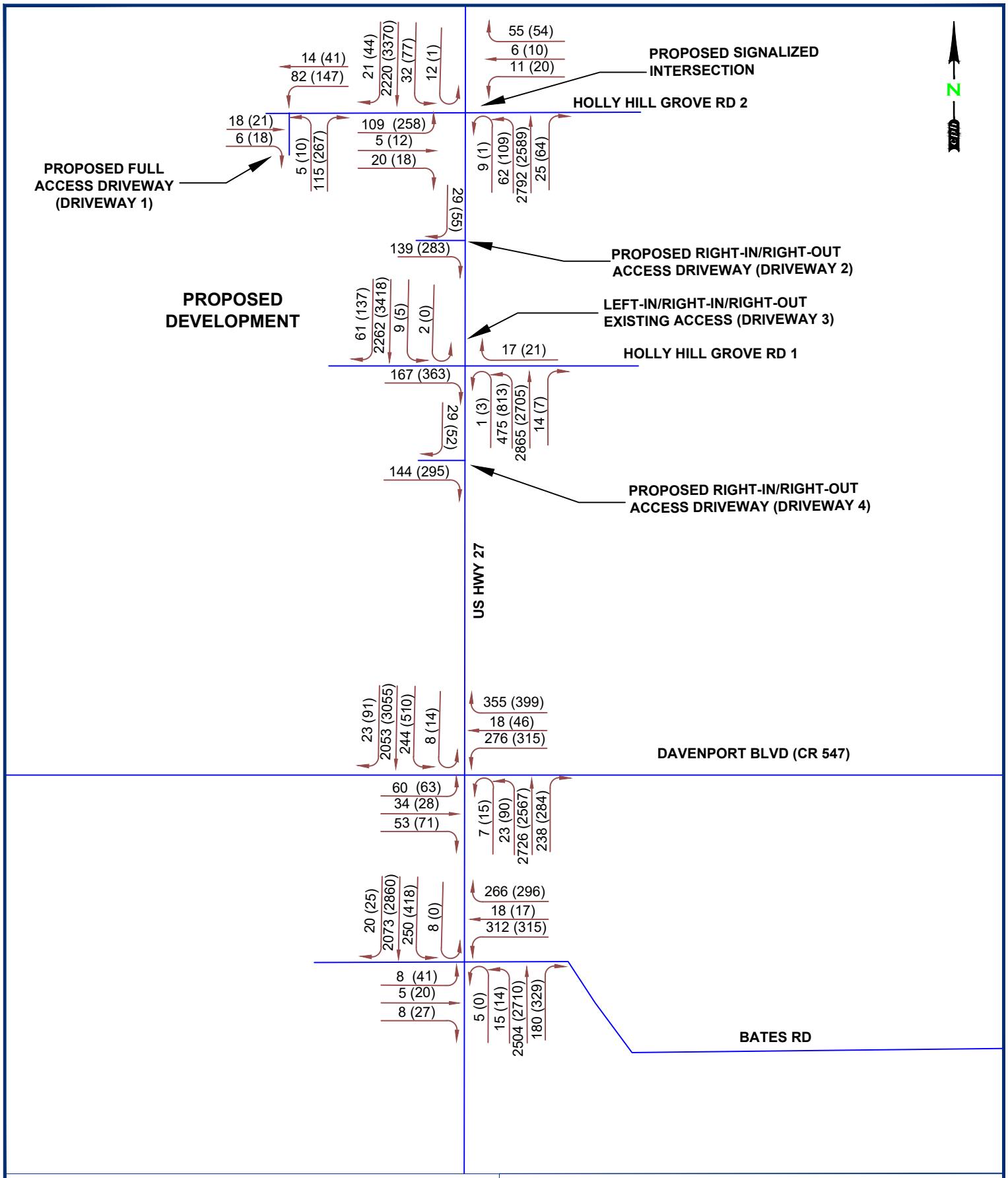
Intersection		Approach	Overall LOS (Delay)	Future Conditions	
				LOS	Delay (sec)
US Hwy 27 & Holly Hill Grove Rd 2	AM	EB	C (20.8)	B	12.7
		WB		B	12.6
		NB		C	31.9
		SB		A	7.4
	PM	EB	E (57.2)	E	76.8
		WB		D	47.2
		NB		C	27.6
		SB		E	79.2
US Hwy 27 & Holly Hill Grove Rd 1 (Proposed Driveway 3)	AM	EB	F (241.2)	F	245.1
		WB		F	58
		NB		F	409.3
		SB		A	0.7
	PM	EB	F (3436.9)	F	3412.3
		WB		F	51.9
		NB		F	6927.4
		SB		A	0.2
US Hwy 27 & Davenport Blvd	AM	EB	F (84.0)	F	182.8
		WB		F	210.9
		NB		F	94.6
		SB		C	28.6
	PM	EB	F (178.5)	F	186.2
		WB		F	249.2
		NB		F	269.3
		SB		F	90.4
US Hwy 27 & Bates Rd	AM	EB	E (73.5)	F	82.9
		WB		F	93.5
		NB		F	105.3
		SB		C	31.7
	PM	EB	F (129.6)	F	108.0
		WB		F	93.3
		NB		F	174.8
		SB		F	95.2

Table 6B – Future Conditions Queue Lengths – AM Peak

Intersection	Approach	Future Conditions						
		AM Peak						
		v/c ratio	50th % Que Length	95th % Que Length	Required Deceleration Length	Required Length based on 50th% Queue	Required Length based on 95th% Queue	Turn Lane Length
US Hwy 27 & Holly Hill Grove Rd 2	NBL	0.260	7.5	N/A	405	415	N/A	560
	SBL	0.150	5	N/A	405	410	N/A	560
	SBR	0.030	0	N/A	405	405	N/A	515
	EBL	0.270	15	N/A	145	160	N/A	275
US Hwy 27 & Holly Hill Grove Rd 1 (Proposed Driveway 3)	NBL	7.186	N/A	1475	405	N/A	1880	650
	SBL	0.342	N/A	27.5	405	N/A	435	585
US Hwy 27 & Davenport Blvd	NBL	0.600	22.5	N/A	405	430	N/A	575
	NBR	0.330	105	N/A	405	510	N/A	630
	SBL	0.910	247.5	N/A	405	655	N/A	620
	SBR	0.010	2.5	N/A	405	410	N/A	500
	EBL	0.790	57.5	N/A	240	300	N/A	200
	WBL	1.670	542.5	N/A	240	785	N/A	800
US Hwy 27 & Bates Rd	NBL	0.190	7.5	N/A	405	415	N/A	530
	NBR	0.270	97.5	N/A	405	505	N/A	300
	SBL	0.920	295	N/A	405	700	N/A	725
	SBR	0.020	7.5	N/A	405	415	N/A	500
	EBL	0.070	5	N/A	185	190	N/A	230
	WBL	0.880	357.5	N/A	185	545	N/A	345

Table 6C – Future Conditions Queue Lengths – PM Peak

Intersection	Approach	Future Conditions						
		PM Peak						
		v/c ratio	50th % Que Length	95th % Que Length	Required Deceleration Length	Required Length based on 50th% Queue	Required Length based on 95th% Queue	Turn Lane Length
US Hwy 27 & Holly Hill Grove Rd 2	NBL	1.090	180	N/A	405	585	N/A	560
	SBL	0.640	50	N/A	405	455	N/A	560
	SBR	0.050	12.5	N/A	405	420	N/A	515
	EBL	0.880	302.5	N/A	145	450	N/A	275
US Hwy 27 & Holly Hill Grove Rd 1 (Proposed Driveway 3)	NBL	68.227	N/A	2805	405	N/A	3210	650
	SBL	0.136	N/A	10	405	N/A	415	585
US Hwy 27 & Davenport Blvd	NBL	0.750	65	N/A	405	470	N/A	575
	NBR	0.550	242.5	N/A	405	650	N/A	630
	SBL	1.030	672.5	N/A	405	1080	N/A	620
	SBR	0.110	37.5	N/A	405	445	N/A	500
	EBL	1.510	145	N/A	240	385	N/A	200
	WBL	1.340	575	N/A	240	815	N/A	800
US Hwy 27 & Bates Rd	NBL	0.250	12.5	N/A	405	420	N/A	530
	NBR	0.500	335	N/A	405	740	N/A	300
	SBL	1.400	875	N/A	405	1280	N/A	725
	SBR	0.030	15	N/A	405	420	N/A	500
	EBL	0.310	30	N/A	185	215	N/A	230
	WBL	0.840	472.5	N/A	185	660	N/A	345



TRAFFIC FLOW DIRECTION

A.M. (P.M.) PEAK HOUR

cph www.cphcorp.com	Plan Prepared By: CPH, LLC. Licenses: Eng. C.O.A. No. 3215 Survey L.B. No. 7143 Arch. Lic. No. AA2600926 Lndscp. Lic. No. LC0000298	Date: 6/30/2023	FIGURE 7 - TOTAL TRAFFIC VOLUMES RETAIL WITH OUTPARCELS DAVENPORT, POLK COUNTY, FLORIDA
		Job No.W131163	
		Scale: NTS	
		File:	
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Roadway Analysis

A generalized analysis for road segments included in the traffic impact area was performed using the capacities adopted in the *Polk Transportation Planning Organization 2022 Roadway Network Database.* **Table 7** provides a summary of the analysis. Roadway concurrency references are included in **Appendix K.**

Roadway analysis results indicate that all sections of included in the traffic impact area are anticipated to be under capacity with the addition of project traffic except for the segment of US Hwy 27 from CR 547 to I-4.

Table 7 – Roadway Concurrency Analysis

Roadway Segment	Link Number	From	To	2021 AADT	LOS Standard	D-factor	Peak HR LOS Capacity	2021 Peak HR Volume	Currently Deficient?	Estimated PM Project Traffic	Project Capacity Consumption	Projected Future Peak Hour Volume	Future Volume to Capacity Ratio of Segment
US Hwy 27	5114N	Bates Rd	CR 547	54000	D	0.51	3020	2479	No	488	16.1%	2967	0.98
	5114S	Bates Rd	CR 547	54000	D	0.49	3020	2381	No	468	15.5%	2849	0.94
	5110N	CR 547	I-4	57900	D	0.51	3020	2658	No	975	32.3%	3633	1.20
	5110S	CR 547	I-4	57900	D	0.49	3020	2553	No	937	31.0%	3490	1.16
	5109N	CR 17 (Polk City Rd)	Bates Rd	49000	D	0.51	3020	2249	No	322	10.7%	2571	0.85
	5109S	CR 17 (Polk City Rd)	Bates Rd	49000	D	0.49	3020	2161	No	309	10.2%	2470	0.82
CR 547 (Jackson Hwy/Bay St)	4053E	US 27	CR 547 (Lee Jackson Hwy)	13500	D	0.51	790	490	No	107	13.6%	597	0.76
	4053W	US 27	CR 547 (Lee Jackson Hwy)	13500	D	0.49	790	471	No	103	13.0%	574	0.73
Bates Rd	8207E	US 27	US 17/92	13000	D	0.49	790	573	No	150	19.0%	723	0.92
	8207W	US 27	US 17/92	13000	D	0.51	790	597	No	156	19.7%	753	0.95

Site Access

Queue Analysis

HCM 6th edition was used to analyze the project driveways. Access to the site is proposed through the following driveways:

- An existing right-in/right-out/left-in driveway on US Hwy 27 (Directional Access Driveway 3)
- Two proposed right-in/right-out driveway on US Hwy 27 (Driveway 2 & 4)
- A proposed full access driveway on Holly Hill Grove Road 2 (Driveway 1)

Table 8A summarizes the queue analysis for the proposed driveways. The queue analysis results for the directional access driveway (driveway 3) is included in the future conditions analysis. Queue and turn lane analysis results are included in **Appendix I.**

Table 8A – Site Access Queue Results

Driveways			Future Conditions		
			LOS	Delay (sec)	95th % Queue Length (ft)
Full Access (Driveway 1)	AM	NBL	B	10.0	0
		NBR	A	8.9	10
		WBL	A	7.4	5
	PM	NBL	B	11.7	3
		NBR	A	9.8	28
		WBL	A	7.5	8
Right-in/Right-out (Driveway 2)	AM	EBR	F	132.6	188
	PM	EBR	F	1993.8	858
Right-in/Right-out (Driveway 4)	AM	EBR	F	213.4	240
	PM	EBR	F	3171.8	950

Queue analysis results indicates that exiting vehicles from both right-in/right-out driveways are anticipated to experience significant delays during both the AM and PM peak.

Turn Lane Analysis

The need for turn lanes at all driveway connections (including driveway 3) was evaluated using FDOT turn lane design standards. FDOT guidelines for exclusive right turn lanes was also utilized. **Tables 8B & 8C** summarize the turn lane evaluations. FDOT turn lane design standards and guidelines for exclusive right turn lanes are included in **Appendix L.**

Table 8B – Site Access AM Peak Turn Lane Evaluation

Intersection	Movement	Turning Volume	Turn Lane Required?	Storage	Decel	Total Length
Full Access Driveway 1	WBL	82	Yes	5	145	150
	EBR	6	No	-	-	-
Righ-in/Right-out Driveway 2	SBR	29	No	-	-	-
Directional Access Driveway 3	SBR	61	Yes	0	405	405
	NBL	475	Existing	1475	405	1880
Righ-in/Right-out Driveway 4	SBR	29	No	-	-	-

Table 8C – Site Access PM Peak Turn Lane Evaluation

Intersection	Movement	Turning Volume	Turn Lane Required?	Storage	Decel	Total Length
Full Access Driveway 1	WBL	147	Yes	8	145	155
	EBR	9	No	-	-	-
Righ-in/Right-out Driveway 2	SBR	55	Yes	0	405	405
Directional Access Driveway 3	SBR	137	Yes	0	405	405
	NBL	813	Existing	2805	405	3210
Righ-in/Right-out Driveway 4	SBR	52	Yes	0	405	405

Turn lane analysis results indicate that the following driveways are anticipated to require turn lanes:

Full Access Driveway 1

- The westbound left turn to enter the project site is anticipated to require a turn lane of approximately 155 feet to accommodate for AM and PM peak conditions.

Right-in/Right-out Driveways 2 & 4

- Both driveways are anticipated to experience enough entering right-turn movements during the PM peak to recommend the design of an exclusive right turn lane at least 405 feet in length.

Directional Access Driveway 3

- Enough entering right-turn movements are anticipated during both the AM and PM peak to recommend the design of an exclusive right turn lane at least 405 feet in length.
- The existing northbound left turn lane is not long enough to accommodate for all entering left-turn movements During both the AM and PM peak.

Conclusions

A Large-Scale Comprehensive Plan Amendment is proposed for an area of 57.61 acres located on US Highway 27 and Holly Hill Grove Road 2 in Davenport, Florida. A retail center with outparcels is proposed for the site. The site is located within the North Ridge Selected Area Plan (SAP) which dictates development criteria for the area. The existing site is vacant and consists of two future land use (FLU) designations. The northern section is designated as an employment center (ECX) and the southern section is designated as professional institutional (PIX). These FLU designations will need to be brought under the single FLU designation of ECX for the development. The proposed development will also require a vacation of right-of-way for Holly Hill Grove Road 1.

Access to the site is proposed through the following driveways:

- A right-in/right-out/left-in directional driveway on US Hwy 27 (Driveway 3)
- Two right-in/right-out driveway on US Hwy 27 (Driveways 2 & 4)
- A full access driveway on Holly Hill Grove Road 2 (Driveway 1)

Trip generation for the retail center was calculated using the most recent rates and equations presented in the Institute of Transportation Engineer's Trip Generation 11th Edition. Internal capture is not applicable for this project. Pass-by capture was applied to the external trips using the rates recommend by the Institute of Transportation Engineer's Trip Generation 11th Edition. The project is anticipated to generate an additional 1060 net new trips during the AM Peak Hour and 1912 net new trips during the PM Peak Hour.

Intersection analysis was performed for the study intersections for the AM and PM Peak Periods. HCM 6th Edition reports were used to determine level of service and queue length results. HCM 6th edition report results indicate that three of the four study intersections are anticipated to operate at an overall level of service F during the PM peak and a level of service E or F during the AM peak under future conditions. Analysis results also indicate the following movements operate at a level of service F under future conditions:

US Hwy 27 & Holly Hill Grove Rd 1 (Proposed Directional Driveway 3)

- During AM and PM peak, the eastbound, westbound, and northbound approach are anticipated to operate at level of service F with significant delays on eastbound and northbound turning movements.

US Hwy 27 & Davenport Blvd

- The overall intersection and its approaches are anticipated to operate at a level of service F during the AM and PM peak with the exception of the southbound approach during the AM peak.
- It should be noted that while the addition of project traffic is anticipated to exacerbate overall delays at the intersection, background conditions are anticipated to initially create a level of service F at the eastbound approach under the AM peak and the westbound approach under both AM and PM peak.

US Hwy 27 & Bates Rd

- During the AM peak, the eastbound, westbound, and northbound approach at anticipated to operate at level of service F.
- During the PM peak, the overall intersection and its approaches are anticipated to operate at level of service F
- It should be noted that while the addition of project traffic is anticipated to exacerbate overall delays at the intersection, background conditions are anticipated to initially create a level of service F at the northbound approach under the PM peak.

Queue analysis results indicate that the following turn lanes are anticipated to be not sufficient in length to accommodate for 50th or 95th percentile queue plus deceleration lengths under future conditions:

US Hwy 27 & Holly Hill Grove Rd 2

- During the PM peak, the northbound left turn queue plus deceleration length exceeds the existing turn lane length by 15 feet.
- During the PM peak, the eastbound left turn queue plus deceleration length exceeds the proposed turn lane length by 175 feet.

US Hwy 27 & Holly Hill Grove Rd 1 (Proposed Directional Driveway 3)

- The northbound left turn queue plus deceleration length exceeds the existing turn lane length by 1230 feet during the AM peak and 2560 feet during the PM peak.

US Hwy 27 & Davenport Blvd

- As previously illustrated, the existing eastbound left turn lane does not meet FDOT turn lane deceleration length requirements, therefore queue plus deceleration length exceeds the existing turn lane length regardless of conditions.
- During the PM peak, the existing northbound right turn queue plus deceleration length exceeds the existing turn lane length by 20 feet.
- The existing southbound left turn queue plus deceleration length exceeds the existing turn lane length by 35 feet during the AM peak and 460 feet during the PM peak.
- During the PM peak, the existing westbound left turn queue plus deceleration length exceeds the existing turn lane length by 15 feet.

US Hwy 27 & Bates Rd

- As previously illustrated, the existing northbound right turn lane does not meet FDOT turn lane deceleration length requirements, therefore queue length plus deceleration length exceeds the existing turn lane length regardless of conditions.
- The existing westbound left turn lane queue plus deceleration length exceeds the existing turn lane length by 200 feet during the AM peak and 315 feet during the PM peak.
- The existing southbound left turn lane queue plus deceleration length exceeds the existing turn lane length by 25 feet during the AM peak and 555 feet during the PM peak.

A generalized concurrency analysis found that the adjacent roadway segments are currently operating under capacity for both the existing and future conditions except for the segment of US Hwy 27 from I-4 to CR 547.

An analysis of site access was conducted to determine queue lengths and evaluate the need for turn lanes at driveway connections. HCM 6th edition was used to analyze the project driveways. Queue analysis results indicate that exiting vehicles from both right-in/right-out driveways (driveways 2 & 4) are anticipated to experience significant delays during both the AM and PM peak.

Turn lane analysis results indicate that the following driveways are anticipated to require turn lanes:

Full Access Driveway 1

- The westbound left turn to enter the project site is anticipated to require a turn lane of approximately 155 feet to accommodate for AM and PM peak conditions.

Right-in/Right-out Driveways 2 & 4

- Both driveways are anticipated to experience enough entering right-turn movements during the PM peak to recommend the design of an exclusive right turn lane at least 405 feet in length.

Directional Access Driveway 3

- Enough entering right-turn movements are anticipated during both the AM and PM peak to recommend the design of an exclusive right turn lane at least 405 feet in length.

The existing northbound left turn lane is not long enough to accommodate for all entering left-turn movements During both the AM and PM peak.

APPENDIX A
EXISTING TRAFFIC COUNTS

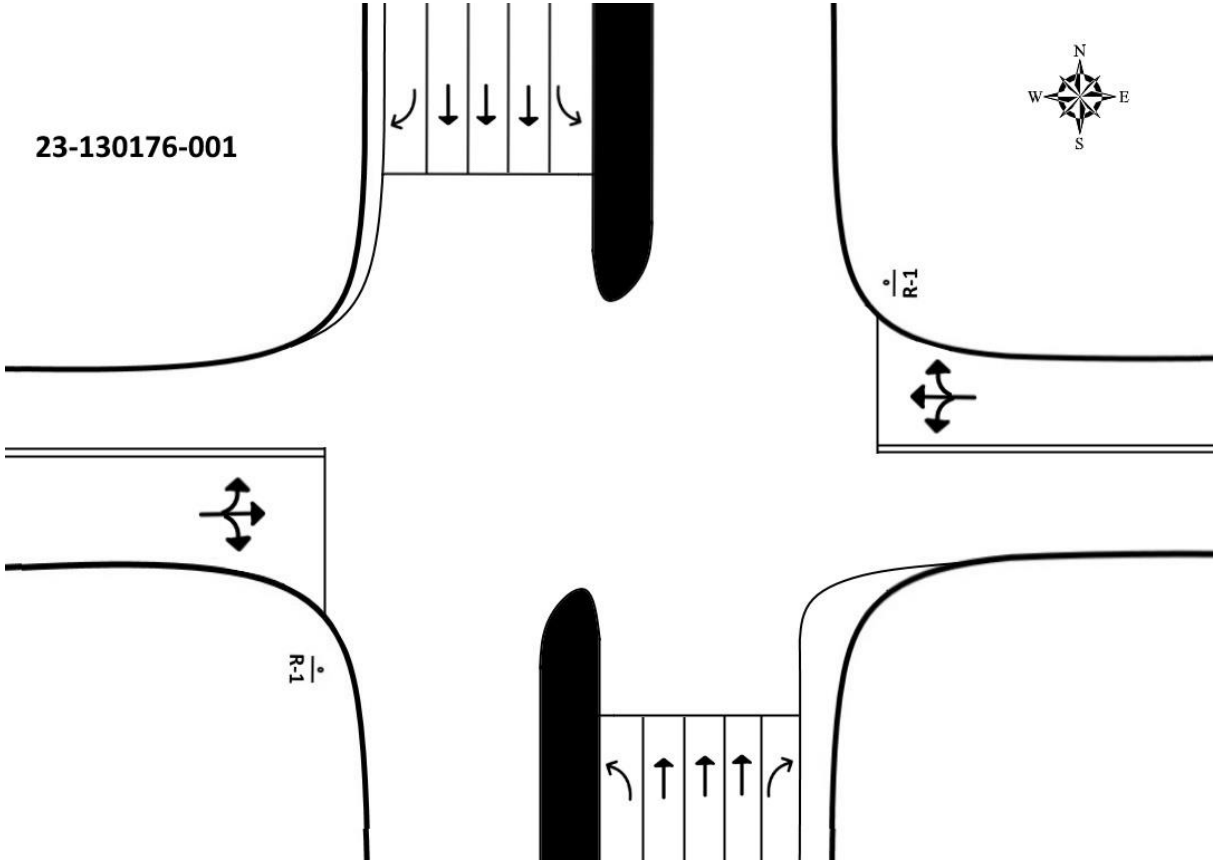
National Data & Surveying Services

Site Code:	**23-130176-001**
Date:	**06/13/2023**
Weather:	**Sunny**
City:	**Davenport**
County:	**Polk**
Count Times:	**07:00 - 09:00**
	16:00 - 18:00
Control:	**2-Way Stop(EB/WB)**

N

N/S Street: **US HWY 27**

Speed: **55 MPH**



E/W Street: **Holly Hill Grove Rd 2/Cottonwood Rd**

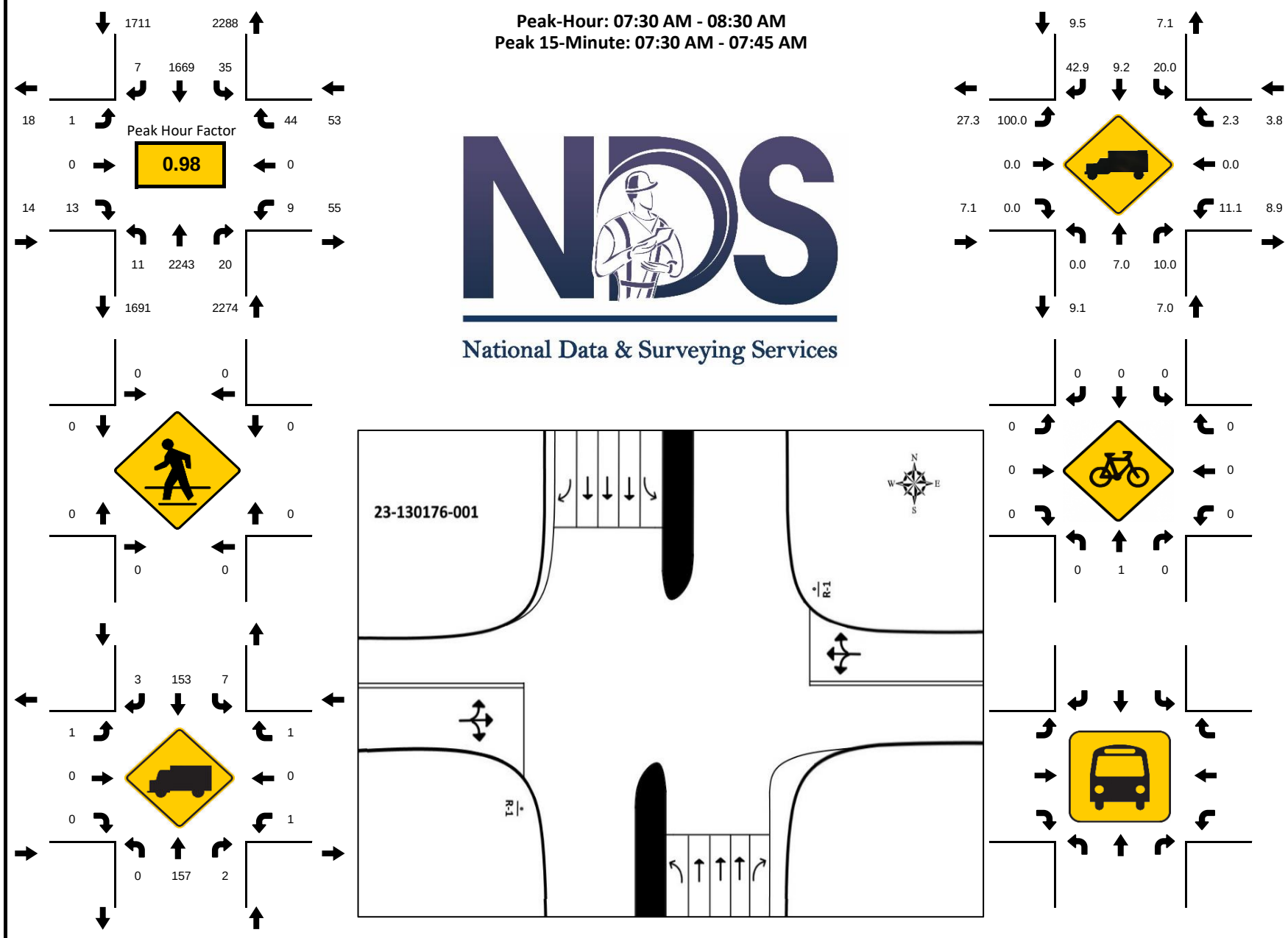
Speed: **25/30 MPH**

LOCATION: US HWY 27 & Holly Hill Grove Rd 2/Cottonwood Rd
CITY/STATE: Davenport, FL

PROJECT ID: 23-130176-001
DATE: Tue, Jun 13, 2023

Peak-Hour: 07:30 AM - 08:30 AM
Peak 15-Minute: 07:30 AM - 07:45 AM

National Data & Surveying Services

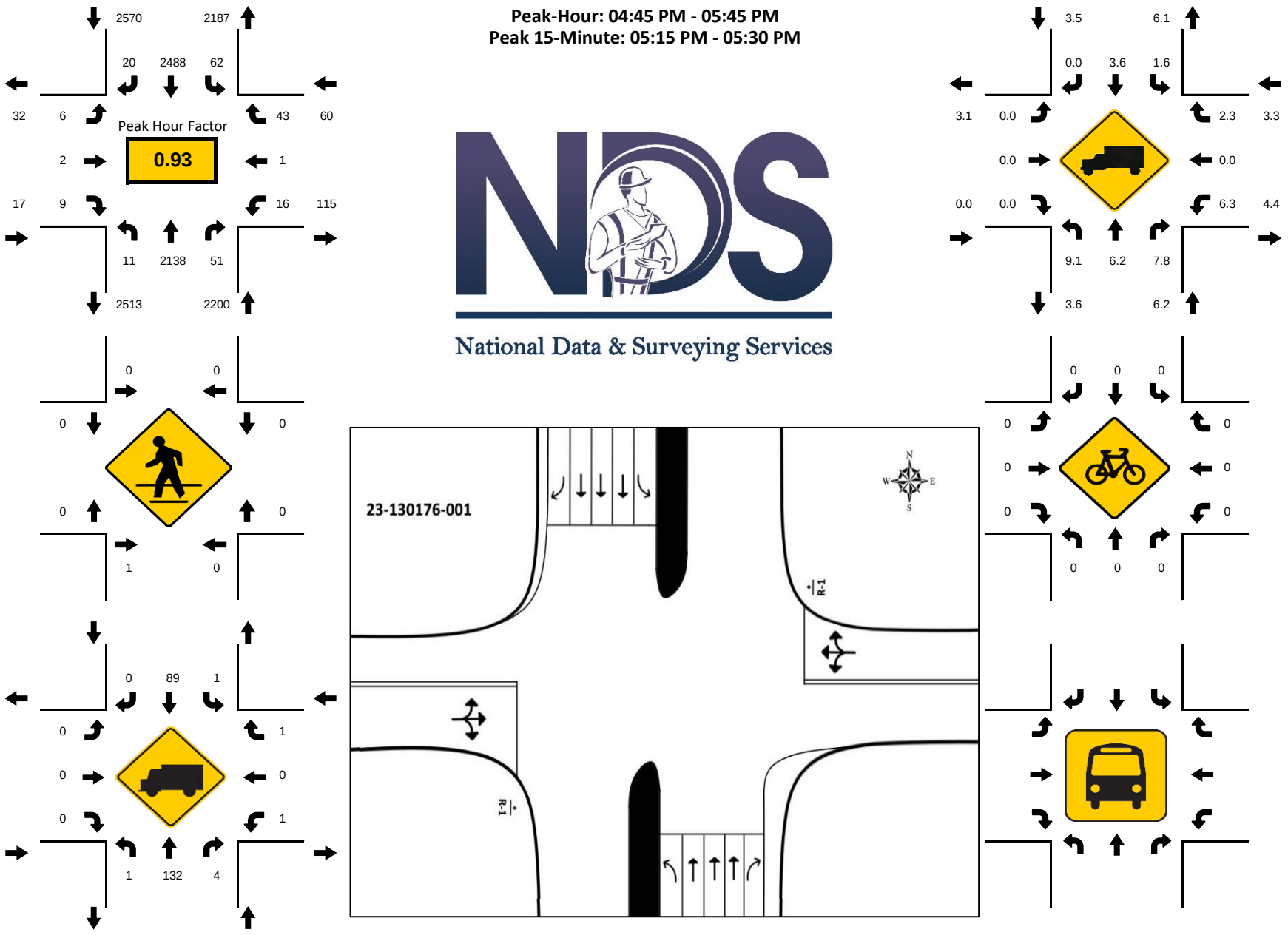


15-Min Count Period Beginning At	US HWY 27 Northbound					US HWY 27 Southbound					lly Hill Grove Rd 2/Cottonwood Eastbound					lly Hill Grove Rd 2/Cottonwood Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
7:00 AM	0	589	1	0		4	324	2	3		1	1	5	0		4	1	10	0		945	3975
7:15 AM	2	598	2	0		5	366	0	5		2	0	3	0		3	0	9	0		995	4039
7:30 AM	0	596	4	1		10	412	1	0		0	0	4	0		0	0	9	0		1037	4052
7:45 AM	2	536	3	1		5	434	1	3		0	0	2	0		1	0	10	0		998	3982
8:00 AM	2	590	8	1		5	375	3	3		1	0	4	0		4	0	13	0		1009	3994
8:15 AM	0	521	5	4		5	448	2	4		0	0	3	0		4	0	12	0		1008	2985
8:30 AM	4	519	4	1		3	412	2	2		1	0	4	0		5	0	10	0		967	1977
8:45 AM	2	548	7	3		6	427	3	0		1	0	2	0		4	0	7	0		1010	1010
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	8	2384	32	16		40	1792	12	16		4	0	16	0		16	0	52	0		**4388**	
Heavy Trucks	0	192	4	0		8	160	8	#		4	0	0	0		4	0	4	0		**384**	
Pedestrians		0					0					0					0				**0**	
Bicycles	0	4	0	0		0	0	0	0		0	0	0	0		0	0	0	0		**4**	
Buses																						
Stopped Buses																						

LOCATION: US HWY 27 & Holly Hill Grove Rd 2/Cottonwood Rd
CITY/STATE: Davenport, FL

PROJECT ID: 23-130176-001
DATE: Tue, Jun 13, 2023

Peak-Hour: 04:45 PM - 05:45 PM
Peak 15-Minute: 05:15 PM - 05:30 PM



National Data & Surveying Services

15-Min Count Period Beginning At	US HWY 27 Northbound					US HWY 27 Southbound					lly Hill Grove Rd 2/Cottonwood Eastbound					lly Hill Grove Rd 2/Cottonwood Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
4:00 PM	2	549	11	0		11	600	1	1		0	1	3	0		1	2	5	0		1187	4790
4:15 PM	1	516	12	3		16	640	2	0		1	0	1	0		2	0	7	0		1201	4742
4:30 PM	4	503	8	0		14	611	3	2		0	1	3	1		2	0	10	0		1162	4843
4:45 PM	2	531	16	0		19	652	5	0		2	0	1	0		4	1	7	0		1240	4847
5:00 PM	4	517	9	1		14	557	7	0		2	0	4	0		9	0	15	0		1139	4838
5:15 PM	0	562	10	0		9	702	1	1		1	1	4	0		2	0	9	0		1302	3699
5:30 PM	4	528	16	0		19	577	7	0		0	1	0	1		1	0	12	0		1166	2397
5:45 PM	3	512	10	0		20	669	6	1		0	0	3	0		1	0	6	0		1231	1231
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	16	2248	64	4		76	2808	28	4		8	4	16	4		36	4	60	0		**5380**	
Heavy Trucks	4	148	12	0		4	104	0	0		0	0	0	0		4	0	4	0		**280**	
Pedestrians		4					0					0					0				**4**	
Bicycles	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		**0**	
Buses																						
Stopped Buses																						

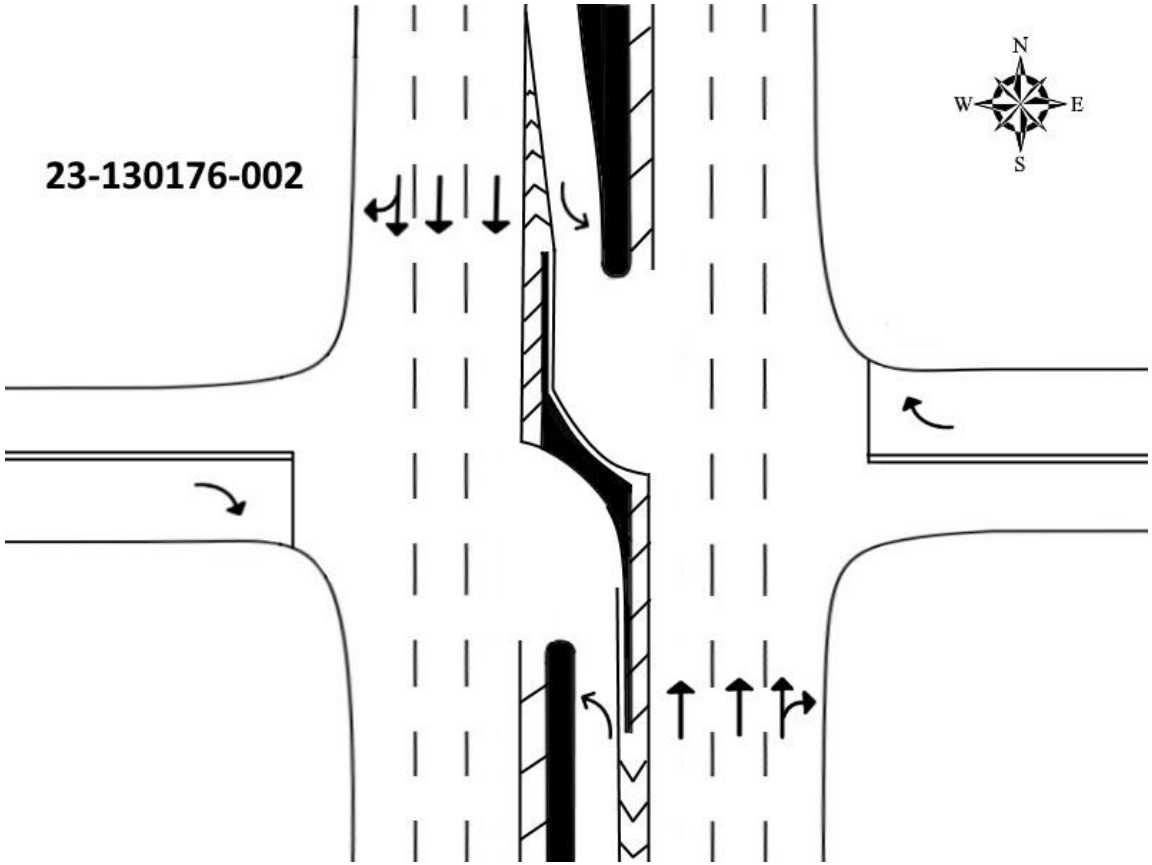
National Data & Surveying Services

Site Code:	**23-130176-002**
Date:	**06/13/2023**
Weather:	**Sunny**
City:	**Davenport**
County:	**Polk**
Count Times:	**07:00 - 09:00**
	16:00 - 18:00
Control:	**No Control**

N

N/S Street: **US HWY 27**

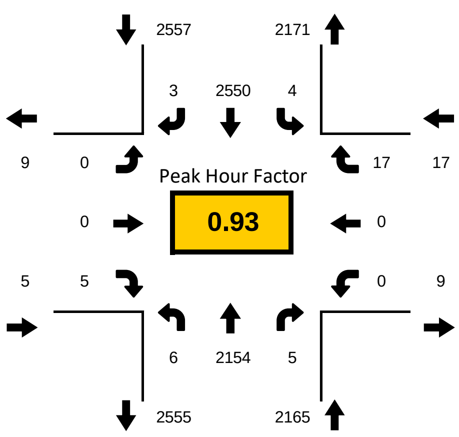
Speed: **55 MPH**



E/W Street: **Holly Hill Grove Rd 1**

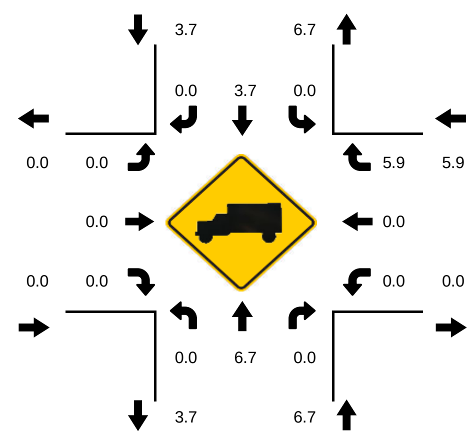
Speed: **N/A**

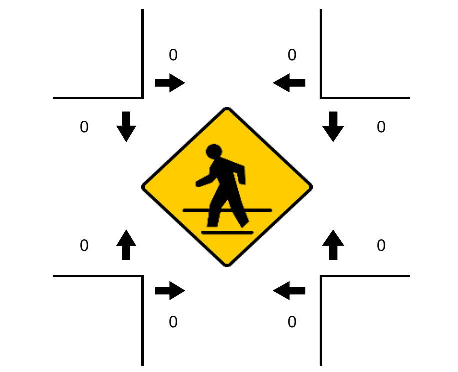
LOCATION: US HWY 27 & Holly Hill Grove Rd 1 **PROJECT ID:** 23-130176-002
CITY/STATE: Davenport, FL **DATE:** Tue, Jun 13, 2023

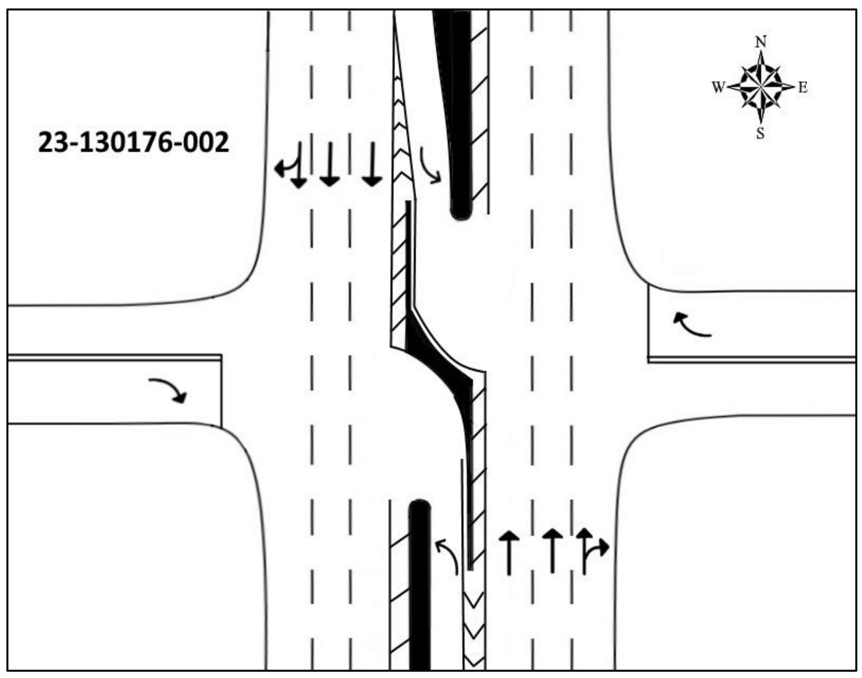


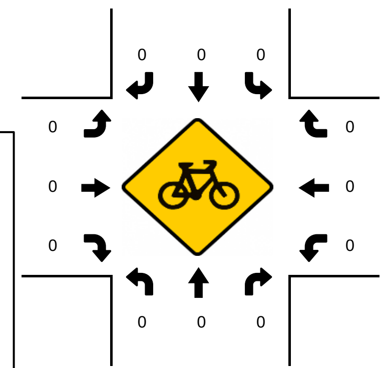
Peak-Hour: 04:30 PM - 05:30 PM
Peak 15-Minute: 05:15 PM - 05:30 PM

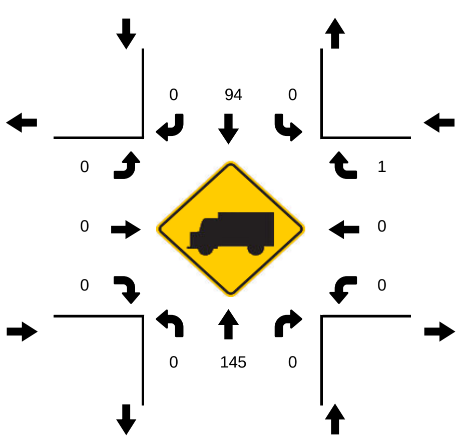
National Data & Surveying Services

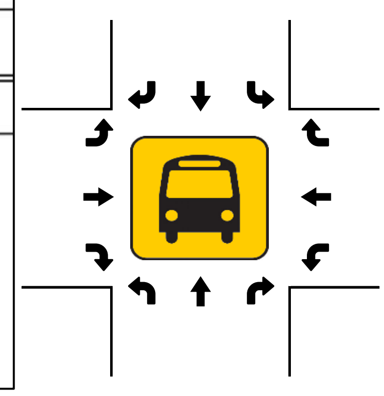












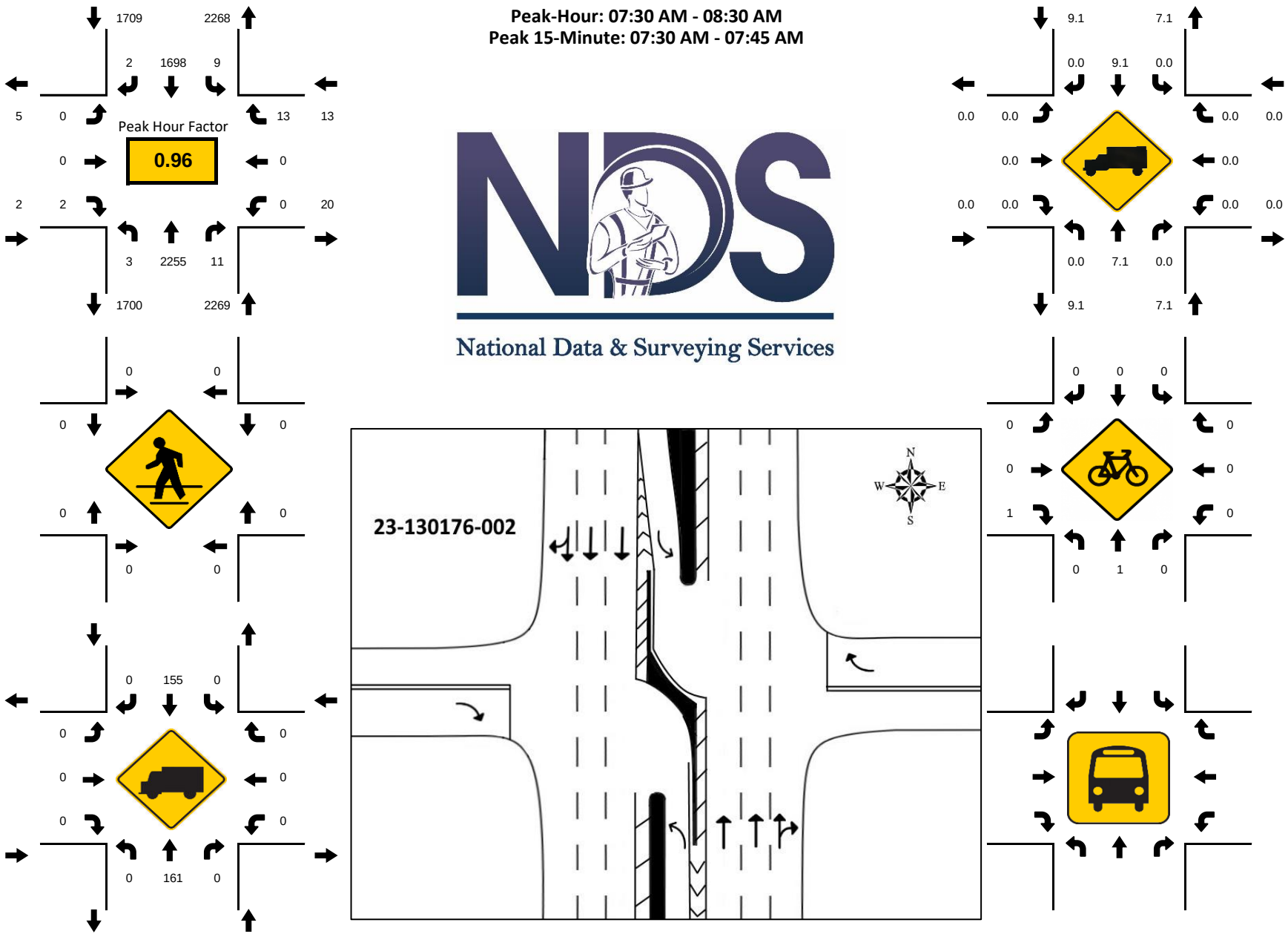
15-Min Count Period Beginning At	US HWY 27 Northbound Left	Thru	Rgt	U	R*	US HWY 27 Southbound Left	Thru	Rgt	U	R*	Holly Hill Grove Rd 1 Eastbound Left	Thru	Rgt	U	R*	Holly Hill Grove Rd 1 Westbound Left	Thru	Rgt	U	R*	Total	Hourly Total
4:00 PM	1	563	1	0		3	615	0	1		0	0	1	0		0	0	3	0		1188	4701
4:15 PM	1	522	3	1		4	617	0	1		0	0	0	0		0	0	6	0		1155	4629
4:30 PM	2	508	3	1		0	640	0	0		0	0	2	0		0	0	5	0		1161	4744
4:45 PM	1	551	1	0		1	638	2	0		0	0	0	0		0	0	3	0		1197	4737
5:00 PM	0	522	1	0		0	586	1	0		0	0	2	0		0	0	4	0		1116	4711
5:15 PM	0	573	0	2		3	686	0	0		0	0	1	0		0	0	5	0		1270	3595
5:30 PM	1	546	2	0		2	593	0	2		0	0	3	0		0	0	5	0		1154	2325
5:45 PM	2	511	0	1		1	648	3	2		0	0	2	0		0	0	1	0		1171	1171

Peak 15-Min Flowrates	Northbound Left	Thru	Rgt	U	R*	Southbound Left	Thru	Rgt	U	R*	Eastbound Left	Thru	Rgt	U	R*	Westbound Left	Thru	Rgt	U	R*	Total
All Vehicles	8	2292	12	8		12	2744	8	0		0	0	8	0		0	0	20	0		**5112**
Heavy Trucks	0	156	0	0		0	104	0	0		0	0	0	0		0	0	4	0		**264**
Pedestrians		0					0					0					0				**0**
Bicycles	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		**0**
Buses																					
Stopped Buses																					

LOCATION: US HWY 27 & Holly Hill Grove Rd 1
CITY/STATE: Davenport, FL

PROJECT ID: 23-130176-002
DATE: Tue, Jun 13, 2023

Peak-Hour: 07:30 AM - 08:30 AM
Peak 15-Minute: 07:30 AM - 07:45 AM



15-Min Count Period Beginning At	US HWY 27 Northbound					US HWY 27 Southbound					Holly Hill Grove Rd 1 Eastbound					Holly Hill Grove Rd 1 Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
7:00 AM	1	575	1	0		2	333	1	0		0	0	0	0		0	0	3	0		916	3892
7:15 AM	1	607	1	0		2	356	0	0		0	0	0	0		0	0	1	0		968	3976
7:30 AM	0	603	1	0		0	431	0	0		0	0	0	0		0	0	1	0		1036	3993
7:45 AM	0	532	3	0		0	435	1	0		0	0	0	0		0	0	1	0		972	3914
8:00 AM	2	602	4	0		4	380	1	1		0	0	2	0		0	0	4	0		1000	3945
8:15 AM	0	518	3	1		3	452	0	1		0	0	0	0		0	0	7	0		985	2945
8:30 AM	2	531	3	0		2	413	0	0		0	0	2	0		0	0	4	0		957	1960
8:45 AM	1	547	1	2		2	443	0	1		0	0	1	0		0	0	5	0		1003	1003
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	8	2412	16	4		16	1808	4	4		0	0	8	0		0	0	28	0		**4308**	
Heavy Trucks	0	192	0	0		0	160	0	0		0	0	0	0		0	0	0	0		**352**	
Pedestrians		0					0					0					0				**0**	
Bicycles	0	4	0	0		0	0	0	0		0	0	4	0		0	0	0	0		**8**	
Buses																						
Stopped Buses																						

National Data & Surveying Services

N

N/S Street: **US HWY 27**

Speed: **55 MPH**

Site Code: **23-130176-004**

Date: **06/13/2023**

Weather: **Sunny**

City: **Haines City**

County: **Polk**

Count Times: **07:00 - 09:00**

16:00 - 18:00

Control: **Signalized**

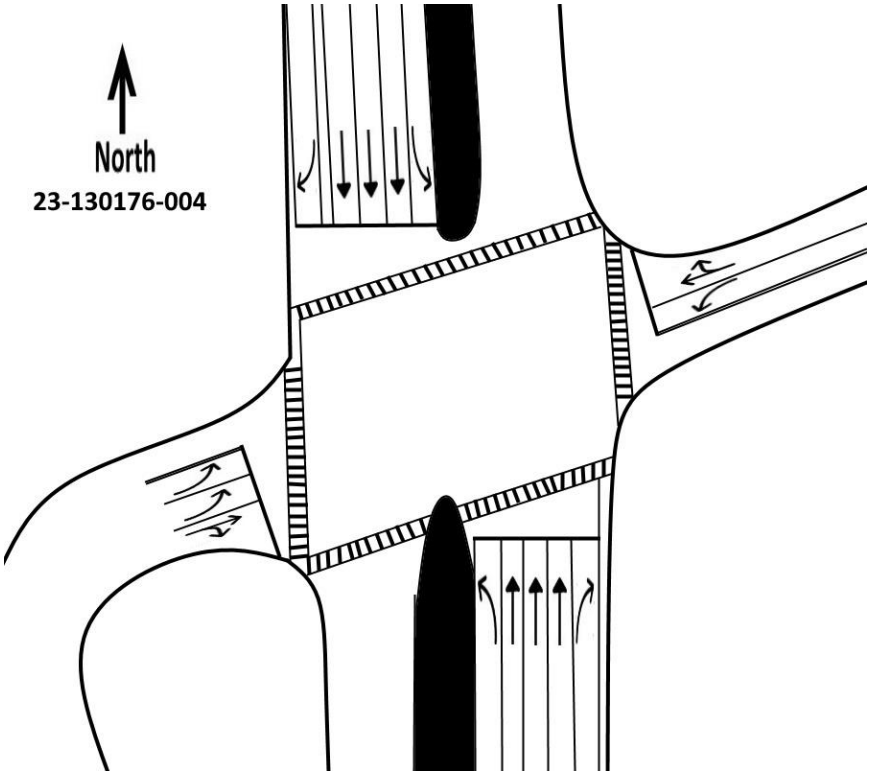
SIGNAL TIMING

AM

PHASES	1	2	3
NL/NT	00:22	00:24	00:19
NT/ST	01:19	01:05	01:26
SL/ST	00:27	00:26	00:24
EL/WL	00:46	-	-
WL/WT	-	00:31	00:37

PM

PHASES	1	2	3
NL/NT	00:21	-	00:26
NT/ST	01:33	02:26	01:51
SL/ST	00:42	00:41	00:41
EL/ET	00:17	-	00:17
WL/WT	00:45	00:55	01:10
ET/WT	-	00:19	-



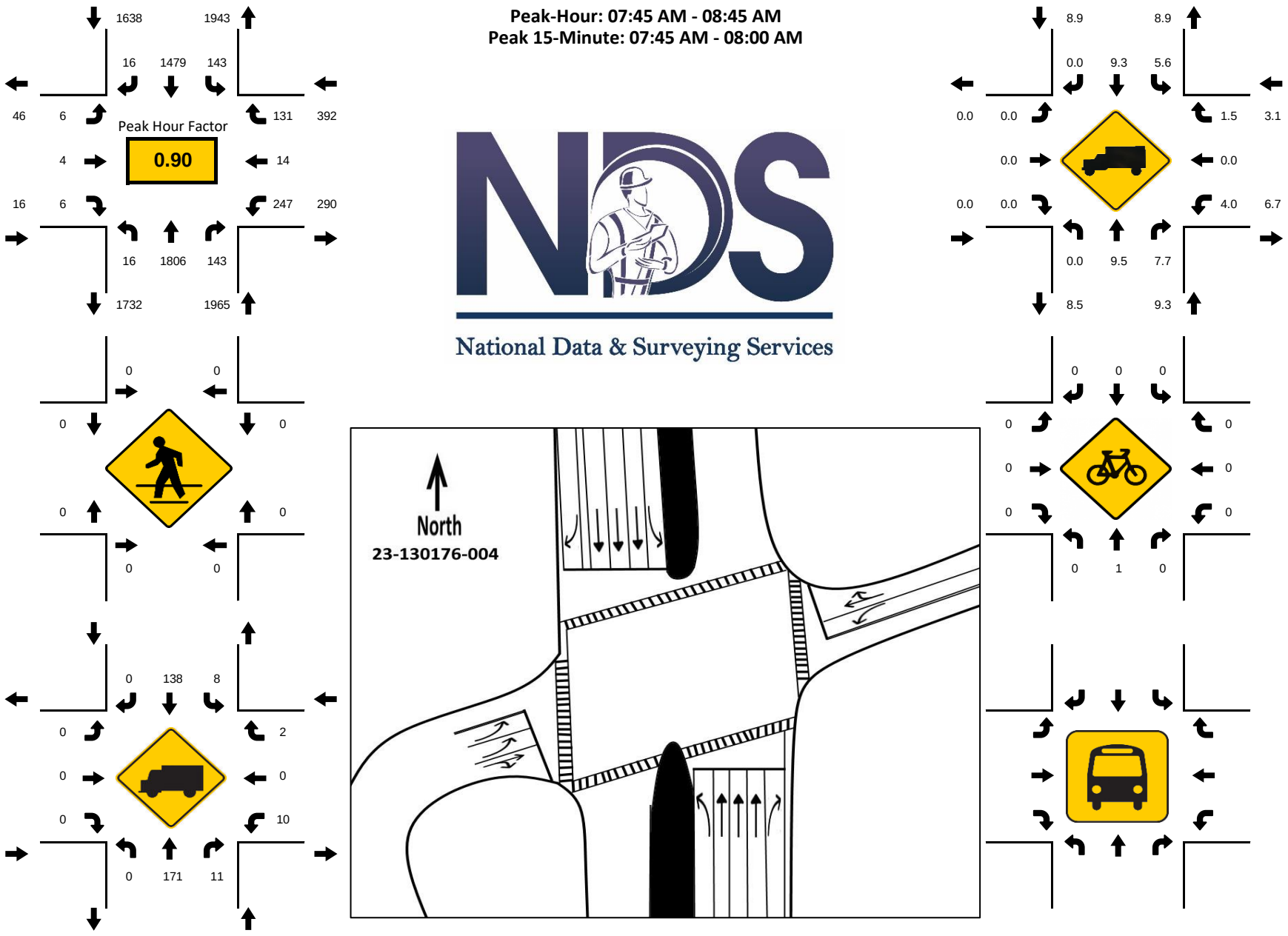
E/W Street: **Bates Rd**

Speed: **40 MPH**

LOCATION: US HWY 27 & Bates Rd
CITY/STATE: Haines City, FL

PROJECT ID: 23-130176-004
DATE: Tue, Jun 13, 2023

Peak-Hour: 07:45 AM - 08:45 AM
Peak 15-Minute: 07:45 AM - 08:00 AM



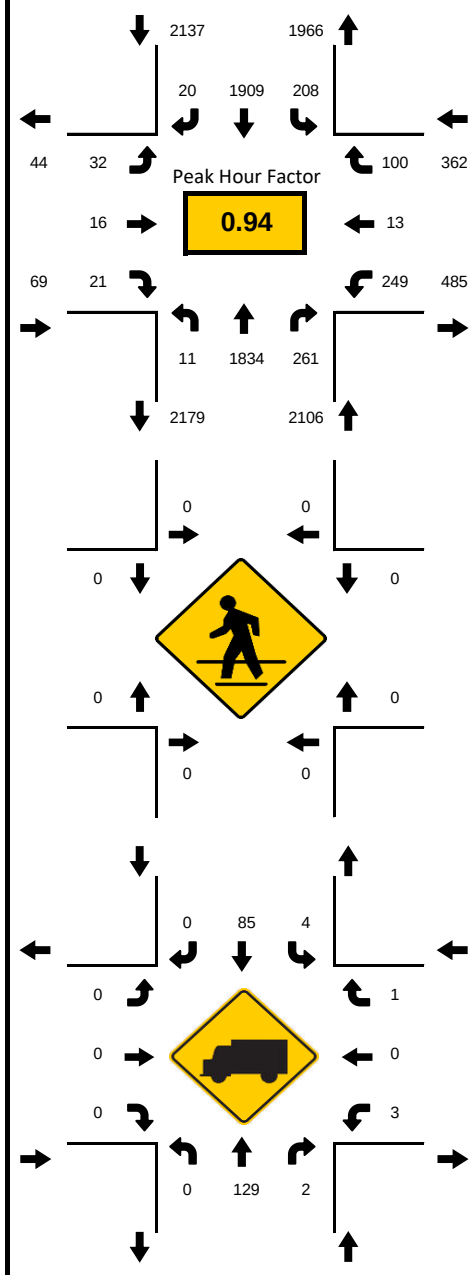
National Data & Surveying Services

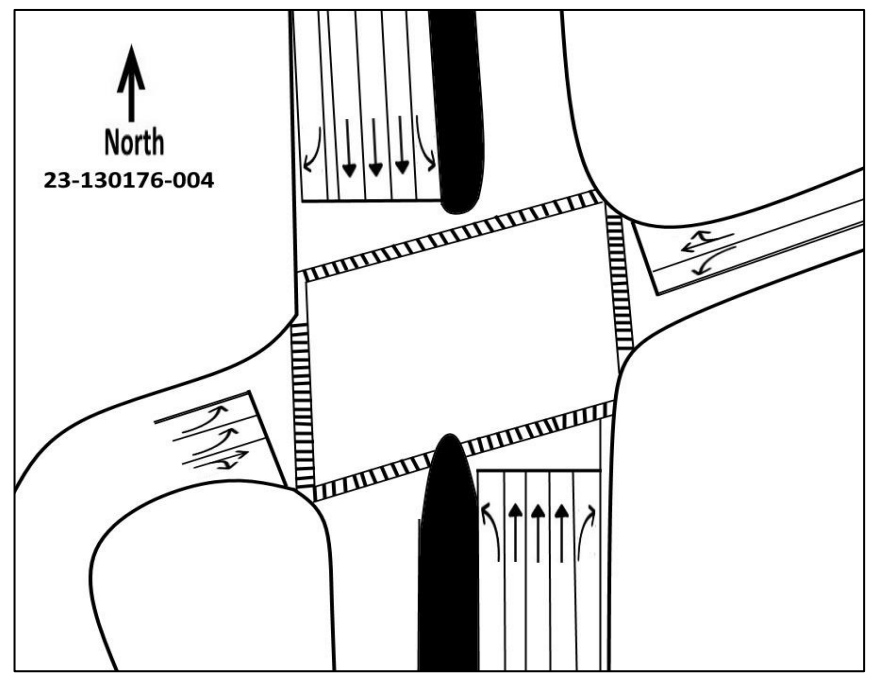
15-Min Count Period Beginning At	US HWY 27 Northbound					US HWY 27 Southbound					Bates Rd Eastbound					Bates Rd Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
7:00 AM	1	387	22	0		24	281	4	0		0	0	0	0		59	4	38	0		820	3806
7:15 AM	4	461	25	0		28	344	2	1		0	1	2	0		48	2	26	0		944	3926
7:30 AM	3	426	26	0		18	321	3	0		0	0	0	0		86	4	39	0		926	3968
7:45 AM	4	530	37	3		30	429	3	3		1	0	0	0		48	4	24	0		1116	4011
8:00 AM	2	424	34	0		36	313	3	1		2	2	3	0		83	1	36	0		940	3828
8:15 AM	1	435	34	0		29	387	1	2		0	1	1	0		61	1	33	0		986	2888
8:30 AM	5	417	38	1		42	350	9	0		2	1	2	1		55	8	38	0		969	1902
8:45 AM	3	382	37	1		34	342	11	1		4	1	5	0		68	4	40	0		933	933
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	20	2120	152	12		168	1716	36	12		8	8	12	4		332	32	152	0		**4784**	
Heavy Trucks	0	200	24	0		16	160	0	0		0	0	0	0		16	0	4	0		**420**	
Pedestrians		0					0					0					0				**0**	
Bicycles	0	4	0	0		0	0	0	0		0	0	0	0		0	0	0	0		**4**	
Buses																						
Stopped Buses																						

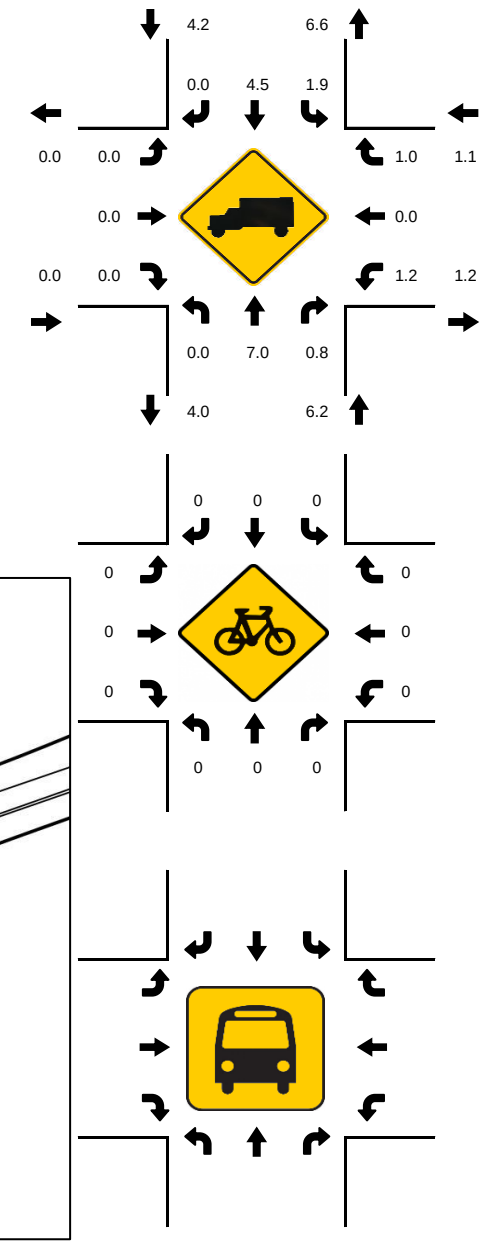
LOCATION: US HWY 27 & Bates Rd
CITY/STATE: Haines City, FL

PROJECT ID: 23-130176-004
DATE: Tue, Jun 13, 2023

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







15-Min Count Period Beginning At	US HWY 27 Northbound					US HWY 27 Southbound					Bates Rd Eastbound					Bates 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*		
4:00 PM	5	317	65	1		66	419	4	1		22	4	6	0		72	10	31	0		1023	4420
4:15 PM	0	459	63	1		51	490	1	2		4	2	4	0		59	1	30	0		1167	4637
4:30 PM	0	451	74	0		45	454	1	1		6	6	2	0		66	3	23	0		1132	4577
4:45 PM	1	398	58	0		47	499	8	0		4	5	3	0		50	5	20	0		1098	4674
5:00 PM	6	480	70	0		46	508	7	0		10	4	6	0		72	5	26	0		1240	4659
5:15 PM	2	454	70	0		52	413	3	0		13	5	6	0		61	1	27	0		1107	3419
5:30 PM	2	502	63	0		63	489	2	0		5	2	6	0		66	2	27	0		1229	2312
5:45 PM	2	435	79	1		51	423	2	1		3	1	2	0		53	1	29	0		1083	1083
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	24	2008	280	0		252	2032	32	0		52	20	24	0		288	20	108	0		**5140**	
Heavy Trucks	0	144	4	0		8	108	0	0		0	0	0	0		4	0	4	0		**272**	
Pedestrians		0					0					0					0				**0**	
Bicycles	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		**0**	
Buses																						
Stopped Buses																						

National Data & Surveying Services

N↑

N/S Street: **US HWY 27**

Speed: **55 MPH**

E/W Street: **Sanders Rd/Davenport Blvd**

Speed: **45 MPH**

Site Code: **23-130176-003**

Date: **06/13/2023**

Weather: **Sunny**

City: **Davenport**

County: **Polk**

Count Times: **07:00 - 09:00**

16:00 - 18:00

Control: **Signalized**

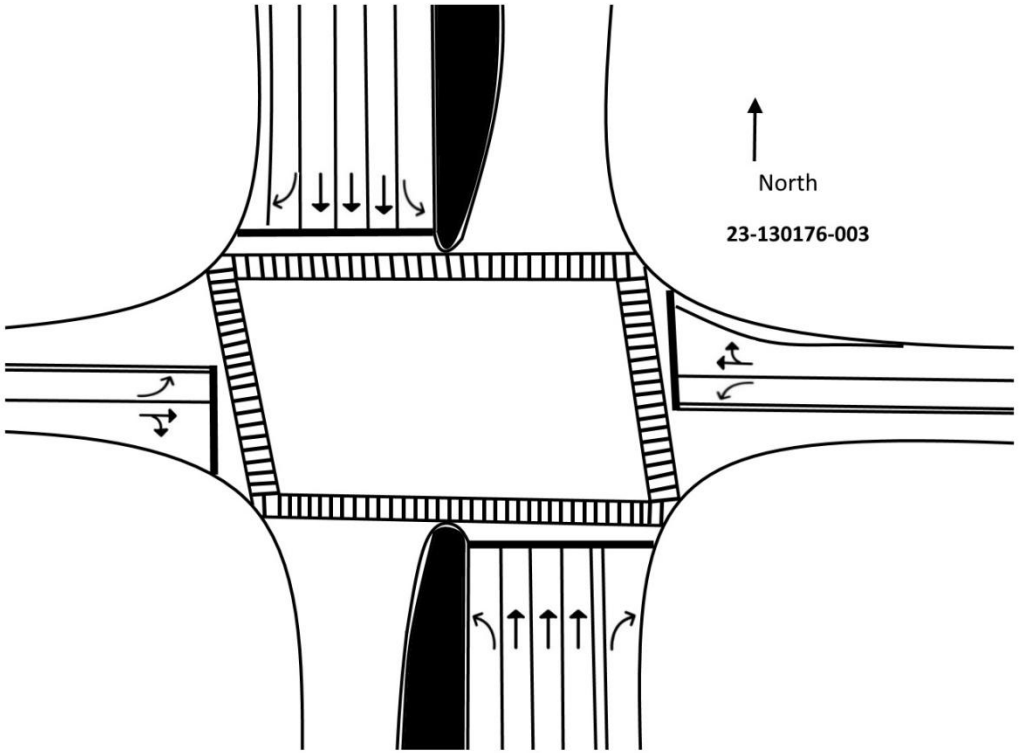
SIGNAL TIMING

AM

PHASES	1	2	3
NL/SL	-	00:22	00:25
SL/ST	00:23	00:17	00:05
NT/ST	01:32	01:19	01:28
ET/WT	00:41	00:42	00:42

PM

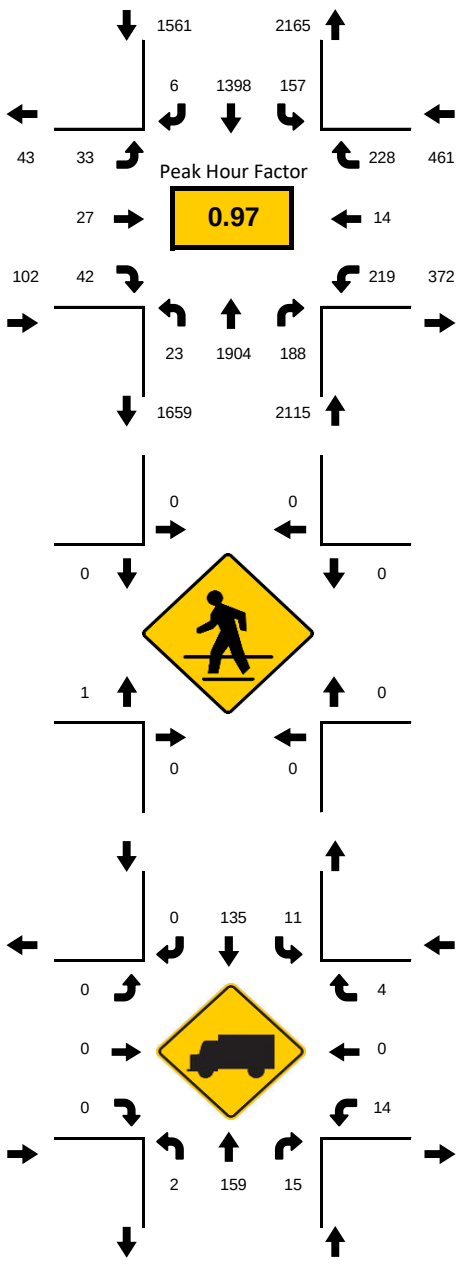
PHASES	1	2	3
NL/SL	00:22	00:29	00:29
SL/ST	00:36	00:21	00:08
NT/ST	01:37	01:23	01:35
ET/WT	00:47	00:48	00:34



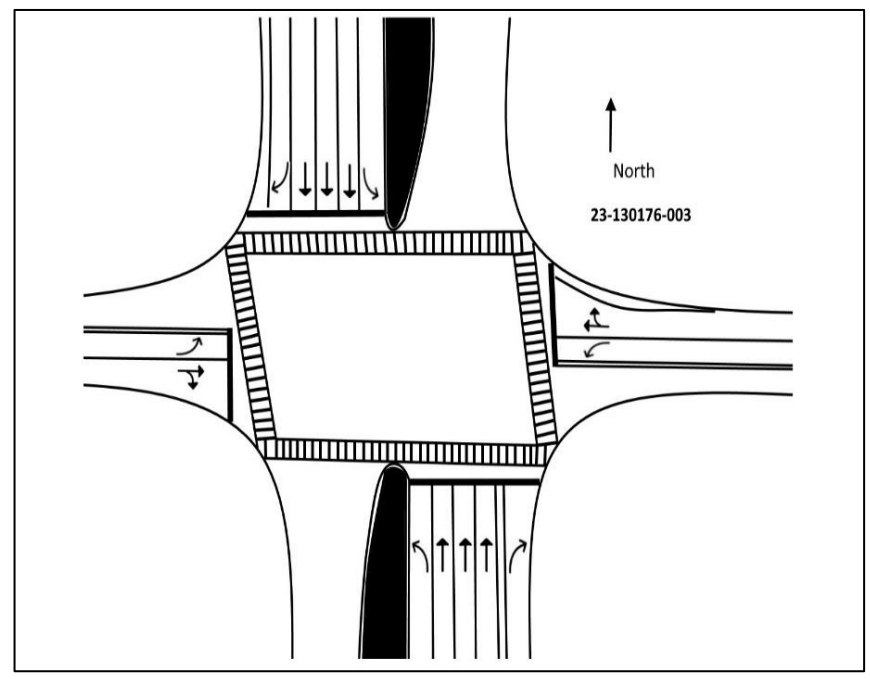
LOCATION: US HWY 27 & Sanders Rd/Davenport Blvd
CITY/STATE: Davenport, FL

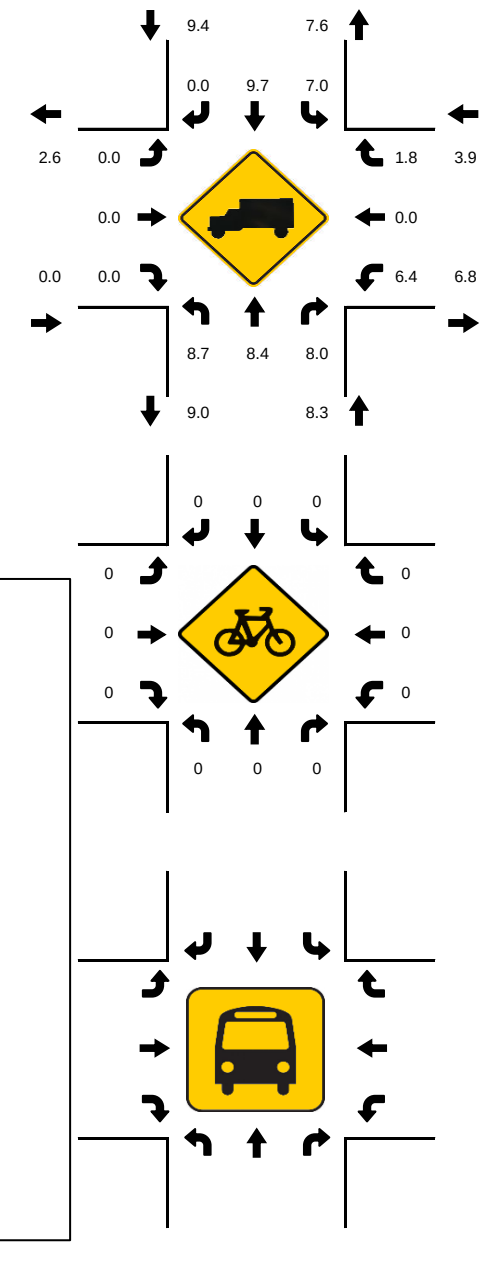
PROJECT ID: 23-130176-003
DATE: Tue, Jun 13, 2023

Peak-Hour: 07:30 AM - 08:30 AM
Peak 15-Minute: 07:30 AM - 07:45 AM



National Data & Surveying Services



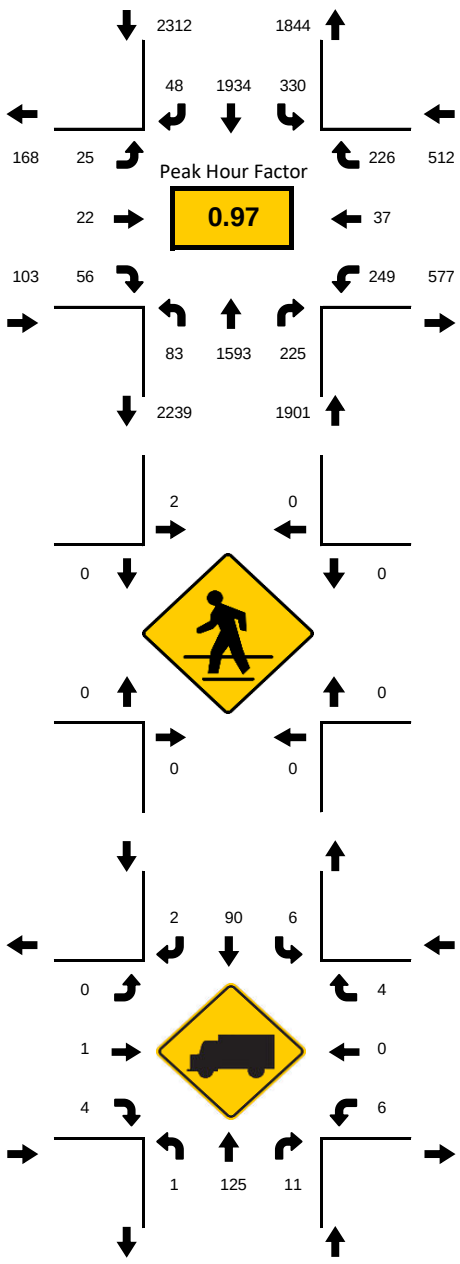


15-Min Count Period Beginning At	US HWY 27 Northbound					US HWY 27 Southbound					Sanders Rd/Davenport Blvd Eastbound					Sanders Rd/Davenport Blvd Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
7:00 AM	2	400	38	0		26	224	3	0		12	7	7	0		41	3	41	0		804	3953
7:15 AM	3	422	43	0		31	346	2	1		9	5	8	0		51	3	65	0		989	4178
7:30 AM	3	521	48	1		34	353	2	0		5	8	7	0		54	1	57	0		1094	4239
7:45 AM	2	429	59	1		47	343	2	3		11	9	12	0		66	5	77	0		1066	4175
8:00 AM	2	472	37	2		35	330	1	2		11	6	12	0		57	4	58	0		1029	4096
8:15 AM	11	482	44	1		35	372	1	1		6	4	11	0		42	4	36	0		1050	3067
8:30 AM	9	415	47	3		23	390	3	3		13	7	9	0		52	2	54	0		1030	2017
8:45 AM	7	404	37	3		33	372	2	2		13	5	11	0		40	5	53	0		987	987
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	44	2084	236	8		188	1488	8	12		44	36	48	0		264	20	308	0		**4788**	
Heavy Trucks	4	180	24	4		16	152	0	4		0	0	0	0		24	0	8	0		**408**	
Pedestrians		0					0					4					0				**4**	
Bicycles	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		**0**	
Buses																						
Stopped Buses																						

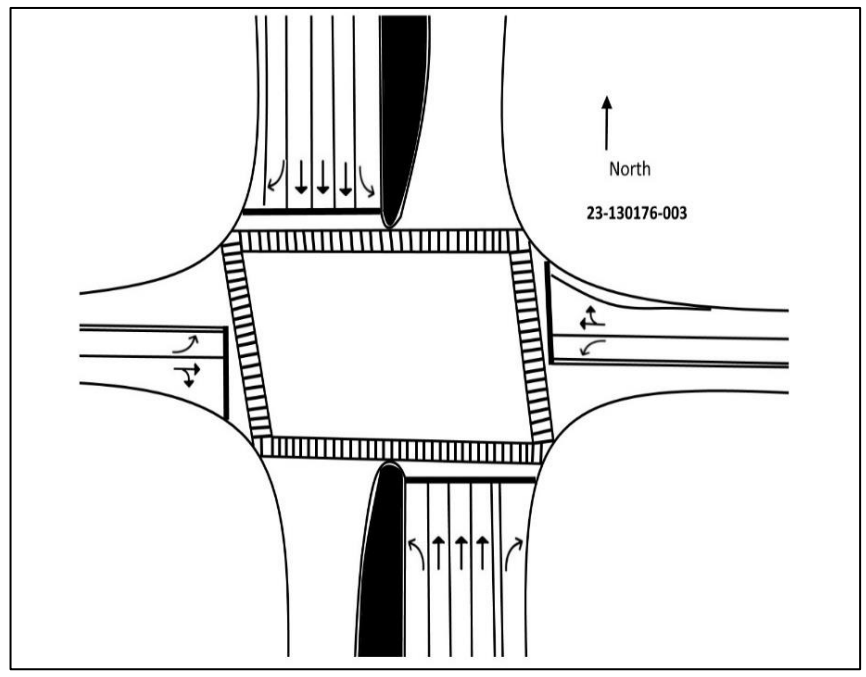
LOCATION: US HWY 27 & Sanders Rd/Davenport Blvd
CITY/STATE: Davenport, FL

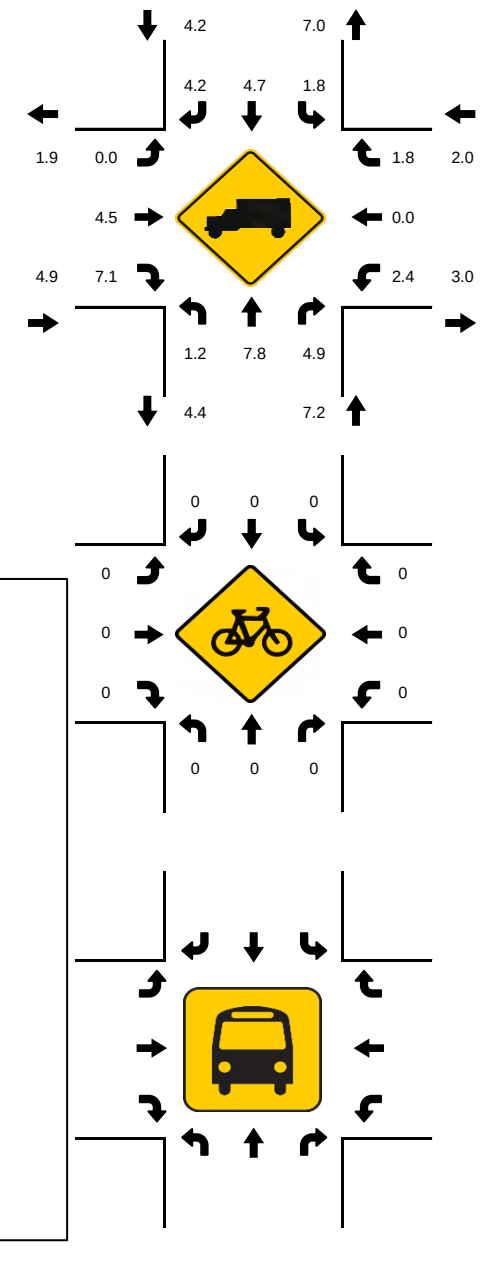
PROJECT ID: 23-130176-003
DATE: Tue, Jun 13, 2023

Peak-Hour: 04:30 PM - 05:30 PM
Peak 15-Minute: 05:15 PM - 05:30 PM



National Data & Surveying Services





15-Min Count Period Beginning At	US HWY 27 Northbound					US HWY 27 Southbound					Sanders Rd/Davenport Blvd Eastbound					Sanders Rd/Davenport Blvd Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
4:00 PM	8	390	34	1		56	517	12	3		5	3	11	0		46	2	46	0		1134	4565
4:15 PM	11	376	31	0		75	461	7	7		5	4	4	0		32	4	35	0		1052	4642
4:30 PM	19	415	56	3		71	501	9	0		10	6	9	0		58	7	55	1		1220	4828
4:45 PM	11	362	49	3		86	485	11	5		3	4	21	0		59	7	53	0		1159	4800
5:00 PM	16	377	40	3		81	514	15	2		8	9	10	0		60	13	63	0		1211	4748
5:15 PM	25	439	80	3		81	434	13	4		4	3	16	0		71	10	55	0		1238	3537
5:30 PM	14	451	43	1		85	450	18	0		13	3	8	0		55	6	45	0		1192	2299
5:45 PM	16	371	58	0		76	445	10	1		8	5	8	0		51	10	48	0		1107	1107
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	100	1756	320	12		344	2056	60	20		40	36	84	0		284	52	252	4		**5420**	
Heavy Trucks	4	168	16	0		12	116	8	4		0	4	8	0		12	0	8	0		**356**	
Pedestrians		0					8					0					0				**8**	
Bicycles	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		**0**	
Buses																						
Stopped Buses																						

APPENDIX B
TURNING MOVEMENT WORKSHEETS

TRAFFIC VOLUMES FOR PROPOSED PROJECT
AT STUDY INTERSECTIONS

INTERSECTION: US Hwy 27 & Holly Hill Grove Rd 2
COUNT DATE: 6/13/2023
TIME PERIOD: 07:30 AM - 08:30 AM
PEAK HOUR FACTOR: 0.980

"EXISTING TRAFFIC"	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBU	NBT	NBR	SBL	SBU	SBT	SBR
Raw Turning Movements	1	0	13	9	0	44	4	7	2243	20	25	10	1669	7
100th Highest Hour Factor	1.120	1.120	1.120	1.120	1.120	1.120	1.120	1.120	1.120	1.120	1.120	1.120	1.120	1.120
EXISTING PEAK SEASON	**1**	**0**	**15**	**10**	**0**	**49**	**4**	**8**	**2512**	**22**	**28**	**11**	**1869**	**8**

"BACKGROUND TRAFFIC"	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBU	NBT	NBR	SBL	SBU	SBT	SBR
Years To Buildout	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Yearly Growth Rate	4.1%	4.1%	4.1%	4.1%	4.1%	4.1%	4.1%	4.1%	4.1%	4.1%	4.1%	4.1%	4.1%	4.1%
BACKGROUND TRAFFIC GROWTH	0	0	2	1	0	6	1	1	322	3	4	1	239	1
NON-PROJECT TRAFFIC	**1**	**0**	**17**	**11**	**0**	**55**	**5**	**9**	**2834**	**25**	**32**	**12**	**2108**	**9**

"PROJECT TRAFFIC"

LAND USE	TRIP TYPE	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBU	NBT	NBR	SBL	SBU	SBT	SBR	TOTAL
Proposed Project	%Pass-By - Enter							5%		-47%				47%		
	Pass - By - Enter	0	0	0	0	0	0	4	0	-42	0	0	0	42	0	**4**
	%Pass-By - Exit	47%		3%												
	Pass - By - Exit	40	0	3	0	0	0	0	0	0	0	0	0	0	0	**43**
	% New Trips - Enter					1.00%		9.00%						12.00%	2.00%	
	New Trips - Enter	0	0	0	0	6	0	52	0	0	0	0	0	70	12	**139**
	% New Trips - Exit	14%	1%	0%												
	New Trips - Exit	68	5	0	0	0	0	0	0	0	0	0	0	0	0	**73**
TOTAL PROJECT TRAFFIC		**108**	**5**	**3**	**0**	**6**	**0**	**57**	**0**	**-42**	**0**	**0**	**0**	**112**	**12**	**260**
TOTAL TRAFFIC		**109**	**5**	**20**	**11**	**6**	**55**	**62**	**9**	**2792**	**25**	**32**	**12**	**2220**	**21**	

Project Traffic	Entering	581
	Exiting	479
Pass By Traffic	Entering	89
	Exiting	86

TRAFFIC VOLUMES FOR PROPOSED PROJECT
AT STUDY INTERSECTIONS

INTERSECTION: US Hwy 27 & Holly Hill Grove Rd 2
COUNT DATE: 6/13/2023
TIME PERIOD: 4:45 PM - 5:45 PM
PEAK HOUR FACTOR: 0.930

"EXISTING TRAFFIC"	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBU	NBT	NBR	SBL	SBU	SBT	SBR
Raw Turning Movements	6	2	9	16	1	43	10	1	2138	51	61	1	2488	20
100th Highest Hour Factor	1.120	1.120	1.120	1.120	1.120	1.120	1.120	1.120	1.120	1.120	1.120	1.120	1.120	1.120
EXISTING PEAK SEASON	**7**	**2**	**10**	**18**	**1**	**48**	**11**	**1**	**2395**	**57**	**68**	**1**	**2787**	**22**

"BACKGROUND TRAFFIC"	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBU	NBT	NBR	SBL	SBU	SBT	SBR
Years To Buildout	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Yearly Growth Rate	4.1%	4.1%	4.1%	4.1%	4.1%	4.1%	4.1%	4.1%	4.1%	4.1%	4.1%	4.1%	4.1%	4.1%
BACKGROUND TRAFFIC GROWTH	1	0	1	2	0	6	1	0	307	7	9	0	357	3
NON-PROJECT TRAFFIC	**8**	**2**	**11**	**20**	**1**	**54**	**12**	**1**	**2702**	**64**	**77**	**1**	**3144**	**25**

"PROJECT TRAFFIC"

LAND USE	TRIP TYPE	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBU	NBT	NBR	SBL	SBU	SBT	SBR	TOTAL
Proposed Project	%Pass-By - Enter							5%		-47%				47%		
	Pass - By - Enter	0	0	0	0	0	0	12	0	-113	0	0	0	113	0	**12**
	%Pass-By - Exit	47%		3%												
	Pass - By - Exit	114	0	7	0	0	0	0	0	0	0	0	0	0	0	**121**
	% New Trips - Enter					1.00%		9.00%						12.00%	2.00%	
	New Trips - Enter	0	0	0	0	9	0	85	0	0	0	0	0	113	19	**227**
	% New Trips - Exit	14%	1%	0%												
	New Trips - Exit	136	10	0	0	0	0	0	0	0	0	0	0	0	0	**146**
TOTAL PROJECT TRAFFIC		**250**	**10**	**7**	**0**	**9**	**0**	**97**	**0**	**-113**	**0**	**0**	**0**	**226**	**19**	**506**
TOTAL TRAFFIC		**258**	**12**	**18**	**20**	**10**	**54**	**109**	**1**	**2589**	**64**	**77**	**1**	**3370**	**44**	

Project Traffic	Entering	945
	Exiting	967
Pass By Traffic	Entering	240
	Exiting	242

TRAFFIC VOLUMES FOR PROPOSED PROJECT
AT STUDY INTERSECTIONS

INTERSECTION: US Hwy 27 & Holly Hill Grove Rd 1 (Proposed Driveway 3)
COUNT DATE: 6/13/2023
TIME PERIOD: 07:30 AM - 08:30 AM
PEAK HOUR FACTOR: 0.960

"EXISTING TRAFFIC"	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBU	NBT	NBR	SBL	SBU	SBT	SBR
Raw Turning Movements	0	0	2	0	0	13	2	1	2255	11	7	2	1698	2
100th Highest Hour Factor	1.120	1.120	1.120	1.120	1.120	1.120	1.120	1.120	1.120	1.120	1.120	1.120	1.120	1.120
EXISTING PEAK SEASON	**0**	**0**	**2**	**0**	**0**	**15**	**2**	**1**	**2526**	**12**	**8**	**2**	**1902**	**2**

"BACKGROUND TRAFFIC"	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBU	NBT	NBR	SBL	SBU	SBT	SBR
Years To Buildout	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Yearly Growth Rate	4.1%	4.1%	4.1%	4.1%	4.1%	4.1%	4.1%	4.1%	4.1%	4.1%	4.1%	4.1%	4.1%	4.1%
BACKGROUND TRAFFIC GROWTH	0	0	0	0	0	2	0	0	324	2	1	0	244	0
NON-PROJECT TRAFFIC	**0**	**0**	**2**	**0**	**0**	**17**	**2**	**1**	**2850**	**14**	**9**	**2**	**2146**	**2**

"PROJECT TRAFFIC"

LAND USE	TRIP TYPE	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBU	NBT	NBR	SBL	SBU	SBT	SBR	TOTAL
Proposed Project	%Pass-By - Enter							42%		-42%				-47%	40%	
	Pass - By - Enter	0	0	0	0	0	0	37	0	-37	0	0	0	-42	36	**-6**
	%Pass-By - Exit			35%												
	Pass - By - Exit	0	0	30	0	0	0	0	0	0	0	0	0	0	0	**30**
	% New Trips - Enter							75.00%		9.00%				4.00%	4.00%	
	New Trips - Enter	0	0	0	0	0	0	436	0	52	0	0	0	23	23	**535**
	% New Trips - Exit			28%										28%		
	New Trips - Exit	0	0	135	0	0	0	0	0	0	0	0	0	135	0	**270**
TOTAL PROJECT TRAFFIC		**0**	**0**	**165**	**0**	**0**	**0**	**473**	**0**	**15**	**0**	**0**	**0**	**116**	**59**	**828**
TOTAL TRAFFIC		**0**	**0**	**167**	**0**	**0**	**17**	**475**	**1**	**2865**	**14**	**9**	**2**	**2262**	**61**	

Project Traffic	Entering	581
	Exiting	479
Pass By Traffic	Entering	89
	Exiting	86

TRAFFIC VOLUMES FOR PROPOSED PROJECT
AT STUDY INTERSECTIONS

INTERSECTION: US Hwy 27 & Holly Hill Grove Rd 2
COUNT DATE: 6/13/2023
TIME PERIOD: 4:30 PM - 5:30 PM
PEAK HOUR FACTOR: 0.930

"EXISTING TRAFFIC"	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBU	NBT	NBR	SBL	SBU	SBT	SBR
Raw Turning Movements	0	0	5	0	0	17	3	3	2154	5	4	0	2550	3
100th Highest Hour Factor	1.120	1.120	1.120	1.120	1.120	1.120	1.120	1.120	1.120	1.120	1.120	1.120	1.120	1.120
EXISTING PEAK SEASON	**0**	**0**	**6**	**0**	**0**	**19**	**3**	**3**	**2412**	**6**	**4**	**0**	**2856**	**3**

"BACKGROUND TRAFFIC"	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBU	NBT	NBR	SBL	SBU	SBT	SBR
Years To Buildout	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Yearly Growth Rate	4.1%	4.1%	4.1%	4.1%	4.1%	4.1%	4.1%	4.1%	4.1%	4.1%	4.1%	4.1%	4.1%	4.1%
BACKGROUND TRAFFIC GROWTH	0	0	1	0	0	2	0	0	309	1	1	0	366	0
NON-PROJECT TRAFFIC	**0**	**0**	**7**	**0**	**0**	**21**	**3**	**3**	**2721**	**7**	**5**	**0**	**3222**	**3**

"PROJECT TRAFFIC"

LAND USE	TRIP TYPE	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBU	NBT	NBR	SBL	SBU	SBT	SBR	TOTAL
Proposed Project	%Pass-By - Enter							42%		-42%				-47%	40%	
	Pass - By - Enter	0	0	0	0	0	0	101	0	-101	0	0	0	-113	96	**-17**
	%Pass-By - Exit			35%												
	Pass - By - Exit	0	0	85	0	0	0	0	0	0	0	0	0	0	0	**85**
	% New Trips - Enter							75.00%		9.00%				4.00%	4.00%	
	New Trips - Enter	0	0	0	0	0	0	709	0	85	0	0	0	38	38	**869**
	% New Trips - Exit			28%										28%		
	New Trips - Exit	0	0	271	0	0	0	0	0	0	0	0	0	271	0	**542**
TOTAL PROJECT TRAFFIC		**0**	**0**	**356**	**0**	**0**	**0**	**810**	**0**	**-16**	**0**	**0**	**0**	**196**	**134**	**1479**
TOTAL TRAFFIC		**0**	**0**	**363**	**0**	**0**	**21**	**813**	**3**	**2705**	**7**	**5**	**0**	**3418**	**137**	

Project Traffic	Entering	945
	Exiting	967
Pass By Traffic	Entering	240
	Exiting	242

TRAFFIC VOLUMES FOR PROPOSED PROJECT
AT STUDY INTERSECTIONS

INTERSECTION: US Hwy 27 & Davenport Blvd
COUNT DATE: 6/13/2023
TIME PERIOD: 07:30 AM - 08:30 AM
PEAK HOUR FACTOR: 0.970

"EXISTING TRAFFIC"	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBU	NBT	NBR	SBL	SBU	SBT	SBR
Raw Turning Movements	33	27	42	219	14	228	18	5	1904	188	151	6	1398	6
100th Highest Hour Factor	1.120	1.120	1.120	1.120	1.120	1.120	1.120	1.120	1.120	1.120	1.120	1.120	1.120	1.120
EXISTING PEAK SEASON	**37**	**30**	**47**	**245**	**16**	**255**	**20**	**6**	**2132**	**211**	**169**	**7**	**1566**	**7**

"BACKGROUND TRAFFIC"	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBU	NBT	NBR	SBL	SBU	SBT	SBR
Years To Buildout	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Yearly Growth Rate	4.1%	4.1%	4.1%	4.1%	4.1%	4.1%	4.1%	4.1%	4.1%	4.1%	4.1%	4.1%	4.1%	4.1%
BACKGROUND TRAFFIC GROWTH	5	4	6	31	2	33	3	1	273	27	22	1	201	1
NON-PROJECT TRAFFIC	**42**	**34**	**53**	**276**	**18**	**288**	**23**	**7**	**2405**	**238**	**191**	**8**	**1767**	**8**

"PROJECT TRAFFIC"

LAND USE	TRIP TYPE	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBU	NBT	NBR	SBL	SBU	SBT	SBR	TOTAL
Proposed Project	%Pass-By - Enter	1%					4%			34%						
	Pass - By - Enter	1	0	0	0	0	4	0	0	30	0	0	0	0	0	**35**
	%Pass-By - Exit													53%		
	Pass - By - Exit	0	0	0	0	0	0	0	0	0	0	0	0	46	0	**46**
	% New Trips - Enter	3.00%					11.00%			50.00%						
	New Trips - Enter	17	0	0	0	0	64	0	0	291	0	0	0	0	0	**372**
	% New Trips - Exit											11%		50%	3%	
	New Trips - Exit	0	0	0	0	0	0	0	0	0	0	53	0	240	15	**308**
TOTAL PROJECT TRAFFIC		**18**	**0**	**0**	**0**	**0**	**67**	**0**	**0**	**321**	**0**	**53**	**0**	**286**	**15**	**760**
TOTAL TRAFFIC		**60**	**34**	**53**	**276**	**18**	**355**	**23**	**7**	**2726**	**238**	**244**	**8**	**2053**	**23**	

Project Traffic	Entering	581
	Exiting	479
Pass By Traffic	Entering	89
	Exiting	86

TRAFFIC VOLUMES FOR PROPOSED PROJECT
AT STUDY INTERSECTIONS

INTERSECTION: US Hwy 27 & Davenport Blvd
COUNT DATE: 6/13/2023
TIME PERIOD: 4:30 PM - 5:30 PM
PEAK HOUR FACTOR: 0.970

"EXISTING TRAFFIC"	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBU	NBT	NBR	SBL	SBU	SBT	SBR
Raw Turning Movements	25	22	56	249	37	226	71	12	1593	225	319	11	1934	48
100th Highest Hour Factor	1.120	1.120	1.120	1.120	1.120	1.120	1.120	1.120	1.120	1.120	1.120	1.120	1.120	1.120
EXISTING PEAK SEASON	**28**	**25**	**63**	**279**	**41**	**253**	**80**	**13**	**1784**	**252**	**357**	**12**	**2166**	**54**

"BACKGROUND TRAFFIC"	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBU	NBT	NBR	SBL	SBU	SBT	SBR
Years To Buildout	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Yearly Growth Rate	4.1%	4.1%	4.1%	4.1%	4.1%	4.1%	4.1%	4.1%	4.1%	4.1%	4.1%	4.1%	4.1%	4.1%
BACKGROUND TRAFFIC GROWTH	4	3	8	36	5	32	10	2	229	32	46	2	277	7
NON-PROJECT TRAFFIC	**32**	**28**	**71**	**315**	**46**	**285**	**90**	**15**	**2013**	**284**	**403**	**14**	**2443**	**61**

"PROJECT TRAFFIC"

LAND USE	TRIP TYPE	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBU	NBT	NBR	SBL	SBU	SBT	SBR	TOTAL
Proposed Project	%Pass-By - Enter	1%					4%			34%						
	Pass - By - Enter	2	0	0	0	0	10	0	0	82	0	0	0	0	0	**94**
	%Pass-By - Exit													53%		
	Pass - By - Exit	0	0	0	0	0	0	0	0	0	0	0	0	128	0	**128**
	% New Trips - Enter	3.00%					11.00%			50.00%						
	New Trips - Enter	28	0	0	0	0	104	0	0	473	0	0	0	0	0	**605**
	% New Trips - Exit											11%		50%	3%	
	New Trips - Exit	0	0	0	0	0	0	0	0	0	0	107	0	484	30	**621**
TOTAL PROJECT TRAFFIC		**31**	**0**	**0**	**0**	**0**	**114**	**0**	**0**	**554**	**0**	**107**	**0**	**612**	**30**	**1448**
TOTAL TRAFFIC		**63**	**28**	**71**	**315**	**46**	**399**	**90**	**15**	**2567**	**284**	**510**	**14**	**3055**	**91**	

Project Traffic	Entering	945
	Exiting	967
Pass By Traffic	Entering	240
	Exiting	242

TRAFFIC VOLUMES FOR PROPOSED PROJECT
AT STUDY INTERSECTIONS

INTERSECTION: US Hwy 27 & Bates Rd
COUNT DATE: 6/13/2023
TIME PERIOD: 07:45 AM - 08:45 AM
PEAK HOUR FACTOR: 0.900

"EXISTING TRAFFIC"	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBU	NBT	NBR	SBL	SBU	SBT	SBR
Raw Turning Movements	6	4	6	247	14	131	12	4	1806	143	137	6	1479	16
100th Highest Hour Factor	1.120	1.120	1.120	1.120	1.120	1.120	1.120	1.120	1.120	1.120	1.120	1.120	1.120	1.120
EXISTING PEAK SEASON	**7**	**4**	**7**	**277**	**16**	**147**	**13**	**4**	**2023**	**160**	**153**	**7**	**1656**	**18**

"BACKGROUND TRAFFIC"	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBU	NBT	NBR	SBL	SBU	SBT	SBR
Years To Buildout	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Yearly Growth Rate	4.1%	4.1%	4.1%	4.1%	4.1%	4.1%	4.1%	4.1%	4.1%	4.1%	4.1%	4.1%	4.1%	4.1%
BACKGROUND TRAFFIC GROWTH	1	1	1	35	2	19	2	1	259	20	20	1	212	2
NON-PROJECT TRAFFIC	**8**	**5**	**8**	**312**	**18**	**166**	**15**	**5**	**2282**	**180**	**173**	**8**	**1868**	**20**

"PROJECT TRAFFIC"

LAND USE	TRIP TYPE	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBU	NBT	NBR	SBL	SBU	SBT	SBR	TOTAL
Proposed Project	%Pass-By - Enter						8%			34%						
	Pass - By - Enter	0	0	0	0	0	7	0	0	30	0	0	0	0	0	**37**
	%Pass-By - Exit													53%		
	Pass - By - Exit	0	0	0	0	0	0	0	0	0	0	0	0	46	0	**46**
	% New Trips - Enter						16.00%			33.00%						
	New Trips - Enter	0	0	0	0	0	93	0	0	192	0	0	0	0	0	**285**
	% New Trips - Exit											16%		33%		
	New Trips - Exit	0	0	0	0	0	0	0	0	0	0	77	0	159	0	**236**
TOTAL PROJECT TRAFFIC		**0**	**0**	**0**	**0**	**0**	**100**	**0**	**0**	**222**	**0**	**77**	**0**	**205**	**0**	**604**
TOTAL TRAFFIC		**8**	**5**	**8**	**312**	**18**	**266**	**15**	**5**	**2504**	**180**	**250**	**8**	**2073**	**20**	

Project Traffic	Entering	581
	Exiting	479
Pass By Traffic	Entering	89
	Exiting	86

TRAFFIC VOLUMES FOR PROPOSED PROJECT
AT STUDY INTERSECTIONS

INTERSECTION: US Hwy 27 & Bates Rd
COUNT DATE: 6/13/2023
TIME PERIOD: 4:45 PM - 5:45 PM
PEAK HOUR FACTOR: 0.940

"EXISTING TRAFFIC"	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBU	NBT	NBR	SBL	SBU	SBT	SBR
Raw Turning Movements	32	16	21	249	13	100	11	0	1834	261	208	0	1909	20
100th Highest Hour Factor	1.120	1.120	1.120	1.120	1.120	1.120	1.120	1.120	1.120	1.120	1.120	1.120	1.120	1.120
EXISTING PEAK SEASON	**36**	**18**	**24**	**279**	**15**	**112**	**12**	**0**	**2054**	**292**	**233**	**0**	**2138**	**22**

"BACKGROUND TRAFFIC"	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBU	NBT	NBR	SBL	SBU	SBT	SBR
Years To Buildout	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Yearly Growth Rate	4.1%	4.1%	4.1%	4.1%	4.1%	4.1%	4.1%	4.1%	4.1%	4.1%	4.1%	4.1%	4.1%	4.1%
BACKGROUND TRAFFIC GROWTH	5	2	3	36	2	14	2	0	263	37	30	0	274	3
NON-PROJECT TRAFFIC	**41**	**20**	**27**	**315**	**17**	**126**	**14**	**0**	**2317**	**329**	**263**	**0**	**2412**	**25**

"PROJECT TRAFFIC"

LAND USE	TRIP TYPE	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBU	NBT	NBR	SBL	SBU	SBT	SBR	TOTAL
Proposed Project	%Pass-By - Enter						8%			34%						
	Pass - By - Enter	0	0	0	0	0	19	0	0	82	0	0	0	0	0	**101**
	%Pass-By - Exit													53%		
	Pass - By - Exit	0	0	0	0	0	0	0	0	0	0	0	0	128	0	**128**
	% New Trips - Enter						16.00%			33.00%						
	New Trips - Enter	0	0	0	0	0	151	0	0	312	0	0	0	0	0	**463**
	% New Trips - Exit											16%		33%		
	New Trips - Exit	0	0	0	0	0	0	0	0	0	0	155	0	320	0	**475**
TOTAL PROJECT TRAFFIC		**0**	**0**	**0**	**0**	**0**	**170**	**0**	**0**	**393**	**0**	**155**	**0**	**448**	**0**	**1167**
TOTAL TRAFFIC		**41**	**20**	**27**	**315**	**17**	**296**	**14**	**0**	**2710**	**329**	**418**	**0**	**2860**	**25**	

Project Traffic	Entering	945
	Exiting	967
Pass By Traffic	Entering	240
	Exiting	242

TRAFFIC VOLUMES FOR PROPOSED PROJECT
AT STUDY INTERSECTIONS

INTERSECTION: Full Access Driveway 1 & Holly Hill Grove Road 2
COUNT DATE: N/A
TIME PERIOD: 07:45 AM - 08:45 AM
PEAK HOUR FACTOR: 0.900

"EXISTING TRAFFIC"	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBU	NBT	NBR	SBL	SBU	SBT	SBR
Raw Turning Movements		14			11									
100th Highest Hour Factor	1.120	1.120	1.120	1.120	1.120	1.120	1.120	1.120	1.120	1.120	1.120	1.120	1.120	1.120
EXISTING PEAK SEASON		**16**			**12**									

"BACKGROUND TRAFFIC"	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBU	NBT	NBR	SBL	SBU	SBT	SBR
Years To Buildout	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Yearly Growth Rate	4.1%	4.1%	4.1%	4.1%	4.1%	4.1%	4.1%	4.1%	4.1%	4.1%	4.1%	4.1%	4.1%	4.1%
BACKGROUND TRAFFIC GROWTH		2			2									
NON-PROJECT TRAFFIC		**18**			**14**									

"PROJECT TRAFFIC"

LAND USE	TRIP TYPE	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBU	NBT	NBR	SBL	SBU	SBT	SBR	TOTAL
Proposed Project	%Pass-By - Enter				14%											
	Pass - By - Enter	0	0	0	12	0	0	0	0	0	0	0	0	0	0	**12**
	%Pass-By - Exit										50%					
	Pass - By - Exit	0	0	0	0	0	0	0	0	0	43	0	0	0	0	**43**
	% New Trips - Enter			1.00%	12%											
	New Trips - Enter	0	0	6	70	0	0	0	0	0	0	0	0	0	0	**76**
	% New Trips - Exit							1%			15%					
	New Trips - Exit	0	0	0	0	0	0	5	0	0	72	0	0	0	0	**77**
TOTAL PROJECT TRAFFIC		**0**	**0**	**6**	**82**	**0**	**0**	**5**	**0**	**0**	**115**	**0**	**0**	**0**	**0**	**208**
TOTAL TRAFFIC		**0**	**18**	**6**	**82**	**14**	**0**	**5**	**0**	**0**	**115**	**0**	**0**	**0**	**0**	

Project Traffic	Entering	581
	Exiting	479
Pass By Traffic	Entering	89
	Exiting	86

TRAFFIC VOLUMES FOR PROPOSED PROJECT
AT STUDY INTERSECTIONS

INTERSECTION: Full Access Driveway & Holly Hill Grove Road 2
COUNT DATE: 6/13/2023
TIME PERIOD: 4:45 PM - 5:45 PM
PEAK HOUR FACTOR: 0.940

"EXISTING TRAFFIC"	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBU	NBT	NBR	SBL	SBU	SBT	SBR
Raw Turning Movements		17			32									
100th Highest Hour Factor	1.120	1.120	1.120	1.120	1.120	1.120	1.120	1.120	1.120	1.120	1.120	1.120	1.120	1.120
EXISTING PEAK SEASON		**19**			**36**									

"BACKGROUND TRAFFIC"	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBU	NBT	NBR	SBL	SBU	SBT	SBR
Years To Buildout	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Yearly Growth Rate	4.1%	4.1%	4.1%	4.1%	4.1%	4.1%	4.1%	4.1%	4.1%	4.1%	4.1%	4.1%	4.1%	4.1%
BACKGROUND TRAFFIC GROWTH		2			5									
NON-PROJECT TRAFFIC		**21**			**41**									

"PROJECT TRAFFIC"

LAND USE	TRIP TYPE	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBU	NBT	NBR	SBL	SBU	SBT	SBR	TOTAL
Proposed Project	%Pass-By - Enter				14%											
	Pass - By - Enter	0	0	0	34	0	0	0	0	0	0	0	0	0	0	**34**
	%Pass-By - Exit										50%					
	Pass - By - Exit	0	0	0	0	0	0	0	0	0	121	0	0	0	0	**121**
	% New Trips - Enter			1.00%	12%											
	New Trips - Enter	0	0	9	113	0	0	0	0	0	0	0	0	0	0	**123**
	% New Trips - Exit							1%			15%					
	New Trips - Exit	0	0	0	0	0	0	10	0	0	146	0	0	0	0	**156**
TOTAL PROJECT TRAFFIC		**0**	**0**	**9**	**147**	**0**	**0**	**10**	**0**	**0**	**267**	**0**	**0**	**0**	**0**	**433**
TOTAL TRAFFIC		**0**	**21**	**9**	**147**	**41**	**0**	**10**	**0**	**0**	**267**	**0**	**0**	**0**	**0**	

Project Traffic	Entering	945
	Exiting	967
Pass By Traffic	Entering	240
	Exiting	242

TRAFFIC VOLUMES FOR PROPOSED PROJECT
AT STUDY INTERSECTIONS

INTERSECTION: Right-in/Right-out Driveway & US Hwy 27 (Driveway 2)
COUNT DATE: N/A
TIME PERIOD: 07:45 AM - 08:45 AM
PEAK HOUR FACTOR: 0.900

"EXISTING TRAFFIC"	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBU	NBT	NBR	SBL	SBU	SBT	SBR
Raw Turning Movements									2270				1698	
100th Highest Hour Factor	1.120	1.120	1.120	1.120	1.120	1.120	1.120	1.120	1.120	1.120	1.120	1.120	1.120	1.120
EXISTING PEAK SEASON									**2542**				**1902**	

"BACKGROUND TRAFFIC"	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBU	NBT	NBR	SBL	SBU	SBT	SBR
Years To Buildout	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Yearly Growth Rate	4.1%	4.1%	4.1%	4.1%	4.1%	4.1%	4.1%	4.1%	4.1%	4.1%	4.1%	4.1%	4.1%	4.1%
BACKGROUND TRAFFIC GROWTH									326				244	
NON-PROJECT TRAFFIC									**2868**				**2146**	

"PROJECT TRAFFIC"

LAND USE	TRIP TYPE	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBU	NBT	NBR	SBL	SBU	SBT	SBR	TOTAL
Proposed Project	%Pass-By - Enter									-35%				-7%	7%	
	Pass - By - Enter	0	0	0	0	0	0	0	0	-31	0	0	0	-6	6	**-31**
	%Pass-By - Exit			5%												
	Pass - By - Exit	0	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
	% New Trips - Enter									9.00%				8.00%	4.00%	
	New Trips - Enter	0	0	0	0	0	0	0	0	52	0	0	0	46	23	**122**
	% New Trips - Exit			28%												
	New Trips - Exit	0	0	135	0	0	0	0	0	0	0	0	0	0	0	**135**
TOTAL PROJECT TRAFFIC		**0**	**0**	**139**	**0**	**0**	**0**	**0**	**0**	**21**	**0**	**0**	**0**	**40**	**29**	**230**
TOTAL TRAFFIC		**0**	**0**	**139**	**0**	**0**	**0**	**0**	**0**	**2889**	**0**	**0**	**0**	**2186**	**29**	

Project Traffic	Entering	581
	Exiting	479
Pass By Traffic	Entering	89
	Exiting	86

TRAFFIC VOLUMES FOR PROPOSED PROJECT
AT STUDY INTERSECTIONS

INTERSECTION: Right-in/Right-out Driveway & US Hwy 27 (Driveway 2)
COUNT DATE: N/A
TIME PERIOD: 4:45 PM - 5:45 PM
PEAK HOUR FACTOR: 0.940

"EXISTING TRAFFIC"	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBU	NBT	NBR	SBL	SBU	SBT	SBR
Raw Turning Movements									2171				2514	
100th Highest Hour Factor	1.120	1.120	1.120	1.120	1.120	1.120	1.120	1.120	1.120	1.120	1.120	1.120	1.120	1.120
EXISTING PEAK SEASON									**2432**				**2816**	

"BACKGROUND TRAFFIC"	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBU	NBT	NBR	SBL	SBU	SBT	SBR
Years To Buildout	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Yearly Growth Rate	4.1%	4.1%	4.1%	4.1%	4.1%	4.1%	4.1%	4.1%	4.1%	4.1%	4.1%	4.1%	4.1%	4.1%
BACKGROUND TRAFFIC GROWTH									312				361	
NON-PROJECT TRAFFIC									**2744**				**3177**	

"PROJECT TRAFFIC"

LAND USE	TRIP TYPE	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBU	NBT	NBR	SBL	SBU	SBT	SBR	TOTAL
Proposed Project	%Pass-By - Enter									-35%				-7%	7%	
	Pass - By - Enter	0	0	0	0	0	0	0	0	-84	0	0	0	-17	17	**-84**
	%Pass-By - Exit			5%												
	Pass - By - Exit	0	0	12	0	0	0	0	0	0	0	0	0	0	0	**12**
	% New Trips - Enter									9.00%				8.00%	4.00%	
	New Trips - Enter	0	0	0	0	0	0	0	0	85	0	0	0	76	38	**198**
	% New Trips - Exit			28%												
	New Trips - Exit	0	0	271	0	0	0	0	0	0	0	0	0	0	0	**271**
TOTAL PROJECT TRAFFIC		**0**	**0**	**283**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**59**	**55**	**398**
TOTAL TRAFFIC		**0**	**0**	**283**	**0**	**0**	**0**	**0**	**0**	**2745**	**0**	**0**	**0**	**3236**	**55**	

Project Traffic	Entering	945
	Exiting	967
Pass By Traffic	Entering	240
	Exiting	242

TRAFFIC VOLUMES FOR PROPOSED PROJECT
AT STUDY INTERSECTIONS

INTERSECTION: Right-in/Right-out Driveway & US Hwy 27 (Driveway 4)
COUNT DATE: N/A
TIME PERIOD: 07:45 AM - 08:45 AM
PEAK HOUR FACTOR: 0.900

"EXISTING TRAFFIC"	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBU	NBT	NBR	SBL	SBU	SBT	SBR
Raw Turning Movements									2269				1701	
100th Highest Hour Factor	1.120	1.120	1.120	1.120	1.120	1.120	1.120	1.120	1.120	1.120	1.120	1.120	1.120	1.120
EXISTING PEAK SEASON									**2541**				**1905**	

"BACKGROUND TRAFFIC"	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBU	NBT	NBR	SBL	SBU	SBT	SBR
Years To Buildout	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Yearly Growth Rate	4.1%	4.1%	4.1%	4.1%	4.1%	4.1%	4.1%	4.1%	4.1%	4.1%	4.1%	4.1%	4.1%	4.1%
BACKGROUND TRAFFIC GROWTH									326				244	
NON-PROJECT TRAFFIC									**2867**				**2149**	

"PROJECT TRAFFIC"

LAND USE	TRIP TYPE	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBU	NBT	NBR	SBL	SBU	SBT	SBR	TOTAL
Proposed Project	%Pass-By - Enter									47%				-53%	6%	
	Pass - By - Enter	0	0	0	0	0	0	0	0	42	0	0	0	-47	5	
	%Pass-By - Exit			10%												
	Pass - By - Exit	0	0	9	0	0	0	0	0	0	0	0	0	0	0	**9**
	% New Trips - Enter									84.00%					4.00%	
	New Trips - Enter	0	0	0	0	0	0	0	0	488	0	0	0	0	23	**511**
	% New Trips - Exit			28%										56%		
	New Trips - Exit	0	0	135	0	0	0	0	0	0	0	0	0	269	0	**404**
TOTAL PROJECT TRAFFIC		**0**	**0**	**144**	**0**	**0**	**0**	**0**	**0**	**530**	**0**	**0**	**0**	**222**	**29**	**924**
TOTAL TRAFFIC		**0**	**0**	**144**	**0**	**0**	**0**	**0**	**0**	**3397**	**0**	**0**	**0**	**2371**	**29**	

Project Traffic	Entering	581
	Exiting	479
Pass By Traffic	Entering	89
	Exiting	86

TRAFFIC VOLUMES FOR PROPOSED PROJECT
AT STUDY INTERSECTIONS

INTERSECTION: Right-in/Right-out Driveway & US Hwy 27 (Driveway 4)
COUNT DATE: N/A
TIME PERIOD: 4:45 PM - 5:45 PM
PEAK HOUR FACTOR: 0.940

"EXISTING TRAFFIC"	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBU	NBT	NBR	SBL	SBU	SBT	SBR
Raw Turning Movements									2165				2558	
100th Highest Hour Factor	1.120	1.120	1.120	1.120	1.120	1.120	1.120	1.120	1.120	1.120	1.120	1.120	1.120	1.120
EXISTING PEAK SEASON									**2425**				**2865**	

"BACKGROUND TRAFFIC"	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBU	NBT	NBR	SBL	SBU	SBT	SBR
Years To Buildout	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Yearly Growth Rate	4.1%	4.1%	4.1%	4.1%	4.1%	4.1%	4.1%	4.1%	4.1%	4.1%	4.1%	4.1%	4.1%	4.1%
BACKGROUND TRAFFIC GROWTH									311				367	
NON-PROJECT TRAFFIC									**2736**				**3232**	

"PROJECT TRAFFIC"

LAND USE	TRIP TYPE	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBU	NBT	NBR	SBL	SBU	SBT	SBR	TOTAL
Proposed Project	%Pass-By - Enter									47%				-53%	6%	
	Pass - By - Enter	0	0	0	0	0	0	0	0	113	0	0	0	-127	14	
	%Pass-By - Exit			10%												
	Pass - By - Exit	0	0	24	0	0	0	0	0	0	0	0	0	0	0	**24**
	% New Trips - Enter									84.00%					4.00%	
	New Trips - Enter	0	0	0	0	0	0	0	0	794	0	0	0	0	38	**832**
	% New Trips - Exit			28%										56%		
	New Trips - Exit	0	0	271	0	0	0	0	0	0	0	0	0	542	0	**813**
TOTAL PROJECT TRAFFIC		**0**	**0**	**295**	**0**	**0**	**0**	**0**	**0**	**907**	**0**	**0**	**0**	**415**	**52**	**1669**
TOTAL TRAFFIC		**0**	**0**	**295**	**0**	**0**	**0**	**0**	**0**	**3643**	**0**	**0**	**0**	**3647**	**52**	

Project Traffic	Entering	945
	Exiting	967
Pass By Traffic	Entering	240
	Exiting	242

2022 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
CATEGORY: 1603 US 27

MOCF: 0.95

WEEK	DATES	SF	PSCF
1	01/01/2022 - 01/01/2022	0.98	1.03
2	01/02/2022 - 01/08/2022	1.00	1.05
3	01/09/2022 - 01/15/2022	1.01	1.06
4	01/16/2022 - 01/22/2022	0.99	1.04
5	01/23/2022 - 01/29/2022	0.98	1.03
* 6	01/30/2022 - 02/05/2022	0.96	1.01
* 7	02/06/2022 - 02/12/2022	0.95	1.00
* 8	02/13/2022 - 02/19/2022	0.93	0.98
* 9	02/20/2022 - 02/26/2022	0.93	0.98
*10	02/27/2022 - 03/05/2022	0.93	0.98
*11	03/06/2022 - 03/12/2022	0.93	0.98
*12	03/13/2022 - 03/19/2022	0.94	0.99
*13	03/20/2022 - 03/26/2022	0.94	0.99
*14	03/27/2022 - 04/02/2022	0.95	1.00
*15	04/03/2022 - 04/09/2022	0.95	1.00
*16	04/10/2022 - 04/16/2022	0.96	1.01
*17	04/17/2022 - 04/23/2022	0.97	1.02
*18	04/24/2022 - 04/30/2022	0.98	1.03
19	05/01/2022 - 05/07/2022	0.99	1.04
20	05/08/2022 - 05/14/2022	1.00	1.05
21	05/15/2022 - 05/21/2022	1.01	1.06
22	05/22/2022 - 05/28/2022	1.02	1.07
23	05/29/2022 - 06/04/2022	1.03	1.08
24	06/05/2022 - 06/11/2022	1.04	1.09
25	06/12/2022 - 06/18/2022	1.06	1.12
26	06/19/2022 - 06/25/2022	1.05	1.11
27	06/26/2022 - 07/02/2022	1.05	1.11
28	07/03/2022 - 07/09/2022	1.05	1.11
29	07/10/2022 - 07/16/2022	1.05	1.11
30	07/17/2022 - 07/23/2022	1.05	1.11
31	07/24/2022 - 07/30/2022	1.05	1.11
32	07/31/2022 - 08/06/2022	1.05	1.11
33	08/07/2022 - 08/13/2022	1.05	1.11
34	08/14/2022 - 08/20/2022	1.05	1.11
35	08/21/2022 - 08/27/2022	1.06	1.12
36	08/28/2022 - 09/03/2022	1.07	1.13
37	09/04/2022 - 09/10/2022	1.09	1.15
38	09/11/2022 - 09/17/2022	1.10	1.16
39	09/18/2022 - 09/24/2022	1.07	1.13
40	09/25/2022 - 10/01/2022	1.04	1.09
41	10/02/2022 - 10/08/2022	1.01	1.06
42	10/09/2022 - 10/15/2022	0.98	1.03
43	10/16/2022 - 10/22/2022	0.98	1.03
44	10/23/2022 - 10/29/2022	0.99	1.04
45	10/30/2022 - 11/05/2022	0.99	1.04
46	11/06/2022 - 11/12/2022	1.00	1.05
47	11/13/2022 - 11/19/2022	1.01	1.06
48	11/20/2022 - 11/26/2022	1.00	1.05
49	11/27/2022 - 12/03/2022	0.99	1.04
50	12/04/2022 - 12/10/2022	0.99	1.04
51	12/11/2022 - 12/17/2022	0.98	1.03
52	12/18/2022 - 12/24/2022	1.00	1.05
53	12/25/2022 - 12/31/2022	1.01	1.06

* PEAK SEASON

APPENDIX C
SIGNAL TIMINGS

FDOT - DISTRICT 1

Signal Timing Report

(For isolated traffic signal)

Drawn By:	
Date:	
Checked By:	
Date:	

Approved By:

Date:

Revisions	Location Details			
	Section:	***16180***	Mile Post:	***18.667***
	Major Street:	***US 27***	Orientation:	***N-S***
	Minor Street:	***Sanders Rd / CR 547***	Orientation:	***E-W***
	Sig ID:	***748***		

Controller Timings

Movement # (Controller Phase Ø)	1	2	3	4	5	6	7	8	Notes
Direction	*NBL*	*SB*		*WB*	*SBL*	*NB*		*EB*	
Turn Type	*Prot*			*Perm*	*Prot*			*Perm*	
Min Green	*5*	*15*		*7*	*5*	*15*		*7*	
Ext	*3.0*	*5.0*		*3.0*	*3.0*	*5.0*		*3.0*	
Yellow	*5.6*	*5.6*		*5.4*	*5.6*	*5.6*		*5.4*	
All Red	*3.0*	*2.0*		*2.8*	*3.0*	*2.0*		*2.8*	
Max I	*14*	*51*		*23*	*16*	*49*		*23*	
Max II	*15*	*77*		*26*	*25*	*67*		*26*	
Max Limit									
Adjust By									
Walk		*7*		*7*		*7*		*7*	
Flashing Don't Walk		*28*		*47*		*28*		*45*	
Detector Memory	*OFF*	*OFF*		*OFF*	*OFF*	*OFF*		*OFF*	
Det. Cross Switch.									
Dual Entry		*ON*		*ON*		*ON*		*ON*	
Recall		*MIN*				*MIN*			

SOP 7

Ring - 1	1	2		4
Ring - 2	5	6		8

Notes:

1) Max 1 operates from 0:00 to 05:30 and 21:00 to 0:00

2) Max 2 operates from 05:30 to 21:00

Station : 1340 - US 27_Bates (Standard File)

Phase	1 (NL)	2 (ST)	3 (EL)	4 (WT)	5 (SL)	6 (NT)	7 (WL)	8 (ET)	9	10	11	12	13	14	15	16
Walk		7		7		7		8								
Ped Clearance		29		43		24		45								
Min Green	5	15	5	7	5	15	5	7								
Gap Ext	3	2.4	3	3	3	2.4	3	3								
Max1	20	60	20	35	25	60	35	20								
Max2																
Yellow Clr	5.6	5.6	3.7	4.5	4.5	5.6	4.5	3.7	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Red Clr	3.6	2	2.5	2.4	2.4	2	2.4	3.7	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Red Revert																
Added Initial																
Max Initial																
Time Before Reduce																
Cars Before Reduce																
Time To Reduce																
Reduce By																
Min Gap																
Dynamic Max Limit																
Dynamic Max Step																
Enable	ON	ON	ON	ON	ON	ON	ON	ON								
Auto Flash Entry																
Auto Flash Exit																
Non-Actuated 1																
Non-Actuated 2																
Lock Call																
Min Recall		ON				ON										
Max Recall																
Ped Recall																
Soft Recall																
Dual Entry		ON		ON		ON		ON								
Sim Gap Enable									ON	ON	ON	ON	ON	ON	ON	ON
Guar Passage																
Rest In Walk																
Cond Service																
Add Init Calc																

Preemption

Channel	1	2	3	4	5	6
Lock Input	ON	ON	ON	ON	ON	ON
Override Auto Flash	ON	ON	ON	ON	ON	ON
Override Higher Preempt	ON	ON	ON	ON	ON	ON
Flash in Dwell	ON	ON				
Link to Preempt						
Delay						
Min Duration						
Min Green						
Min Walk						
Ped Clear						
Track Green						
Min Dwell			15	15	7	7
Max Presence			120	120	120	120
Track Veh 1						
Track Veh 2						
Track Veh 3						
Track Veh 4						
Dwell Cyc Veh 1			1	2	3	4
Dwell Cyc Veh 2			6	5		
Dwell Cyc Veh 3						
Dwell Cyc Veh 4						
Dwell Cyc Veh 5						
Dwell Cyc Veh 6						
Dwell Cyc Veh 7						
Dwell Cyc Veh 8						
Dwell Cyc Veh 9						
Dwell Cyc Veh 10						
Dwell Cyc Veh 11						
Dwell Cyc Veh 12						
Dwell Cyc Ped1						
Dwell Cyc Ped2						
Dwell Cyc Ped3						
Dwell Cyc Ped4						
Dwell Cyc Ped5						
Dwell Cyc Ped6						
Dwell vPed7						
Dwell Cyc Ped8						
Exit 1			2	2	2	2
Exit 2			6	6	6	6
Exit 3						
Exit 4						

Preempt LP

Channel	1	2	3	4
Min				
Max				
Enable				
Lock Mode	MAX	MAX	MAX	MAX
Coord in Preempt				
No Skip				
Priority P1				
Priority P2				
Priority P3				
Priority P4				
Lock				
Headway				
Group Lock				
Queue Jump				
Free Mode				
Alt Table				

Station : 1340 - US 27_Bates (Standard File)

Coordination

Hour	Minute	Action	Pattern	Cycle	Offset	Split	Sequnc	Short	Long	Dwell	Split 1	Split 2	Split 3	Split 4	Split 5	Split 6	Split 7	Split 8	Split 9	Split 10	Split 11	Split 12	Split 13	Split 14	Split 15	Split 16
Day Plan 1											**Easy**															
		99	254																							
6	30	1	1	160	120	1	6	5	40		20	85	20	35	25	80	35	20								
9	30	13	13	200	153	13	6	5	40		20	120	20	40	40	100	40	20								
11		13	13	200	153	13	6	5	40		20	120	20	40	40	100	40	20								
15		14	14	250	114	14	6	5	40		23	125	35	67	43	105	40	62								
17	30	13	13	200	153	13	6	5	40		20	120	20	40	40	100	40	20								
19	45	4	4	120	68	4	7	5	40		20	55	20	25	25	50	25	20								
21		99	254																							
Day Plan 2											**Easy**															
		99	254																							
7		4	4	120	68	4	7	5	40		20	55	20	25	25	50	25	20								
9		13	13	200	153	13	6	5	40		20	120	20	40	40	100	40	20								
18	30	4	4	120	68	4	7	5	40		20	55	20	25	25	50	25	20								
20	30	99	254																							
Day Plan 3											**Easy**															
		99	254																							
9	30	13	13	200	153	13	6	5	40		20	120	20	40	40	100	40	20								
18	30	4	4	120	68	4	7	5	40		20	55	20	25	25	50	25	20								
20	30	99	254																							

Station : 1340 - US 27_Bates (Standard File)

Hour	Minute	Action	Pattern	Cycle	Offset	Split	Seqnc	Short	Long	Dwell	Split 1	Split 2	Split 3	Split 4	Split 5	Split 6	Split 7	Split 8	Split 9	Split 10	Split 11	Split 12	Split 13	Split 14	Split 15	Split 16
Day Plan 4											**Easy**															
		99	254																							
6	30	1	1	160	120	1	6	5	40		20	85	20	35	25	80	35	20								
9	30	3	3	180		3	5	5	40		20	100	20	40	40	80	40	20								
11		13	13	200	153	13	6	5	40		20	120	20	40	40	100	40	20								
19		4	4	120	68	4	7	5	40		20	55	20	25	25	50	25	20								
21		99	254																							

Scheduler

	Month											Day of Week							Day of Month									1									2									3		
Plan	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	Day Plan
1			1	1	1	1	1	1	1	1				1	1	1	1	1		1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
2	1	1	1	1	1	1	1	1	1	1	1	1							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	2
3	1	1	1	1	1	1	1	1	1	1	1	1	1							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	3
4										1				1	1	1	1	1																1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
5	1	1									1	1		1	1	1	1	1		1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
6			1											1	1	1	1	1		1	1	1	1	1	1	1	1	1	1	1	1	1	1	1																	1
7																																																				1
8																																																				1
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30																																																				1
31																																																				1
32																																																				1

User Comments:

APPENDIX D
LEVEL OF SERVICE REPORTS FOR EXISTING CONDITIONS

Intersection	
Int Delay, s/veh	39.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Lane Configurations														
Traffic Vol, veh/h	1	0	15	10	0	49	8	4	2512	22	11	28	1869	8
Future Vol, veh/h	1	0	15	10	0	49	8	4	2512	22	11	28	1869	8
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	-	None	-	-	-	None
Storage Length	-	-	-	-	-	-	-	560	-	535	-	560	-	515
Veh in Median Storage, #	-	0	-	-	0	-	-	-	0	-	-	-	0	-
Grade, %	-	0	-	-	0	-	-	-	0	-	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	0	16	11	0	53	9	4	2730	24	12	30	2032	9

Major/Minor	Minor2			Minor1				Major1			Major2			
Conflicting Flow All	3234	4896	1016	3653	4881	1365	1483	2041	0	0	1993	2754	0	0
Stage 1	2116	2116	-	2756	2756	-	-	-	-	-	-	-	-	-
Stage 2	1118	2780	-	897	2125	-	-	-	-	-	-	-	-	-
Critical Hdwy	6.44	6.54	7.14	6.44	6.54	7.14	5.64	5.34	-	-	5.64	5.34	-	-
Critical Hdwy Stg 1	7.34	5.54	-	7.34	5.54	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.74	5.54	-	6.74	5.54	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.82	4.02	3.92	3.82	4.02	3.92	2.32	3.12	-	-	2.32	3.12	-	-
Pot Cap-1 Maneuver	10	1	202	~ 5	1	118	236	119	-	-	121	51	-	-
Stage 1	32	90	-	11	42	-	-	-	-	-	-	-	-	-
Stage 2	198	40	-	272	89	-	-	-	-	-	-	-	-	-
Platoon blocked, %									-	-			-	-
Mov Cap-1 Maneuver	2	0	202	~ 2	0	118	171	171	-	-	55	55	-	-
Mov Cap-2 Maneuver	2	0	-	~ 2	0	-	-	-	-	-	-	-	-	-
Stage 1	30	22	-	~ 10	39	-	-	-	-	-	-	-	-	-
Stage 2	100	37	-	60	22	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	256.2	$ 2847.2	0.1	3.6
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	171	-	-	28	11	55	-	-
HCM Lane V/C Ratio	0.076	-	-	0.621	5.83	0.771	-	-
HCM Control Delay (s)	27.8	-	-	256.2	$ 2847.2	175.8	-	-
HCM Lane LOS	D	-	-	F	F	F	-	-
HCM 95th %tile Q(veh)	0.2	-	-	2	9.2	3.3	-	-

Notes

~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Lane Configurations														
Traffic Vol, veh/h	0	0	2	0	0	15	1	2	2526	12	2	8	1902	2
Future Vol, veh/h	0	0	2	0	0	15	1	2	2526	12	2	8	1902	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	-	None	-	-	-	None
Storage Length	-	-	0	-	-	0	-	650	-	-	-	585	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	-	0	-	-	-	0	-
Grade, %	-	0	-	-	0	-	-	-	0	-	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	2	0	0	16	1	2	2746	13	2	9	2067	2

Major/Minor	Minor2			Minor1			Major1				Major2			
Conflicting Flow All	-	-	1035	-	-	1380	1511	2069	0	0	2014	2759	0	0
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	7.14	-	-	7.14	5.64	5.34	-	-	5.64	5.34	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.92	-	-	3.92	2.32	3.12	-	-	2.32	3.12	-	-
Pot Cap-1 Maneuver	0	0	197	0	0	115	228	115	-	-	118	51	-	-
Stage 1	0	0	-	0	0	-	-	-	-	-	-	-	-	-
Stage 2	0	0	-	0	0	-	-	-	-	-	-	-	-	-
Platoon blocked, %									-	-			-	-
Mov Cap-1 Maneuver	-	-	197	-	-	115	138	138	-	-	57	57	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	23.5	41.4	0	0.4
HCM LOS	C	E		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	138	-	-	197	115	57	-	-
HCM Lane V/C Ratio	0.024	-	-	0.011	0.142	0.191	-	-
HCM Control Delay (s)	31.8	-	-	23.5	41.4	82.9	-	-
HCM Lane LOS	D	-	-	C	E	F	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0	0.5	0.6	-	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Traffic Volume (veh/h)	7	4	7	277	16	147	4	13	2023	160	7	153
Future Volume (veh/h)	7	4	7	277	16	147	4	13	2023	160	7	153
Initial Q (Qb), veh	0	0	0	0	0	0		0	0	0		0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00		1.00		1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00
Work Zone On Approach		No			No				No			
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870		1870	1870	1870		1870
Adj Flow Rate, veh/h	8	4	8	301	17	160		14	2199	174		166
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92		0.92	0.92	0.92		0.92
Percent Heavy Veh, %	2	2	2	2	2	2		2	2	2		2
Cap, veh/h	32	10	20	328	30	287		26	2599	807		187
Arrive On Green	0.01	0.02	0.02	0.18	0.20	0.20		0.01	0.51	0.51		0.10
Sat Flow, veh/h	3456	557	1113	1781	155	1454		1781	5106	1585		1781
Grp Volume(v), veh/h	8	0	12	301	0	177		14	2199	174		166
Grp Sat Flow(s),veh/h/ln	1728	0	1670	1781	0	1609		1781	1702	1585		1781
Q Serve(g_s), s	0.4	0.0	1.1	26.6	0.0	15.9		1.3	59.6	4.3		14.8
Cycle Q Clear(g_c), s	0.4	0.0	1.1	26.6	0.0	15.9		1.3	59.6	4.3		14.8
Prop In Lane	1.00		0.67	1.00		0.90		1.00		1.00		1.00
Lane Grp Cap(c), veh/h	32	0	30	328	0	317		26	2599	807		187
V/C Ratio(X)	0.25	0.00	0.40	0.92	0.00	0.56		0.54	0.85	0.22		0.89
Avail Cap(c_a), veh/h	858	0	79	812	0	422		142	2910	903		212
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00		1.00	1.00	1.00		1.00
Uniform Delay (d), s/veh	78.9	0.0	77.9	64.3	0.0	58.1		78.5	33.9	4.2		70.8
Incr Delay (d2), s/veh	3.9	0.0	8.3	10.4	0.0	1.5		16.6	2.3	0.1		31.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0		0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	0.6	12.9	0.0	6.6		0.7	23.6	3.4		8.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	82.8	0.0	86.1	74.7	0.0	59.6		95.1	36.2	4.4		102.0
LnGrp LOS	F	A	F	E	A	E		F	D	A		F
Approach Vol, veh/h		20			478				2387			
Approach Delay, s/veh		84.8			69.1				34.2			
Approach LOS		F			E				C			

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.5	102.2	7.7	39.0	24.4	89.2	36.4	10.3
Change Period (Y+Rc), s	9.2	7.6	* 6.2	* 7.4	7.6	* 7.6	6.9	7.4
Max Green Setting (Gmax), s	12.8	95.4	* 40	* 42	19.1	* 91	73.1	7.6
Max Q Clear Time (g_c+I1), s	3.3	37.8	2.4	17.9	16.8	61.6	28.6	3.1
Green Ext Time (p_c), s	0.0	19.1	0.0	1.0	0.1	20.1	0.9	0.0

Intersection Summary	
HCM 6th Ctrl Delay	35.3
HCM 6th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.

User approved ignoring U-Turning movement.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Movement	SBT	SBR
Lane Configurations		
Traffic Volume (veh/h)	1656	18
Future Volume (veh/h)	1656	18
Initial Q (Qb), veh	0	0
Ped-Bike Adj(A_pbT)		1.00
Parking Bus, Adj	1.00	1.00
Work Zone On Approach	No	
Adj Sat Flow, veh/h/ln	1870	1870
Adj Flow Rate, veh/h	1800	20
Peak Hour Factor	0.92	0.92
Percent Heavy Veh, %	2	2
Cap, veh/h	3010	934
Arrive On Green	0.59	0.59
Sat Flow, veh/h	5106	1585
Grp Volume(v), veh/h	1800	20
Grp Sat Flow(s),veh/h/ln	1702	1585
Q Serve(g_s), s	35.8	0.8
Cycle Q Clear(g_c), s	35.8	0.8
Prop In Lane		1.00
Lane Grp Cap(c), veh/h	3010	934
V/C Ratio(X)	0.60	0.02
Avail Cap(c_a), veh/h	3037	943
HCM Platoon Ratio	1.00	1.00
Upstream Filter(I)	1.00	1.00
Uniform Delay (d), s/veh	20.9	13.7
Incr Delay (d2), s/veh	0.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0
%ile BackOfQ(50%),veh/ln	13.3	0.3
Unsig. Movement Delay, s/veh		
LnGrp Delay(d),s/veh	21.2	13.7
LnGrp LOS	C	B
Approach Vol, veh/h	1986	
Approach Delay, s/veh	27.9	
Approach LOS	C	

Timer - Assigned Phs

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Lane Configurations														
Traffic Volume (veh/h)	37	30	47	245	16	255	6	20	2132	211	7	169	1566	7
Future Volume (veh/h)	37	30	47	245	16	255	6	20	2132	211	7	169	1566	7
Initial Q (Qb), veh	0	0	0	0	0	0		0	0	0		0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00		1.00		1.00		1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00
Work Zone On Approach		No			No				No				No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870		1870	1870	1870		1870	1870	1870
Adj Flow Rate, veh/h	40	33	51	266	17	277		22	2317	229		184	1702	8
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92		0.92	0.92	0.92		0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2		2	2	2		2	2	2
Cap, veh/h	82	139	215	269	19	316		201	2817	874		208	3112	966
Arrive On Green	0.21	0.21	0.21	0.21	0.21	0.21		0.02	0.55	0.55		0.08	0.61	0.61
Sat Flow, veh/h	1085	662	1024	1314	92	1507		1781	5106	1585		1781	5106	1585
Grp Volume(v), veh/h	40	0	84	266	0	294		22	2317	229		184	1702	8
Grp Sat Flow(s),veh/h/ln	1085	0	1686	1314	0	1599		1781	1702	1585		1781	1702	1585
Q Serve(g_s), s	4.8	0.0	6.3	25.5	0.0	27.0		0.8	56.5	11.5		9.5	29.6	0.3
Cycle Q Clear(g_c), s	31.8	0.0	6.3	31.8	0.0	27.0		0.8	56.5	11.5		9.5	29.6	0.3
Prop In Lane	1.00		0.61	1.00		0.94		1.00		1.00		1.00		1.00
Lane Grp Cap(c), veh/h	82	0	354	269	0	335		201	2817	874		208	3112	966
V/C Ratio(X)	0.49	0.00	0.24	0.99	0.00	0.88		0.11	0.82	0.26		0.88	0.55	0.01
Avail Cap(c_a), veh/h	82	0	354	269	0	335		300	2817	874		321	3112	966
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00
Uniform Delay (d), s/veh	73.7	0.0	49.8	65.2	0.0	58.0		15.6	27.9	17.8		44.8	17.3	11.6
Incr Delay (d2), s/veh	4.4	0.0	0.3	52.1	0.0	22.0		0.2	2.9	0.7		16.4	0.7	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	0.0	2.7	14.1	0.0	12.8		0.3	21.8	4.2		7.8	10.8	0.1
Unsig. Movement Delay, s/veh														
LnGrp Delay(d),s/veh	78.2	0.0	50.2	117.3	0.0	80.0		15.9	30.8	18.5		61.2	18.0	11.6
LnGrp LOS	E	A	D	F	A	F		B	C	B		E	B	B
Approach Vol, veh/h		124			560				2568				1894	
Approach Delay, s/veh		59.2			97.7				29.5				22.2	
Approach LOS		E			F				C				C	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	31.6	100.0		40.0	20.4	91.2		40.0
Change Period (Y+Rc), s	* 8.6	7.6		* 8.2	* 8.6	7.6		* 8.2
Max Green Setting (Gmax), s	* 11	92.4		* 32	* 21	82.4		* 32
Max Q Clear Time (g_c+I1), s	12.8	31.6		33.8	11.5	58.5		33.8
Green Ext Time (p_c), s	0.0	17.3		0.0	0.3	18.2		0.0

Intersection Summary	
HCM 6th Ctrl Delay	35.0
HCM 6th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.

User approved ignoring U-Turning movement.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Int Delay, s/veh	4.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Lane Configurations														
Traffic Vol, veh/h	7	2	10	18	1	48	1	11	2395	57	1	68	2787	22
Future Vol, veh/h	7	2	10	18	1	48	1	11	2395	57	1	68	2787	22
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	-	None	-	-	-	None
Storage Length	-	-	-	-	-	-	-	560	-	535	-	560	-	515
Veh in Median Storage, #	-	0	-	-	0	-	-	-	0	-	-	-	0	-
Grade, %	-	0	-	-	0	-	-	-	0	-	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	8	2	11	20	1	52	1	12	2603	62	1	74	3029	24

Major/Minor	Minor2			Minor1			Major1				Major2			
Conflicting Flow All	4247	5870	1515	3992	5832	1302	2211	3053	0	0	1900	2665	0	0
Stage 1	3179	3179	-	2629	2629	-	-	-	-	-	-	-	-	-
Stage 2	1068	2691	-	1363	3203	-	-	-	-	-	-	-	-	-
Critical Hdwy	6.44	6.54	7.14	6.44	6.54	7.14	5.64	5.34	-	-	5.64	5.34	-	-
Critical Hdwy Stg 1	7.34	5.54	-	7.34	5.54	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.74	5.54	-	6.74	5.54	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.82	4.02	3.92	3.82	4.02	3.92	2.32	3.12	-	-	2.32	3.12	-	-
Pot Cap-1 Maneuver	~ 2	0	93	~ 3	0	130	91	35	-	-	137	~ 57	-	-
Stage 1	~ 5	25	-	~ 13	49	-	-	-	-	-	-	-	-	-
Stage 2	213	45	-	139	24	-	-	-	-	-	-	-	-	-
Platoon blocked, %									-	-			-	-
Mov Cap-1 Maneuver	-	0	93	-	0	130	37	37	-	-	57	~ 57	-	-
Mov Cap-2 Maneuver	-	0	-	-	0	-	-	-	-	-	-	-	-	-
Stage 1	~ 3	0	-	~ 8	32	-	-	-	-	-	-	-	-	-
Stage 2	80	29	-	-	0	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s			0.7	8.2
HCM LOS	-	-		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	37	-	-	-	-	~ 57	-	-
HCM Lane V/C Ratio	0.353	-	-	-	-	1.316	-	-
HCM Control Delay (s)	149.5	-	-	-	-	$ 342.1	-	-
HCM Lane LOS	F	-	-	-	-	F	-	-
HCM 95th %tile Q(veh)	1.2	-	-	-	-	6.5	-	-

Notes

~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations													
Traffic Vol, veh/h	0	0	6	0	0	19	3	3	2412	6	4	2856	3
Future Vol, veh/h	0	0	6	0	0	19	3	3	2412	6	4	2856	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	-	None	-	-	None
Storage Length	-	-	0	-	-	0	-	650	-	-	585	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	7	0	0	21	3	3	2622	7	4	3104	3

Major/Minor	Minor2			Minor1			Major1				Major2		
Conflicting Flow All	-	-	1554	-	-	1315	2269	3107	0	0	2629	0	0
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	7.14	-	-	7.14	5.64	5.34	-	-	5.34	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.92	-	-	3.92	2.32	3.12	-	-	3.12	-	-
Pot Cap-1 Maneuver	0	0	87	0	0	127	84	33	-	-	59	-	-
Stage 1	0	0	-	0	0	-	-	-	-	-	-	-	-
Stage 2	0	0	-	0	0	-	-	-	-	-	-	-	-
Platoon blocked, %									-	-		-	-
Mov Cap-1 Maneuver	-	-	87	-	-	127	46	46	-	-	59	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	49.7	38.8	0.2	0.1
HCM LOS	E	E		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	46	-	-	87	127	59	-	-
HCM Lane V/C Ratio	0.142	-	-	0.075	0.163	0.074	-	-
HCM Control Delay (s)	94.9	-	-	49.7	38.8	70.8	-	-
HCM Lane LOS	F	-	-	E	E	F	-	-
HCM 95th %tile Q(veh)	0.5	-	-	0.2	0.6	0.2	-	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	36	18	24	279	15	112	12	2054	292	233	2138	22
Future Volume (veh/h)	36	18	24	279	15	112	12	2054	292	233	2138	22
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	39	20	26	303	16	122	13	2233	317	253	2324	24
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	434	30	39	328	19	144	83	2580	801	276	3095	961
Arrive On Green	0.10	0.04	0.04	0.16	0.10	0.10	0.01	0.51	0.51	0.12	0.61	0.61
Sat Flow, veh/h	3456	738	960	1781	187	1427	1781	5106	1585	1781	5106	1585
Grp Volume(v), veh/h	39	0	46	303	0	138	13	2233	317	253	2324	24
Grp Sat Flow(s),veh/h/ln	1728	0	1698	1781	0	1614	1781	1702	1585	1781	1702	1585
Q Serve(g_s), s	0.0	0.0	4.6	24.4	0.0	14.4	0.7	66.0	21.2	18.7	56.5	0.5
Cycle Q Clear(g_c), s	0.0	0.0	4.6	24.4	0.0	14.4	0.7	66.0	21.2	18.7	56.5	0.5
Prop In Lane	1.00		0.57	1.00		0.88	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	434	0	69	328	0	163	83	2580	801	276	3095	961
V/C Ratio(X)	0.09	0.00	0.66	0.93	0.00	0.85	0.16	0.87	0.40	0.92	0.75	0.02
Avail Cap(c_a), veh/h	434	0	283	565	0	649	212	2778	862	409	3284	1019
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	69.3	0.0	81.2	69.2	0.0	75.9	35.8	37.3	26.3	71.6	24.4	3.8
Incr Delay (d2), s/veh	0.1	0.0	10.4	13.3	0.0	11.5	0.9	3.0	0.3	19.2	0.9	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	0.0	2.2	14.2	0.0	6.5	0.3	26.6	8.1	12.2	21.3	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	69.4	0.0	91.6	82.5	0.0	87.4	36.7	40.3	26.6	90.8	25.4	3.8
LnGrp LOS	E	A	F	F	A	F	D	D	C	F	C	A
Approach Vol, veh/h		85			441			2563			2601	
Approach Delay, s/veh		81.4			84.0			38.6			31.5	
Approach LOS		F			F			D			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.5	111.7	24.3	24.2	28.8	94.3	34.1	14.4
Change Period (Y+Rc), s	9.2	7.6	6.9	* 6.9	7.6	* 7.6	6.9	7.4
Max Green Setting (Gmax), s	14.8	110.4	10.8	* 69	34.1	* 93	50.1	28.6
Max Q Clear Time (g_c+I1), s	2.7	58.5	2.0	16.4	20.7	68.0	26.4	6.6
Green Ext Time (p_c), s	0.0	29.2	0.0	0.9	0.5	18.7	0.9	0.2

Intersection Summary	
HCM 6th Ctrl Delay	39.5
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Lane Configurations														
Traffic Volume (veh/h)	28	25	63	279	41	253	13	80	1784	252	12	357	2166	54
Future Volume (veh/h)	28	25	63	279	41	253	13	80	1784	252	12	357	2166	54
Initial Q (Qb), veh	0	0	0	0	0	0		0	0	0		0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00		1.00		1.00		1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00
Work Zone On Approach		No			No				No				No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870		1870	1870	1870		1870	1870	1870
Adj Flow Rate, veh/h	30	27	68	303	45	275		87	1939	274		388	2354	59
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92		0.92	0.92	0.92		0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2		2	2	2		2	2	2
Cap, veh/h	105	113	284	301	55	333		149	1981	615		417	2808	872
Arrive On Green	0.24	0.24	0.24	0.24	0.24	0.24		0.04	0.39	0.39		0.20	0.55	0.55
Sat Flow, veh/h	1060	471	1186	1301	228	1392		1781	5106	1585		1781	5106	1585
Grp Volume(v), veh/h	30	0	95	303	0	320		87	1939	274		388	2354	59
Grp Sat Flow(s),veh/h/ln	1060	0	1657	1301	0	1620		1781	1702	1585		1781	1702	1585
Q Serve(g_s), s	4.0	0.0	6.7	28.1	0.0	27.2		4.2	54.5	18.6		26.8	56.0	2.5
Cycle Q Clear(g_c), s	31.2	0.0	6.7	34.8	0.0	27.2		4.2	54.5	18.6		26.8	56.0	2.5
Prop In Lane	1.00		0.72	1.00		0.86		1.00		1.00		1.00		1.00
Lane Grp Cap(c), veh/h	105	0	397	301	0	388		149	1981	615		417	2808	872
V/C Ratio(X)	0.29	0.00	0.24	1.01	0.00	0.83		0.58	0.98	0.45		0.93	0.84	0.07
Avail Cap(c_a), veh/h	105	0	397	301	0	388		409	1981	615		596	2808	872
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00
Uniform Delay (d), s/veh	67.2	0.0	44.6	61.0	0.0	52.4		32.4	43.9	32.9		47.2	27.3	15.3
Incr Delay (d2), s/veh	1.5	0.0	0.3	53.8	0.0	13.6		3.6	15.5	0.5		17.1	2.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	0.0	2.8	15.6	0.0	12.3		1.9	24.4	6.9		14.8	21.3	0.9
Unsig. Movement Delay, s/veh														
LnGrp Delay(d),s/veh	68.7	0.0	44.9	114.8	0.0	66.0		36.0	59.4	33.4		64.3	29.7	15.3
LnGrp LOS	E	A	D	F	A	E		D	E	C		E	C	B
Approach Vol, veh/h		125			623				2300				2801	
Approach Delay, s/veh		50.6			89.7				55.4				34.2	
Approach LOS		D			F				E				C	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	34.8	87.5		43.0	38.4	64.0		43.0
Change Period (Y+Rc), s	* 8.6	7.6		* 8.2	* 8.6	7.6		* 8.2
Max Green Setting (Gmax), s	* 27	73.4		* 35	* 44	56.4		* 35
Max Q Clear Time (g_c+I1), s	36.2	58.0		36.8	28.8	56.5		33.2
Green Ext Time (p_c), s	0.2	12.6		0.0	1.0	0.0		0.1

Intersection Summary	
HCM 6th Ctrl Delay	48.8
HCM 6th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.

User approved ignoring U-Turning movement.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

APPENDIX E
GROWTH RATE

Project: Davenport - Retail
Location: Polk County, FL
Notes:

Volume Source #1: 0310 - SR-25/US-27,280' S OF S HOLLY HI
Volume Soruce #2: 5210 - SR 25/US 27, NORTH OF BATES R(
Volume Source #3: 0085 - SR25/US27, N OF CR17/OLD POLK
Volume Source #4: 0043 - SR 600/US 17/92, SOUTHWEST OF
Volume Source #5: 4138 - CR 547/LEE JACKSON ST, N OF CF

Line	Month	Year	Volume Source #1	Volume Source #2	Volume Source #3	Volume Source #4	Volume Source #5	Total Volume
1		2013	45246	44500	46500	9800	2700	148746
2		2014	48178	45500	47500	10000	2300	153478
3		2015	52535	49000	50000	11500	2300	165335
4		2016	55599	53500	57000	12200	2500	180799
5		2017	58237	48000	49000	12900	2700	170837
6		2018	60155	51000	52000	14700	2800	180655
7		2019	63391	54000	54500	14300	3400	189591
8		2020	57876	54000	49000	14000	3400	178276
9		2021	71368	55500	57500	19400	3600	207368
10		2022	72576	55500	57500	19900	3800	209276

INPUT DATA

Line	Month	Year	Aggregate Traffic Volume
1		2013	148746
2		2014	153478
3		2015	165335
4		2016	180799
5		2017	170837
6		2018	180655
7		2019	189591
8		2020	178276
9		2021	207368
10		2022	209276

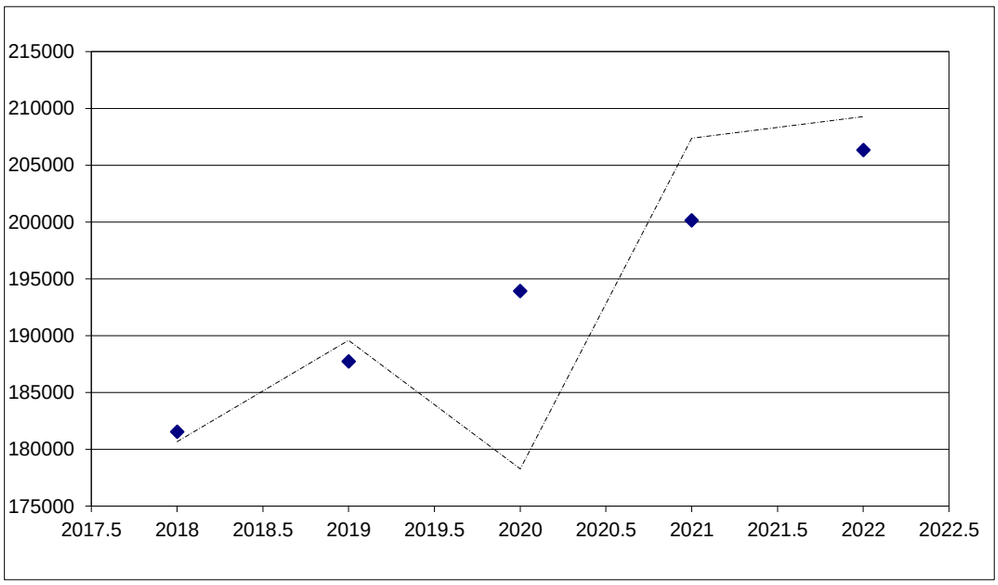
OUTPUT DATA

Line	Month	Year	Best Fit Volume Trend
1		2013	150538.8545
2		2014	156738.2424
3		2015	162937.6303
4		2016	169137.0182
5		2017	175336.4061
6		2018	181535.7939
7		2019	187735.1818
8		2020	193934.5697
9		2021	200133.9576
10		2022	206333.3455

Slope: 6199.387879
Intercept: -12328828.9
R^2: 0.867035752
Standard Error: 7796.141786

Exponential Growth Rate: 3.57%
Future = Existing (1+Growth)^N

Linear Growth Rate: 4.12%
Future = Existing (1+Growth*N)



ILL TANK RD,POLK CO

R 547/BAY ST

Month Vlookup

Month	Month Number	Year Equiv.	Actual Equiv. Year	Total Equiv. Year	Agg. Volume	Best Fit Volume
JAN	0	0	0	2013	148746	150538.9
FEB	1	0.083333	0	2014	153478	156738.2
MAR	2	0.166667	0	2015	165335	162937.6
APR	3	0.25	0	2016	180799	169137
MAY	4	0.333333	0	2017	170837	175336.4
JUN	5	0.416667	0	2018	180655	181535.8
JUL	6	0.5	0	2019	189591	187735.2
AUG	7	0.583333	0	2020	178276	193934.6
SEP	8	0.666667	0	2021	207368	200134
OCT	9	0.75	0	2022	209276	206333.3
NOV	10	0.833333	0			
DEC	11	0.916667	0			
			MAX:	2022		206333.3
			MIN:	2013		150538.9
			Ranges:			

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2022 HISTORICAL AADT REPORT

COUNTY: 16 - POLK

SITE: 0043 - SR 600/US 17/92, SOUTHWEST OF CR 547, DAVENPORT

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2022	19900 C	N 9900	S 10000	9.00	55.20	8.30
2021	19400 C	N 9400	S 10000	9.00	55.30	9.50
2020	14000 C	N 6800	S 7200	9.00	53.40	8.40
2019	14300 C	N 6900	S 7400	9.00	56.00	9.30
2018	14700 C	N 7200	S 7500	9.00	54.50	10.00
2017	12900 C	N 6400	S 6500	9.00	54.50	9.70
2016	12200 C	N 6000	S 6200	9.00	53.30	10.10
2015	11500 C	N 5600	S 5900	9.00	55.70	10.10
2014	10000 F	N 4900	S 5100	9.00	55.60	7.60
2013	9800 C	N 4800	S 5000	9.00	55.90	7.60
2012	9600 C	N 4900	S 4700	9.00	55.80	7.70
2011	9700 F	N 4800	S 4900	9.00	55.70	7.20
2010	9700 C	N 4800	S 4900	9.55	56.07	7.20
2009	10200 C	N 5000	S 5200	9.36	56.35	7.80
2008	10600 C	N 5200	S 5400	9.78	55.29	9.10
2007	11300 C	N 5600	S 5700	9.66	55.30	9.90

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2022 HISTORICAL AADT REPORT

COUNTY: 16 - POLK

SITE: 0085 - SR25/US27, N OF CR17/OLD POLK CITY RD HAINES CITY

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2022	57500 F	N 29000	S 28500	9.00	51.60	8.10
2021	57500 C	N 29000	S 28500	9.00	51.70	8.20
2020	49000 C	N 24500	S 24500	9.00	51.60	9.10
2019	54500 C	N 27500	S 27000	9.00	52.00	8.40
2018	52000 C	N 26500	S 25500	9.00	51.90	9.10
2017	49000 C	N 25000	S 24000	9.00	52.00	7.70
2016	57000 C	N 28500	S 28500	9.00	52.10	7.70
2015	50000 C	N 25000	S 25000	9.00	52.00	7.70
2014	47500 F	N 24000	S 23500	9.00	52.10	8.40
2013	46500 C	N 23500	S 23000	9.00	52.50	8.40
2012	44000 C	N 22500	S 21500	9.00	52.10	8.40
2011	45000 F	N 23000	S 22000	9.00	52.30	8.10
2010	45000 C	N 23000	S 22000	9.09	54.24	8.10
2009	48000 C	N 24000	S 24000	8.99	53.28	7.00
2008	46500 C	N 23000	S 23500	9.32	52.85	8.30
2007	49500 C	N 25000	S 24500	9.77	54.93	9.40

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FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2022 HISTORICAL AADT REPORT

COUNTY: 16 - POLK

SITE: 0310 - SR-25/US-27,280' S OF S HOLLY HILL TANK RD,POLK CO

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2022	72576 C	N 37411	S 35165	9.00	51.10	7.40
2021	71368 C	N 36926	S 34442	9.00	51.60	7.60
2020	57876 C	N 29790	S 28086	9.00	51.50	8.40
2019	63391 C	N 32602	S 30789	9.00	52.00	7.70
2018	60155 C	N 30860	S 29295	9.00	52.10	7.90
2017	58237 C	N 29730	S 28507	9.00	52.10	8.20
2016	55599 C	N 28275	S 27324	9.00	52.50	8.10
2015	52535 C	N 26621	S 25914	9.00	52.30	8.10
2014	48178 C	N 24356	S 23822	9.00	52.40	8.30
2013	45246 C	N 22830	S 22416	9.00	53.30	8.20
2012	44834 C	N 22730	S 22104	9.00	52.30	8.10
2011	44534 C	N 22521	S 22013	9.00	52.90	8.40
2010	45250 C	N 22862	S 22388	8.83	55.29	8.30
2009	44635 C	N 22484	S 22151	9.00	54.13	8.60
2008	44487 C	N 22415	S 22072	9.11	53.23	8.50
2007	42819 C	N 21484	S 21335	8.18	51.18	10.70

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FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2022 HISTORICAL AADT REPORT

COUNTY: 16 - POLK

SITE: 4138 - CR 547/LEE JACKSON ST, N OF CR 547/BAY ST PC 138

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2022	3800 E			9.00	55.20	9.00
2021	3600 S	N 1700	S 1900	9.00	55.30	8.00
2020	3400 F	N 1600	S 1800	9.00	53.40	8.00
2019	3400 C	N 1600	S 1800	9.00	56.00	8.00
2018	2800 X	0	0	9.00	54.50	7.80
2017	2700 T			9.00	54.50	7.50
2016	2500 S	N 1200	S 1300	9.00	53.30	6.00
2015	2300 F	N 1100	S 1200	9.00	55.70	6.00
2014	2300 C	N 1100	S 1200	9.00	55.60	6.00
2013	2700 S	N 1300	S 1400	9.00	55.90	7.10
2012	2700 F	N 1300	S 1400	9.00	55.80	7.10
2011	2700 C	N 1300	S 1400	9.00	55.70	7.10
2010	2200 S	N 1100	S 1100	9.55	56.07	6.00
2009	2200 F	N 1100	S 1100	9.36	56.35	6.00
2008	2200 C	N 1100	S 1100	9.78	55.29	6.00

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
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V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2022 HISTORICAL AADT REPORT

COUNTY: 16 - POLK

SITE: 5210 - SR 25/US 27, NORTH OF BATES ROAD HAINES CITY

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2022	55500 F	N 28500	S 27000	9.00	51.60	8.10
2021	55500 C	N 28500	S 27000	9.00	51.70	8.20
2020	54000 C	N 28000	S 26000	9.00	51.60	9.10
2019	54000 C	N 28000	S 26000	9.00	52.00	8.40
2018	51000 C	N 26000	S 25000	9.00	51.90	9.10
2017	48000 C	N 25000	S 23000	9.00	52.00	8.00
2016	53500 C	N 27000	S 26500	9.00	52.10	8.00
2015	49000 C	N 24500	S 24500	9.00	52.00	8.00
2014	45500 F	N 22500	S 23000	9.00	52.10	7.50
2013	44500 C	N 22000	S 22500	9.00	52.50	7.50
2012	44500 C	N 23000	S 21500	9.00	52.10	8.60
2011	47000 F	N 24000	S 23000	9.00	52.30	7.80
2010	47000 C	N 24000	S 23000	9.09	54.24	7.80
2009	47500 C	N 24000	S 23500	8.99	53.28	8.60
2008	48500 C	N 25000	S 23500	9.32	52.85	9.80
2007	47500 C	N 24000	S 23500	9.77	54.93	9.80

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

APPENDIX F
LEVEL OF SERVICE EDITION REPORTS FOR BACKGROUND CONDITIONS

Intersection	
Int Delay, s/veh	4.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Lane Configurations														
Traffic Vol, veh/h	1	0	17	11	0	55	9	5	2834	25	12	32	2108	9
Future Vol, veh/h	1	0	17	11	0	55	9	5	2834	25	12	32	2108	9
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	-	None	-	-	-	None
Storage Length	-	-	-	-	-	-	-	560	-	535	-	560	-	515
Veh in Median Storage, #	-	0	-	-	0	-	-	-	0	-	-	-	0	-
Grade, %	-	0	-	-	0	-	-	-	0	-	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	0	18	12	0	60	10	5	3080	27	13	35	2291	10

Major/Minor	Minor2			Minor1			Major1				Major2			
Conflicting Flow All	3649	5524	1146	4122	5507	1540	1673	2301	0	0	2249	3107	0	0
Stage 1	2387	2387	-	3110	3110	-	-	-	-	-	-	-	-	-
Stage 2	1262	3137	-	1012	2397	-	-	-	-	-	-	-	-	-
Critical Hdwy	6.44	6.54	7.14	6.44	6.54	7.14	5.64	5.34	-	-	5.64	5.34	-	-
Critical Hdwy Stg 1	7.34	5.54	-	7.34	5.54	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.74	5.54	-	6.74	5.54	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.82	4.02	3.92	3.82	4.02	3.92	2.32	3.12	-	-	2.32	3.12	-	-
Pot Cap-1 Maneuver	5	0	166	~ 3	0	89	184	88	-	-	87	~ 33	-	-
Stage 1	20	65	-	~ 6	27	-	-	-	-	-	-	-	-	-
Stage 2	161	26	-	231	64	-	-	-	-	-	-	-	-	-
Platoon blocked, %									-	-			-	-
Mov Cap-1 Maneuver	-	0	166	-	0	89	126	126	-	-	33	~ 33	-	-
Mov Cap-2 Maneuver	-	0	-	-	0	-	-	-	-	-	-	-	-	-
Stage 1	18	0	-	~ 5	24	-	-	-	-	-	-	-	-	-
Stage 2	47	23	-	-	0	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s			0.2	10.2
HCM LOS	-	-		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	126	-	-	-	-	~ 33	-	-
HCM Lane V/C Ratio	0.121	-	-	-	-	1.449	-	-
HCM Control Delay (s)	37.5	-	-	-	-	$ 500.4	-	-
HCM Lane LOS	E	-	-	-	-	F	-	-
HCM 95th %tile Q(veh)	0.4	-	-	-	-	5.3	-	-

Notes

~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Lane Configurations														
Traffic Vol, veh/h	0	0	2	0	0	17	1	2	2850	14	2	9	2146	2
Future Vol, veh/h	0	0	2	0	0	17	1	2	2850	14	2	9	2146	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	-	None	-	-	-	None
Storage Length	-	-	0	-	-	0	-	650	-	-	-	585	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	-	0	-	-	-	0	-
Grade, %	-	0	-	-	0	-	-	-	0	-	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	2	0	0	18	1	2	3098	15	2	10	2333	2

Major/Minor	Minor2		Minor1			Major1					Major2			
Conflicting Flow All	-	-	1168	-	-	1557	1704	2335	0	0	2273	3113	0	0
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	7.14	-	-	7.14	5.64	5.34	-	-	5.64	5.34	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.92	-	-	3.92	2.32	3.12	-	-	2.32	3.12	-	-
Pot Cap-1 Maneuver	0	0	160	0	0	87	177	84	-	-	84	33	-	-
Stage 1	0	0	-	0	0	-	-	-	-	-	-	-	-	-
Stage 2	0	0	-	0	0	-	-	-	-	-	-	-	-	-
Platoon blocked, %									-	-			-	-
Mov Cap-1 Maneuver	-	-	160	-	-	87	102	102	-	-	36	36	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	27.8	57.2	0	0.7
HCM LOS	D	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	102	-	-	160	87	36	-	-
HCM Lane V/C Ratio	0.032	-	-	0.014	0.212	0.332	-	-
HCM Control Delay (s)	41.6	-	-	27.8	57.2	146.3	-	-
HCM Lane LOS	E	-	-	D	F	F	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0	0.7	1.1	-	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Traffic Volume (veh/h)	8	5	8	312	18	166	5	15	2282	160	8	173
Future Volume (veh/h)	8	5	8	312	18	166	5	15	2282	160	8	173
Initial Q (Qb), veh	0	0	0	0	0	0		0	0	0		0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00		1.00		1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00
Work Zone On Approach		No			No				No			
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870		1870	1870	1870		1870
Adj Flow Rate, veh/h	9	5	9	339	20	180		16	2480	174		188
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92		0.92	0.92	0.92		0.92
Percent Heavy Veh, %	2	2	2	2	2	2		2	2	2		2
Cap, veh/h	174	9	16	406	33	294		104	2496	775		215
Arrive On Green	0.01	0.01	0.01	0.19	0.20	0.20		0.02	0.49	0.49		0.09
Sat Flow, veh/h	3456	599	1078	1781	161	1449		1781	5106	1585		1781
Grp Volume(v), veh/h	9	0	14	339	0	200		16	2480	174		188
Grp Sat Flow(s),veh/h/ln	1728	0	1676	1781	0	1610		1781	1702	1585		1781
Q Serve(g_s), s	0.4	0.0	1.2	25.6	0.0	15.8		0.7	67.6	3.7		10.5
Cycle Q Clear(g_c), s	0.4	0.0	1.2	25.6	0.0	15.8		0.7	67.6	3.7		10.5
Prop In Lane	1.00		0.64	1.00		0.90		1.00		1.00		1.00
Lane Grp Cap(c), veh/h	174	0	25	406	0	327		104	2496	775		215
V/C Ratio(X)	0.05	0.00	0.56	0.84	0.00	0.61		0.15	0.99	0.22		0.88
Avail Cap(c_a), veh/h	947	0	271	406	0	327		301	2496	775		371
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00		1.00	1.00	1.00		1.00
Uniform Delay (d), s/veh	66.6	0.0	68.5	52.2	0.0	50.7		29.6	35.5	3.6		61.0
Incr Delay (d2), s/veh	0.1	0.0	17.8	14.0	0.0	3.3		0.7	16.5	0.1		11.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0		0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	0.6	12.8	0.0	6.6		0.3	29.3	3.0		7.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	66.7	0.0	86.3	66.3	0.0	54.1		30.3	52.0	3.7		72.2
LnGrp LOS	E	A	F	E	A	D		C	D	A		E
Approach Vol, veh/h		23			539				2670			
Approach Delay, s/veh		78.6			61.7				48.8			
Approach LOS		E			E				D			

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.5	84.9	7.7	35.8	20.4	76.0	34.0	9.5
Change Period (Y+Rc), s	9.2	7.6	* 6.2	* 7.4	7.6	* 7.6	6.9	7.4
Max Green Setting (Gmax), s	17.8	73.4	* 33	* 18	25.1	* 68	27.1	22.6
Max Q Clear Time (g_c+I1), s	2.7	43.3	2.4	17.8	12.5	69.6	27.6	3.2
Green Ext Time (p_c), s	0.0	17.6	0.0	0.0	0.4	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	41.7
HCM 6th LOS	D

Notes

User approved ignoring U-Turning movement.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Movement	SBT	SBR
Lane Configurations		
Traffic Volume (veh/h)	1868	20
Future Volume (veh/h)	1868	20
Initial Q (Qb), veh	0	0
Ped-Bike Adj(A_pbT)		1.00
Parking Bus, Adj	1.00	1.00
Work Zone On Approach	No	
Adj Sat Flow, veh/h/ln	1870	1870
Adj Flow Rate, veh/h	2030	22
Peak Hour Factor	0.92	0.92
Percent Heavy Veh, %	2	2
Cap, veh/h	2821	876
Arrive On Green	0.55	0.55
Sat Flow, veh/h	5106	1585
Grp Volume(v), veh/h	2030	22
Grp Sat Flow(s),veh/h/ln	1702	1585
Q Serve(g_s), s	41.3	0.9
Cycle Q Clear(g_c), s	41.3	0.9
Prop In Lane		1.00
Lane Grp Cap(c), veh/h	2821	876
V/C Ratio(X)	0.72	0.03
Avail Cap(c_a), veh/h	2821	876
HCM Platoon Ratio	1.00	1.00
Upstream Filter(I)	1.00	1.00
Uniform Delay (d), s/veh	23.3	14.2
Incr Delay (d2), s/veh	0.9	0.0
Initial Q Delay(d3),s/veh	0.0	0.0
%ile BackOfQ(50%),veh/ln	15.3	0.3
Unsig. Movement Delay, s/veh		
LnGrp Delay(d),s/veh	24.2	14.2
LnGrp LOS	C	B
Approach Vol, veh/h	2240	
Approach Delay, s/veh	28.1	
Approach LOS	C	

Timer - Assigned Phs

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Lane Configurations														
Traffic Volume (veh/h)	42	34	53	276	18	288	7	23	2405	238	8	191	1767	8
Future Volume (veh/h)	42	34	53	276	18	288	7	23	2405	238	8	191	1767	8
Initial Q (Qb), veh	0	0	0	0	0	0		0	0	0		0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00		1.00		1.00		1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00
Work Zone On Approach		No			No				No				No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870		1870	1870	1870		1870	1870	1870
Adj Flow Rate, veh/h	46	37	58	300	20	313		25	2614	259		208	1921	9
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92		0.92	0.92	0.92		0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2		2	2	2		2	2	2
Cap, veh/h	47	135	212	253	20	310		173	2728	847		231	3136	974
Arrive On Green	0.21	0.21	0.21	0.21	0.21	0.21		0.02	0.53	0.53		0.10	0.61	0.61
Sat Flow, veh/h	1047	656	1029	1301	96	1504		1781	5106	1585		1781	5106	1585
Grp Volume(v), veh/h	46	0	95	300	0	333		25	2614	259		208	1921	9
Grp Sat Flow(s),veh/h/ln	1047	0	1685	1301	0	1600		1781	1702	1585		1781	1702	1585
Q Serve(g_s), s	0.0	0.0	7.3	24.5	0.0	31.8		1.0	75.3	14.0		13.3	35.9	0.3
Cycle Q Clear(g_c), s	31.8	0.0	7.3	31.8	0.0	31.8		1.0	75.3	14.0		13.3	35.9	0.3
Prop In Lane	1.00		0.61	1.00		0.94		1.00		1.00		1.00		1.00
Lane Grp Cap(c), veh/h	47	0	348	253	0	330		173	2728	847		231	3136	974
V/C Ratio(X)	0.99	0.00	0.27	1.18	0.00	1.01		0.14	0.96	0.31		0.90	0.61	0.01
Avail Cap(c_a), veh/h	47	0	348	253	0	330		266	2728	847		298	3136	974
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00
Uniform Delay (d), s/veh	77.1	0.0	51.5	67.1	0.0	61.2		17.5	34.3	20.0		53.3	18.4	11.5
Incr Delay (d2), s/veh	125.9	0.0	0.4	115.8	0.0	51.9		0.4	9.9	0.9		24.1	0.9	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.4	0.0	3.1	18.1	0.0	17.4		0.4	31.0	5.2		5.6	13.1	0.1
Unsig. Movement Delay, s/veh														
LnGrp Delay(d),s/veh	203.0	0.0	51.9	182.9	0.0	113.2		17.8	44.1	20.9		77.4	19.3	11.6
LnGrp LOS	F	A	D	F	A	F		B	D	C		E	B	B
Approach Vol, veh/h		141			633				2898				2138	
Approach Delay, s/veh		101.2			146.2				41.8				24.9	
Approach LOS		F			F				D				C	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	31.9	102.3		40.0	24.2	90.0		40.0
Change Period (Y+Rc), s	* 8.6	7.6		* 8.2	* 8.6	7.6		* 8.2
Max Green Setting (Gmax), s	* 11	92.4		* 32	* 21	82.4		* 32
Max Q Clear Time (g_c+I1), s	13.0	37.9		33.8	15.3	77.3		33.8
Green Ext Time (p_c), s	0.0	21.1		0.0	0.3	4.8		0.0

Intersection Summary	
HCM 6th Ctrl Delay	48.4
HCM 6th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.

User approved ignoring U-Turning movement.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Int Delay, s/veh	10.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Lane Configurations														
Traffic Vol, veh/h	8	2	11	20	1	54	1	12	2702	64	1	77	3144	25
Future Vol, veh/h	8	2	11	20	1	54	1	12	2702	64	1	77	3144	25
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	-	None	-	-	-	None
Storage Length	-	-	-	-	-	-	-	560	-	535	-	560	-	515
Veh in Median Storage, #	-	0	-	-	0	-	-	-	0	-	-	-	0	-
Grade, %	-	0	-	-	0	-	-	-	0	-	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	9	2	12	22	1	59	1	13	2937	70	1	84	3417	27

Major/Minor	Minor2			Minor1			Major1				Major2			
Conflicting Flow All	4790	6622	1709	4503	6579	1469	2495	3444	0	0	2144	3007	0	0
Stage 1	3587	3587	-	2965	2965	-	-	-	-	-	-	-	-	-
Stage 2	1203	3035	-	1538	3614	-	-	-	-	-	-	-	-	-
Critical Hdwy	6.44	6.54	7.14	6.44	6.54	7.14	5.64	5.34	-	-	5.64	5.34	-	-
Critical Hdwy Stg 1	7.34	5.54	-	7.34	5.54	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.74	5.54	-	6.74	5.54	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.82	4.02	3.92	3.82	4.02	3.92	2.32	3.12	-	-	2.32	3.12	-	-
Pot Cap-1 Maneuver	~ 1	0	68	~ 1	0	100	63	22	-	-	100	~ 38	-	-
Stage 1	~ 2	15	-	~ 7	32	-	-	-	-	-	-	-	-	-
Stage 2	175	29	-	107	14	-	-	-	-	-	-	-	-	-
Platoon blocked, %									-	-			-	-
Mov Cap-1 Maneuver	-	0	68	-	0	100	23	23	-	-	38	~ 38	-	-
Mov Cap-2 Maneuver	-	0	-	-	0	-	-	-	-	-	-	-	-	-
Stage 1	~ 1	0	-	~ 3	13	-	-	-	-	-	-	-	-	-
Stage 2	26	11	-	-	0	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s			1.4	18.9
HCM LOS	-	-		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	23	-	-	-	-	~ 38	-	-
HCM Lane V/C Ratio	0.614	-	-	-	-	2.231	-	-
HCM Control Delay (s)	299.5	-	-	-	-	$ 788.7	-	-
HCM Lane LOS	F	-	-	-	-	F	-	-
HCM 95th %tile Q(veh)	1.8	-	-	-	-	9.3	-	-

Notes

~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations													
Traffic Vol, veh/h	0	0	7	0	0	21	3	3	2721	7	5	3222	3
Future Vol, veh/h	0	0	7	0	0	21	3	3	2721	7	5	3222	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	-	None	-	-	None
Storage Length	-	-	0	-	-	0	-	650	-	-	585	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	8	0	0	23	3	3	2958	8	5	3502	3

Major/Minor	Minor2			Minor1				Major1			Major2		
Conflicting Flow All	-	-	1753	-	-	1483	2559	3505	0	0	2966	0	0
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	7.14	-	-	7.14	5.64	5.34	-	-	5.34	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.92	-	-	3.92	2.32	3.12	-	-	3.12	-	-
Pot Cap-1 Maneuver	0	0	64	0	0	98	57	20	-	-	39	-	-
Stage 1	0	0	-	0	0	-	-	-	-	-	-	-	-
Stage 2	0	0	-	0	0	-	-	-	-	-	-	-	-
Platoon blocked, %									-	-		-	-
Mov Cap-1 Maneuver	-	-	64	-	-	98	29	29	-	-	39	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	68.7	52.6	0.4	0.2
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	29	-	-	64	98	39	-	-
HCM Lane V/C Ratio	0.225	-	-	0.119	0.233	0.139	-	-
HCM Control Delay (s)	163.8	-	-	68.7	52.6	111.7	-	-
HCM Lane LOS	F	-	-	F	F	F	-	-
HCM 95th %tile Q(veh)	0.7	-	-	0.4	0.8	0.4	-	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	41	20	27	315	17	126	14	2317	329	263	2412	25
Future Volume (veh/h)	41	20	27	315	17	126	14	2317	329	263	2412	25
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	45	22	29	342	18	137	15	2518	358	286	2622	27
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	283	28	37	374	36	274	74	2277	707	308	2892	898
Arrive On Green	0.03	0.04	0.04	0.18	0.19	0.19	0.02	0.45	0.45	0.15	0.57	0.57
Sat Flow, veh/h	3456	732	965	1781	187	1426	1781	5106	1585	1781	5106	1585
Grp Volume(v), veh/h	45	0	51	342	0	155	15	2518	358	286	2622	27
Grp Sat Flow(s),veh/h/ln	1728	0	1697	1781	0	1614	1781	1702	1585	1781	1702	1585
Q Serve(g_s), s	1.9	0.0	4.6	27.1	0.0	13.2	0.8	68.4	12.7	20.2	70.2	1.2
Cycle Q Clear(g_c), s	1.9	0.0	4.6	27.1	0.0	13.2	0.8	68.4	12.7	20.2	70.2	1.2
Prop In Lane	1.00		0.57	1.00		0.88	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	283	0	66	374	0	310	74	2277	707	308	2892	898
V/C Ratio(X)	0.16	0.00	0.78	0.92	0.00	0.50	0.20	1.11	0.51	0.93	0.91	0.03
Avail Cap(c_a), veh/h	925	0	250	374	0	310	254	2277	707	338	2892	898
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	67.7	0.0	73.1	56.9	0.0	55.4	39.2	42.5	7.9	62.9	29.6	14.7
Incr Delay (d2), s/veh	0.3	0.0	17.4	26.5	0.0	1.2	1.3	54.9	0.6	30.0	4.6	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	0.0	2.3	15.2	0.0	5.4	0.4	38.4	4.1	13.2	27.2	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	68.0	0.0	90.5	83.4	0.0	56.6	40.5	97.4	8.5	92.8	34.3	14.7
LnGrp LOS	E	A	F	F	A	E	D	F	A	F	C	B
Approach Vol, veh/h		96			497			2891			2935	
Approach Delay, s/veh		79.9			75.1			86.1			39.8	
Approach LOS		E			E			F			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.6	94.5	10.5	36.9	30.1	76.0	34.0	13.3
Change Period (Y+Rc), s	9.2	7.6	* 6.2	* 7.4	7.6	* 7.6	6.9	7.4
Max Green Setting (Gmax), s	17.8	73.4	* 33	* 18	25.1	* 68	27.1	22.6
Max Q Clear Time (g_c+I1), s	2.8	72.2	3.9	15.2	22.2	70.4	29.1	6.6
Green Ext Time (p_c), s	0.0	1.2	0.1	0.2	0.2	0.0	0.0	0.1

Intersection Summary	
HCM 6th Ctrl Delay	64.0
HCM 6th LOS	E

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Lane Configurations														
Traffic Volume (veh/h)	32	28	71	315	46	285	15	90	2013	284	14	403	2443	61
Future Volume (veh/h)	32	28	71	315	46	285	15	90	2013	284	14	403	2443	61
Initial Q (Qb), veh	0	0	0	0	0	0		0	0	0		0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00		1.00		1.00		1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00
Work Zone On Approach		No			No				No				No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870		1870	1870	1870		1870	1870	1870
Adj Flow Rate, veh/h	35	30	77	342	50	310		98	2188	309		438	2655	66
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92		0.92	0.92	0.92		0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2		2	2	2		2	2	2
Cap, veh/h	45	92	237	230	45	277		133	2630	816		303	3116	967
Arrive On Green	0.20	0.20	0.20	0.20	0.20	0.20		0.04	0.51	0.51		0.13	0.61	0.61
Sat Flow, veh/h	1022	464	1192	1287	225	1394		1781	5106	1585		1781	5106	1585
Grp Volume(v), veh/h	35	0	107	342	0	360		98	2188	309		438	2655	66
Grp Sat Flow(s),veh/h/ln	1022	0	1656	1287	0	1619		1781	1702	1585		1781	1702	1585
Q Serve(g_s), s	0.0	0.0	8.9	22.9	0.0	31.8		4.2	58.2	18.8		21.4	67.5	2.7
Cycle Q Clear(g_c), s	31.8	0.0	8.9	31.8	0.0	31.8		4.2	58.2	18.8		21.4	67.5	2.7
Prop In Lane	1.00		0.72	1.00		0.86		1.00		1.00		1.00		1.00
Lane Grp Cap(c), veh/h	45	0	329	230	0	322		133	2630	816		303	3116	967
V/C Ratio(X)	0.78	0.00	0.33	1.49	0.00	1.12		0.73	0.83	0.38		1.44	0.85	0.07
Avail Cap(c_a), veh/h	45	0	329	230	0	322		192	2630	816		303	3116	967
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00
Uniform Delay (d), s/veh	80.0	0.0	54.9	70.8	0.0	64.1		35.1	32.9	23.4		54.6	25.3	12.7
Incr Delay (d2), s/veh	57.8	0.0	0.6	242.3	0.0	86.1		8.2	3.3	1.3		217.8	3.2	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.2	0.0	3.7	24.8	0.0	20.6		2.2	23.2	7.0		29.9	25.5	1.0
Unsig. Movement Delay, s/veh														
LnGrp Delay(d),s/veh	137.8	0.0	55.5	313.0	0.0	150.2		43.2	36.2	24.7		272.4	28.5	12.8
LnGrp LOS	F	A	E	F	A	F		D	D	C		F	C	B
Approach Vol, veh/h		142			702				2595				3159	
Approach Delay, s/veh		75.8			229.5				35.1				62.0	
Approach LOS		E			F				D				E	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	14.8	105.2		40.0	30.0	90.0		40.0
Change Period (Y+Rc), s	* 8.6	7.6		* 8.2	* 8.6	7.6		* 8.2
Max Green Setting (Gmax), s	* 11	92.4		* 32	* 21	82.4		* 32
Max Q Clear Time (g_c+I1), s	16.2	69.5		33.8	23.4	60.2		33.8
Green Ext Time (p_c), s	0.1	19.1		0.0	0.0	16.6		0.0

Intersection Summary	
HCM 6th Ctrl Delay	69.5
HCM 6th LOS	E

Notes

User approved pedestrian interval to be less than phase max green.

User approved ignoring U-Turning movement.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

APPENDIX G
OTISS TRIP GENERATION CALCULATIONS – ACTUAL PROPOSED

PROJECT DETAILS

Project Name:	Retail Center with Outparcels - Davenport, FL	Type of Project:	
Project No:	W131163	City:	
Country:		Built-up Area(Sq.ft):	
Analyst Name:	dminton@cphcorp.com Minton	Clients Name:	
Date:	2/6/2022	ZIP/Postal Code:	
State/Province:		No. of Scenarios:	3
Analysis Region:			

SCENARIO SUMMARY

Scenarios	Name	No. of Land Uses	Phases of Development	No. of Years to Project Traffic	User Group	Estimated New Vehicle Trips		
						Entry	Exit	Total
Scenario - 1	AM Peak	5	1	0		613	500	1113
Scenario - 2	PM Peak	5	1	0		1120	1132	2252
Scenario - 3	Weekday	5	1	0		15740	15740	31480

Scenario - 1

Scenario Name: AM Peak

User Group:

Dev. phase: 1

No. of Years to Project Traffic : 0

Analyst Note:

Warning:

VEHICLE TRIPS BEFORE REDUCTION

Land Use & Data Source	Location	IV	Size	Time Period	Method Rate/Equation	Entry Split%	Exit Split%	Total
813 - Free-Standing Discount Superstore	General Urban/Suburban	1000 Sq. Ft. GFA	230.5	Weekday, Peak Hour of Adjacent Street Traffic,	Average	240	189	429
Data Source: Trip Generation Manual, 11th Ed					1.86	56%	44%	
945 - Convenience Store/Gas Station - VFP (16-	General Urban/Suburban	1000 Sq. Ft. GFA	2.7	Weekday, Peak Hour of Adjacent Street Traffic,	Average	123	123	246
Data Source: Trip Generation Manual, 11th Ed					91.35	50%	50%	
857 - Discount Club	General Urban/Suburban	1000 Sq. Ft. GFA	167.05	Weekday, Peak Hour of Adjacent Street Traffic,	Average	82	52	134
Data Source: Trip Generation Manual, 11th Ed					0.80	61%	39%	
934 - Fast-Food Restaurant with Drive-Through	General Urban/Suburban	1000 Sq. Ft. GFA	8.0	Weekday, Peak Hour of Adjacent Street Traffic,	Average	182	175	357
Data Source: Trip Generation Manual, 11th Ed					44.61	51%	49%	
821 - Shopping Plaza (40-150k) -	General Urban/Suburban	1000 Sq. Ft. GLA	40.0	Weekday, Peak Hour of Adjacent Street	Average	43	26	69
Data Source: Trip Generation Manual, 11th Ed					1.73	62%	38%	

VEHICLE TO PERSON TRIP CONVERSION

BASELINE SITE VEHICLE CHARACTERISTICS:

Land Use	Baseline Site Vehicle Mode Share		Baseline Site Vehicle Occupancy		Baseline Site Vehicle Directional Split	
	Entry (%)	Exit (%)	Entry	Exit	Entry (%)	Exit (%)
813 - Free-Standing Discount Superstore	100	100	1	1	56	44
945 - Convenience Store/Gas Station - VFP (16-24)	100	100	1	1	50	50
857 - Discount Club	100	100	1.4	1.4	61	39
934 - Fast-Food Restaurant with Drive-Through Window	100	100	1	1	51	49
821 - Shopping Plaza (40-150k) - Supermarket - No	100	100	1	1	62	38

ESTIMATED BASELINE SITE PERSON TRIPS:

Land Use	Person Trips by Vehicle		Person Trips by Other Modes		Total Baseline Site Person Trips	
	Entry	Exit	Entry	Exit	Entry	Exit
813 - Free-Standing Discount Superstore	240	189	0	0	240	189
	429		0		429	
945 - Convenience Store/Gas Station - VFP (16-24)	123	123	0	0	123	123
	246		0		246	
857 - Discount Club	114	73	0	0	114	73
	187		0		187	
934 - Fast-Food Restaurant with Drive-Through Window	182	175	0	0	182	175
	357		0		357	
821 - Shopping Plaza (40-150k) - Supermarket - No	43	26	0	0	43	26
	69		0		69	

VEHICLE TRIPS AFTER MULTI-MODAL ADJUSTMENT

MODE SHARE:

Land Use	Personal Passenger Vehicle		Truck		Other Modes	
	Entry (%)	Exit (%)	Entry (%)	Exit (%)	Entry (%)	Exit (%)

813 - Free-Standing Discount Superstore	100%	100%	0%	0%	0%	0%
945 - Convenience Store/Gas Station - VFP (16-24)	100%	100%	0%	0%	0%	0%
857 - Discount Club	100%	100%	0%	0%	0%	0%
934 - Fast-Food Restaurant with Drive-Through Window	100%	100%	0%	0%	0%	0%
821 - Shopping Plaza (40-150k) - Supermarket - No	100%	100%	0%	0%	0%	0%

OCCUPANCY:

Land Use	Vehicle	
	Entry	Exit
813 - Free-Standing Discount Superstore	1.00	1.00
945 - Convenience Store/Gas Station - VFP (16-24)	1.00	1.00
857 - Discount Club	1.00	1.00
934 - Fast-Food Restaurant with Drive-Through Window	1.00	1.00
821 - Shopping Plaza (40-150k) - Supermarket - No	1.00	1.00

ADJUSTED VEHICLE TRIPS:

Land Use	Entry				Exit			
	Person Trips	Vehicle Mode Share (%)	Vehicle Occupancy	Vehical Trips	Person Trips	Vehicle Mode Share (%)	Vehicle Occupancy	Vehical Trips
813 - Free-Standing Discount Superstore	240	100%	1.00	240	189	100%	1.00	189
945 - Convenience Store/Gas Station - VFP (16-	123	100%	1.00	123	123	100%	1.00	123
857 - Discount Club	114	100%	1.00	114	73	100%	1.00	73
934 - Fast-Food Restaurant with Drive-Through	182	100%	1.00	182	175	100%	1.00	175
821 - Shopping Plaza (40-150k) - Supermarket -	43	100%	1.00	43	26	100%	1.00	26

INTERNAL VEHICLE TRIP REDUCTION

LAND USE GROUP ASSIGNMENT:

Land Use	Land Use Group
813 - Free-Standing Discount Superstore	Retail
945 - Convenience Store/Gas Station - VFP (16-24)	Resturant
857 - Discount Club	Retail
934 - Fast-Food Restaurant with Drive-Through Window	Resturant
821 - Shopping Plaza (40-150k) - Supermarket - No	Retail

BALANCED PERSON TRIPS:

813 - Free-Standing Discount Superstore						945 - Convenience Store/Gas Station-VFP (16-24)		
Persons Exit	PAF	UIPTC	Unconstrained Demand	**==>>> BALANCED ==>>>**	Unconstrained Demand	UIPTC	PAF	Persons Entry
189	0	0	0	**0**	0	0	0	123
Persons Entry	PAF	UIPTC	Unconstrained Demand	**<<<== BALANCED <<<==**	Unconstrained Demand	UIPTC	PAF	Persons Exit
240	0	0	0	**0**	0	0	0	123

813 - Free-Standing Discount Superstore						857 - Discount Club		
Persons Exit	PAF	UIPTC	Unconstrained Demand	**==>>> BALANCED ==>>>**	Unconstrained Demand	UIPTC	PAF	Persons Entry
189	0	0	0	**0**	0	0	0	114
Persons Entry	PAF	UIPTC	Unconstrained Demand	**<<<== BALANCED <<<==**	Unconstrained Demand	UIPTC	PAF	Persons Exit
240	0	0	0	**0**	0	0	0	73

813 - Free-Standing Discount Superstore						934 - Fast-Food Restaurant with Drive-Through Window		
Persons Exit	PAF	UIPTC	Unconstrained Demand	**==>>> BALANCED ==>>>**	Unconstrained Demand	UIPTC	PAF	Persons Entry
189	0	0	0	**0**	0	0	0	182
Persons Entry	PAF	UIPTC	Unconstrained Demand	**<<<== BALANCED <<<==**	Unconstrained Demand	UIPTC	PAF	Persons Exit
240	0	0	0	**0**	0	0	0	175

813 - Free-Standing Discount Superstore	821 - Shopping Plaza (40-150k)-Supermarket - No

Persons Exit	PAF	UIPTC	Unconstrained Demand	**==>>> BALANCED ==>>>**	Unconstrained Demand	UIPTC	PAF	Persons Entry
189	0	0	0	**0**	0	0	0	43
Persons Entry	PAF	UIPTC	Unconstrained Demand	**<<<== BALANCED <<<==**	Unconstrained Demand	UIPTC	PAF	Persons Exit
240	0	0	0	**0**	0	0	0	26

945 - Convenience Store/Gas Station-VFP (16-24)								857 - Discount Club
Persons Exit	PAF	UIPTC	Unconstrained Demand	**==>>> BALANCED ==>>>**	Unconstrained Demand	UIPTC	PAF	Persons Entry
123	0	0	0	**0**	0	0	0	114
Persons Entry	PAF	UIPTC	Unconstrained Demand	**<<<== BALANCED <<<==**	Unconstrained Demand	UIPTC	PAF	Persons Exit
123	0	0	0	**0**	0	0	0	73

945 - Convenience Store/Gas Station-VFP (16-24)								934 - Fast-Food Restaurant with Drive-Through Window
Persons Exit	PAF	UIPTC	Unconstrained Demand	**==>>> BALANCED ==>>>**	Unconstrained Demand	UIPTC	PAF	Persons Entry
123	0	0	0	**0**	0	0	0	182
Persons Entry	PAF	UIPTC	Unconstrained Demand	**<<<== BALANCED <<<==**	Unconstrained Demand	UIPTC	PAF	Persons Exit
123	0	0	0	**0**	0	0	0	175

945 - Convenience Store/Gas Station-VFP (16-24)								821 - Shopping Plaza (40-150k)-Supermarket - No
Persons Exit	PAF	UIPTC	Unconstrained Demand	**==>>> BALANCED ==>>>**	Unconstrained Demand	UIPTC	PAF	Persons Entry
123	0	0	0	**0**	0	0	0	43
Persons Entry	PAF	UIPTC	Unconstrained Demand	**<<<== BALANCED <<<==**	Unconstrained Demand	UIPTC	PAF	Persons Exit
123	0	0	0	**0**	0	0	0	26

857 - Discount Club								934 - Fast-Food Restaurant with Drive-Through Window
Persons Exit	PAF	UIPTC	Unconstrained Demand	**==>>> BALANCED ==>>>**	Unconstrained Demand	UIPTC	PAF	Persons Entry
73	0	0	0	**0**	0	0	0	182
Persons Entry	PAF	UIPTC	Unconstrained Demand	**<<<== BALANCED <<<==**	Unconstrained Demand	UIPTC	PAF	Persons Exit
114	0	0	0	**0**	0	0	0	175

857 - Discount Club								821 - Shopping Plaza (40-150k)-Supermarket - No
Persons Exit	PAF	UIPTC	Unconstrained Demand	**==>>> BALANCED ==>>>**	Unconstrained Demand	UIPTC	PAF	Persons Entry
73	0	0	0	**0**	0	0	0	43
Persons Entry	PAF	UIPTC	Unconstrained Demand	**<<<== BALANCED <<<==**	Unconstrained Demand	UIPTC	PAF	Persons Exit
114	0	0	0	**0**	0	0	0	26

934 - Fast-Food Restaurant with Drive-Through Window								821 - Shopping Plaza (40-150k)-Supermarket - No
Persons Exit	PAF	UIPTC	Unconstrained Demand	**==>>> BALANCED ==>>>**	Unconstrained Demand	UIPTC	PAF	Persons Entry
175	0	0	0	**0**	0	0	0	43
Persons Entry	PAF	UIPTC	Unconstrained Demand	**<<<== BALANCED <<<==**	Unconstrained Demand	UIPTC	PAF	Persons Exit
182	0	0	0	**0**	0	0	0	26

INTERNAL PERSON TRIPS:

813 - Free-Standing Discount Superstore

Internal Person Trips From	Entry	Exit	Total
Total Internal Person Trips	**0**	**0**	**0**

945 - Convenience Store/Gas Station-VFP (16-24)

Internal Person Trips From	Entry	Exit	Total
Total Internal Person Trips	**0**	**0**	**0**

857 - Discount Club

Internal Person Trips From	Entry	Exit	Total
Total Internal Person Trips	**0**	**0**	**0**

934 - Fast-Food Restaurant with Drive-Through Window

Internal Person Trips From	Entry	Exit	Total
Total Internal Person Trips	**0**	**0**	**0**

821 - Shopping Plaza (40-150k)-Supermarket - No

Internal Person Trips From	Entry	Exit	Total
Total Internal Person Trips	**0**	**0**	**0**

INTERNAL VEHICLE TRIPS AND CAPTURE:
813 - Free-Standing Discount Superstore

Total Internal Person Trips	0	0	0
Vehicle Mode Share	100%	100%	-
Vehicle Occupancy	1.00	1.00	-
Total Vehicle Internal Trips	**0**	**0**	**0**
Total External Vehicle Trips	240	189	429
Internal Vehicle Trip Capture	**0%**	**0%**	**0%**

945 - Convenience Store/Gas Station-VFP (16-24)

Total Internal Person Trips	0	0	0
Vehicle Mode Share	100%	100%	-
Vehicle Occupancy	1.00	1.00	-
Total Vehicle Internal Trips	**0**	**0**	**0**
Total External Vehicle Trips	123	123	246
Internal Vehicle Trip Capture	**0%**	**0%**	**0%**

857 - Discount Club

Total Internal Person Trips	0	0	0
Vehicle Mode Share	100%	100%	-
Vehicle Occupancy	1.00	1.00	-
Total Vehicle Internal Trips	**0**	**0**	**0**
Total External Vehicle Trips	114	73	187
Internal Vehicle Trip Capture	**0%**	**0%**	**0%**

934 - Fast-Food Restaurant with Drive-Through Window

Total Internal Person Trips	0	0	0
Vehicle Mode Share	100%	100%	-
Vehicle Occupancy	1.00	1.00	-
Total Vehicle Internal Trips	**0**	**0**	**0**
Total External Vehicle Trips	182	175	357
Internal Vehicle Trip Capture	**0%**	**0%**	**0%**

821 - Shopping Plaza (40-150k)-Supermarket - No

Total Internal Person Trips	0	0	0
Vehicle Mode Share	100%	100%	-
Vehicle Occupancy	1.00	1.00	-
Total Vehicle Internal Trips	**0**	**0**	**0**
Total External Vehicle Trips	43	26	69
Internal Vehicle Trip Capture	**0%**	**0%**	**0%**

PASS-BY VEHICLE TRIP REDUCTION

Land Use	External Vehicle Trips		Pass-by Vehicle Trip %		Pass-by Vehicle Trips	
	Entry	Exit	Entry (%)	Exit (%)	Entry	Exit
813 - Free-Standing Discount Superstore	240	189	0.00%	0.00%	0	0
945 - Convenience Store/Gas Station - VFP (16-24)	123	123	0.00%	0.00%	0	0
857 - Discount Club	114	73	0.00%	0.00%	0	0
934 - Fast-Food Restaurant with Drive-Through Window	182	175	49.00%	49.00%	89	86
821 - Shopping Plaza (40-150k) - Supermarket - No	43	26	0.00%	0.00%	0	0

DIVERTED VEHICLE TRIP REDUCTION

Land Use	External Vehicle Trips		Diverted Vehicle Trip %		Diverted Vehicle Trips	
	Entry	Exit	Entry (%)	Exit (%)	Entry	Exit
813 - Free-Standing Discount Superstore	240	189	0.00%	0.00%	0	0
945 - Convenience Store/Gas Station - VFP (16-24)	123	123	0.00%	0.00%	0	0
857 - Discount Club	114	73	0.00%	0.00%	0	0
934 - Fast-Food Restaurant with Drive-Through Window	182	175	0.00%	0.00%	0	0
821 - Shopping Plaza (40-150k) - Supermarket - No	43	26	0.00%	0.00%	0	0

EXTRA VEHICLE TRIP REDUCTION

Land Use	(External - (Pass-by + Diverted)) Vehicle Trips		Extra Vehicle Trip Reduction %		Extra Reduced Vehicle Trips	
	Entry	Exit	Entry (%)	Exit (%)	Entry	Exit
813 - Free-Standing Discount Superstore	240	189	0.00%	0.00%	0	0
945 - Convenience Store/Gas Station - VFP (16-24)	123	123	0.00%	0.00%	0	0
857 - Discount Club	114	73	0.00%	0.00%	0	0
934 - Fast-Food Restaurant with Drive-Through Window	93	89	0.00%	0.00%	0	0
821 - Shopping Plaza (40-150k) - Supermarket - No	43	26	0.00%	0.00%	0	0

NEW VEHICLE TRIPS

Land Use	New Vehicle Trips		
	Entry	Exit	Total
813 - Free-Standing Discount Superstore	240	189	429
945 - Convenience Store/Gas Station - VFP (16-24)	123	123	246
857 - Discount Club	114	73	187
934 - Fast-Food Restaurant with Drive-Through Window	93	89	182
821 - Shopping Plaza (40-150k) - Supermarket - No	43	26	69

Land Use	New Vehicle Trips (PPV)		
	Entry	Exit	Total
813 - Free-Standing Discount Superstore	240	189	429
945 - Convenience Store/Gas Station - VFP (16-24)	123	123	246
857 - Discount Club	114	73	187
934 - Fast-Food Restaurant with Drive-Through Window	93	89	182
821 - Shopping Plaza (40-150k) - Supermarket - No	43	26	69

Land Use	New Vehicle Trips (Truck)		
	Entry	Exit	Total
813 - Free-Standing Discount Superstore	0	0	0
945 - Convenience Store/Gas Station - VFP (16-24)	0	0	0
857 - Discount Club	0	0	0
934 - Fast-Food Restaurant with Drive-Through Window	0	0	0
821 - Shopping Plaza (40-150k) - Supermarket - No	0	0	0

RESULTS

Site Totals	Entry	Exit	Total
Vehicle Trips Before Reduction	670	565	1235
Vehicle Trips After Multi-modal Adjustment	702	586	1288
Internal Vehicle Trips	0	0	0
External Vehicle Trips	702	586	1288
Internal Vehicle Trip Capture	0%	0%	0%
Pass-by Vehicle Trips	89	86	175
Diverted Vehicle Trips	0	0	0
Extra Reduced Vehicle Trips	0	0	0
New Vehicle Trips	613	500	1113
PPV	613	500	1113
Truck	0	0	0
Person Trips by Other Modes	0	0	0

Scenario - 2

Scenario Name: PM Peak

User Group:

Dev. phase: 1

No. of Years to Project Traffic : 0

Analyst Note:

Warning:

VEHICLE TRIPS BEFORE REDUCTION

Land Use & Data Source	Location	IV	Size	Time Period	Method Rate/Equation	Entry Split%	Exit Split%	Total
813 - Free-Standing Discount Superstore	General Urban/Suburban	1000 Sq. Ft. GFA	230.5	Weekday, Peak Hour of Adjacent Street Traffic,	Average	489	509	998
Data Source: Trip Generation Manual, 11th Ed					4.33	49%	51%	
945 - Convenience Store/Gas Station - VFP (16-	General Urban/Suburban	1000 Sq. Ft. GFA	2.7	Weekday, Peak Hour of Adjacent Street Traffic,	Average	107	107	214
Data Source: Trip Generation Manual, 11th Ed					78.95	50%	50%	
857 - Discount Club	General Urban/Suburban	1000 Sq. Ft. GFA	167.05	Weekday, Peak Hour of Adjacent Street Traffic,	Average	350	350	700
Data Source: Trip Generation Manual, 11th Ed					4.19	50%	50%	
934 - Fast-Food Restaurant with Drive-Through	General Urban/Suburban	1000 Sq. Ft. GFA	8.0	Weekday, Peak Hour of Adjacent Street Traffic,	Average	137	127	264
Data Source: Trip Generation Manual, 11th Ed					33.03	52%	48%	
821 - Shopping Plaza (40-150k) -	General Urban/Suburban	1000 Sq. Ft. GLA	40.0	Weekday, Peak Hour of Adjacent Street	Average	102	106	208
Data Source: Trip Generation Manual, 11th Ed					5.19	49%	51%	

VEHICLE TO PERSON TRIP CONVERSION

BASELINE SITE VEHICLE CHARACTERISTICS:

Land Use	Baseline Site Vehicle Mode Share		Baseline Site Vehicle Occupancy		Baseline Site Vehicle Directional Split	
	Entry (%)	Exit (%)	Entry	Exit	Entry (%)	Exit (%)
813 - Free-Standing Discount Superstore	100	100	1	1	49	51
945 - Convenience Store/Gas Station - VFP (16-24)	100	100	1	1	50	50
857 - Discount Club	100	100	1.5	1.5	50	50
934 - Fast-Food Restaurant with Drive-Through Window	100	100	1	1	52	48
821 - Shopping Plaza (40-150k) - Supermarket - No	100	100	1	1	49	51

ESTIMATED BASELINE SITE PERSON TRIPS:

Land Use	Person Trips by Vehicle		Person Trips by Other Modes		Total Baseline Site Person Trips	
	Entry	Exit	Entry	Exit	Entry	Exit
813 - Free-Standing Discount Superstore	489	509	0	0	489	509
	998		0		998	
945 - Convenience Store/Gas Station - VFP (16-24)	107	107	0	0	107	107
	214		0		214	
857 - Discount Club	525	525	0	0	525	525
	1050		0		1050	
934 - Fast-Food Restaurant with Drive-Through Window	137	127	0	0	137	127
	264		0		264	
821 - Shopping Plaza (40-150k) - Supermarket - No	102	106	0	0	102	106
	208		0		208	

VEHICLE TRIPS AFTER MULTI-MODAL ADJUSTMENT

MODE SHARE:

Land Use	Personal Passenger Vehicle		Truck		Other Modes	
	Entry (%)	Exit (%)	Entry (%)	Exit (%)	Entry (%)	Exit (%)

813 - Free-Standing Discount Superstore	100%	100%	0%	0%	0%	0%
945 - Convenience Store/Gas Station - VFP (16-24)	100%	100%	0%	0%	0%	0%
857 - Discount Club	100%	100%	0%	0%	0%	0%
934 - Fast-Food Restaurant with Drive-Through Window	100%	100%	0%	0%	0%	0%
821 - Shopping Plaza (40-150k) - Supermarket - No	100%	100%	0%	0%	0%	0%

OCCUPANCY:

Land Use	Vehicle	
	Entry	Exit
813 - Free-Standing Discount Superstore	1.00	1.00
945 - Convenience Store/Gas Station - VFP (16-24)	1.00	1.00
857 - Discount Club	1.00	1.00
934 - Fast-Food Restaurant with Drive-Through Window	1.00	1.00
821 - Shopping Plaza (40-150k) - Supermarket - No	1.00	1.00

ADJUSTED VEHICLE TRIPS:

Land Use	Entry				Exit			
	Person Trips	Vehicle Mode Share (%)	Vehicle Occupancy	Vehical Trips	Person Trips	Vehicle Mode Share (%)	Vehicle Occupancy	Vehical Trips
813 - Free-Standing Discount Superstore	489	100%	1.00	489	509	100%	1.00	509
945 - Convenience Store/Gas Station - VFP (16-	107	100%	1.00	107	107	100%	1.00	107
857 - Discount Club	525	100%	1.00	525	525	100%	1.00	525
934 - Fast-Food Restaurant with Drive-Through	137	100%	1.00	137	127	100%	1.00	127
821 - Shopping Plaza (40-150k) - Supermarket -	102	100%	1.00	102	106	100%	1.00	106

INTERNAL VEHICLE TRIP REDUCTION

LAND USE GROUP ASSIGNMENT:

Land Use	Land Use Group
813 - Free-Standing Discount Superstore	Retail
945 - Convenience Store/Gas Station - VFP (16-24)	Resturant
857 - Discount Club	Retail
934 - Fast-Food Restaurant with Drive-Through Window	Resturant
821 - Shopping Plaza (40-150k) - Supermarket - No	Retail

BALANCED PERSON TRIPS:

813 - Free-Standing Discount Superstore						945 - Convenience Store/Gas Station-VFP (16-24)		
Persons Exit	PAF	UIPTC	Unconstrained Demand	**==>>> BALANCED ==>>>**	Unconstrained Demand	UIPTC	PAF	Persons Entry
509	0	0	0	**0**	0	0	0	107
Persons Entry	PAF	UIPTC	Unconstrained Demand	**<<<== BALANCED <<<==**	Unconstrained Demand	UIPTC	PAF	Persons Exit
489	0	0	0	**0**	0	0	0	107

813 - Free-Standing Discount Superstore						857 - Discount Club		
Persons Exit	PAF	UIPTC	Unconstrained Demand	**==>>> BALANCED ==>>>**	Unconstrained Demand	UIPTC	PAF	Persons Entry
509	0	0	0	**0**	0	0	0	525
Persons Entry	PAF	UIPTC	Unconstrained Demand	**<<<== BALANCED <<<==**	Unconstrained Demand	UIPTC	PAF	Persons Exit
489	0	0	0	**0**	0	0	0	525

813 - Free-Standing Discount Superstore						934 - Fast-Food Restaurant with Drive-Through Window		
Persons Exit	PAF	UIPTC	Unconstrained Demand	**==>>> BALANCED ==>>>**	Unconstrained Demand	UIPTC	PAF	Persons Entry
509	0	0	0	**0**	0	0	0	137
Persons Entry	PAF	UIPTC	Unconstrained Demand	**<<<== BALANCED <<<==**	Unconstrained Demand	UIPTC	PAF	Persons Exit
489	0	0	0	**0**	0	0	0	127

813 - Free-Standing Discount Superstore	821 - Shopping Plaza (40-150k)-Supermarket - No

Persons Exit	PAF	UIPTC	Unconstrained Demand	**==>>> BALANCED ==>>>**	Unconstrained Demand	UIPTC	PAF	Persons Entry
509	0	0	0	**0**	0	0	0	102
Persons Entry	PAF	UIPTC	Unconstrained Demand	**<<<== BALANCED <<<==**	Unconstrained Demand	UIPTC	PAF	Persons Exit
489	0	0	0	**0**	0	0	0	106

945 - Convenience Store/Gas Station-VFP (16-24)								857 - Discount Club
Persons Exit	PAF	UIPTC	Unconstrained Demand	**==>>> BALANCED ==>>>**	Unconstrained Demand	UIPTC	PAF	Persons Entry
107	0	0	0	**0**	0	0	0	525
Persons Entry	PAF	UIPTC	Unconstrained Demand	**<<<== BALANCED <<<==**	Unconstrained Demand	UIPTC	PAF	Persons Exit
107	0	0	0	**0**	0	0	0	525

945 - Convenience Store/Gas Station-VFP (16-24)								934 - Fast-Food Restaurant with Drive-Through Window
Persons Exit	PAF	UIPTC	Unconstrained Demand	**==>>> BALANCED ==>>>**	Unconstrained Demand	UIPTC	PAF	Persons Entry
107	0	0	0	**0**	0	0	0	137
Persons Entry	PAF	UIPTC	Unconstrained Demand	**<<<== BALANCED <<<==**	Unconstrained Demand	UIPTC	PAF	Persons Exit
107	0	0	0	**0**	0	0	0	127

945 - Convenience Store/Gas Station-VFP (16-24)								821 - Shopping Plaza (40-150k)-Supermarket - No
Persons Exit	PAF	UIPTC	Unconstrained Demand	**==>>> BALANCED ==>>>**	Unconstrained Demand	UIPTC	PAF	Persons Entry
107	0	0	0	**0**	0	0	0	102
Persons Entry	PAF	UIPTC	Unconstrained Demand	**<<<== BALANCED <<<==**	Unconstrained Demand	UIPTC	PAF	Persons Exit
107	0	0	0	**0**	0	0	0	106

857 - Discount Club								934 - Fast-Food Restaurant with Drive-Through Window
Persons Exit	PAF	UIPTC	Unconstrained Demand	**==>>> BALANCED ==>>>**	Unconstrained Demand	UIPTC	PAF	Persons Entry
525	0	0	0	**0**	0	0	0	137
Persons Entry	PAF	UIPTC	Unconstrained Demand	**<<<== BALANCED <<<==**	Unconstrained Demand	UIPTC	PAF	Persons Exit
525	0	0	0	**0**	0	0	0	127

857 - Discount Club								821 - Shopping Plaza (40-150k)-Supermarket - No
Persons Exit	PAF	UIPTC	Unconstrained Demand	**==>>> BALANCED ==>>>**	Unconstrained Demand	UIPTC	PAF	Persons Entry
525	0	0	0	**0**	0	0	0	102
Persons Entry	PAF	UIPTC	Unconstrained Demand	**<<<== BALANCED <<<==**	Unconstrained Demand	UIPTC	PAF	Persons Exit
525	0	0	0	**0**	0	0	0	106

934 - Fast-Food Restaurant with Drive-Through Window								821 - Shopping Plaza (40-150k)-Supermarket - No
Persons Exit	PAF	UIPTC	Unconstrained Demand	**==>>> BALANCED ==>>>**	Unconstrained Demand	UIPTC	PAF	Persons Entry
127	0	0	0	**0**	0	0	0	102
Persons Entry	PAF	UIPTC	Unconstrained Demand	**<<<== BALANCED <<<==**	Unconstrained Demand	UIPTC	PAF	Persons Exit
137	0	0	0	**0**	0	0	0	106

INTERNAL PERSON TRIPS:

813 - Free-Standing Discount Superstore

Internal Person Trips From	Entry	Exit	Total
Total Internal Person Trips	**0**	**0**	**0**

945 - Convenience Store/Gas Station-VFP (16-24)

Internal Person Trips From	Entry	Exit	Total
Total Internal Person Trips	**0**	**0**	**0**

857 - Discount Club

Internal Person Trips From	Entry	Exit	Total
Total Internal Person Trips	**0**	**0**	**0**

934 - Fast-Food Restaurant with Drive-Through Window

Internal Person Trips From	Entry	Exit	Total
Total Internal Person Trips	**0**	**0**	**0**

821 - Shopping Plaza (40-150k)-Supermarket - No

Internal Person Trips From	Entry	Exit	Total
Total Internal Person Trips	**0**	**0**	**0**

INTERNAL VEHICLE TRIPS AND CAPTURE:
813 - Free-Standing Discount Superstore

Total Internal Person Trips	0	0	0
Vehicle Mode Share	100%	100%	-
Vehicle Occupancy	1.00	1.00	-
Total Vehicle Internal Trips	**0**	**0**	**0**
Total External Vehicle Trips	489	509	998
Internal Vehicle Trip Capture	**0%**	**0%**	**0%**

945 - Convenience Store/Gas Station-VFP (16-24)

Total Internal Person Trips	0	0	0
Vehicle Mode Share	100%	100%	-
Vehicle Occupancy	1.00	1.00	-
Total Vehicle Internal Trips	**0**	**0**	**0**
Total External Vehicle Trips	107	107	214
Internal Vehicle Trip Capture	**0%**	**0%**	**0%**

857 - Discount Club

Total Internal Person Trips	0	0	0
Vehicle Mode Share	100%	100%	-
Vehicle Occupancy	1.00	1.00	-
Total Vehicle Internal Trips	**0**	**0**	**0**
Total External Vehicle Trips	525	525	1050
Internal Vehicle Trip Capture	**0%**	**0%**	**0%**

934 - Fast-Food Restaurant with Drive-Through Window

Total Internal Person Trips	0	0	0
Vehicle Mode Share	100%	100%	-
Vehicle Occupancy	1.00	1.00	-
Total Vehicle Internal Trips	**0**	**0**	**0**
Total External Vehicle Trips	137	127	264
Internal Vehicle Trip Capture	**0%**	**0%**	**0%**

821 - Shopping Plaza (40-150k)-Supermarket - No

Total Internal Person Trips	0	0	0
Vehicle Mode Share	100%	100%	-
Vehicle Occupancy	1.00	1.00	-
Total Vehicle Internal Trips	**0**	**0**	**0**
Total External Vehicle Trips	102	106	208
Internal Vehicle Trip Capture	**0%**	**0%**	**0%**

PASS-BY VEHICLE TRIP REDUCTION

Land Use	External Vehicle Trips		Pass-by Vehicle Trip %		Pass-by Vehicle Trips	
	Entry	Exit	Entry (%)	Exit (%)	Entry	Exit
813 - Free-Standing Discount Superstore	489	509	28.00%	28.00%	137	143
945 - Convenience Store/Gas Station - VFP (16-24)	107	107	0.00%	0.00%	0	0
857 - Discount Club	525	525	0.00%	0.00%	0	0
934 - Fast-Food Restaurant with Drive-Through Window	137	127	49.90%	49.90%	68	63
821 - Shopping Plaza (40-150k) - Supermarket - No	102	106	34.00%	34.00%	35	36

DIVERTED VEHICLE TRIP REDUCTION

Land Use	External Vehicle Trips		Diverted Vehicle Trip %		Diverted Vehicle Trips	
	Entry	Exit	Entry (%)	Exit (%)	Entry	Exit
813 - Free-Standing Discount Superstore	489	509	0.00%	0.00%	0	0
945 - Convenience Store/Gas Station - VFP (16-24)	107	107	0.00%	0.00%	0	0
857 - Discount Club	525	525	0.00%	0.00%	0	0
934 - Fast-Food Restaurant with Drive-Through Window	137	127	0.00%	0.00%	0	0
821 - Shopping Plaza (40-150k) - Supermarket - No	102	106	0.00%	0.00%	0	0

EXTRA VEHICLE TRIP REDUCTION

Land Use	(External - (Pass-by + Diverted)) Vehicle Trips		Extra Vehicle Trip Reduction %		Extra Reduced Vehicle Trips	
	Entry	Exit	Entry (%)	Exit (%)	Entry	Exit
813 - Free-Standing Discount Superstore	352	366	0.00%	0.00%	0	0
945 - Convenience Store/Gas Station - VFP (16-24)	107	107	0.00%	0.00%	0	0
857 - Discount Club	525	525	0.00%	0.00%	0	0
934 - Fast-Food Restaurant with Drive-Through Window	69	64	0.00%	0.00%	0	0
821 - Shopping Plaza (40-150k) - Supermarket - No	67	70	0.00%	0.00%	0	0

NEW VEHICLE TRIPS

Land Use	New Vehicle Trips		
	Entry	Exit	Total
813 - Free-Standing Discount Superstore	352	366	718
945 - Convenience Store/Gas Station - VFP (16-24)	107	107	214
857 - Discount Club	525	525	1050
934 - Fast-Food Restaurant with Drive-Through Window	69	64	133
821 - Shopping Plaza (40-150k) - Supermarket - No	67	70	137

Land Use	New Vehicle Trips (PPV)		
	Entry	Exit	Total
813 - Free-Standing Discount Superstore	352	366	718
945 - Convenience Store/Gas Station - VFP (16-24)	107	107	214
857 - Discount Club	525	525	1050
934 - Fast-Food Restaurant with Drive-Through Window	69	64	133
821 - Shopping Plaza (40-150k) - Supermarket - No	67	70	137

Land Use	New Vehicle Trips (Truck)		
	Entry	Exit	Total
813 - Free-Standing Discount Superstore	0	0	0
945 - Convenience Store/Gas Station - VFP (16-24)	0	0	0
857 - Discount Club	0	0	0
934 - Fast-Food Restaurant with Drive-Through Window	0	0	0
821 - Shopping Plaza (40-150k) - Supermarket - No	0	0	0

RESULTS

Site Totals	Entry	Exit	Total
Vehicle Trips Before Reduction	1185	1199	2384
Vehicle Trips After Multi-modal Adjustment	1360	1374	2734
Internal Vehicle Trips	0	0	0
External Vehicle Trips	1360	1374	2734
Internal Vehicle Trip Capture	0%	0%	0%
Pass-by Vehicle Trips	240	242	482
Diverted Vehicle Trips	0	0	0
Extra Reduced Vehicle Trips	0	0	0
New Vehicle Trips	1120	1132	2252
PPV	1120	1132	2252
Truck	0	0	0
Person Trips by Other Modes	0	0	0

Scenario - 3

Scenario Name: Weekday

User Group:

Dev. phase: 1

No. of Years to Project Traffic : 0

Analyst Note:

Warning:

VEHICLE TRIPS BEFORE REDUCTION

Land Use & Data Source	Location	IV	Size	Time Period	Method	Entry	Exit	Total
					Rate/Equation	Split%	Split%	
813 - Free-Standing Discount Superstore	General Urban/Suburban	1000 Sq. Ft. GFA	230.5	Weekday	Average	5822	5822	11644
Data Source: Trip Generation Manual, 11th Ed					50.52	50%	50%	
945 - Convenience Store/Gas Station - VFP (16-	General Urban/Suburban	1000 Sq. Ft. GFA	2.7	Weekday	Average	1733	1733	3466
Data Source: Trip Generation Manual, 11th Ed					1283.38	50%	50%	
857 - Discount Club	General Urban/Suburban	1000 Sq. Ft. GFA	167.05	Weekday	Average	3546	3546	7092
Data Source: Trip Generation Manual, 11th Ed					42.46	50%	50%	
934 - Fast-Food Restaurant with Drive-Through	General Urban/Suburban	1000 Sq. Ft. GFA	8.0	Weekday	Average	1870	1870	3740
Data Source: Trip Generation Manual, 11th Ed					467.48	50%	50%	
821 - Shopping Plaza (40-150k) -	General Urban/Suburban	1000 Sq. Ft. GLA	40.0	Weekday	Average	1350	1350	2700
Data Source: Trip Generation Manual, 11th Ed					67.52	50%	50%	

VEHICLE TO PERSON TRIP CONVERSION

BASELINE SITE VEHICLE CHARACTERISTICS:

Land Use	Baseline Site Vehicle Mode Share		Baseline Site Vehicle Occupancy		Baseline Site Vehicle Directional Split	
	Entry (%)	Exit (%)	Entry	Exit	Entry (%)	Exit (%)
813 - Free-Standing Discount Superstore	100	100	1	1	50	50
945 - Convenience Store/Gas Station - VFP (16-24)	100	100	1	1	50	50
857 - Discount Club	100	100	1.4	1.4	50	50
934 - Fast-Food Restaurant with Drive-Through Window	100	100	1	1	50	50
821 - Shopping Plaza (40-150k) - Supermarket - No	100	100	1	1	50	50

ESTIMATED BASELINE SITE PERSON TRIPS:

Land Use	Person Trips by Vehicle		Person Trips by Other Modes		Total Baseline Site Person Trips	
	Entry	Exit	Entry	Exit	Entry	Exit
813 - Free-Standing Discount Superstore	5822	5822	0	0	5822	5822
	11644		0		11644	
945 - Convenience Store/Gas Station - VFP (16-24)	1733	1733	0	0	1733	1733
	3466		0		3466	
857 - Discount Club	4965	4965	0	0	4965	4965
	9930		0		9930	
934 - Fast-Food Restaurant with Drive-Through Window	1870	1870	0	0	1870	1870
	3740		0		3740	
821 - Shopping Plaza (40-150k) - Supermarket - No	1350	1350	0	0	1350	1350
	2700		0		2700	

VEHICLE TRIPS AFTER MULTI-MODAL ADJUSTMENT

MODE SHARE:

Land Use	Personal Passenger Vehicle		Truck		Other Modes	
	Entry (%)	Exit (%)	Entry (%)	Exit (%)	Entry (%)	Exit (%)

813 - Free-Standing Discount Superstore	100%	100%	0%	0%	0%	0%
945 - Convenience Store/Gas Station - VFP (16-24)	100%	100%	0%	0%	0%	0%
857 - Discount Club	100%	100%	0%	0%	0%	0%
934 - Fast-Food Restaurant with Drive-Through Window	100%	100%	0%	0%	0%	0%
821 - Shopping Plaza (40-150k) - Supermarket - No	100%	100%	0%	0%	0%	0%

OCCUPANCY:

Land Use	Vehicle	
	Entry	Exit
813 - Free-Standing Discount Superstore	1.00	1.00
945 - Convenience Store/Gas Station - VFP (16-24)	1.00	1.00
857 - Discount Club	1.00	1.00
934 - Fast-Food Restaurant with Drive-Through Window	1.00	1.00
821 - Shopping Plaza (40-150k) - Supermarket - No	1.00	1.00

ADJUSTED VEHICLE TRIPS:

Land Use	Entry				Exit			
	Person Trips	Vehicle Mode Share (%)	Vehicle Occupancy	Vehical Trips	Person Trips	Vehicle Mode Share (%)	Vehicle Occupancy	Vehical Trips
813 - Free-Standing Discount Superstore	5822	100%	1.00	5822	5822	100%	1.00	5822
945 - Convenience Store/Gas Station - VFP (16-	1733	100%	1.00	1733	1733	100%	1.00	1733
857 - Discount Club	4965	100%	1.00	4965	4965	100%	1.00	4965
934 - Fast-Food Restaurant with Drive-Through	1870	100%	1.00	1870	1870	100%	1.00	1870
821 - Shopping Plaza (40-150k) - Supermarket -	1350	100%	1.00	1350	1350	100%	1.00	1350

INTERNAL VEHICLE TRIP REDUCTION

LAND USE GROUP ASSIGNMENT:

Land Use	Land Use Group
813 - Free-Standing Discount Superstore	Retail
945 - Convenience Store/Gas Station - VFP (16-24)	Resturant
857 - Discount Club	Retail
934 - Fast-Food Restaurant with Drive-Through Window	Resturant
821 - Shopping Plaza (40-150k) - Supermarket - No	Retail

BALANCED PERSON TRIPS:

813 - Free-Standing Discount Superstore						945 - Convenience Store/Gas Station-VFP (16-24)		
Persons Exit	PAF	UIPTC	Unconstrained Demand	**==>>> BALANCED ==>>>**	Unconstrained Demand	UIPTC	PAF	Persons Entry
5822	0	0	0	**0**	0	0	0	1733
Persons Entry	PAF	UIPTC	Unconstrained Demand	**<<<== BALANCED <<<==**	Unconstrained Demand	UIPTC	PAF	Persons Exit
5822	0	0	0	**0**	0	0	0	1733

813 - Free-Standing Discount Superstore						857 - Discount Club		
Persons Exit	PAF	UIPTC	Unconstrained Demand	**==>>> BALANCED ==>>>**	Unconstrained Demand	UIPTC	PAF	Persons Entry
5822	0	0	0	**0**	0	0	0	4965
Persons Entry	PAF	UIPTC	Unconstrained Demand	**<<<== BALANCED <<<==**	Unconstrained Demand	UIPTC	PAF	Persons Exit
5822	0	0	0	**0**	0	0	0	4965

813 - Free-Standing Discount Superstore						934 - Fast-Food Restaurant with Drive-Through Window		
Persons Exit	PAF	UIPTC	Unconstrained Demand	**==>>> BALANCED ==>>>**	Unconstrained Demand	UIPTC	PAF	Persons Entry
5822	0	0	0	**0**	0	0	0	1870
Persons Entry	PAF	UIPTC	Unconstrained Demand	**<<<== BALANCED <<<==**	Unconstrained Demand	UIPTC	PAF	Persons Exit
5822	0	0	0	**0**	0	0	0	1870

813 - Free-Standing Discount Superstore	821 - Shopping Plaza (40-150k)-Supermarket - No

Persons Exit	PAF	UIPTC	Unconstrained Demand	**==>>> BALANCED ==>>>**	Unconstrained Demand	UIPTC	PAF	Persons Entry
5822	0	0	0	**0**	0	0	0	1350
Persons Entry	PAF	UIPTC	Unconstrained Demand	**<<<== BALANCED <<<==**	Unconstrained Demand	UIPTC	PAF	Persons Exit
5822	0	0	0	**0**	0	0	0	1350

945 - Convenience Store/Gas Station-VFP (16-24)								857 - Discount Club
Persons Exit	PAF	UIPTC	Unconstrained Demand	**==>>> BALANCED ==>>>**	Unconstrained Demand	UIPTC	PAF	Persons Entry
1733	0	0	0	**0**	0	0	0	4965
Persons Entry	PAF	UIPTC	Unconstrained Demand	**<<<== BALANCED <<<==**	Unconstrained Demand	UIPTC	PAF	Persons Exit
1733	0	0	0	**0**	0	0	0	4965

945 - Convenience Store/Gas Station-VFP (16-24)								934 - Fast-Food Restaurant with Drive-Through Window
Persons Exit	PAF	UIPTC	Unconstrained Demand	**==>>> BALANCED ==>>>**	Unconstrained Demand	UIPTC	PAF	Persons Entry
1733	0	0	0	**0**	0	0	0	1870
Persons Entry	PAF	UIPTC	Unconstrained Demand	**<<<== BALANCED <<<==**	Unconstrained Demand	UIPTC	PAF	Persons Exit
1733	0	0	0	**0**	0	0	0	1870

945 - Convenience Store/Gas Station-VFP (16-24)								821 - Shopping Plaza (40-150k)-Supermarket - No
Persons Exit	PAF	UIPTC	Unconstrained Demand	**==>>> BALANCED ==>>>**	Unconstrained Demand	UIPTC	PAF	Persons Entry
1733	0	0	0	**0**	0	0	0	1350
Persons Entry	PAF	UIPTC	Unconstrained Demand	**<<<== BALANCED <<<==**	Unconstrained Demand	UIPTC	PAF	Persons Exit
1733	0	0	0	**0**	0	0	0	1350

857 - Discount Club								934 - Fast-Food Restaurant with Drive-Through Window
Persons Exit	PAF	UIPTC	Unconstrained Demand	**==>>> BALANCED ==>>>**	Unconstrained Demand	UIPTC	PAF	Persons Entry
4965	0	0	0	**0**	0	0	0	1870
Persons Entry	PAF	UIPTC	Unconstrained Demand	**<<<== BALANCED <<<==**	Unconstrained Demand	UIPTC	PAF	Persons Exit
4965	0	0	0	**0**	0	0	0	1870

857 - Discount Club								821 - Shopping Plaza (40-150k)-Supermarket - No
Persons Exit	PAF	UIPTC	Unconstrained Demand	**==>>> BALANCED ==>>>**	Unconstrained Demand	UIPTC	PAF	Persons Entry
4965	0	0	0	**0**	0	0	0	1350
Persons Entry	PAF	UIPTC	Unconstrained Demand	**<<<== BALANCED <<<==**	Unconstrained Demand	UIPTC	PAF	Persons Exit
4965	0	0	0	**0**	0	0	0	1350

934 - Fast-Food Restaurant with Drive-Through Window								821 - Shopping Plaza (40-150k)-Supermarket - No
Persons Exit	PAF	UIPTC	Unconstrained Demand	**==>>> BALANCED ==>>>**	Unconstrained Demand	UIPTC	PAF	Persons Entry
1870	0	0	0	**0**	0	0	0	1350
Persons Entry	PAF	UIPTC	Unconstrained Demand	**<<<== BALANCED <<<==**	Unconstrained Demand	UIPTC	PAF	Persons Exit
1870	0	0	0	**0**	0	0	0	1350

INTERNAL PERSON TRIPS:

813 - Free-Standing Discount Superstore

Internal Person Trips From	Entry	Exit	Total
Total Internal Person Trips	**0**	**0**	**0**

945 - Convenience Store/Gas Station-VFP (16-24)

Internal Person Trips From	Entry	Exit	Total
Total Internal Person Trips	**0**	**0**	**0**

857 - Discount Club

Internal Person Trips From	Entry	Exit	Total
Total Internal Person Trips	**0**	**0**	**0**

934 - Fast-Food Restaurant with Drive-Through Window

Internal Person Trips From	Entry	Exit	Total
Total Internal Person Trips	**0**	**0**	**0**

821 - Shopping Plaza (40-150k)-Supermarket - No

Internal Person Trips From	Entry	Exit	Total
Total Internal Person Trips	**0**	**0**	**0**

INTERNAL VEHICLE TRIPS AND CAPTURE:
813 - Free-Standing Discount Superstore

Total Internal Person Trips	0	0	0
Vehicle Mode Share	100%	100%	-
Vehicle Occupancy	1.00	1.00	-
Total Vehicle Internal Trips	**0**	**0**	**0**
Total External Vehicle Trips	5822	5822	11644
Internal Vehicle Trip Capture	**0%**	**0%**	**0%**

945 - Convenience Store/Gas Station-VFP (16-24)

Total Internal Person Trips	0	0	0
Vehicle Mode Share	100%	100%	-
Vehicle Occupancy	1.00	1.00	-
Total Vehicle Internal Trips	**0**	**0**	**0**
Total External Vehicle Trips	1733	1733	3466
Internal Vehicle Trip Capture	**0%**	**0%**	**0%**

857 - Discount Club

Total Internal Person Trips	0	0	0
Vehicle Mode Share	100%	100%	-
Vehicle Occupancy	1.00	1.00	-
Total Vehicle Internal Trips	**0**	**0**	**0**
Total External Vehicle Trips	4965	4965	9930
Internal Vehicle Trip Capture	**0%**	**0%**	**0%**

934 - Fast-Food Restaurant with Drive-Through Window

Total Internal Person Trips	0	0	0
Vehicle Mode Share	100%	100%	-
Vehicle Occupancy	1.00	1.00	-
Total Vehicle Internal Trips	**0**	**0**	**0**
Total External Vehicle Trips	1870	1870	3740
Internal Vehicle Trip Capture	**0%**	**0%**	**0%**

821 - Shopping Plaza (40-150k)-Supermarket - No

Total Internal Person Trips	0	0	0
Vehicle Mode Share	100%	100%	-
Vehicle Occupancy	1.00	1.00	-
Total Vehicle Internal Trips	**0**	**0**	**0**
Total External Vehicle Trips	1350	1350	2700
Internal Vehicle Trip Capture	**0%**	**0%**	**0%**

PASS-BY VEHICLE TRIP REDUCTION

Land Use	External Vehicle Trips		Pass-by Vehicle Trip %		Pass-by Vehicle Trips	
	Entry	Exit	Entry (%)	Exit (%)	Entry	Exit
813 - Free-Standing Discount Superstore	5822	5822	0.00%	0.00%	0	0
945 - Convenience Store/Gas Station - VFP (16-24)	1733	1733	0.00%	0.00%	0	0
857 - Discount Club	4965	4965	0.00%	0.00%	0	0
934 - Fast-Food Restaurant with Drive-Through Window	1870	1870	0.00%	0.00%	0	0
821 - Shopping Plaza (40-150k) - Supermarket - No	1350	1350	0.00%	0.00%	0	0

DIVERTED VEHICLE TRIP REDUCTION

Land Use	External Vehicle Trips		Diverted Vehicle Trip %		Diverted Vehicle Trips	
	Entry	Exit	Entry (%)	Exit (%)	Entry	Exit
813 - Free-Standing Discount Superstore	5822	5822	0.00%	0.00%	0	0
945 - Convenience Store/Gas Station - VFP (16-24)	1733	1733	0.00%	0.00%	0	0
857 - Discount Club	4965	4965	0.00%	0.00%	0	0
934 - Fast-Food Restaurant with Drive-Through Window	1870	1870	0.00%	0.00%	0	0
821 - Shopping Plaza (40-150k) - Supermarket - No	1350	1350	0.00%	0.00%	0	0

EXTRA VEHICLE TRIP REDUCTION

Land Use	(External - (Pass-by + Diverted)) Vehicle Trips		Extra Vehicle Trip Reduction %		Extra Reduced Vehicle Trips	
	Entry	Exit	Entry (%)	Exit (%)	Entry	Exit
813 - Free-Standing Discount Superstore	5822	5822	0.00%	0.00%	0	0
945 - Convenience Store/Gas Station - VFP (16-24)	1733	1733	0.00%	0.00%	0	0
857 - Discount Club	4965	4965	0.00%	0.00%	0	0
934 - Fast-Food Restaurant with Drive-Through Window	1870	1870	0.00%	0.00%	0	0
821 - Shopping Plaza (40-150k) - Supermarket - No	1350	1350	0.00%	0.00%	0	0

NEW VEHICLE TRIPS

Land Use	New Vehicle Trips		
	Entry	Exit	Total
813 - Free-Standing Discount Superstore	5822	5822	11644
945 - Convenience Store/Gas Station - VFP (16-24)	1733	1733	3466
857 - Discount Club	4965	4965	9930
934 - Fast-Food Restaurant with Drive-Through Window	1870	1870	3740
821 - Shopping Plaza (40-150k) - Supermarket - No	1350	1350	2700

Land Use	New Vehicle Trips (PPV)		
	Entry	Exit	Total
813 - Free-Standing Discount Superstore	5822	5822	11644
945 - Convenience Store/Gas Station - VFP (16-24)	1733	1733	3466
857 - Discount Club	4965	4965	9930
934 - Fast-Food Restaurant with Drive-Through Window	1870	1870	3740
821 - Shopping Plaza (40-150k) - Supermarket - No	1350	1350	2700

Land Use	New Vehicle Trips (Truck)		
	Entry	Exit	Total
813 - Free-Standing Discount Superstore	0	0	0
945 - Convenience Store/Gas Station - VFP (16-24)	0	0	0
857 - Discount Club	0	0	0
934 - Fast-Food Restaurant with Drive-Through Window	0	0	0
821 - Shopping Plaza (40-150k) - Supermarket - No	0	0	0

RESULTS

Site Totals	Entry	Exit	Total
Vehicle Trips Before Reduction	14321	14321	28642
Vehicle Trips After Multi-modal Adjustment	15740	15740	31480
Internal Vehicle Trips	0	0	0
External Vehicle Trips	15740	15740	31480
Internal Vehicle Trip Capture	0%	0%	0%
Pass-by Vehicle Trips	0	0	0
Diverted Vehicle Trips	0	0	0
Extra Reduced Vehicle Trips	0	0	0
New Vehicle Trips	15740	15740	31480
PPV	15740	15740	31480
Truck	0	0	0
Person Trips by Other Modes	0	0	0

APPENDIX H
OTISS TRIP GENERATION CALCULATIONS – MAX FAR

PROJECT DETAILS

Project Name:	W131163 - Comp Plan Retail Davenport	Type of Project:	
Project No:		City:	
Country:		Built-up Area(Sq.ft):	
Analyst Name:	Sandra Gorman	Clients Name:	
Date:	5/19/2023	ZIP/Postal Code:	
State/Province:		No. of Scenarios:	6
Analysis Region:			

SCENARIO SUMMARY

Scenarios	Name	No. of Land Uses	Phases of Development	No. of Years to Project Traffic	User Group	Estimated New Vehicle Trips		
						Entry	Exit	Total
Scenario - 1	Proposed - Weekday Daily	1	1	0		25856	25856	51712
Scenario - 2	Proposed - Peak AM	1	1	0		587	360	947
Scenario - 3	Proposed - Peak PM	1	1	0		1407	1525	2932
Scenario - 4	Existing - Weekday	2	1	0		8830	8830	17660
Scenario - 5	Existing - Peak PM	2	1	0		418	1429	1847
Scenario - 6	Existing - Peak AM	2	1	0		1378	353	1731

Scenario - 1

Scenario Name: Proposed - Weekday Daily

User Group:

Dev. phase: 1

No. of Years to Project Traffic : 0

Analyst Note:

Warning:

VEHICLE TRIPS BEFORE REDUCTION

Land Use & Data Source	Location	IV	Size	Time Period	Method Rate/Equation	Entry Split%	Exit Split%	Total
820 - Shopping Center (	150k)	General Urban/Suburban	1000 Sq. Ft. GLA	1756	Weekday	Best Fit (LIN)	25856	25856
Data Source: Trip Generation Manual, 11th Ed					T = 26.11(X) + 5863.73	50%	50%	

VEHICLE TO PERSON TRIP CONVERSION

BASELINE SITE VEHICLE CHARACTERISTICS:

Land Use	Baseline Site Vehicle Mode Share		Baseline Site Vehicle Occupancy		Baseline Site Vehicle Directional Split	
	Entry (%)	Exit (%)	Entry	Exit	Entry (%)	Exit (%)
820 - Shopping Center (	150k)	100	100	1	1	50

ESTIMATED BASELINE SITE PERSON TRIPS:

Land Use	Person Trips by Vehicle		Person Trips by Other Modes		Total Baseline Site Person Trips	
	Entry	Exit	Entry	Exit	Entry	Exit
820 - Shopping Center (	150k)	25856	25856	0	0	25856
	51712		0		51712	

INTERNAL VEHICLE TRIP REDUCTION

LAND USE GROUP ASSIGNMENT:

Land Use	Land Use Group
820 - Shopping Center (	150k)

BALANCED PERSON TRIPS:

INTERNAL PERSON TRIPS:
820 - Shopping Center (>150k)

Internal Person Trips From	Entry	Exit	Total
Total Internal Person Trips	**0**	**0**	**0**

INTERNAL VEHICLE TRIPS AND CAPTURE:
820 - Shopping Center (>150k)

Total Internal Person Trips	0	0	0
Vehicle Mode Share	100%	100%	-
Vehicle Occupancy	1.00	1.00	-
Total Vehicle Internal Trips	**0**	**0**	**0**
Total External Vehicle Trips	25856	25856	51712
Internal Vehicle Trip Capture	**0%**	**0%**	**0%**

PASS-BY VEHICLE TRIP REDUCTION

Land Use	External Vehicle Trips		Pass-by Vehicle Trip %		Pass-by Vehicle Trips	
	Entry	Exit	Entry (%)	Exit (%)	Entry	Exit
820 - Shopping Center (	150k)	25856	25856	0.00%	0.00%	0

DIVERTED VEHICLE TRIP REDUCTION

Land Use	External Vehicle Trips		Diverted Vehicle Trip %		Diverted Vehicle Trips	
	Entry	Exit	Entry (%)	Exit (%)	Entry	Exit
820 - Shopping Center (	150k)	25856	25856	0.00%	0.00%	0

EXTRA VEHICLE TRIP REDUCTION

Land Use	(External - (Pass-by + Diverted)) Vehicle Trips		Extra Vehicle Trip Reduction %		Extra Reduced Vehicle Trips	
	Entry	Exit	Entry (%)	Exit (%)	Entry	Exit
820 - Shopping Center (	150k)	25856	25856	0.00%	0.00%	0

NEW VEHICLE TRIPS

Land Use	New Vehicle Trips		
	Entry	Exit	Total
820 - Shopping Center (	150k)	25856	25856

RESULTS

Site Totals	Entry	Exit	Total
Vehicle Trips Before Reduction	25856	25856	51712
Internal Vehicle Trips	0	0	0
External Vehicle Trips	25856	25856	51712
Internal Vehicle Trip Capture	0%	0%	0%
Pass-by Vehicle Trips	0	0	0
Diverted Vehicle Trips	0	0	0
Extra Reduced Vehicle Trips	0	0	0
New Vehicle Trips	25856	25856	51712

Scenario - 2

Scenario Name: Proposed - Peak AM

User Group:

Dev. phase: 1

No. of Years to Project Traffic : 0

Analyst Note:

Warning:

VEHICLE TRIPS BEFORE REDUCTION

Land Use & Data Source	Location	IV	Size	Time Period	Method Rate/Equation	Entry Split%	Exit Split%	Total
820 - Shopping Center (	150k)	General Urban/Suburban	1000 Sq. Ft. GLA	1756	Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 7 and 9 a.m.	Best Fit (LIN)	725	444
Data Source: Trip Generation Manual, 11th Ed					T = 0.59(X) + 133.55	62%	38%	

VEHICLE TO PERSON TRIP CONVERSION

BASELINE SITE VEHICLE CHARACTERISTICS:

Land Use	Baseline Site Vehicle Mode Share		Baseline Site Vehicle Occupancy		Baseline Site Vehicle Directional Split	
	Entry (%)	Exit (%)	Entry	Exit	Entry (%)	Exit (%)
820 - Shopping Center (	150k)	100	100	1	1	62

ESTIMATED BASELINE SITE PERSON TRIPS:

Land Use	Person Trips by Vehicle		Person Trips by Other Modes		Total Baseline Site Person Trips	
	Entry	Exit	Entry	Exit	Entry	Exit
820 - Shopping Center (	150k)	725	444	0	0	725
	1169		0		1169	

INTERNAL VEHICLE TRIP REDUCTION

LAND USE GROUP ASSIGNMENT:

Land Use	Land Use Group
820 - Shopping Center (	150k)

BALANCED PERSON TRIPS:

INTERNAL PERSON TRIPS:

820 - Shopping Center (>150k)

Internal Person Trips From	Entry	Exit	Total
Total Internal Person Trips	**0**	**0**	**0**

INTERNAL VEHICLE TRIPS AND CAPTURE:

820 - Shopping Center (>150k)

Total Internal Person Trips	0	0	0
Vehicle Mode Share	100%	100%	-
Vehicle Occupancy	1.00	1.00	-
Total Vehicle Internal Trips	**0**	**0**	**0**
Total External Vehicle Trips	725	444	1169

Internal Vehicle Trip Capture	**0%**	**0%**	**0%**

PASS-BY VEHICLE TRIP REDUCTION

Land Use	External Vehicle Trips		Pass-by Vehicle Trip %		Pass-by Vehicle Trips	
	Entry	Exit	Entry (%)	Exit (%)	Entry	Exit
820 - Shopping Center (	150k)	725	444	19.00%	19.00%	138

DIVERTED VEHICLE TRIP REDUCTION

Land Use	External Vehicle Trips		Diverted Vehicle Trip %		Diverted Vehicle Trips	
	Entry	Exit	Entry (%)	Exit (%)	Entry	Exit
820 - Shopping Center (	150k)	725	444	0.00%	0.00%	0

EXTRA VEHICLE TRIP REDUCTION

Land Use	(External - (Pass-by + Diverted)) Vehicle Trips		Extra Vehicle Trip Reduction %		Extra Reduced Vehicle Trips	
	Entry	Exit	Entry (%)	Exit (%)	Entry	Exit
820 - Shopping Center (	150k)	587	360	0.00%	0.00%	0

NEW VEHICLE TRIPS

Land Use	New Vehicle Trips		
	Entry	Exit	Total
820 - Shopping Center (	150k)	587	360

RESULTS

Site Totals	Entry	Exit	Total
Vehicle Trips Before Reduction	725	444	1169
Internal Vehicle Trips	0	0	0
External Vehicle Trips	725	444	1169
Internal Vehicle Trip Capture	0%	0%	0%
Pass-by Vehicle Trips	138	84	222
Diverted Vehicle Trips	0	0	0
Extra Reduced Vehicle Trips	0	0	0
New Vehicle Trips	587	360	947

Scenario - 3

Scenario Name: Proposed - Peak PM

User Group:

Dev. phase: 1

No. of Years to Project Traffic : 0

Analyst Note:

Warning:

VEHICLE TRIPS BEFORE REDUCTION

Land Use & Data Source	Location	IV	Size	Time Period	Method Rate/Equation	Entry Split%	Exit Split%	Total
820 - Shopping Center (	150k)	General Urban/Suburban	1000 Sq. Ft. GLA	1756	Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 4 and 6 p.m.	Best Fit (LOG)	2132	2310
Data Source: Trip Generation Manual, 11th Ed					Ln(T) =0.72Ln(X) + 3.02	48%	52%	

VEHICLE TO PERSON TRIP CONVERSION

BASELINE SITE VEHICLE CHARACTERISTICS:

Land Use	Baseline Site Vehicle Mode Share		Baseline Site Vehicle Occupancy		Baseline Site Vehicle Directional Split	
	Entry (%)	Exit (%)	Entry	Exit	Entry (%)	Exit (%)
820 - Shopping Center (	150k)	100	100	1	1	48

ESTIMATED BASELINE SITE PERSON TRIPS:

Land Use	Person Trips by Vehicle		Person Trips by Other Modes		Total Baseline Site Person Trips	
	Entry	Exit	Entry	Exit	Entry	Exit
820 - Shopping Center (	150k)	2132	2310	0	0	2132
	4442		0		4442	

INTERNAL VEHICLE TRIP REDUCTION

LAND USE GROUP ASSIGNMENT:

Land Use	Land Use Group
820 - Shopping Center (	150k)

BALANCED PERSON TRIPS:

INTERNAL PERSON TRIPS:

820 - Shopping Center (>150k)

Internal Person Trips From	Entry	Exit	Total
Total Internal Person Trips	**0**	**0**	**0**

INTERNAL VEHICLE TRIPS AND CAPTURE:

820 - Shopping Center (>150k)

Total Internal Person Trips	0	0	0
Vehicle Mode Share	100%	100%	-
Vehicle Occupancy	1.00	1.00	-
Total Vehicle Internal Trips	**0**	**0**	**0**
Total External Vehicle Trips	2132	2310	4442

Internal Vehicle Trip Capture	**0%**	**0%**	**0%**

PASS-BY VEHICLE TRIP REDUCTION

Land Use	External Vehicle Trips		Pass-by Vehicle Trip %		Pass-by Vehicle Trips	
	Entry	Exit	Entry (%)	Exit (%)	Entry	Exit
820 - Shopping Center (	150k)	2132	2310	34.00%	34.00%	725

DIVERTED VEHICLE TRIP REDUCTION

Land Use	External Vehicle Trips		Diverted Vehicle Trip %		Diverted Vehicle Trips	
	Entry	Exit	Entry (%)	Exit (%)	Entry	Exit
820 - Shopping Center (	150k)	2132	2310	0.00%	0.00%	0

EXTRA VEHICLE TRIP REDUCTION

Land Use	(External - (Pass-by + Diverted)) Vehicle Trips		Extra Vehicle Trip Reduction %		Extra Reduced Vehicle Trips	
	Entry	Exit	Entry (%)	Exit (%)	Entry	Exit
820 - Shopping Center (	150k)	1407	1525	0.00%	0.00%	0

NEW VEHICLE TRIPS

Land Use	New Vehicle Trips		
	Entry	Exit	Total
820 - Shopping Center (	150k)	1407	1525

RESULTS

Site Totals	Entry	Exit	Total
Vehicle Trips Before Reduction	2132	2310	4442
Internal Vehicle Trips	0	0	0
External Vehicle Trips	2132	2310	4442
Internal Vehicle Trip Capture	0%	0%	0%
Pass-by Vehicle Trips	725	785	1510
Diverted Vehicle Trips	0	0	0
Extra Reduced Vehicle Trips	0	0	0
New Vehicle Trips	1407	1525	2932

Scenario - 4

Scenario Name: Existing - Weekday

User Group:

Dev. phase: 1

No. of Years to Project Traffic : 0

Analyst Note:

Warning:

VEHICLE TRIPS BEFORE REDUCTION

Land Use & Data Source	Location	IV	Size	Time Period	Method Rate/Equation	Entry Split%	Exit Split%	Total
750 - Office Park	General Urban/Suburban	1000 Sq. Ft. GFA	848	Weekday	Average	4694	4694	9388
Data Source: Trip Generation Manual, 11th Ed					11.07	50%	50%	
610 - Hospital	General Urban/Suburban	1000 Sq. Ft. GFA	908	Weekday	Best Fit (LIN)	4136	4136	8272
Data Source: Trip Generation Manual, 11th Ed					T = 5.29(X) + 3469.05	50%	50%	

VEHICLE TO PERSON TRIP CONVERSION

BASELINE SITE VEHICLE CHARACTERISTICS:

Land Use	Baseline Site Vehicle Mode Share		Baseline Site Vehicle Occupancy		Baseline Site Vehicle Directional Split	
	Entry (%)	Exit (%)	Entry	Exit	Entry (%)	Exit (%)
750 - Office Park	100	100	1	1	50	50
610 - Hospital	100	100	1	1	50	50

ESTIMATED BASELINE SITE PERSON TRIPS:

Land Use	Person Trips by Vehicle		Person Trips by Other Modes		Total Baseline Site Person Trips	
	Entry	Exit	Entry	Exit	Entry	Exit
750 - Office Park	4694	4694	0	0	4694	4694
	9388		0		9388	
610 - Hospital	4136	4136	0	0	4136	4136
	8272		0		8272	

INTERNAL VEHICLE TRIP REDUCTION

LAND USE GROUP ASSIGNMENT:

Land Use	Land Use Group
750 - Office Park	Office
610 - Hospital	Others

BALANCED PERSON TRIPS:

750 - Office Park								610 - Hospital
Persons Exit	PAF	UIPTC	Unconstrained Demand	**==>>> BALANCED ==>>>**	Unconstrained Demand	UIPTC	PAF	Persons Entry
4694	0	0	0	**0**	0	0	0	4136
Persons Entry	PAF	UIPTC	Unconstrained Demand	**<<<== BALANCED <<<==**	Unconstrained Demand	UIPTC	PAF	Persons Exit
4694	0	0	0	**0**	0	0	0	4136

INTERNAL PERSON TRIPS:

750 - Office Park

Internal Person Trips From	Entry	Exit	Total
Total Internal Person Trips	**0**	**0**	**0**

610 - Hospital

Internal Person Trips From	Entry	Exit	Total
Total Internal Person Trips	**0**	**0**	**0**

INTERNAL VEHICLE TRIPS AND CAPTURE:

750 - Office Park

Total Internal Person Trips	0	0	0
Vehicle Mode Share	100%	100%	-
Vehicle Occupancy	1.00	1.00	-
Total Vehicle Internal Trips	**0**	**0**	**0**
Total External Vehicle Trips	4694	4694	9388
Internal Vehicle Trip Capture	**0%**	**0%**	**0%**

610 - Hospital

Total Internal Person Trips	0	0	0
Vehicle Mode Share	100%	100%	-
Vehicle Occupancy	1.00	1.00	-
Total Vehicle Internal Trips	**0**	**0**	**0**
Total External Vehicle Trips	4136	4136	8272
Internal Vehicle Trip Capture	**0%**	**0%**	**0%**

PASS-BY VEHICLE TRIP REDUCTION

Land Use	External Vehicle Trips		Pass-by Vehicle Trip %		Pass-by Vehicle Trips	
	Entry	Exit	Entry (%)	Exit (%)	Entry	Exit
750 - Office Park	4694	4694	0.00%	0.00%	0	0
610 - Hospital	4136	4136	0.00%	0.00%	0	0

DIVERTED VEHICLE TRIP REDUCTION

Land Use	External Vehicle Trips		Diverted Vehicle Trip %		Diverted Vehicle Trips	
	Entry	Exit	Entry (%)	Exit (%)	Entry	Exit
750 - Office Park	4694	4694	0.00%	0.00%	0	0
610 - Hospital	4136	4136	0.00%	0.00%	0	0

EXTRA VEHICLE TRIP REDUCTION

Land Use	(External - (Pass-by + Diverted)) Vehicle Trips		Extra Vehicle Trip Reduction %		Extra Reduced Vehicle Trips	
	Entry	Exit	Entry (%)	Exit (%)	Entry	Exit
750 - Office Park	4694	4694	0.00%	0.00%	0	0
610 - Hospital	4136	4136	0.00%	0.00%	0	0

NEW VEHICLE TRIPS

Land Use	New Vehicle Trips		
	Entry	Exit	Total
750 - Office Park	4694	4694	9388
610 - Hospital	4136	4136	8272

RESULTS

Site Totals	Entry	Exit	Total

Vehicle Trips Before Reduction	8830	8830	17660
Internal Vehicle Trips	0	0	0
External Vehicle Trips	8830	8830	17660
Internal Vehicle Trip Capture	0%	0%	0%
Pass-by Vehicle Trips	0	0	0
Diverted Vehicle Trips	0	0	0
Extra Reduced Vehicle Trips	0	0	0
New Vehicle Trips	8830	8830	17660

Scenario - 5

Scenario Name: Existing - Peak PM

User Group:

Dev. phase: 1

No. of Years to Project Traffic : 0

Analyst Note:

Warning:

VEHICLE TRIPS BEFORE REDUCTION

Land Use & Data Source	Location	IV	Size	Time Period	Method Rate/Equation	Entry Split%	Exit Split%	Total
750 - Office Park	General Urban/Suburban	1000 Sq. Ft. GFA	848	Weekday, Peak Hour of Adjacent Street Traffic,	Best Fit (LIN)	153	937	1090
Data Source: Trip Generation Manual, 11th Ed					T = 1.26(X) + 20.98	14%	86%	
610 - Hospital	General Urban/Suburban	1000 Sq. Ft. GFA	908	Weekday, Peak Hour of Adjacent Street Traffic,	Best Fit (LOG)	265	492	757
Data Source: Trip Generation Manual, 11th Ed					Ln(T) =0.64Ln(X) + 2.27	35%	65%	

VEHICLE TO PERSON TRIP CONVERSION

BASELINE SITE VEHICLE CHARACTERISTICS:

Land Use	Baseline Site Vehicle Mode Share		Baseline Site Vehicle Occupancy		Baseline Site Vehicle Directional Split	
	Entry (%)	Exit (%)	Entry	Exit	Entry (%)	Exit (%)
750 - Office Park	100	99	1.1	1.1	14	86
610 - Hospital	100	100	1	1	35	65

ESTIMATED BASELINE SITE PERSON TRIPS:

Land Use	Person Trips by Vehicle		Person Trips by Other Modes		Total Baseline Site Person Trips	
	Entry	Exit	Entry	Exit	Entry	Exit
750 - Office Park	168	1031	0	10	168	1041
	1199		10		1209	
610 - Hospital	265	492	0	0	265	492
	757		0		757	

INTERNAL VEHICLE TRIP REDUCTION

LAND USE GROUP ASSIGNMENT:

Land Use	Land Use Group
750 - Office Park	Office
610 - Hospital	Others

BALANCED PERSON TRIPS:

750 - Office Park								610 - Hospital
Persons Exit	PAF	UIPTC	Unconstrained Demand	==>>> BALANCED ==>>>	Unconstrained Demand	UIPTC	PAF	Persons Entry
1041	0	0	0	**0**	0	0	0	265
Persons Entry	PAF	UIPTC	Unconstrained Demand	<<<== BALANCED <<<==	Unconstrained Demand	UIPTC	PAF	Persons Exit
168	0	0	0	**0**	0	0	0	492

INTERNAL PERSON TRIPS:

750 - Office Park

Internal Person Trips From	Entry	Exit	Total
Total Internal Person Trips	**0**	**0**	**0**

610 - Hospital

Internal Person Trips From	Entry	Exit	Total
Total Internal Person Trips	**0**	**0**	**0**

INTERNAL VEHICLE TRIPS AND CAPTURE:

750 - Office Park

Total Internal Person Trips	0	0	0
Vehicle Mode Share	100%	100%	-
Vehicle Occupancy	1.00	1.00	-
Total Vehicle Internal Trips	**0**	**0**	**0**
Total External Vehicle Trips	153	937	1090
Internal Vehicle Trip Capture	**0%**	**0%**	**0%**

610 - Hospital

Total Internal Person Trips	0	0	0
Vehicle Mode Share	100%	100%	-
Vehicle Occupancy	1.00	1.00	-
Total Vehicle Internal Trips	**0**	**0**	**0**
Total External Vehicle Trips	265	492	757
Internal Vehicle Trip Capture	**0%**	**0%**	**0%**

PASS-BY VEHICLE TRIP REDUCTION

Land Use	External Vehicle Trips		Pass-by Vehicle Trip %		Pass-by Vehicle Trips	
	Entry	Exit	Entry (%)	Exit (%)	Entry	Exit
750 - Office Park	153	937	0.00%	0.00%	0	0
610 - Hospital	265	492	0.00%	0.00%	0	0

DIVERTED VEHICLE TRIP REDUCTION

Land Use	External Vehicle Trips		Diverted Vehicle Trip %		Diverted Vehicle Trips	
	Entry	Exit	Entry (%)	Exit (%)	Entry	Exit
750 - Office Park	153	937	0.00%	0.00%	0	0
610 - Hospital	265	492	0.00%	0.00%	0	0

EXTRA VEHICLE TRIP REDUCTION

Land Use	(External - (Pass-by + Diverted)) Vehicle Trips		Extra Vehicle Trip Reduction %		Extra Reduced Vehicle Trips	
	Entry	Exit	Entry (%)	Exit (%)	Entry	Exit
750 - Office Park	153	937	0.00%	0.00%	0	0
610 - Hospital	265	492	0.00%	0.00%	0	0

NEW VEHICLE TRIPS

Land Use	New Vehicle Trips		
	Entry	Exit	Total
750 - Office Park	153	937	1090
610 - Hospital	265	492	757

RESULTS

Site Totals	Entry	Exit	Total

Vehicle Trips Before Reduction	418	1429	1847
Internal Vehicle Trips	0	0	0
External Vehicle Trips	418	1429	1847
Internal Vehicle Trip Capture	0%	0%	0%
Pass-by Vehicle Trips	0	0	0
Diverted Vehicle Trips	0	0	0
Extra Reduced Vehicle Trips	0	0	0
New Vehicle Trips	418	1429	1847

Scenario - 6

Scenario Name: Existing - Peak AM

User Group:

Dev. phase: 1

No. of Years to Project Traffic : 0

Analyst Note:

Warning:

VEHICLE TRIPS BEFORE REDUCTION

Land Use & Data Source	Location	IV	Size	Time Period	Method Rate/Equation	Entry Split%	Exit Split%	Total
750 - Office Park	General Urban/Suburban	1000 Sq. Ft. GFA	848	Weekday, Peak Hour of Adjacent Street Traffic,	Best Fit (LIN)	882	109	991
Data Source: Trip Generation Manual, 11th Ed					T = 0.94(X) + 194.06	89%	11%	
610 - Hospital	General Urban/Suburban	1000 Sq. Ft. GFA	908	Weekday, Peak Hour of Adjacent Street Traffic,	Best Fit (LOG)	496	244	740
Data Source: Trip Generation Manual, 11th Ed					Ln(T) =0.60Ln(X) + 2.52	67%	33%	

VEHICLE TO PERSON TRIP CONVERSION

BASELINE SITE VEHICLE CHARACTERISTICS:

Land Use	Baseline Site Vehicle Mode Share		Baseline Site Vehicle Occupancy		Baseline Site Vehicle Directional Split	
	Entry (%)	Exit (%)	Entry	Exit	Entry (%)	Exit (%)
750 - Office Park	99	100	1.1	1.1	89	11
610 - Hospital	100	100	1	1	67	33

ESTIMATED BASELINE SITE PERSON TRIPS:

Land Use	Person Trips by Vehicle		Person Trips by Other Modes		Total Baseline Site Person Trips	
	Entry	Exit	Entry	Exit	Entry	Exit
750 - Office Park	970	120	10	0	980	120
	1090		10		1100	
610 - Hospital	496	244	0	0	496	244
	740		0		740	

INTERNAL VEHICLE TRIP REDUCTION

LAND USE GROUP ASSIGNMENT:

Land Use	Land Use Group
750 - Office Park	Office
610 - Hospital	Others

BALANCED PERSON TRIPS:

750 - Office Park								610 - Hospital
Persons Exit	PAF	UIPTC	Unconstrained Demand	==>>> BALANCED ==>>>	Unconstrained Demand	UIPTC	PAF	Persons Entry
120	0	0	0	**0**	0	0	0	496
Persons Entry	PAF	UIPTC	Unconstrained Demand	<<<== BALANCED <<<==	Unconstrained Demand	UIPTC	PAF	Persons Exit
980	0	0	0	**0**	0	0	0	244

INTERNAL PERSON TRIPS:

750 - Office Park

Internal Person Trips From	Entry	Exit	Total
Total Internal Person Trips	**0**	**0**	**0**

610 - Hospital

Internal Person Trips From	Entry	Exit	Total
Total Internal Person Trips	**0**	**0**	**0**

INTERNAL VEHICLE TRIPS AND CAPTURE:

750 - Office Park

Total Internal Person Trips	0	0	0
Vehicle Mode Share	100%	100%	-
Vehicle Occupancy	1.00	1.00	-
Total Vehicle Internal Trips	**0**	**0**	**0**
Total External Vehicle Trips	882	109	991
Internal Vehicle Trip Capture	**0%**	**0%**	**0%**

610 - Hospital

Total Internal Person Trips	0	0	0
Vehicle Mode Share	100%	100%	-
Vehicle Occupancy	1.00	1.00	-
Total Vehicle Internal Trips	**0**	**0**	**0**
Total External Vehicle Trips	496	244	740
Internal Vehicle Trip Capture	**0%**	**0%**	**0%**

PASS-BY VEHICLE TRIP REDUCTION

Land Use	External Vehicle Trips		Pass-by Vehicle Trip %		Pass-by Vehicle Trips	
	Entry	Exit	Entry (%)	Exit (%)	Entry	Exit
750 - Office Park	882	109	0.00%	0.00%	0	0
610 - Hospital	496	244	0.00%	0.00%	0	0

DIVERTED VEHICLE TRIP REDUCTION

Land Use	External Vehicle Trips		Diverted Vehicle Trip %		Diverted Vehicle Trips	
	Entry	Exit	Entry (%)	Exit (%)	Entry	Exit
750 - Office Park	882	109	0.00%	0.00%	0	0
610 - Hospital	496	244	0.00%	0.00%	0	0

EXTRA VEHICLE TRIP REDUCTION

Land Use	(External - (Pass-by + Diverted)) Vehicle Trips		Extra Vehicle Trip Reduction %		Extra Reduced Vehicle Trips	
	Entry	Exit	Entry (%)	Exit (%)	Entry	Exit
750 - Office Park	882	109	0.00%	0.00%	0	0
610 - Hospital	496	244	0.00%	0.00%	0	0

NEW VEHICLE TRIPS

Land Use	New Vehicle Trips		
	Entry	Exit	Total
750 - Office Park	882	109	991
610 - Hospital	496	244	740

RESULTS

Site Totals	Entry	Exit	Total

Vehicle Trips Before Reduction	1378	353	1731
Internal Vehicle Trips	0	0	0
External Vehicle Trips	1378	353	1731
Internal Vehicle Trip Capture	0%	0%	0%
Pass-by Vehicle Trips	0	0	0
Diverted Vehicle Trips	0	0	0
Extra Reduced Vehicle Trips	0	0	0
New Vehicle Trips	1378	353	1731

APPENDIX I
LEVEL OF SERVICE EDITION REPORTS FOR FUTURE CONDITIONS

AM Total Peak
1: US Hwy 27 & Holly Hill Grove Rd 2

07/11/2023

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Traffic Volume (veh/h)	109	5	20	11	6	55	9	62	2792	25	12	32
Future Volume (veh/h)	109	5	20	11	6	55	9	62	2792	25	12	32
Initial Q (Qb), veh	0	0	0	0	0	0		0	0	0		0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00		1.00		1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00
Work Zone On Approach		No			No				No			
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870		1870	1870	1870		1870
Adj Flow Rate, veh/h	118	5	22	12	7	60		67	3035	27		35
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92		0.92	0.92	0.92		0.92
Percent Heavy Veh, %	2	2	2	2	2	2		2	2	2		2
Cap, veh/h	432	256	217	154	31	166		257	2938	912		230
Arrive On Green	0.14	0.14	0.14	0.14	0.14	0.14		0.58	0.58	0.58		0.58
Sat Flow, veh/h	1334	1870	1585	156	228	1213		140	5106	1585		74
Grp Volume(v), veh/h	118	5	22	79	0	0		67	3035	27		35
Grp Sat Flow(s),veh/h/ln	1334	1870	1585	1597	0	0		140	1702	1585		74
Q Serve(g_s), s	0.8	0.1	0.4	0.0	0.0	0.0		6.1	18.0	0.2		0.0
Cycle Q Clear(g_c), s	2.1	0.1	0.4	1.4	0.0	0.0		18.0	18.0	0.2		18.0
Prop In Lane	1.00		1.00	0.15		0.76		1.00		1.00		1.00
Lane Grp Cap(c), veh/h	432	256	217	351	0	0		257	2938	912		230
V/C Ratio(X)	0.27	0.02	0.10	0.22	0.00	0.00		0.26	1.03	0.03		0.15
Avail Cap(c_a), veh/h	1017	1076	912	1040	0	0		257	2938	912		230
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	0.00		1.00	1.00	1.00		1.00
Uniform Delay (d), s/veh	12.5	11.7	11.8	12.2	0.0	0.0		14.4	6.6	2.9		15.6
Incr Delay (d2), s/veh	0.3	0.0	0.2	0.3	0.0	0.0		0.5	25.9	0.0		0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0		0.0
%ile BackOfQ(50%),veh/ln	0.6	0.0	0.1	0.4	0.0	0.0		0.3	7.0	0.0		0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	12.8	11.7	12.0	12.6	0.0	0.0		14.9	32.5	2.9		15.9
LnGrp LOS	B	B	B	B	A	A		B	F	A		B
Approach Vol, veh/h		145			79				3129			
Approach Delay, s/veh		12.7			12.6				31.9			
Approach LOS		B			B				C			

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		22.5		8.8		22.5		8.8				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		18.0		18.0		18.0		18.0				
Max Q Clear Time (g_c+I1), s		20.0		4.1		20.0		3.4				
Green Ext Time (p_c), s		0.0		0.3		0.0		0.3				

Intersection Summary	
HCM 6th Ctrl Delay	20.8
HCM 6th LOS	C

Notes

User approved ignoring U-Turning movement.

Movement	SBT	SBR
Lane Configurations		
Traffic Volume (veh/h)	2220	21
Future Volume (veh/h)	2220	21
Initial Q (Qb), veh	0	0
Ped-Bike Adj(A_pbT)		1.00
Parking Bus, Adj	1.00	1.00
Work Zone On Approach	No	
Adj Sat Flow, veh/h/ln	1870	1870
Adj Flow Rate, veh/h	2413	23
Peak Hour Factor	0.92	0.92
Percent Heavy Veh, %	2	2
Cap, veh/h	2938	912
Arrive On Green	0.58	0.58
Sat Flow, veh/h	5106	1585
Grp Volume(v), veh/h	2413	23
Grp Sat Flow(s),veh/h/ln	1702	1585
Q Serve(g_s), s	11.9	0.2
Cycle Q Clear(g_c), s	11.9	0.2
Prop In Lane		1.00
Lane Grp Cap(c), veh/h	2938	912
V/C Ratio(X)	0.82	0.03
Avail Cap(c_a), veh/h	2938	912
HCM Platoon Ratio	1.00	1.00
Upstream Filter(I)	1.00	1.00
Uniform Delay (d), s/veh	5.3	2.9
Incr Delay (d2), s/veh	2.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	0.0
Unsig. Movement Delay, s/veh		
LnGrp Delay(d),s/veh	7.3	2.9
LnGrp LOS	A	A
Approach Vol, veh/h	2471	
Approach Delay, s/veh	7.4	
Approach LOS	A	

Timer - Assigned Phs

Intersection	
Int Delay, s/veh	241.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Lane Configurations														
Traffic Vol, veh/h	0	0	167	0	0	17	1	475	2865	14	2	9	2262	61
Future Vol, veh/h	0	0	167	0	0	17	1	475	2865	14	2	9	2262	61
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	-	None	-	-	-	None
Storage Length	-	-	0	-	-	0	-	650	-	-	-	585	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	-	0	-	-	-	0	-
Grade, %	-	0	-	-	0	-	-	-	0	-	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	182	0	0	18	1	516	3114	15	2	10	2459	66

Major/Minor	Minor2		Minor1			Major1				Major2				
Conflicting Flow All	-	-	1263	-	-	1565	1843	2525	0	0	2284	3129	0	0
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	7.14	-	-	7.14	5.64	5.34	-	-	5.64	5.34	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.92	-	-	3.92	2.32	3.12	-	-	2.32	3.12	-	-
Pot Cap-1 Maneuver	0	0	~ 138	0	0	86	148	~ 67	-	-	83	32	-	-
Stage 1	0	0	-	0	0	-	-	-	-	-	-	-	-	-
Stage 2	0	0	-	0	0	-	-	-	-	-	-	-	-	-
Platoon blocked, %									-	-			-	-
Mov Cap-1 Maneuver	-	-	~ 138	-	-	86	72	~ 72	-	-	35	35	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	245.1	58	$ 409.3	0.7
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	~ 72	-	-	138	86	35	-	-
HCM Lane V/C Ratio	7.186	-	-	1.315	0.215	0.342	-	-
HCM Control Delay (s)	$ 2884.8	-	-	245.1	58	152	-	-
HCM Lane LOS	F	-	-	F	F	F	-	-
HCM 95th %tile Q(veh)	59	-	-	11.4	0.8	1.1	-	-

Notes

~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection	
Int Delay, s/veh	7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	18	6	82	14	5	115
Future Vol, veh/h	18	6	82	14	5	115
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	150	-	0	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	20	7	89	15	5	125

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	27	0	217	24
Stage 1	-	-	-	-	24	-
Stage 2	-	-	-	-	193	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1587	-	771	1052
Stage 1	-	-	-	-	999	-
Stage 2	-	-	-	-	840	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1587	-	728	1052
Mov Cap-2 Maneuver	-	-	-	-	728	-
Stage 1	-	-	-	-	999	-
Stage 2	-	-	-	-	793	-

Approach	EB	WB	NB
HCM Control Delay, s	0	6.3	8.9
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	728	1052	-	-	1587	-
HCM Lane V/C Ratio	0.007	0.119	-	-	0.056	-
HCM Control Delay (s)	10	8.9	-	-	7.4	-
HCM Lane LOS	B	A	-	-	A	-
HCM 95th %tile Q(veh)	0	0.4	-	-	0.2	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Traffic Volume (veh/h)	8	5	8	312	18	266	5	15	2504	180	8	250
Future Volume (veh/h)	8	5	8	312	18	266	5	15	2504	180	8	250
Initial Q (Qb), veh	0	0	0	0	0	0		0	0	0		0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00		1.00		1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00
Work Zone On Approach		No			No				No			
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870		1870	1870	1870		1870
Adj Flow Rate, veh/h	9	5	9	339	20	289		16	2722	196		272
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92		0.92	0.92	0.92		0.92
Percent Heavy Veh, %	2	2	2	2	2	2		2	2	2		2
Cap, veh/h	134	9	16	385	20	288		86	2365	734		296
Arrive On Green	0.01	0.01	0.01	0.18	0.19	0.19		0.02	0.46	0.46		0.14
Sat Flow, veh/h	3456	599	1078	1781	104	1497		1781	5106	1585		1781
Grp Volume(v), veh/h	9	0	14	339	0	309		16	2722	196		272
Grp Sat Flow(s),veh/h/ln	1728	0	1676	1781	0	1601		1781	1702	1585		1781
Q Serve(g_s), s	0.4	0.0	1.2	27.1	0.0	28.4		0.8	68.4	5.3		18.2
Cycle Q Clear(g_c), s	0.4	0.0	1.2	27.1	0.0	28.4		0.8	68.4	5.3		18.2
Prop In Lane	1.00		0.64	1.00		0.94		1.00		1.00		1.00
Lane Grp Cap(c), veh/h	134	0	25	385	0	308		86	2365	734		296
V/C Ratio(X)	0.07	0.00	0.56	0.88	0.00	1.00		0.19	1.15	0.27		0.92
Avail Cap(c_a), veh/h	865	0	257	385	0	308		271	2365	734		352
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00		1.00	1.00	1.00		1.00
Uniform Delay (d), s/veh	70.4	0.0	72.3	56.7	0.0	59.6		35.5	39.6	5.5		61.0
Incr Delay (d2), s/veh	0.2	0.0	18.6	20.4	0.0	51.8		1.0	73.3	0.2		26.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0		0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	0.7	14.3	0.0	15.8		0.3	42.5	3.9		11.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	70.6	0.0	90.8	77.1	0.0	111.4		36.6	112.9	5.7		87.0
LnGrp LOS	E	A	F	E	A	F		D	F	A		F
Approach Vol, veh/h		23			648				2934			
Approach Delay, s/veh		82.9			93.5				105.3			
Approach LOS		F			F				F			

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.6	92.5	7.7	35.8	28.1	76.0	34.0	9.6
Change Period (Y+Rc), s	9.2	7.6	* 6.2	* 7.4	7.6	* 7.6	6.9	7.4
Max Green Setting (Gmax), s	17.8	73.4	* 33	* 18	25.1	* 68	27.1	22.6
Max Q Clear Time (g_c+I1), s	2.8	51.6	2.4	30.4	20.2	70.4	29.1	3.2
Green Ext Time (p_c), s	0.0	15.9	0.0	0.0	0.3	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	73.5
HCM 6th LOS	E

Notes

User approved ignoring U-Turning movement.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Movement	SBT	SBR
Lane Configurations		
Traffic Volume (veh/h)	2073	20
Future Volume (veh/h)	2073	20
Initial Q (Qb), veh	0	0
Ped-Bike Adj(A_pbT)		1.00
Parking Bus, Adj	1.00	1.00
Work Zone On Approach	No	
Adj Sat Flow, veh/h/ln	1870	1870
Adj Flow Rate, veh/h	2253	22
Peak Hour Factor	0.92	0.92
Percent Heavy Veh, %	2	2
Cap, veh/h	2935	911
Arrive On Green	0.57	0.57
Sat Flow, veh/h	5106	1585
Grp Volume(v), veh/h	2253	22
Grp Sat Flow(s),veh/h/ln	1702	1585
Q Serve(g_s), s	49.6	0.9
Cycle Q Clear(g_c), s	49.6	0.9
Prop In Lane		1.00
Lane Grp Cap(c), veh/h	2935	911
V/C Ratio(X)	0.77	0.02
Avail Cap(c_a), veh/h	2935	911
HCM Platoon Ratio	1.00	1.00
Upstream Filter(I)	1.00	1.00
Uniform Delay (d), s/veh	23.9	13.5
Incr Delay (d2), s/veh	1.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0
%ile BackOfQ(50%),veh/ln	18.4	0.3
Unsig. Movement Delay, s/veh		
LnGrp Delay(d),s/veh	25.2	13.5
LnGrp LOS	C	B
Approach Vol, veh/h	2547	
Approach Delay, s/veh	31.7	
Approach LOS	C	

Timer - Assigned Phs

Intersection	
Int Delay, s/veh	3.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	139	0	2889	2186	29
Future Vol, veh/h	0	139	0	2889	2186	29
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	151	0	3140	2376	32

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	-	1204	-	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	7.14	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.92	-	-	-	-
Pot Cap-1 Maneuver	0	~ 151	0	-	-	-
Stage 1	0	-	0	-	-	-
Stage 2	0	-	0	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	-	~ 151	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	132.6	0	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	-	151	-	-
HCM Lane V/C Ratio	-	1.001	-	-
HCM Control Delay (s)	-	132.6	-	-
HCM Lane LOS	-	F	-	-
HCM 95th %tile Q(veh)	-	7.5	-	-

Notes

~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Traffic Volume (veh/h)	60	34	53	276	18	355	7	23	2726	238	8	244
Future Volume (veh/h)	60	34	53	276	18	355	7	23	2726	238	8	244
Initial Q (Qb), veh	0	0	0	0	0	0		0	0	0		0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00		1.00		1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00
Work Zone On Approach		No			No				No			
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870		1870	1870	1870		1870
Adj Flow Rate, veh/h	65	37	58	300	20	386		25	2963	259		265
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92		0.92	0.92	0.92		0.92
Percent Heavy Veh, %	2	2	2	2	2	2		2	2	2		2
Cap, veh/h	45	130	204	241	16	302		139	2630	816		283
Arrive On Green	0.20	0.20	0.20	0.20	0.20	0.20		0.02	0.51	0.51		0.13
Sat Flow, veh/h	979	656	1029	1301	79	1518		1781	5106	1585		1781
Grp Volume(v), veh/h	65	0	95	300	0	406		25	2963	259		265
Grp Sat Flow(s),veh/h/ln	979	0	1685	1301	0	1597		1781	1702	1585		1781
Q Serve(g_s), s	0.0	0.0	7.7	24.1	0.0	31.8		1.1	82.4	15.2		19.5
Cycle Q Clear(g_c), s	31.8	0.0	7.7	31.8	0.0	31.8		1.1	82.4	15.2		19.5
Prop In Lane	1.00		0.61	1.00		0.95		1.00		1.00		1.00
Lane Grp Cap(c), veh/h	45	0	335	241	0	317		139	2630	816		283
V/C Ratio(X)	1.44	0.00	0.28	1.24	0.00	1.28		0.18	1.13	0.32		0.94
Avail Cap(c_a), veh/h	45	0	335	241	0	317		229	2630	816		283
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00		1.00	1.00	1.00		1.00
Uniform Delay (d), s/veh	80.0	0.0	54.4	70.2	0.0	64.1		20.4	38.8	22.5		57.6
Incr Delay (d2), s/veh	289.7	0.0	0.5	139.5	0.0	147.7		0.6	62.6	1.0		36.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0		0.0
%ile BackOfQ(50%),veh/ln	5.5	0.0	3.3	19.2	0.0	25.7		0.4	47.0	5.7		12.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	369.7	0.0	54.9	209.7	0.0	211.8		21.0	101.4	23.5		94.3
LnGrp LOS	F	A	D	F	A	F		C	F	C		F
Approach Vol, veh/h		160			706				3247			
Approach Delay, s/veh		182.8			210.9				94.6			
Approach LOS		F			F				F			

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	12.0	108.0		40.0	30.0	90.0		40.0
Change Period (Y+Rc), s	* 8.6	7.6		* 8.2	* 8.6	7.6		* 8.2
Max Green Setting (Gmax), s	* 11	92.4		* 32	* 21	82.4		* 32
Max Q Clear Time (g_c+I1), s	3.1	48.2		33.8	21.5	84.4		33.8
Green Ext Time (p_c), s	0.0	25.1		0.0	0.0	0.0		0.0

Intersection Summary	
HCM 6th Ctrl Delay	84.0
HCM 6th LOS	F

Notes

User approved pedestrian interval to be less than phase max green.

User approved ignoring U-Turning movement.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Movement	SBT	SBR
Lane Configurations		
Traffic Volume (veh/h)	2053	23
Future Volume (veh/h)	2053	23
Initial Q (Qb), veh	0	0
Ped-Bike Adj(A_pbT)		1.00
Parking Bus, Adj	1.00	1.00
Work Zone On Approach	No	
Adj Sat Flow, veh/h/ln	1870	1870
Adj Flow Rate, veh/h	2232	25
Peak Hour Factor	0.92	0.92
Percent Heavy Veh, %	2	2
Cap, veh/h	3206	995
Arrive On Green	0.63	0.63
Sat Flow, veh/h	5106	1585
Grp Volume(v), veh/h	2232	25
Grp Sat Flow(s),veh/h/ln	1702	1585
Q Serve(g_s), s	46.2	1.0
Cycle Q Clear(g_c), s	46.2	1.0
Prop In Lane		1.00
Lane Grp Cap(c), veh/h	3206	995
V/C Ratio(X)	0.70	0.03
Avail Cap(c_a), veh/h	3206	995
HCM Platoon Ratio	1.00	1.00
Upstream Filter(I)	1.00	1.00
Uniform Delay (d), s/veh	19.7	11.3
Incr Delay (d2), s/veh	1.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0
%ile BackOfQ(50%),veh/ln	17.0	0.3
Unsig. Movement Delay, s/veh		
LnGrp Delay(d),s/veh	21.0	11.3
LnGrp LOS	C	B
Approach Vol, veh/h	2522	
Approach Delay, s/veh	28.6	
Approach LOS	C	

Timer - Assigned Phs

Intersection	
Int Delay, s/veh	5.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	144	0	3397	2371	29
Future Vol, veh/h	0	144	0	3397	2371	29
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	157	0	3692	2577	32

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	-	1305	-	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	7.14	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.92	-	-	-	-
Pot Cap-1 Maneuver	0	~ 129	0	-	-	-
Stage 1	0	-	0	-	-	-
Stage 2	0	-	0	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	-	~ 129	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	213.4	0	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	-	129	-	-
HCM Lane V/C Ratio	-	1.213	-	-
HCM Control Delay (s)	-	213.4	-	-
HCM Lane LOS	-	F	-	-
HCM 95th %tile Q(veh)	-	9.6	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Traffic Volume (veh/h)	258	12	18	20	10	54	1	109	2589	64	1	77
Future Volume (veh/h)	258	12	18	20	10	54	1	109	2589	64	1	77
Initial Q (Qb), veh	0	0	0	0	0	0		0	0	0		0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00		1.00		1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00
Work Zone On Approach		No			No				No			
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870		1870	1870	1870		1870
Adj Flow Rate, veh/h	280	13	20	22	11	59		118	2814	70		84
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92		0.92	0.92	0.92		0.92
Percent Heavy Veh, %	2	2	2	2	2	2		2	2	2		2
Cap, veh/h	318	386	327	92	57	209		108	3278	1017		130
Arrive On Green	0.21	0.21	0.21	0.21	0.21	0.21		0.03	0.64	0.64		0.03
Sat Flow, veh/h	1331	1870	1585	292	276	1015		1781	5106	1585		1781
Grp Volume(v), veh/h	280	13	20	92	0	0		118	2814	70		84
Grp Sat Flow(s),veh/h/ln	1331	1870	1585	1583	0	0		1781	1702	1585		1781
Q Serve(g_s), s	22.5	0.8	1.4	0.2	0.0	0.0		4.5	61.8	2.3		2.3
Cycle Q Clear(g_c), s	29.0	0.8	1.4	6.5	0.0	0.0		4.5	61.8	2.3		2.3
Prop In Lane	1.00		1.00	0.24		0.64		1.00		1.00		1.00
Lane Grp Cap(c), veh/h	318	386	327	358	0	0		108	3278	1017		130
V/C Ratio(X)	0.88	0.03	0.06	0.26	0.00	0.00		1.09	0.86	0.07		0.64
Avail Cap(c_a), veh/h	318	386	327	358	0	0		108	3278	1017		164
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	0.00		1.00	1.00	1.00		1.00
Uniform Delay (d), s/veh	56.8	44.6	44.8	46.8	0.0	0.0		45.3	20.1	9.4		33.6
Incr Delay (d2), s/veh	23.8	0.0	0.1	0.4	0.0	0.0		112.7	2.5	0.0		5.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0		0.0
%ile BackOfQ(50%),veh/ln	12.1	0.4	0.6	2.8	0.0	0.0		7.2	21.6	0.7		2.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	80.6	44.6	44.9	47.2	0.0	0.0		157.9	22.6	9.5		39.3
LnGrp LOS	F	D	D	D	A	A		F	C	A		D
Approach Vol, veh/h		313			92				3002			
Approach Delay, s/veh		76.8			47.2				27.6			
Approach LOS		E			D				C			

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	10.3	95.7		34.5	10.0	96.0		34.5
Change Period (Y+Rc), s	5.5	5.5		5.5	5.5	5.5		5.5
Max Green Setting (Gmax), s	7.5	87.5		29.0	4.5	90.5		29.0
Max Q Clear Time (g_c+I1), s	4.3	63.8		31.0	6.5	92.5		8.5
Green Ext Time (p_c), s	0.0	20.6		0.0	0.0	0.0		0.4

Intersection Summary	
HCM 6th Ctrl Delay	57.2
HCM 6th LOS	E

Notes

User approved ignoring U-Turning movement.

Movement	SBT	SBR
Lane Configurations		
Traffic Volume (veh/h)	3370	44
Future Volume (veh/h)	3370	44
Initial Q (Qb), veh	0	0
Ped-Bike Adj(A_pbT)		1.00
Parking Bus, Adj	1.00	1.00
Work Zone On Approach	No	
Adj Sat Flow, veh/h/ln	1870	1870
Adj Flow Rate, veh/h	3663	48
Peak Hour Factor	0.92	0.92
Percent Heavy Veh, %	2	2
Cap, veh/h	3289	1021
Arrive On Green	0.64	0.64
Sat Flow, veh/h	5106	1585
Grp Volume(v), veh/h	3663	48
Grp Sat Flow(s),veh/h/ln	1702	1585
Q Serve(g_s), s	90.5	1.6
Cycle Q Clear(g_c), s	90.5	1.6
Prop In Lane		1.00
Lane Grp Cap(c), veh/h	3289	1021
V/C Ratio(X)	1.11	0.05
Avail Cap(c_a), veh/h	3289	1021
HCM Platoon Ratio	1.00	1.00
Upstream Filter(I)	1.00	1.00
Uniform Delay (d), s/veh	25.0	9.2
Incr Delay (d2), s/veh	56.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0
%ile BackOfQ(50%),veh/ln	47.5	0.5
Unsig. Movement Delay, s/veh		
LnGrp Delay(d),s/veh	81.1	9.2
LnGrp LOS	F	A
Approach Vol, veh/h	3795	
Approach Delay, s/veh	79.2	
Approach LOS	E	

Timer - Assigned Phs

Intersection	
Int Delay, s/veh	3436.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations													
Traffic Vol, veh/h	0	0	363	0	0	21	3	813	2705	7	5	3418	137
Future Vol, veh/h	0	0	363	0	0	21	3	813	2705	7	5	3418	137
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	-	None	-	-	None
Storage Length	-	-	0	-	-	0	-	650	-	-	585	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	395	0	0	23	3	884	2940	8	5	3715	149

Major/Minor	Minor2			Minor1				Major1			Major2		
Conflicting Flow All	-	-	1932	-	-	1474	2821	3864	0	0	2948	0	0
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	7.14	-	-	7.14	5.64	5.34	-	-	5.34	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.92	-	-	3.92	2.32	3.12	-	-	3.12	-	-
Pot Cap-1 Maneuver	0	0	~ 48	0	0	99	41	~ 13	-	-	40	-	-
Stage 1	0	0	-	0	0	-	-	-	-	-	-	-	-
Stage 2	0	0	-	0	0	-	-	-	-	-	-	-	-
Platoon blocked, %									-	-		-	-
Mov Cap-1 Maneuver	-	-	~ 48	-	-	99	13	~ 13	-	-	40	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, $	3412.3	51.9	$ 6927.4	0.2
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	~ 13	-	-	48	99	40	-	-
HCM Lane V/C Ratio	68.227	-	-	8.22	0.231	0.136	-	-
HCM Control Delay (s)	$ 29951	-	$	3412.3	51.9	108.7	-	-
HCM Lane LOS	F	-	-	F	F	F	-	-
HCM 95th %tile Q(veh)	112.2	-	-	46.5	0.8	0.4	-	-

Notes

~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection	
Int Delay, s/veh	7.8

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	21	9	147	41	10	267
Future Vol, veh/h	21	9	147	41	10	267
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	150	-	0	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	23	10	160	45	11	290

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	33	0	393	28
Stage 1	-	-	-	-	28	-
Stage 2	-	-	-	-	365	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1579	-	611	1047
Stage 1	-	-	-	-	995	-
Stage 2	-	-	-	-	702	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1579	-	549	1047
Mov Cap-2 Maneuver	-	-	-	-	549	-
Stage 1	-	-	-	-	995	-
Stage 2	-	-	-	-	631	-

Approach	EB	WB	NB
HCM Control Delay, s	0	5.9	9.9
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	549	1047	-	-	1579	-
HCM Lane V/C Ratio	0.02	0.277	-	-	0.101	-
HCM Control Delay (s)	11.7	9.8	-	-	7.5	-
HCM Lane LOS	B	A	-	-	A	-
HCM 95th %tile Q(veh)	0.1	1.1	-	-	0.3	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	41	20	27	315	17	296	14	2710	329	418	2860	25
Future Volume (veh/h)	41	20	27	315	17	296	14	2710	329	418	2860	25
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	45	22	29	342	18	322	15	2946	358	454	3109	27
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	146	29	39	406	19	346	59	2284	709	325	3008	934
Arrive On Green	0.02	0.04	0.04	0.21	0.23	0.23	0.01	0.45	0.45	0.16	0.59	0.59
Sat Flow, veh/h	3456	732	965	1781	85	1513	1781	5106	1585	1781	5106	1585
Grp Volume(v), veh/h	45	0	51	342	0	340	15	2946	358	454	3109	27
Grp Sat Flow(s),veh/h/ln	1728	0	1697	1781	0	1598	1781	1702	1585	1781	1702	1585
Q Serve(g_s), s	0.0	0.0	6.2	34.1	0.0	43.6	1.0	93.4	33.7	34.1	123.0	1.2
Cycle Q Clear(g_c), s	0.0	0.0	6.2	34.1	0.0	43.6	1.0	93.4	33.7	34.1	123.0	1.2
Prop In Lane	1.00		0.57	1.00		0.95	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	146	0	68	406	0	365	59	2284	709	325	3008	934
V/C Ratio(X)	0.31	0.00	0.75	0.84	0.00	0.93	0.25	1.29	0.50	1.40	1.03	0.03
Avail Cap(c_a), veh/h	248	0	232	463	0	529	161	2284	709	325	3008	934
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	99.8	0.0	99.2	77.2	0.0	79.0	52.9	57.7	41.2	85.5	42.9	10.8
Incr Delay (d2), s/veh	1.2	0.0	15.1	12.0	0.0	18.5	2.2	133.9	0.6	195.6	25.9	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	0.0	3.0	18.9	0.0	19.8	0.5	67.0	13.4	35.0	55.6	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	101.0	0.0	114.2	89.2	0.0	97.5	55.1	191.6	41.8	281.2	68.8	10.8
LnGrp LOS	F	A	F	F	A	F	E	F	D	F	F	B
Approach Vol, veh/h		96			682			3319			3590	
Approach Delay, s/veh		108.0			93.3			174.8			95.2	
Approach LOS		F			F			F			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.1	130.6	11.5	54.6	41.7	101.0	50.3	15.8
Change Period (Y+Rc), s	9.2	7.6	6.9	* 6.9	7.6	* 7.6	6.9	7.4
Max Green Setting (Gmax), s	14.8	110.4	10.8	* 69	34.1	* 93	50.1	28.6
Max Q Clear Time (g_c+I1), s	3.0	125.0	2.0	45.6	36.1	95.4	36.1	8.2
Green Ext Time (p_c), s	0.0	0.0	0.0	2.1	0.0	0.0	0.9	0.2

Intersection Summary	
HCM 6th Ctrl Delay	129.6
HCM 6th LOS	F

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Int Delay, s/veh	89.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	283	0	2745	3236	55
Future Vol, veh/h	0	283	0	2745	3236	55
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	308	0	2984	3517	60

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	-	1789	-	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	7.14	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.92	-	-	-	-
Pot Cap-1 Maneuver	0	~ 60	0	-	-	-
Stage 1	0	-	0	-	-	-
Stage 2	0	-	0	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	-	~ 60	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, $	1993.8	0	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	-	60	-	-
HCM Lane V/C Ratio	-	5.127	-	-
HCM Control Delay (s)	$	1993.8	-	-
HCM Lane LOS	-	F	-	-
HCM 95th %tile Q(veh)	-	34.3	-	-

Notes

~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Traffic Volume (veh/h)	63	28	71	315	46	399	15	90	2567	284	14	510
Future Volume (veh/h)	63	28	71	315	46	399	15	90	2567	284	14	510
Initial Q (Qb), veh	0	0	0	0	0	0		0	0	0		0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00		1.00		1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00
Work Zone On Approach		No			No				No			
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870		1870	1870	1870		1870
Adj Flow Rate, veh/h	68	30	77	342	50	434		98	2790	309		554
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92		0.92	0.92	0.92		0.92
Percent Heavy Veh, %	2	2	2	2	2	2		2	2	2		2
Cap, veh/h	45	101	259	255	36	314		130	1800	559		539
Arrive On Green	0.22	0.22	0.22	0.22	0.22	0.22		0.05	0.35	0.35		0.28
Sat Flow, veh/h	911	464	1192	1287	166	1444		1781	5106	1585		1781
Grp Volume(v), veh/h	68	0	107	342	0	484		98	2790	309		554
Grp Sat Flow(s),veh/h/ln	911	0	1656	1287	0	1610		1781	1702	1585		1781
Q Serve(g_s), s	0.0	0.0	8.6	26.2	0.0	34.8		5.6	56.4	25.1		44.4
Cycle Q Clear(g_c), s	34.8	0.0	8.6	34.8	0.0	34.8		5.6	56.4	25.1		44.4
Prop In Lane	1.00		0.72	1.00		0.90		1.00		1.00		1.00
Lane Grp Cap(c), veh/h	45	0	360	255	0	350		130	1800	559		539
V/C Ratio(X)	1.51	0.00	0.30	1.34	0.00	1.38		0.75	1.55	0.55		1.03
Avail Cap(c_a), veh/h	45	0	360	255	0	350		350	1800	559		539
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00		1.00	1.00	1.00		1.00
Uniform Delay (d), s/veh	80.0	0.0	52.4	69.2	0.0	62.6		40.4	51.8	41.7		51.2
Incr Delay (d2), s/veh	316.1	0.0	0.5	176.8	0.0	188.7		8.4	250.3	1.2		45.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0		0.0
%ile BackOfQ(50%),veh/ln	5.8	0.0	3.6	23.0	0.0	32.3		2.6	64.7	9.7		26.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	396.1	0.0	52.8	246.1	0.0	251.3		48.7	302.1	42.8		97.1
LnGrp LOS	F	A	D	F	A	F		D	F	D		F
Approach Vol, veh/h		175			826				3197			
Approach Delay, s/veh		186.2			249.2				269.3			
Approach LOS		F			F				F			

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	16.3	100.7		43.0	53.0	64.0		43.0
Change Period (Y+Rc), s	* 8.6	7.6		* 8.2	* 8.6	7.6		* 8.2
Max Green Setting (Gmax), s	* 27	73.4		* 35	* 44	56.4		* 35
Max Q Clear Time (g_c+I1), s	7.6	95.1		36.8	46.4	58.4		36.8
Green Ext Time (p_c), s	0.2	0.0		0.0	0.0	0.0		0.0

Intersection Summary	
HCM 6th Ctrl Delay	178.5
HCM 6th LOS	F

Notes

User approved pedestrian interval to be less than phase max green.

User approved ignoring U-Turning movement.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Movement	SBT	SBR
Lane Configurations		
Traffic Volume (veh/h)	3055	91
Future Volume (veh/h)	3055	91
Initial Q (Qb), veh	0	0
Ped-Bike Adj(A_pbT)		1.00
Parking Bus, Adj	1.00	1.00
Work Zone On Approach	No	
Adj Sat Flow, veh/h/ln	1870	1870
Adj Flow Rate, veh/h	3321	99
Peak Hour Factor	0.92	0.92
Percent Heavy Veh, %	2	2
Cap, veh/h	2972	923
Arrive On Green	0.58	0.58
Sat Flow, veh/h	5106	1585
Grp Volume(v), veh/h	3321	99
Grp Sat Flow(s),veh/h/ln	1702	1585
Q Serve(g_s), s	93.1	4.5
Cycle Q Clear(g_c), s	93.1	4.5
Prop In Lane		1.00
Lane Grp Cap(c), veh/h	2972	923
V/C Ratio(X)	1.12	0.11
Avail Cap(c_a), veh/h	2972	923
HCM Platoon Ratio	1.00	1.00
Upstream Filter(I)	1.00	1.00
Uniform Delay (d), s/veh	33.4	14.9
Incr Delay (d2), s/veh	58.1	0.1
Initial Q Delay(d3),s/veh	0.0	0.0
%ile BackOfQ(50%),veh/ln	50.5	1.5
Unsig. Movement Delay, s/veh		
LnGrp Delay(d),s/veh	91.6	15.0
LnGrp LOS	F	B
Approach Vol, veh/h	3974	
Approach Delay, s/veh	90.4	
Approach LOS	F	

Timer - Assigned Phs

Intersection	
Int Delay, s/veh	122.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	295	0	3643	3647	52
Future Vol, veh/h	0	295	0	3643	3647	52
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	321	0	3960	3964	57

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	-	2011	-	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	7.14	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.92	-	-	-	-
Pot Cap-1 Maneuver	0	~ 42	0	-	-	-
Stage 1	0	-	0	-	-	-
Stage 2	0	-	0	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	-	~ 42	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, $	3171.8	0	0
HCM LOS	F		

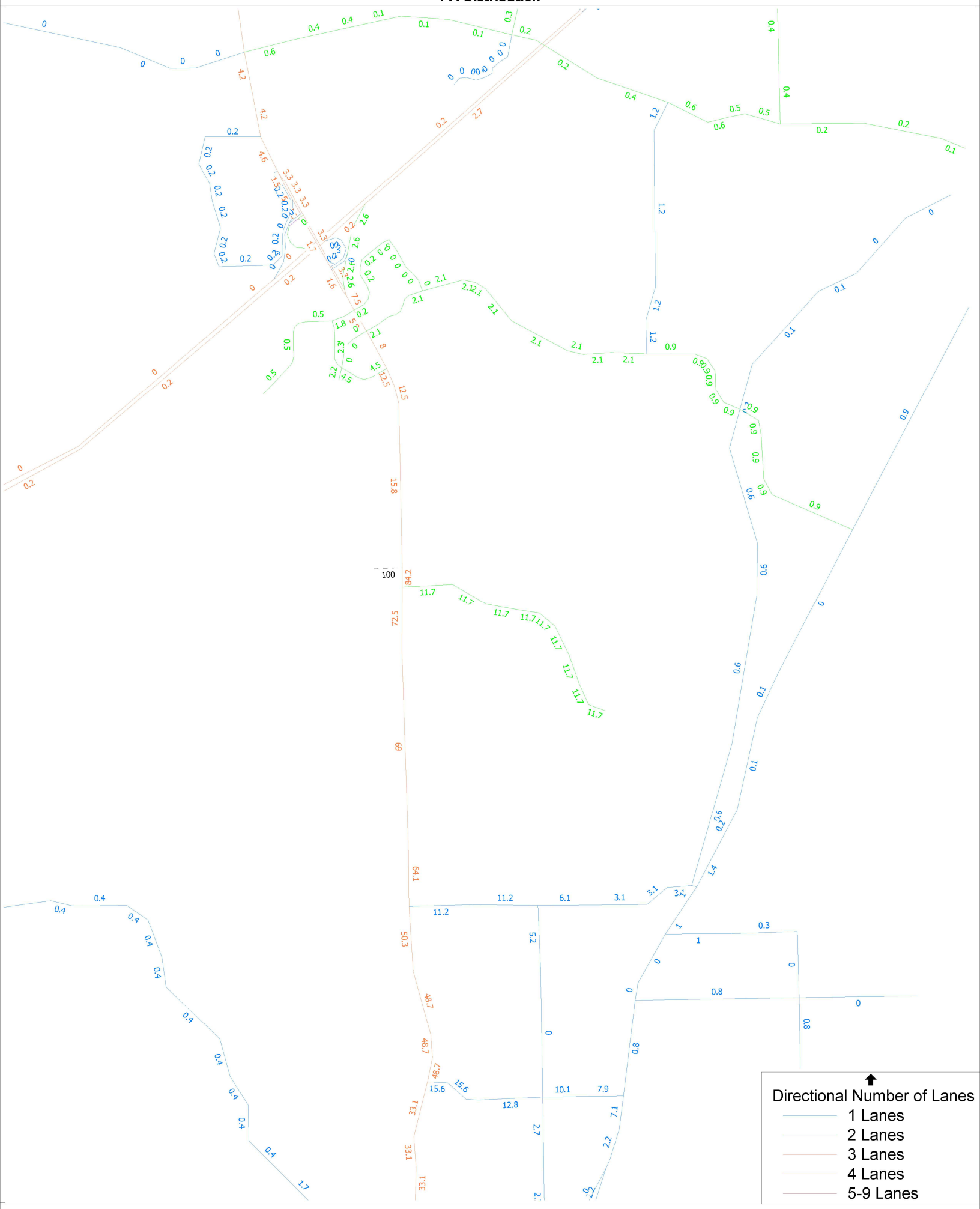
Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	-	42	-	-
HCM Lane V/C Ratio	-	7.635	-	-
HCM Control Delay (s)		$ 3171.8	-	-
HCM Lane LOS	-	F	-	-
HCM 95th %tile Q(veh)	-	38	-	-

Notes

~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

APPENDIX J
FSUTMS DISTRIBUTION MODEL

HWYLOAD_2023_SelectZone_WithDevelopment
PM Distribution



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APPENDIX K

POLK TRANSPORTATION PLANNNG ORGANIZATION 2022 ROADWAY NETWORK DATABASE

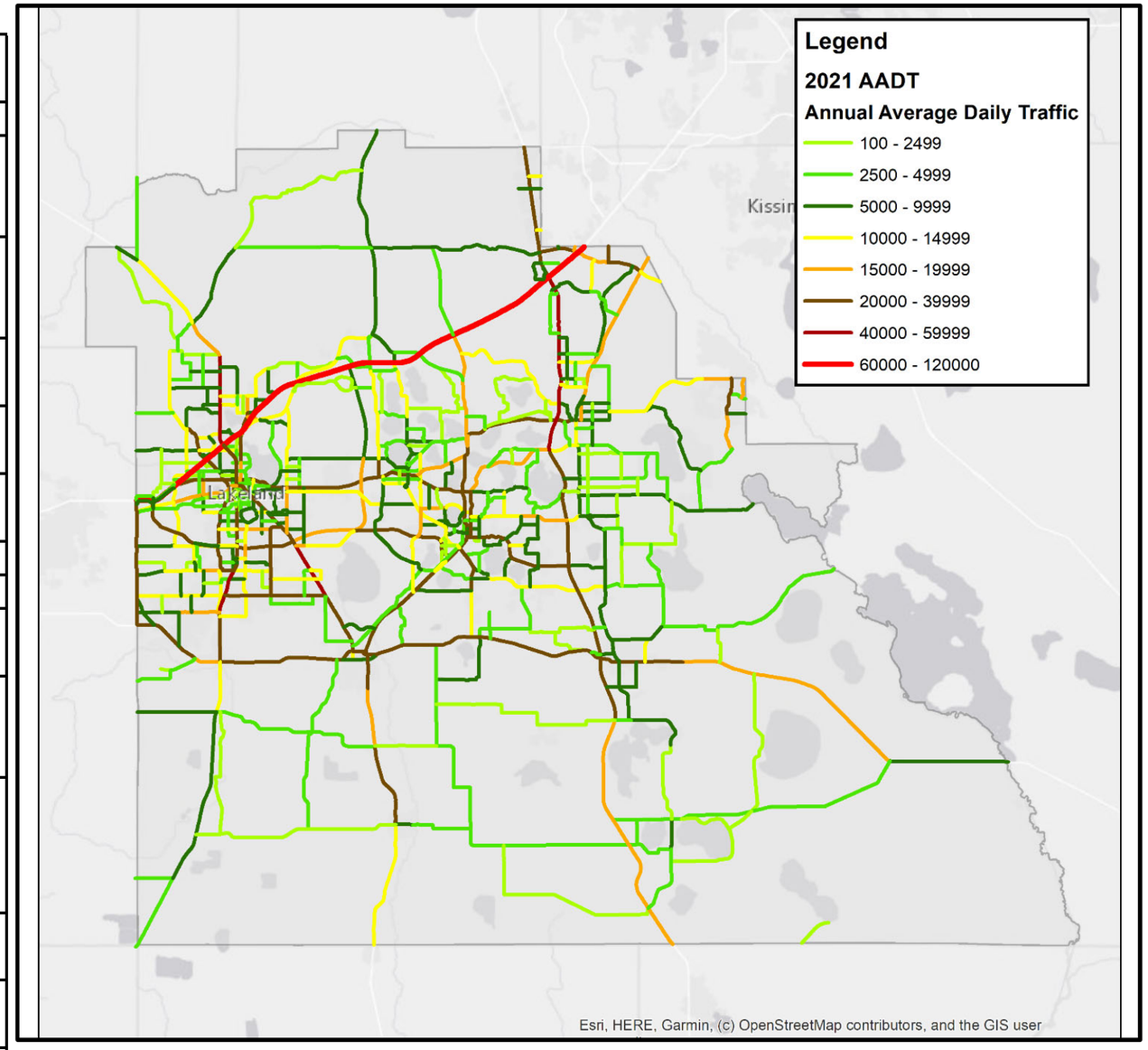
Polk Transportation Planning Organization

EFFECTIVE DATE: APRIL 8, 2022

2022 ROADWAY NETWORK DATABASE

DATABASE TERMINOLOGY

Link	The indentification number of each link in the CMS
Segment / From / To	The name and limits of each link
Laneage and Type	The number of lanes for the segment and indication of Divided/Undivided/One-way facility
Capacity Group	Code that references a generalized service volume from FDOT's Level of Service handbook
Segment Length	The length of the given link or segment in miles
Functional Classification	Classification of roadway based on function, i.e., arterials serve through traffic
AADT	Current year Annual Average Daily Traffic - Two way traffic
D-Factor	Directional Factor
K-Factor	Planning Analysis Hour Factor
Peak Hour Level of Service	The existing peak hour level of service
Directional Capacity	Maximum number of vehicles that can pass through a road segment at the adopted level of service standard
Transitioning, Transit Supportive Development Area or Transit Corridors and Centers Overlay	Level of Service standard based on Highway Standards and existing or planned transit
Highway LOS Standard	Minimum Level of Service Standard for County and State Roads
Projected Peak Hour Level of Service in Five	Peak hour level of service in five years - Deficient links have a red color box
Multimodal Factors	Summary of sidewalk, bike route, and transit routs and stops present on RND roadways



* The Polk County Roadway Network Database contains level of service (LOS) estimates that are based on generalized service volumes. These estimates are subject to verification and change based on more detailed analyses.

* The Roadway Network Database references the minimum acceptable LOS standards for the listed roadway segments. Staff makes a continued effort to ensure the listed standards are correct. Please note; however, that local government comprehensive plans are the definitive source for these standards. Please refer to Section 3.202 of the Polk County Comprehensive Plan or other applicable comprehensive plans.

Link	Road Segment	From	To	Roadway Characteristics: Laneage Lane Type	Capacity Group	Segment Length	Functional Classification	Estimated Traffic Characteristics: 2021 Annual Avg. Daily Traffic	AADT Growth Rate (%)	100th Highest Hour D-Factor	100th Highest Hour K-Factor	Peak Hour / Peak Season: Two-Hour Average Volume	Level of Service	Directional Capacity	LOS Standard Multi-Modal	LOS Standard High-Way	Volume to Capacity Ratio	Volume-to-Capacity Ratio in Five Years	Projected LOS in Five Years	Historical Crash Data 2017 - 2021: Total Crashes	Crash Rate	Multimodal Factors: Transit Presence	Sidewalk Presence	Sidewalk Coverage	Bicycle Facility Presence	Bicycle Facility Coverage
8301N	ADAMS ROAD/MOHAWK RD	BOLENDER ROAD	CR 559	2U	L02	1.8	URBAN COLLECTOR	2,900	2.0	0.490	0.0900	128	C	790	TRANSITIONING	D	0.16	0.18	C	6	0.622	NO	PARTIAL	0.59	NONE	0.00
8301S	ADAMS ROAD/MOHAWK RD	BOLENDER ROAD	CR 559	2U	L02	1.8	URBAN COLLECTOR	2,900	2.0	0.510	0.0900	133	C	790	TRANSITIONING	D	0.17	0.19	C	6	0.622	NO	PARTIAL	0.59	NONE	0.00
8302E	ALAMO DRIVE	OLD HIGHWAY 37	SR 37	2U	L02	0.2	URBAN COLLECTOR	8,500	2.0	0.510	0.0750	309	C	790	TCCO	E	0.39	0.43	C	8	2.075	NO	PARTIAL	1.00	NONE	0.00
8302W	ALAMO DRIVE	OLD HIGHWAY 37	SR 37	2U	L02	0.2	URBAN COLLECTOR	8,500	2.0	0.490	0.0750	297	C	790	TCCO	E	0.38	0.41	C	8	2.075	NO	PARTIAL	1.00	NONE	0.00
8303E	ALAMO DRIVE	SR 563 (HARDEN BLVD S)	OLD HIGHWAY 37	2U	L02	0.8	URBAN COLLECTOR	4,900	2.0	0.490	0.0900	216	C	790	TSDA	D	0.27	0.30	C	8	1.187	NO	PARTIAL	0.94	NONE	0.00
8303W	ALAMO DRIVE	SR 563 (HARDEN BLVD S)	OLD HIGHWAY 37	2U	L02	0.8	URBAN COLLECTOR	4,900	2.0	0.510	0.0900	225	C	790	TSDA	D	0.28	0.31	C	8	1.187	NO	PARTIAL	0.94	NONE	0.00
4010E	ALTURAS-BABSON PARK CUTOFF RD	CR 559	US 27	2U	H02	12.1	RURAL MAJOR COLLECTOR	1,800	2.0	0.490	0.0900	79	B	450	OTHER	C	0.18	0.19	B	23	0.579	NO	NONE	0.00	NONE	0.00
4010W	ALTURAS-BABSON PARK CUTOFF RD	CR 559	US 27	2U	H02	12.1	RURAL MAJOR COLLECTOR	1,800	2.0	0.510	0.0900	83	B	450	OTHER	C	0.18	0.20	B	23	0.579	NO	NONE	0.00	NONE	0.00
4011N	AMERICAN SUPERIOR BLVD/HOOVER RD/SHELL RD/LK ELO	CR 655 (SNIVELY AVE)	AVE Z SE	2U	L02	1.7	URBAN COLLECTOR	3,200	2.0	0.490	0.0900	141	C	790	TSDA	D	0.18	0.20	C	4	0.406	NO	NONE	0.00	PARTIAL	0.03
4011S	AMERICAN SUPERIOR BLVD/HOOVER RD/SHELL RD/LK ELO	CR 655 (SNIVELY AVE)	AVE Z SE	2U	L02	1.7	URBAN COLLECTOR	3,200	2.0	0.510	0.0900	147	C	790	TSDA	D	0.19	0.20	C	4	0.406	NO	NONE	0.00	PARTIAL	0.03
4012E	ARIANA ST	WABASH AVE S	SR 563 (HARDEN BLVD)	2U	L02	1.0	URBAN COLLECTOR	10,700	2.0	0.510	0.0750	389	C	790	MULTI-MODAL	D	0.49	0.54	C	30	1.510	YES	PARTIAL	0.59	NONE	0.00
4012W	ARIANA ST	WABASH AVE S	SR 563 (HARDEN BLVD)	2U	L02	1.0	URBAN COLLECTOR	10,700	2.0	0.490	0.0750	374	C	790	MULTI-MODAL	D	0.47	0.52	C	30	1.510	YES	PARTIAL	0.59	NONE	0.00
8000E	ARIANA STREET	SR 563 (HARDEN BLVD)	SR 37 (FLORIDA AVENUE S)	2U	L02	1.0	URBAN COLLECTOR	3,800	2.0	0.510	0.0900	174	C	790	TRANSITIONING	D	0.22	0.24	C	22	3.198	YES	FULL	1.81	PARTIAL	0.25
8000W	ARIANA STREET	SR 563 (HARDEN BLVD)	SR 37 (FLORIDA AVENUE S)	2U	L02	1.0	URBAN COLLECTOR	3,800	2.0	0.490	0.0900	168	C	790	TRANSITIONING	D	0.21	0.23	C	22	3.198	YES	FULL	1.81	PARTIAL	0.25
8057E	AVENUE C SE	1ST STREET SOUTH	6TH STREET	2U	L02	0.5	URBAN COLLECTOR	2,600	2.0	0.510	0.0750	94	C	790	TCCO	E	0.12	0.13	C	2	0.838	NO	PARTIAL	1.63	NONE	0.00
8057W	AVENUE C SE	1ST STREET SOUTH	6TH STREET	2U	L02	0.5	URBAN COLLECTOR	2,600	2.0	0.490	0.0750	91	C	790	TCCO	E	0.11	0.13	C	2	0.838	NO	PARTIAL	1.63	NONE	0.00
8055E	AVENUE C SW	1ST STREET SOUTH	US 17 (6TH STREET NW)	2U	L02	0.4	URBAN COLLECTOR	2,900	2.0	0.510	0.0750	105	C	790	TCCO	E	0.13	0.15	C	4	1.915	YES	PARTIAL	1.44	NONE	0.00
8055W	AVENUE C SW	1ST STREET SOUTH	US 17 (6TH STREET NW)	2U	L02	0.4	URBAN COLLECTOR	2,900	2.0	0.490	0.0750	101	C	790	TCCO	E	0.13	0.14	C	4	1.915	YES	PARTIAL	1.44	NONE	0.00
8060E	AVENUE K SE	1ST STREET SOUTH	6TH STREET SE	2U	L02	0.5	URBAN COLLECTOR	6,900	2.0	0.510	0.0750	251	C	790	TCCO	E	0.32	0.35	C	12	1.892	YES	PARTIAL	1.66	NONE	0.00
8060W	AVENUE K SE	1ST STREET SOUTH	6TH STREET SE	2U	L02	0.5	URBAN COLLECTOR	6,900	2.0	0.490	0.0750	241	C	790	TCCO	E	0.30	0.34	C	12	1.892	YES	PARTIAL	1.66	NONE	0.00
8059E	AVENUE K SW	US 17 (3RD STREET SW)	1ST STREET SOUTH	2U	L02	0.2	URBAN COLLECTOR	7,900	2.0	0.490	0.0750	276	C	790	TCCO	E	0.35	0.38	C	3	0.835	YES	PARTIAL	0.75	NONE	0.00
8059W	AVENUE K SW	US 17 (3RD STREET SW)	1ST STREET SOUTH	2U	L02	0.2	URBAN COLLECTOR	7,900	2.0	0.510	0.0750	287	C	790	TCCO	E	0.36	0.40	C	3	0.835	YES	PARTIAL	0.75	NONE	0.00
8061E	AVENUE O SW	7TH STREET SW	1ST STREET SOUTH	2U	L02	0.5	URBAN COLLECTOR	6,200	2.0	0.510	0.0750	225	C	790	TCCO	E	0.29	0.31	C	4	0.704	YES	PARTIAL	0.58	NONE	0.00
8061W	AVENUE O SW	7TH STREET SW	1ST STREET SOUTH	2U	L02	0.5	URBAN COLLECTOR	6,200	2.0	0.490	0.0750	216	C	790	TCCO	E	0.27	0.30	C	4	0.704	YES	PARTIAL	0.58	NONE	0.00
4013E	AVENUE T NE/COUNTRY CLUB RD N	SR 544	LAKE HAMILTON DR W	2U	L02	3.6	URBAN COLLECTOR	7,100	2.0	0.490	0.0900	313	C	790	TRANSITIONING	D	0.40	0.44	C	55	1.190	YES	FULL	1.86	NONE	0.00
4013W	AVENUE T NE/COUNTRY CLUB RD N	SR 544	LAKE HAMILTON DR W	2U	L02	3.6	URBAN COLLECTOR	7,100	2.0	0.510	0.0900	326	C	790	TRANSITIONING	D	0.41	0.45	C	55	1.190	YES	FULL	1.86	NONE	0.00
8072E	AVON PARK CUTOFF RD	US 98	US 27/98	2U	H02	12.2	RURAL MAJOR COLLECTOR	1,000	2.0	0.510	0.0900	46	B	450	OTHER	C	0.10	0.11	B	16	0.716	NO	NONE	0.00	NONE	0.00
8072W	AVON PARK CUTOFF RD	US 98	US 27/98	2U	H02	12.2	RURAL MAJOR COLLECTOR	1,000	2.0	0.490	0.0900	44	B	450	OTHER	C	0.10	0.11	B	16	0.716	NO	NONE	0.00	NONE	0.00
8073N	BAILEY ROAD	SR 60	SHEPHERD ROAD	2U	L02	2.1	URBAN COLLECTOR	5,000	2.0	0.510	0.0900	230	C	790	TRANSITIONING	D	0.29	0.32	C	19	1.014	NO	PARTIAL	0.03	NONE	0.00
8073S	BAILEY ROAD	SR 60	SHEPHERD ROAD	2U	L02	2.1	URBAN COLLECTOR	5,000	2.0	0.490	0.0900	221	C	790	TRANSITIONING	D	0.28	0.31	C	19	1.014	NO	PARTIAL	0.03	NONE	0.00
8304E	BAKER AVENUE E/BAKER DAIRY RD	US 17/92	POWER LINE ROAD	2U	L02	1.7	URBAN COLLECTOR	5,100	2.0	0.510	0.0750	185	C	790	TCCO	E	0.23	0.26	C	11	0.708	YES	PARTIAL	0.42	NONE	0.00
8304W	BAKER AVENUE E/BAKER DAIRY RD	US 17/92	POWER LINE ROAD	2U	L02	1.7	URBAN COLLECTOR	5,100	2.0	0.490	0.0750	178	C	790	TCCO	E	0.23	0.25	C	11	0.708	YES	PARTIAL	0.42	NONE	0.00
8074E	BANANA ROAD	CAMPBELL ROAD N	US 98	2U	L02	1.8	URBAN COLLECTOR	6,200	2.0	0.510	0.0900	285	C	790	TRANSITIONING	D	0.36	0.40	C	32	1.603	YES	PARTIAL	0.83	NONE	0.00
8074W	BANANA ROAD	CAMPBELL ROAD N	US 98	2U	L02	1.8	URBAN COLLECTOR	6,200	2.0	0.490	0.0900	273	C	790	TRANSITIONING	D	0.35	0.38	C	32	1.603	YES	PARTIAL	0.83	NONE	0.00
8075E	BANNON ISLAND ROAD	SR 17 (SCENIC HIGHWAY)	CR 544 (LAKE MARION ROAD)	2U	L02	2.5	URBAN COLLECTOR	200	2.0	0.490	0.0750	7	C	790	TCCO	E	0.01	0.01	C	1	1.101	NO	NONE	0.00	NONE	0.00
8075W	BANNON ISLAND ROAD	SR 17 (SCENIC HIGHWAY)	CR 544 (LAKE MARION ROAD)	2U	L02	2.5	URBAN COLLECTOR	200	2.0	0.510	0.0750	7	C	790	TCCO	E	0.01	0.01	C	1	1.101	NO	NONE	0.00	NONE	0.00
8207E	BATES ROAD	US 27	US 17/92	2U	L02	1.6	URBAN COLLECTOR	13,000	2.0	0.490	0.0900	573	C	790	TRANSITIONING	D	0.73	0.80	C	49	1.318	YES	PARTIAL	1.00	NONE	0.00
8207W	BATES ROAD	US 27	US 17/92	2U	L02	1.6	URBAN COLLECTOR	13,000	2.0	0.510	0.0900	597	C	790	TRANSITIONING	D	0.76	0.83	C	49	1.318	YES	PARTIAL	1.00	NONE	0.00
8058E	BEACON ROAD	SR 563 (HARDEN BLVD)	LAKE HOLLINGSWORTH DRIVE	2U	L02	1.5	URBAN COLLECTOR	6,700	2.0	0.490	0.0900	295	C	790	TRANSITIONING	D	0.37	0.41	C	23	1.294	YES	PARTIAL	0.99	PARTIAL	0.02
8058W	BEACON ROAD	SR 563 (HARDEN BLVD)	LAKE HOLLINGSWORTH DRIVE	2U	L02	1.5	URBAN COLLECTOR	6,700	2.0	0.510	0.0900	308	C	790	TRANSITIONING	D	0.39	0.43	C	23	1.294	YES	PARTIAL	0.99	PARTIAL	0.02
8407E	BELLA CITTA BOULEVARD	US 27	OSCEOLA COUNTY LINE	2B	I02	0.3	URBAN COLLECTOR	10,600	2.0	0.490	0.0900	467	C	640	TSDA	D	0.73	0.80	C	2	0.361	NO	PARTIAL	0.84	NONE	0.00
8407W	BELLA CITTA BOULEVARD	US 27	OSCEOLA COUNTY LINE	2B	I02	0.3	URBAN COLLECTOR	10,600	2.0	0.510	0.0900	487	C	640	TSDA	D	0.76	0.84	C	2	0.361	NO	PARTIAL	0.84	NONE	0.00
8056E	BELLA VISTA STREET	MARTIN LUTHER KING JR AVENUE	LAKE PARKER DRIVE W	2U	L02	1.0	URBAN COLLECTOR	4,500	2.0	0.510	0.0750	164	C	790	TCCO	E	0.21	0.23	C	8	0.945	NO	PARTIAL	1.18	NONE	0.00
8056W	BELLA VISTA STREET	MARTIN LUTHER KING JR AVENUE	LAKE PARKER DRIVE W	2U	L02	1.0	URBAN COLLECTOR	4,500	2.0	0.490	0.0750	157	C	790	TCCO	E	0.20	0.22	C	8	0.945	NO	PARTIAL	1.18	NONE	0.00
8411E	BELLA VISTA STREET	WALKER ROAD	CR 542A	2U	B02	1.5	URBAN COLLECTOR	700	2.0	0.490	0.0900	31	C	880	TSDA	D	0.04	0.04	C	6	3.104	NO	NONE	0.00	NONE	0.00
8411W	BELLA VISTA STREET	WALKER ROAD	CR 542A	2U	B02	1.5	URBAN COLLECTOR	700	2.0	0.510	0.0900	32	C	880	TSDA	D	0.04	0.04	C	6	3.104	NO	NONE	0.00	NONE	0.00
8076E	BELLA VISTA STREET W/KENDRICK LN	CR 542A (GALLOWAY RD N)	SR 539 (KATHLEEN ROAD)	2U	L02	1.4	URBAN COLLECTOR	2,100	2.0	0.490	0.0750	73	C	790	TCCO	E	0.09	0.10	C	18	2.706	NO	PARTIAL	0.11	PARTIAL	0.20
8076W	BELLA VISTA STREET W/KENDRICK LN	CR 542A (GALLOWAY RD N)	SR 539 (KATHLEEN ROAD)	2U	L02	1.4	URBAN COLLECTOR	2,100	2.0	0.510	0.0750	76	C	790	TCCO	E	0.10	0.11	C	18	2.706	NO	PARTIAL	0.11	PARTIAL	0.20
8305N	BICE GROVE ROAD	CR 544	CR 546	2U	L02	1.5	RURAL MINOR COLLECTOR	1,100	2.0	0.510	0.0900	50	C	790	TRANSITIONING	D	0.06	0.07	C	1	0.332	NO	NONE	0.00	NONE	0.00
8305S	BICE GROVE ROAD	CR 544	CR 546	2U	L02	1.5	RURAL MINOR COLLECTOR	1,100	2.0	0.490	0.0900	49	C	790	TRANSITIONING	D	0.06	0.07	C	1	0.332	NO	NONE	0.00	NONE	0.00
8221N	BLUE JORDAN ROAD	LAKE REEDY BLVD N	CR 630	2U	H02	1.7	RURAL MINOR COLLECTOR	800	2.0	0.510	0.0900	37	B	1,110	TRANSITIONING	D	0.03	0.04	B	0	0.000	NO	NONE	0.00	NONE	0.00
8221S	BLUE JORDAN ROAD	LAKE REEDY BLVD N	CR 630	2U	H02	1.7	RURAL MINOR COLLECTOR	800	2.0	0.490	0.0900	35	B	1,110	TRANSITIONING	D	0.03	0.03	B	0	0.000	NO	NONE	0.00	NONE	0.00
4016E	BOLENDER RD	CR 559 (POLK CITY ROAD)	LAKE ALFRED RD	2U	L02	1.6	URBAN COLLECTOR	5,000	2.0	0.510	0.0900	230	C	790	TRANSITIONING	D	0.29	0.32	C	9	0.614	NO	PARTIAL	0.33	NONE	0.00
4016W	BOLENDER RD	CR 559 (POLK CITY ROAD)	LAKE ALFRED RD	2U	L02	1.6	URBAN COLLECTOR	5,000	2.0	0.490	0.0900	221	C	790	TRANSITIONING	D	0.28	0.31	C	9	0.614	NO	PARTIAL	0.33	NONE	0.00
4018E	BRIDGERS AVE	US 92	US 92 (MAGNOLIA AVENUE)	2U	L02	2.0	URBAN COLLECTOR	3,900	2.0	0.490	0.0750	136	C	790	TCCO	E	0.17	0.19	C	40	2.752	YES	PARTIAL	1.04	NONE	0.00
4018W	BRIDGERS AVE	US 92	US 92 (MAGNOLIA AVENUE)	2U	L02	2.0	URBAN COLLECTOR	3,900	2.0	0.510	0.0750	142	C	790	TCCO	E	0.18	0.20	C	40	2.752	YES	PARTIAL	1.04	NONE	0.00
5403N	BROADWAY AVE N	MAIN ST	SR 60 (VAN FLEET DRIVE)	4D	C02	0.5	URBAN COLLECTOR	14,400	2.0	0.490	0.0750	503	C	1,790	TCCO	E	0.28	0.31	C	50	3.629	YES	FULL	1.70	NONE	0.00
5403S	BROADWAY AVE N	MAIN ST	SR 60 (VAN FLEET DRIVE)	4D	C02	0.5	URBAN COLLECTOR	14,400	2.0	0.510	0.0750	523	C	1,790	TCCO	E	0.29	0.32	C	50	3.629	YES	FULL	1.70	NONE	0.00
4020N	BUCKEYE LOOP RD	SR 542 (DUNDEE RD)	AVE T NE	2U	L02	1.5	URBAN COLLECTOR	10,700	2.0	0.510	0.0900	491	C	790	TRANSITIONING	D	0.62	0.68	C	14	0.494	NO	PARTIAL	0.30	PARTIAL	0.25
4020S	BUCKEYE LOOP RD	SR 542 (DUNDEE RD)	AVE T NE	2U	L02	1.5	URBAN COLLECTOR	10,700	2.0	0.490	0.0900	472	C	790	TRANSITIONING	D	0.60	0.66	C	14	0.494	NO	PARTIAL	0.30	PARTIAL	0.25
4021E	BUCKEYE RD	11TH ST NE	BUCKEYE LOOP RD	2U	L02	1.2	URBAN COLLECTOR	3,700	2.0	0.510	0.0900	170	C	790	TRANSITIONING	D	0.21	0.24	C	5	0.638	NO	PARTIAL	0.54	NONE	0.00
4021W	BUCKEYE RD	11TH ST NE	BUCKEYE LOOP RD	2U	L02	1.2	URBAN COLLECTOR	3,700	2.0	0.490	0.0900	163	C	790	TRANSITIONING	D	0.21	0.23	C	5	0.638	NO	PARTIAL	0.54	NONE	0.00
8306E	CAMELLIA DRIVE	SR 540	LAKE SHIPP DR S	2U	L02	0.8	LOCAL ROAD	1,400	2.0	0.490	0.0900	62	C	790	TSDA	D	0.08	0.09	C	2	0.988	NO	PARTIAL	0.74	NONE	0.00
8306W	CAMELLIA DRIVE	SR 540	LAKE SHIPP DR S	2U	L02	0.8	LOCAL ROAD	1,400	2.0	0.510	0.0900	64	C	790	TSDA	D	0.08	0.09	C	2	0.988	NO	PARTIAL	0.74	NONE	0.00
8077N	CAMPBELL RD N	CR 35A (KATHLEEN RD)	CR 35A (SOCRUM LOOP RD W)	2U	L02	3.3	URBAN COLLECTOR	2,600	2.0	0.510	0.0900	119	C	790	TRANSITIONING	D	0.15	0.17	C	23	1.471	NO	PARTIAL	0.56	NONE	0.00
8077S	CAMPBELL RD N	CR 35A (KATHLEEN RD)	CR 35A (SOCRUM LOOP RD W)	2U	L02	3.3	URBAN COLLECTOR	2,600	2.0	0.490	0.0900	115	C	790	TRANSITIONING	D	0.15	0.16	C	23	1.471	NO	PARTIAL	0.56	NONE	0.00
4022N	CANAL AVE/LAKE PARKER DR E/IDLEWILD ST/MORGAN COM	CR 542 (MAIN STREET E)	FISH HATCHERY RD	2U	L02	2.4	URBAN COLLECTOR	5,100	2.0	0.510	0.0900	234	C	790	TSDA	D	0.30	0.33	C	39	1.726	YES	PARTIAL	0.28	NONE	0.00
4022S	CANAL AVE/LAKE PARKER DR E/IDLEWILD ST/MORGAN COM	CR 542 (MAIN STREET E)	FISH HATCHERY RD	2U	L02	2.4	URBAN COLLECTOR	5,100	2.0	0.490	0.0900	225	C	790	TSDA	D	0.28	0.31	C	39	1.726	YES	PARTIAL	0.28	NONE	0.00
8210E	CANAL AVENUE/WATKINS ROAD	LAKE MABEL LOOP ROAD	CR 542 (LAKE HATCHINEHA ROAD)	2U	N02	5.9	RURAL MINOR COLLECTOR	2,400	2.0	0.490	0.0900	106	C	640	OTHER	C	0.17	0.18	C	15	0.578	NO	NONE	0.00	NONE	0.00
8210W	CANAL AVENUE/WATKINS ROAD	LAKE MABEL LOOP ROAD	CR 542 (LAKE HATCHINEHA ROAD)	2U	N02	5.9	RURAL MINOR COLLECTOR	2,400	2.0	0.510	0.0900	110	C	640	OTHER	C	0.17	0.19	C	15	0.578	NO	NONE	0.00	NONE	0.00
8078N	CARL FLOYD ROAD	CR 550 (OVERLOOK DRIVE SE)	SR 542 (DUNDEE ROAD)	2U	L02	0.5	URBAN COLLECTOR	8,000	2.0	0.490	0.0900	353	C	790	TSDA	D	0.45	0.49	C	6	0.785	NO	NONE	0.00	NONE	0.00
8078S	CARL FLOYD ROAD	CR 550 (OVERLOOK DRIVE SE)	SR 542 (DUNDEE ROAD)	2U	L02	0.5	URBAN COLLECTOR	8,000	2.0	0.510	0.0900	367	C	790	TSDA	D	0.46	0.51	C	6	0.785	NO	NONE	0.00	NONE	0.00
8001E	CARPENTER'S WAY/WEDGEWOOD ESTATES BLVD	US 98	CR 582 (FLORIDA AVENUE N)	2U	L02	1.3	URBAN COLLECTOR	6,900	2.0	0.510	0.0750	251	C	790	TCCO	E	0.32	0.35	C	46	2.720	YES	PARTIAL	1.37	PARTIAL	0.93
8001W	CARPENTER'S WAY/WEDGEWOOD ESTATES BLVD	US 98	CR 582 (FLORIDA AVENUE N)	2U	L02	1.3	URBAN COLLECTOR	6,900	2.0	0.490	0.0750	241	C	790	TCCO	E	0.30	0.34	C	46	2.720	YES	PARTIAL	1.37	PARTIAL	0.93
8079E	CARTER ROAD	SR 37	CR 540A	2U	L02	2.8	URBAN COLLECTOR	11,500	2.0	0.510	0.0900	528	C	790	TSDA	D	0.67	0.73	C	18	0.306	YES	PARTIAL	1.13	NONE	0.00
8079W	CARTER ROAD	SR 37	CR 540A	2U	L02	2.8	URBAN COLLECTOR	11,500	2.0	0.490	0.0900	507	C	790	TSDA	D	0.64	0.71	C	18	0.306	YES	PARTIAL	1.13	NONE	0.00
8307E	CASS ROAD	ADAMS BARN RD	CR 557A (OLD LAKE ALFRED RD)	2U	N02	1.4	URBAN COLLECTOR	600	2.0	0.510	0.0900	28	C	720	TRANSITIONING	D	0.04	0.04	C	4	2.695	NO	NONE	0.00	NONE	0.00
8307W	CASS ROAD	ADAMS BARN RD	CR 557A (OLD LAKE ALFRED RD)	2U	N02	1.4	URBAN COLLECTOR	600	2.0	0.490	0.0900	26	C	720	TRANSITIONING	D	0.04	0.04	C	4	2.695	NO	NONE	0.00	NONE	0.00
8205E	CENTRAL AVENUE	US 27	SR 17 (SCENIC HIGHWAY)	2U	L02	0.8	URBAN COLLECTOR	6,900	2.0	0.510	0.0750	251	C	790	TCCO	E	0.32	0.35	C	26	2.447	YES	PARTIAL	1.36	NONE	0.00
8205W	CENTRAL AVENUE	US 27	SR 17 (SCENIC HIGHWAY)	2U	L02	0.8	URBAN COLLECTOR	6,900	2.0	0.490	0.0750	241	C	790	TCCO	E	0.30	0.34	C	26	2.447	YES	PARTIAL	1.36	NONE	0.00
8206E	CENTRAL AVENUE	SR 60	US 27	2U	L02	0.6	URBAN COLLECTOR	3,400	2.0	0.510	0.0750	124	C	790	TCCO	E	0.16	0.17	C	15	4.108	YES	NONE	0.00	NONE	0.00
8206W	CENTRAL AVENUE	SR 60	US 27	2U	L02	0.6	URBAN COLLECTOR	3,400	2.0	0.490	0.0750	119	C	790	TCCO	E	0.15	0.17	C	15	4.108	YES	NONE	0.00	NONE	0.00
8216N	CHAMPIONS GATE BOULEVARD	CR 54	OSCEOLA COUNTY LINE	4U	L02	0.3	URBAN COLLECTOR	18,300	2.0	0.490	0.0900	807	C	1,710	TSDA	D	0.47	0.52	C	7	0.809	NO	FULL	1.61	NONE	0.00
8216S	CHAMPIONS GATE BOULEVARD	CR 54	OSCEOLA COUNTY LINE	4U	L02	0.3	URBAN COLLECTOR	18,300	2.0	0.510	0.0900	840	C	1,710	TSDA	D	0.49	0.54	C	7	0.809	NO	FULL	1.61	NONE	0.00
4164N	CHARLOTTE RD/DAIRY RD	SR 544 (HAVENDALE BLVD)	LAKE ALFRED RD	2U	L02	1.6	URBAN COLLECTOR	12,100	2.0	0.510	0.0750	440	C	790	TCCO	E	0.56	0.61	C	84	2.348	YES	PARTIAL	0.55	NONE	0.00
4164S	CHARLOTTE RD/DAIRY RD	SR 544 (HAVENDALE BLVD)	LAKE ALFRED RD	2U	L02	1.6	URBAN COLLECTOR	12,100	2.0	0.490	0.0750	422	C	790	TCCO	E	0.53	0.59	C	84	2.348	YES	PARTIAL	0.55	NONE	0.00
8080E	CHERRY LANE	LUNN ROAD	OLD HIGHWAY 37	2U	L02	1.0	URBAN COLLECTOR	1,700	2.0	0.490	0.0900	75	C	790	TSDA	D	0.09	0.10	C	3	0.958	NO	PARTIAL	0.37	NONE	0.00
8080W	CHERRY LANE	LUNN ROAD	OLD HIGHWAY 37	2U	L02	1.0	URBAN COLLECTOR	1,700	2.0	0.510	0.0900	78	C	790	TSDA	D	0.10	0.11	C	3	0.958	NO	PARTIAL	0.37	NONE	0.00
4023N	CHESTNUT RD N	US 92 (NEW TAMPA HWY)	10TH ST W	2U	L02	1.5	URBAN COLLECTOR	3,900	2.0	0.490	0.0750	136	C	790	TCCO	E	0.17	0.19	C	13	1.239	YES	PARTIAL	0.36	NONE	0.00
4023S	CHESTNUT RD N	US 92 (NEW TAMPA HWY)	10TH ST W	2U	L02	1.5	URBAN COLLECTOR	3,900	2.0	0.510	0.0750	142	C	790	TCCO	E	0.18	0.20	C	13	1.239	YES	PARTIAL	0.36	NONE	0.00
8415N	CLARK ROAD	CR 542 (OLD TAMPA HWY)	NORTH FRONTAGE ROAD	2U	C02	0.7	URBAN COLLECTOR	5,100	2.0	0.510	0.0900	234	C	750	TSDA	D	0.31	0.34	C	28	4.548	YES	NONE	0.00	FULL	2.00
8415S	CLARK ROAD	CR 542 (OLD TAMPA HWY)	NORTH FRONTAGE ROAD	2U	C02	0.7	URBAN COLLECTOR	5,100	2.0	0.490	0.0900	225	C	750	TSDA	D	0.30	0.33	C	28	4.548	YES	NONE	0.00	FULL	2.00
8002N	CLEVELAND HEIGHTS BLVD	WESTOVER STREET	LAKE HOLLINGSWORTH DRIVE	4U	L02	1.4	URBAN COLLECTOR	13,700	2.0	0.490	0.0750	478	C	1,710	TCCO	E	0.28	0.31	C	34	0.959	NO	FULL	1.84	NONE	0.00
8002S	CLEVELAND HEIGHTS BLVD	WESTOVER STREET	LAKE HOLLINGSWORTH DRIVE	4U	L02	1.4	URBAN COLLECTOR	13,700	2.0	0.510	0.0750	498	C	1,710	TCCO	E	0.29	0.32	C	34	0.959	NO	FULL	1.84	NONE	0.00
8003N	CLEVELAND HEIGHTS BLVD	WESTOVER STREET	HALLAM DRIVE	2U	L02	1.0	URBAN COLLECTOR	18,900	2.0	0.490	0.0750	660	C	790	TCCO	E	0.84	0.92	C	32	0.910	NO	FULL	1.81	NONE	0.00
8003S	CLEVELAND HEIGHTS BLVD	WESTOVER STREET	HALLAM DRIVE	2U	L02	1.0	URBAN COLLECTOR	18,900	2.0	0.510	0.0750	687	C	790	TCCO	E	0.87	0.96	D	32	0.910	NO	FULL	1.81	NONE	0.00

Link	Road Segment	From	To	Roadway Characteristics: Laneage Lane Type	Capacity Group	Segment Length	Functional Classification	Estimated Traffic Characteristics: 2021 Annual Avg. Daily Traffic	AADT Growth Rate (%)	100th Highest Hour D-Factor	100th Highest Hour K-Factor	Peak Hour / Peak Season: Two-Hour Average Volume	Level of Service	Directional Capacity	LOS Standard Multi-Modal	LOS Standard High-Way	Volume to Capacity Ratio	Volume-to-Capacity Ratio in Five Years	Projected LOS in Five Years	Historical Crash Data 2017 - 2021: Total Crashes	Crash Rate	Multimodal Factors: Transit Presence	Sidewalk Presence	Sidewalk Coverage	Bicycle Facility Presence	Bicycle Facility Coverage
8081N	COLBERT ROAD	CR 540 (CLUBHOUSE ROAD)	US 98	2U	L02	0.9	URBAN COLLECTOR	2,800	2.0	0.510	0.0750	102	C	790	TCCO	E	0.13	0.14	C	34	7.596	NO	PARTIAL	0.31	NONE	0.00
8081S	COLBERT ROAD	CR 540 (CLUBHOUSE ROAD)	US 98	2U	L02	0.9	URBAN COLLECTOR	2,800	2.0	0.490	0.0750	98	C	790	TCCO	E	0.12	0.14	C	34	7.596	NO	PARTIAL	0.31	NONE	0.00
4024E	COLEMAN RD/AVE C SW	SPIRIT LAKE RD	21ST ST SW	2U	L02	1.6	URBAN COLLECTOR	5,200	2.0	0.490	0.0900	229	C	790	TSDA	D	0.29	0.32	C	29	1.934	YES	PARTIAL	0.89	NONE	0.00
4024W	COLEMAN RD/AVE C SW	SPIRIT LAKE RD	21ST ST SW	2U	L02	1.6	URBAN COLLECTOR	5,200	2.0	0.510	0.0900	239	C	790	TSDA	D	0.30	0.33	C	29	1.934	YES	PARTIAL	0.89	NONE	0.00
4014E	COMMERCE POINT DR	US 98	SR 659 (COMBEE RD S)	2U	L02	0.5	URBAN COLLECTOR	9,600	2.0	0.490	0.0750	335	C	790	TCCO	E	0.42	0.47	C	4	0.430	YES	PARTIAL	0.72	NONE	0.00
4014W	COMMERCE POINT DR	US 98	SR 659 (COMBEE RD S)	2U	L02	0.5	URBAN COLLECTOR	9,600	2.0	0.510	0.0750	349	C	790	TCCO	E	0.44	0.49	C	4	0.430	YES	PARTIAL	0.72	NONE	0.00
8308N	COOLEY ROAD	SR 540	SR 655 (RECKER HIGHWAY)	2U	L02	1.0	URBAN COLLECTOR	1,300	2.0	0.510	0.0900	60	C	790	TSDA	D	0.08	0.08	C	0	0.000	NO	PARTIAL	0.23	NONE	0.00
8308S	COOLEY ROAD	SR 540	SR 655 (RECKER HIGHWAY)	2U	L02	1.0	URBAN COLLECTOR	1,300	2.0	0.490	0.0900	57	C	790	TSDA	D	0.07	0.08	C	0	0.000	NO	PARTIAL	0.23	NONE	0.00
4025N	CORONET RD	SR 60	COUNTY LINE ROAD	2U	N02	1.9	URBAN COLLECTOR	5,400	2.0	0.510	0.0900	248	C	720	TRANSITIONING	D	0.34	0.38	C	15	0.793	NO	NONE	0.00	NONE	0.00
4025S	CORONET RD	SR 60	COUNTY LINE ROAD	2U	N02	1.9	URBAN COLLECTOR	5,400	2.0	0.490	0.0900	238	C	720	TRANSITIONING	D	0.33	0.36	C	15	0.793	NO	NONE	0.00	NONE	0.00
4026N	COUNTRY CLUB RD S	SR 542 (DUNDEE RD)	LAKE HAMILTON DR W	2U	L02	2.4	URBAN COLLECTOR	4,700	2.0	0.510	0.0900	216	C	790	TRANSITIONING	D	0.27	0.30	C	11	0.533	NO	PARTIAL	0.34	NONE	0.00
4026S	COUNTRY CLUB RD S	SR 542 (DUNDEE RD)	LAKE HAMILTON DR W	2U	L02	2.4	URBAN COLLECTOR	4,700	2.0	0.490	0.0900	207	C	790	TRANSITIONING	D	0.26	0.29	C	11	0.533	NO	PARTIAL	0.34	NONE	0.00
8422N	COUNTRY CLUB ROAD	WALNUT STREET	POLK CO/L (CADDY DRIVE)	2U	A02	1.2	URBAN COLLECTOR	19,000	2.0	0.510	0.0900	872	C	1,200	TSDA	D	0.73	0.80	D	37	0.897	YES	PARTIAL	0.99	NONE	0.00
8422S	COUNTRY CLUB ROAD	WALNUT STREET	POLK CO/L (CADDY DRIVE)	2U	A02	1.2	URBAN COLLECTOR	19,000	2.0	0.490	0.0900	838	C	1,200	TSDA	D	0.70	0.77	D	37	0.897	YES	PARTIAL	0.99	NONE	0.00
4027N	COUNTY LINE RD	SR 60	PIPKIN ROAD WEST	4D	L02	3.0	URBAN COLLECTOR	20,600	2.0	0.510	0.0900	946	C	1,800	TRANSITIONING	D	0.53	0.58	C	56	0.494	NO	PARTIAL	0.56	FULL	1.97
4027S	COUNTY LINE RD	SR 60	PIPKIN ROAD WEST	4D	L02	3.0	URBAN COLLECTOR	20,600	2.0	0.490	0.0900	908	C	1,800	TRANSITIONING	D	0.50	0.56	C	56	0.494	NO	PARTIAL	0.56	FULL	1.97
4028N	COUNTY LINE RD	PIPKIN ROAD WEST	I-4	4D	L02	4.5	URBAN COLLECTOR	23,300	2.0	0.510	0.0900	1,069	C	1,800	TRANSITIONING	D	0.59	0.65	C	161	0.835	YES	PARTIAL	0.70	PARTIAL	0.15
4028S	COUNTY LINE RD	PIPKIN ROAD WEST	I-4	4D	L02	4.5	URBAN COLLECTOR	23,300	2.0	0.490	0.0900	1,028	C	1,800	TRANSITIONING	D	0.57	0.63	C	161	0.835	YES	PARTIAL	0.70	PARTIAL	0.15
8414E	COUNTY LINE ROAD/NORTH FRONTAGE ROAD	INTERSTATE 4	CR 542A	2U	B02	2.9	URBAN COLLECTOR	4,000	2.0	0.490	0.0900	176	C	880	TSDA	D	0.20	0.22	C	63	2.997	YES	PARTIAL	0.77	PARTIAL	1.44
8414W	COUNTY LINE ROAD/NORTH FRONTAGE ROAD	INTERSTATE 4	CR 542A	2U	B02	2.9	URBAN COLLECTOR	4,000	2.0	0.510	0.0900	184	C	880	TSDA	D	0.21	0.23	C	63	2.997	YES	PARTIAL	0.77	PARTIAL	1.44
4029E	CR 17	CR 557	US 27	2U	L02	7.9	URBAN COLLECTOR	11,500	2.0	0.510	0.0900	528	C	790	TRANSITIONING	D	0.67	0.73	C	46	0.277	NO	PARTIAL	0.21	FULL	1.98
4029W	CR 17	CR 557	US 27	2U	L02	7.9	URBAN COLLECTOR	11,500	2.0	0.490	0.0900	507	C	790	TRANSITIONING	D	0.64	0.71	C	46	0.277	NO	PARTIAL	0.21	FULL	1.98
4031E	CR 17A (BURNS AVE)	SR 17	BRENTWOOD DRIVE	4U	L02	1.7	URBAN COLLECTOR	9,300	2.0	0.510	0.0900	427	C	1,710	TRANSITIONING	D	0.25	0.27	C	24	0.835	NO	FULL	1.83	NONE	0.00
4031W	CR 17A (BURNS AVE)	SR 17	BRENTWOOD DRIVE	4U	L02	1.7	URBAN COLLECTOR	9,300	2.0	0.490	0.0900	410	C	1,710	TRANSITIONING	D	0.24	0.26	C	24	0.835	NO	FULL	1.83	NONE	0.00
8120E	CR 17A (BURNS AVE)	BRENTWOOD DRIVE	MAMMOTH GROVE RD	2U	L02	1.7	URBAN COLLECTOR	6,700	2.0	0.510	0.0900	308	C	790	TRANSITIONING	D	0.39	0.43	C	12	0.587	NO	NONE	0.00	PARTIAL	0.15
8120W	CR 17A (BURNS AVE)	BRENTWOOD DRIVE	MAMMOTH GROVE RD	2U	L02	1.7	URBAN COLLECTOR	6,700	2.0	0.490	0.0900	295	C	790	TRANSITIONING	D	0.37	0.41	C	12	0.587	NO	NONE	0.00	PARTIAL	0.15
4102E	CR 17A (CHALET SUZANNE RD)	SR 17 (SCENIC HIGHWAY)	US 27	2U	L02	1.7	URBAN COLLECTOR	11,400	2.0	0.510	0.0900	523	C	790	TRANSITIONING	D	0.66	0.73	C	62	1.716	YES	PARTIAL	0.16	PARTIAL	0.56
4102W	CR 17A (CHALET SUZANNE RD)	SR 17 (SCENIC HIGHWAY)	US 27	2U	L02	1.7	URBAN COLLECTOR	11,400	2.0	0.490	0.0900	503	C	790	TRANSITIONING	D	0.64	0.70	C	62	1.716	YES	PARTIAL	0.16	PARTIAL	0.56
4030N	CR 17A (MASTERPIECE GARDENS RD/MASTERPIECE RD)	MAMMOTH GROVE RD	SR 17	2U	L02	6.1	URBAN COLLECTOR	3,400	2.0	0.490	0.0900	150	C	790	TRANSITIONING	D	0.19	0.21	C	22	0.586	NO	NONE	0.00	NONE	0.00
4030S	CR 17A (MASTERPIECE GARDENS RD/MASTERPIECE RD)	MAMMOTH GROVE RD	SR 17	2U	L02	6.1	URBAN COLLECTOR	3,400	2.0	0.510	0.0900	156	C	790	TRANSITIONING	D	0.20	0.22	C	22	0.586	NO	NONE	0.00	NONE	0.00
4033N	CR 17B (BUCK MOORE RD)	SR 60	CR 17A (BURNS AVE)	2U	L02	1.4	URBAN COLLECTOR	11,600	2.0	0.490	0.0900	512	C	790	TRANSITIONING	D	0.65	0.71	C	24	0.808	NO	PARTIAL	0.42	PARTIAL	0.14
4033S	CR 17B (BUCK MOORE RD)	SR 60	CR 17A (BURNS AVE)	2U	L02	1.4	URBAN COLLECTOR	11,600	2.0	0.510	0.0900	532	C	790	TRANSITIONING	D	0.67	0.74	C	24	0.808	NO	PARTIAL	0.42	PARTIAL	0.14
4032E	CR 17B (ELEVENTH ST S/HUNT BROTHERS RD)	US 27	SR 60	2U	L02	3.3	URBAN COLLECTOR	6,600	2.0	0.490	0.0750	230	C	790	TCCO	E	0.29	0.32	C	29	0.729	YES	PARTIAL	0.15	FULL	1.92
4032W	CR 17B (ELEVENTH ST S/HUNT BROTHERS RD)	US 27	SR 60	2U	L02	3.3	URBAN COLLECTOR	6,600	2.0	0.510	0.0750	240	C	790	TCCO	E	0.30	0.33	C	29	0.729	YES	PARTIAL	0.15	FULL	1.92
4035N	CR 35A (KATHLEEN RD)	I-4	CR 542A (GALLOWAY RD N)	4D	L02	2.3	URBAN COLLECTOR	24,200	2.0	0.510	0.0900	1,111	C	1,800	TSDA	D	0.62	0.68	C	60	0.568	YES	FULL	1.94	PARTIAL	0.15
4035S	CR 35A (KATHLEEN RD)	I-4	CR 542A (GALLOWAY RD N)	4D	L02	2.3	URBAN COLLECTOR	24,200	2.0	0.490	0.0900	1,067	C	1,800	TSDA	D	0.59	0.65	C	60	0.568	YES	FULL	1.94	PARTIAL	0.15
4036N	CR 35A (KATHLEEN RD)	DUFF RD	CR 35A (SOCRUM LOOP RD W)	2U	N02	2.3	URBAN COLLECTOR	10,400	2.0	0.510	0.0900	477	C	720	TRANSITIONING	D	0.66	0.73	C	16	0.374	NO	PARTIAL	0.07	NONE	0.00
4036S	CR 35A (KATHLEEN RD)	DUFF RD	CR 35A (SOCRUM LOOP RD W)	2U	N02	2.3	URBAN COLLECTOR	10,400	2.0	0.490	0.0900	459	C	720	TRANSITIONING	D	0.64	0.70	C	16	0.374	NO	PARTIAL	0.07	NONE	0.00
4167N	CR 35A (KATHLEEN RD)	CR 542A (GALLOWAY RD N)	DUFF RD	4D	L02	2.9	URBAN COLLECTOR	14,100	2.0	0.490	0.0900	622	C	1,800	TRANSITIONING	D	0.35	0.38	C	35	0.476	NO	FULL	1.88	FULL	2.00
4167S	CR 35A (KATHLEEN RD)	CR 542A (GALLOWAY RD N)	DUFF RD	4D	L02	2.9	URBAN COLLECTOR	14,100	2.0	0.510	0.0900	647	C	1,800	TRANSITIONING	D	0.36	0.40	C	35	0.476	NO	FULL	1.88	FULL	2.00
4034E	CR 35A (SOCRUM LOOP RD W)	CR 35A (KATHLEEN RD)	US 98	2U	L02	3.2	URBAN COLLECTOR	2,400	2.0	0.510	0.0900	110	C	790	TRANSITIONING	D	0.14	0.15	C	14	1.008	NO	PARTIAL	0.08	PARTIAL	0.02
4034W	CR 35A (SOCRUM LOOP RD W)	CR 35A (KATHLEEN RD)	US 98	2U	L02	3.2	URBAN COLLECTOR	2,400	2.0	0.490	0.0900	106	C	790	TRANSITIONING	D	0.13	0.15	C	14	1.008	NO	PARTIAL	0.08	PARTIAL	0.02
4037N	CR 37A (SCOTT LAKE RD)	CR 540A	HALLAM DR	2D	B02	2.1	URBAN COLLECTOR	12,700	2.0	0.490	0.0900	560	C	920	TSDA	D	0.61	0.67	C	25	0.517	NO	PARTIAL	1.52	NONE	0.00
4037S	CR 37A (SCOTT LAKE RD)	CR 540A	HALLAM DR	2D	B02	2.1	URBAN COLLECTOR	12,700	2.0	0.510	0.0900	583	C	920	TSDA	D	0.63	0.70	C	25	0.517	NO	PARTIAL	1.52	NONE	0.00
4038N	CR 37B (LAKELAND HIGHLANDS RD)	CR 540A	LAKE MIRIAM DR	4D	L02	1.5	URBAN COLLECTOR	23,800	2.0	0.490	0.0900	1,050	C	1,800	TRANSITIONING	D	0.58	0.64	C	31	0.475	NO	FULL	1.79	FULL	2.00
4038S	CR 37B (LAKELAND HIGHLANDS RD)	CR 540A	LAKE MIRIAM DR	4D	L02	1.5	URBAN COLLECTOR	23,800	2.0	0.510	0.0900	1,092	C	1,800	TRANSITIONING	D	0.61	0.67	C	31	0.475	NO	FULL	1.79	FULL	2.00
4163N	CR 37B (LAKELAND HIGHLANDS RD)	LAKE MIRIAM DR	SR 570 (POLK PARKWAY)	4D	L02	1.5	URBAN COLLECTOR	25,900	2.0	0.490	0.0750	904	C	1,800	TCCO	E	0.50	0.55	C	53	0.750	NO	PARTIAL	1.37	PARTIAL	1.60
4163S	CR 37B (LAKELAND HIGHLANDS RD)	LAKE MIRIAM DR	SR 570 (POLK PARKWAY)	4D	L02	1.5	URBAN COLLECTOR	25,900	2.0	0.510	0.0750	941	C	1,800	TCCO	E	0.52	0.58	C	53	0.750	NO	PARTIAL	1.37	PARTIAL	1.60
4176N	CR 37B (LAKELAND HIGHLANDS RD)	SR 570 (POLK PARKWAY)	EDGEWOOD DR E	4D	L02	1.0	URBAN COLLECTOR	23,600	2.0	0.510	0.0750	858	C	1,800	TCCO	E	0.48	0.52	C	37	0.824	NO	PARTIAL	1.59	PARTIAL	1.62
4176S	CR 37B (LAKELAND HIGHLANDS RD)	SR 570 (POLK PARKWAY)	EDGEWOOD DR E	4D	L02	1.0	URBAN COLLECTOR	23,600	2.0	0.490	0.0750	824	C	1,800	TCCO	E	0.46	0.50	C	37	0.824	NO	PARTIAL	1.59	PARTIAL	1.62
4039E	CR 54 (RONALD REAGAN PKWY)	US 27	CHAMPIONS GATE BLVD	4D	L02	2.1	URBAN COLLECTOR	23,100	2.0	0.490	0.0750	806	C	1,800	TCCO	D	0.45	0.49	C	26	0.291	NO	FULL	1.81	FULL	2.00
4039W	CR 54 (RONALD REAGAN PKWY)	US 27	CHAMPIONS GATE BLVD	4D	L02	2.1	URBAN COLLECTOR	23,100	2.0	0.510	0.0750	839	C	1,800	TCCO	D	0.47	0.51	C	26	0.291	NO	FULL	1.81	FULL	2.00
7304E	CR 54 (RONALD REAGAN PKWY)	CHAMPIONS GATE BLVD	LAKE WILSON RD	4D	L02	2.3	URBAN COLLECTOR	16,600	2.0	0.510	0.0900	762	C	1,800	TSDA	D	0.42	0.47	C	29	0.425	YES	FULL	1.80	FULL	2.00
7304W	CR 54 (RONALD REAGAN PKWY)	CHAMPIONS GATE BLVD	LAKE WILSON RD	4D	L02	2.3	URBAN COLLECTOR	16,600	2.0	0.490	0.0900	732	C	1,800	TSDA	D	0.41	0.45	C	29	0.425	YES	FULL	1.80	FULL	2.00
7305E	CR 54 (RONALD REAGAN PKWY)	LAKE WILSON RD	US 17/92	4D	L02	2.1	URBAN COLLECTOR	26,500	2.0	0.510	0.0900	1,216	C	1,800	TSDA	D	0.68	0.74	C	39	0.392	YES	FULL	1.72	FULL	2.00
7305W	CR 54 (RONALD REAGAN PKWY)	LAKE WILSON RD	US 17/92	4D	L02	2.1	URBAN COLLECTOR	26,500	2.0	0.490	0.0900	1,169	C	1,800	TSDA	D	0.65	0.71	C	39	0.392	YES	FULL	1.72	FULL	2.00
4040E	CR 540 (CLUBHOUSE RD)	CR 37B (LAKELAND HIGHLANDS RD)	US 98	2U	I02	2.7	URBAN COLLECTOR	11,100	2.0	0.490	0.0900	490	C	800	TRANSITIONING	D	0.61	0.67	C	42	0.768	NO	PARTIAL	1.48	PARTIAL	0.79
4040W	CR 540 (CLUBHOUSE RD)	CR 37B (LAKELAND HIGHLANDS RD)	US 98	2U	I02	2.7	URBAN COLLECTOR	11,100	2.0	0.510	0.0900	509	C	800	TRANSITIONING	D	0.64	0.70	C	42	0.768	NO	PARTIAL	1.48	PARTIAL	0.79
4162W	CR 540A (CENTRAL BARD RD)	CR 37B (LAKELAND HIGHLANDS RD)	US 98	5U	L02	3.3	URBAN COLLECTOR	23,400	2.0	0.490	0.0900	1,032	C	1,800	TSDA	D	0.57	0.63	C	45	0.322	NO	FULL	1.83	FULL	2.00
4162E	CR 540A (CENTRAL BARN RD)	CR 37B (LAKELAND HIGHLANDS RD)	US 98	5U	L02	3.3	URBAN COLLECTOR	23,400	2.0	0.510	0.0900	1,074	C	1,800	TSDA	D	0.60	0.66	C	45	0.322	NO	FULL	1.83	FULL	2.00
4041E	CR 540A (CENTRAL BARN RD)	SR 37 (FLORIDA AVENUE S)	CR 37B (LAKELAND HIGHLANDS ROAD)	5U	L02	2.8	URBAN COLLECTOR	25,400	2.0	0.490	0.0900	1,120	C	1,800	TSDA	D	0.62	0.68	C	43	0.333	NO	PARTIAL	1.74	FULL	2.00
4041W	CR 540A (CENTRAL BARN RD)	SR 37 (FLORIDA AVENUE S)	CR 37B (LAKELAND HIGHLANDS ROAD)	5U	L02	2.8	URBAN COLLECTOR	25,400	2.0	0.510	0.0900	1,166	C	1,800	TSDA	D	0.65	0.71	C	43	0.333	NO	PARTIAL	1.74	FULL	2.00
4093E	CR 540A (ELOISE LOOP RD)	POLLARD RD	CR 653 (RATTLESNAKE ROAD)	2U	L02	2.3	URBAN COLLECTOR	13,600	2.0	0.510	0.0900	624	C	790	TSDA	D	0.79	0.87	C	36	0.644	NO	PARTIAL	0.46	NONE	0.00
4093W	CR 540A (ELOISE LOOP RD)	POLLARD RD	CR 653 (RATTLESNAKE ROAD)	2U	L02	2.3	URBAN COLLECTOR	13,600	2.0	0.490	0.0900	600	C	790	TSDA	D	0.76	0.84	C	36	0.644	NO	PARTIAL	0.46	NONE	0.00
4094N	CR 540A (LAKE RUBY DR W)	THOMPSON NURSERY RD	SR 540 (CYPRESS GARDENS BLVD)	2U	L02	1.7	URBAN COLLECTOR	7,900	2.0	0.510	0.0900	363	C	790	TSDA	D	0.46	0.50	C	14	0.587	NO	PARTIAL	0.61	NONE	0.00
4094S	CR 540A (LAKE RUBY DR W)	THOMPSON NURSERY RD	SR 540 (CYPRESS GARDENS BLVD)	2U	L02	1.7	URBAN COLLECTOR	7,900	2.0	0.490	0.0900	348	C	790	TSDA	D	0.44	0.49	C	14	0.587	NO	PARTIAL	0.61	NONE	0.00
4046E	CR 542 (AVE G NW)	LAKE HOWARD DR NW	SR 655 (RECKER HIGHWAY)	2U	L02	1.7	URBAN COLLECTOR	15,200	2.0	0.490	0.0750	531	C	790	MULTI-MODAL	D	0.67	0.74	C	47	0.983	YES	PARTIAL	0.96	NONE	0.00
4046W	CR 542 (AVE G NW)	LAKE HOWARD DR NW	SR 655 (RECKER HIGHWAY)	2U	L02	1.7	URBAN COLLECTOR	15,200	2.0	0.510	0.0750	552	C	790	MULTI-MODAL	D	0.70	0.77	C	47	0.983	YES	PARTIAL	0.96	NONE	0.00
4169E	CR 542 (K-VILLE AVE)	THORNHILL ROAD	SR 655 (RECKER HIGHWAY)	2U	L02	2.0	URBAN COLLECTOR	9,000	2.0	0.490	0.0900	397	C	790	TRANSITIONING	D	0.50	0.55	C	21	0.630	NO	PARTIAL	0.02	NONE	0.00
4169W	CR 542 (K-VILLE AVE)	THORNHILL ROAD	SR 655 (RECKER HIGHWAY)	2U	L02	2.0	URBAN COLLECTOR	9,000	2.0	0.510	0.0900	413	C	790	TRANSITIONING	D	0.52	0.58	C	21	0.630	NO	PARTIAL	0.02	NONE	0.00
4042E	CR 542 (LAKE HATCHINEHA RD)	SR 17 (SCENIC HIGHWAY)	LAKE HATCHINEHA	2U	L02	10.9	URBAN COLLECTOR	7,300	2.0	0.490	0.0900	322	C	790	TRANSITIONING	D	0.41	0.45	C	43	0.295	NO	NONE	0.00	NONE	0.00
4042W	CR 542 (LAKE HATCHINEHA RD)	SR 17 (SCENIC HIGHWAY)	LAKE HATCHINEHA	2U	L02	10.9	URBAN COLLECTOR	7,300	2.0	0.510	0.0900	335	C	790	TRANSITIONING	D	0.42	0.47	C	43	0.295	NO	NONE	0.00	NONE	0.00
4044E	CR 542 (MAIN ST E)	US 98 (LAKE PARKER AVE)	SR 659 (COMBEE ROAD)	2U	L02	2.1	URBAN COLLECTOR	7,800	2.0	0.490	0.0750	272	C	790	TCCO	E	0.34	0.38	C	44	1.462	YES	PARTIAL	1.16	PARTIAL	0.26
4044W	CR 542 (MAIN ST E)	US 98 (LAKE PARKER AVE)	SR 659 (COMBEE ROAD)	2U	L02	2.1	URBAN COLLECTOR	7,800	2.0	0.510	0.0750	283	C	790	TCCO	E	0.36	0.39	C	44	1.462	YES	PARTIAL	1.16	PARTIAL	0.26
4043E	CR 542 (MAIN ST E/K-VILLE AVE)	SR 659 (COMBEE ROAD)	THORNHILL RD	2U	B02	6.0	URBAN COLLECTOR	11,200	2.0	0.510	0.0750	407	C	880	TCCO	E	0.46	0.51	C	74	0.606	YES	PARTIAL	0.16	PARTIAL	0.15
4043W	CR 542 (MAIN ST E/K-VILLE AVE)	SR 659 (COMBEE ROAD)	THORNHILL RD	2U	B02	6.0	URBAN COLLECTOR	11,200	2.0	0.490	0.0750	391	C	880	TCCO	E	0.44	0.49	C	74	0.606	YES	PARTIAL	0.16	PARTIAL	0.15
4047E	CR 542 (OLD TAMPA HWY)	COUNTY LINE RD	WABASH AVE S	2B	I02	4.3	URBAN COLLECTOR	3,700	2.0	0.510	0.0750	134	C	640	TCCO	E	0.21	0.23	C	35	1.207	YES	PARTIAL	0.08	NONE	0.00
4047W	CR 542 (OLD TAMPA HWY)	COUNTY LINE RD	WABASH AVE S	2B	I02	4.3	URBAN COLLECTOR	3,700	2.0	0.490	0.0750	129	C	640	TCCO	E	0.20	0.22	C	35	1.207	YES	PARTIAL	0.08	NONE	0.00
4045N	CR 542A (GALLOWAY RD N)	US 92 (NEW TAMPA HWY)	10TH ST W	2U	L02	2.5	URBAN COLLECTOR	13,200	2.0	0.490	0.0750	461	C	790	TCCO	E	0.58	0.64	C	59	0.966	YES	PARTIAL	0.27	PARTIAL	0.44
4045S	CR 542A (GALLOWAY RD N)	US 92 (NEW TAMPA HWY)	10TH ST W	2U	L02	2.5	URBAN COLLECTOR	13,200	2.0	0.510	0.0750	480	C	790	TCCO	E	0.61	0.67	C	59	0.966	YES	PARTIAL	0.27	PARTIAL	0.44
4165N	CR 542A (GALLOWAY RD)	10TH ST W	CR 35A (KATHLEEN ROAD)	2U	L02	2.6	URBAN COLLECTOR	13,100	2.0	0.510	0.0900	601	C	790	TSDA	D	0.76	0.84	C	92	1.504	NO	PARTIAL	0.01	NONE	0.00
4165S	CR 542A (GALLOWAY RD)	10TH ST W	CR 35A (KATHLEEN ROAD)	2U	L02	2.6	URBAN COLLECTOR	13,100	2.0	0.490	0.0900	578	C	790	TSDA	D	0.73	0.80	C	92	1.504	NO	PARTIAL	0.01	NONE	0.00
4049E	CR 544/LAKE MARION RD W/JIM EDWARDS RD	SR 17 (SCENIC HIGHWAY)	CR 542 (LAKE HATCHINEHA ROAD)	2U	L02	8.2	URBAN COLLECTOR	4,700	2.0	0.490	0.0900	207	C	790	TRANSITIONING	D	0.26	0.29	C	52	0.737	NO	PARTIAL	0.08	PARTIAL	0.01
4049W	CR 544/LAKE MARION RD W/JIM EDWARDS RD	SR 17 (SCENIC HIGHWAY)	CR 542 (LAKE HATCHINEHA ROAD)	2U	L02	8.2	URBAN COLLECTOR	4,700	2.0	0.510	0.0900	216	C	790	TRANSITIONING	D	0.27	0.30	C	52	0.737	NO	PARTIAL	0.08	PARTIAL	0.01
4048E	CR 544A (DERBY AVE W)	SR 655 (RECKER HIGHWAY)	SR 544 (HAVENDALE BLVD)	2U	L02	2.1	URBAN COLLECTOR	3,300	2.0	0.510	0.0750	120	C	790	TCCO	E	0.15	0.17	C	28	2.173	YES	PARTIAL	0.01	PARTIAL	0.11
4048W	CR 544A (DERBY AVE W)	SR 655 (RECKER HIGHWAY)	SR 544 (HAVENDALE BLVD)	2U	L02	2.1	URBAN COLLECTOR	3,300	2.0	0.490	0.0750	115	C	790	TCCO	E	0.15	0.16	C	28	2.173	YES	PARTIAL	0.01	PARTIAL	0.11
4051E	CR 546 (KOKOMO RD)	SR 17 (SCENIC HIGHWAY)	CR 544	2U	L02	5.4	URBAN COLLECTOR	3,800	2.0	0.510	0.0900	174	C	790	TRANSITIONING	D	0.22	0.24	C	41	1.087	NO	PARTIAL	0.13	PARTIAL	1.45
4051W	CR 546 (KOKOMO RD)	SR 17 (SCENIC HIGHWAY)	CR 544	2U	L02	5.4	URBAN COLLECTOR	3,800	2.0	0.490	0.0900	168	C	790	TRANSITIONING	D	0.21	0.23	C	41	1.087	NO	PARTIAL	0.13	PARTIAL	1.45
8309E	CR 546 (KOKOMO RD)	US 27	SR 17 (SCENIC HIGHWAY)	2U	L02	0.9	URBAN COLLECTOR	6,900	2.0	0.490	0.0750	241	C	790	TCCO	E	0.30	0.34	C	1	0.085	NO	NONE	0.00	NONE	0.00
8309W	CR 546 (KOKOMO RD)	US 27	SR 17 (SCENIC HIGHWAY)	2U	L02	0.9	URBAN COLLECTOR	6,900	2.0	0.510	0.0750	251	C	790	TCCO	E	0.32	0.35	C	1	0.085	NO	NONE	0.00	NONE	0.00
4050E	CR 546 (SADDLE CREEK RD/OLD DIXIE HWY)	SR 659 (COMBEE ROAD)	LAKE ARIANA BLVD	2U	H02	6.0	URBAN COLLECTOR	8,800	2.0	0.510	0.0900	404	C	730	TRANSITIONING	D	0.55	0.61	C	66	0.680	YES	PARTIAL	0.57	NONE	0.00
4050W	CR 546 (SADDLE CREEK RD/OLD DIXIE HWY)	SR 659 (COMBEE ROAD)	LAKE ARIANA BLVD	2U	H02	6.0	URBAN COLLECTOR	8,800	2.0	0.490	0.0900	388	C	730	TRANSITIONING	D	0.53	0.58	C	66	0.680	YES	PARTIAL	0.57	NONE	0.00
4053E	CR 547 (JACKSON HWY/BAY ST)	US 27	CR 547 (LEE JACKSON HWY)	2U	L02	2.2	URBAN COLLECTOR	13,500	2.0	0.510	0.0750	491	C	790	TCCO	E	0.62	0.68	C	46	0.831	YES	PARTIAL	0.64	NONE	0.00
4053W	CR 547 (JACKSON HWY/BAY ST)	US 27	CR 547 (LEE JACKSON HWY)	2U	L02	2.2	URBAN COLLECTOR	13,500	2.0	0.490	0.0750	471	C	790	TCCO	E	0.60	0.66	C	46	0.831	YES	PARTIAL	0.64	NONE	0.00
4052N	CR 547 (JACKSON HWY/RAILROAD AVE)	CR 547 (BAY ST)	CR 54 (RONALD REAGAN PKWY)	2U	L02	6.6	URBAN COLLECTOR	6,700	2.0	0.490	0.0900	295	C	790	TSDA	D	0.37	0.41	C	27	0.336	YES	PARTIAL	0.21	PARTIAL	0.01
4052S	CR 547 (JACKSON HWY/RAILROAD AVE)	CR 547 (BAY ST)	CR 54 (RONALD REAGAN PKWY)	2U	L02	6.6	URBAN COLLECTOR	6,700	2.0	0.510	0.0900	308	C	790	TSDA	D	0.39	0.43	C	27	0.336	YES	PARTIAL	0.21	PARTIAL	0.01

Source: Polk Transportation Planning Organization April 8, 2022

Link	Road Segment	From	To	Roadway Characteristics: Laneage Lane Type	Capacity Group	Segment Length	Functional Classification	Estimated Traffic Characteristics: 2021 Annual Avg. Daily Traffic	AADT Growth Rate (%)	100th Highest Hour D-Factor	100th Highest Hour K-Factor	Peak Hour / Peak Season: Two-Hour Average Volume	Level of Service	Directional Capacity	LOS Standard Multi-Modal	LOS Standard High-Way	Volume to Capacity Ratio	Volume-to-Capacity Ratio in Five Years	Projected LOS in Five Years	Historical Crash Data 2017 - 2021: Total Crashes	Crash Rate	Multimodal Factors: Transit Presence	Sidewalk Presence	Sidewalk Coverage	Bicycle Facility Presence	Bicycle Facility Coverage
4054E	CR 550 (OVERLOOK DR)	SR 540 (CYPRESS GARDENS BLVD)	SR 542 (DUNDEE ROAD)	2U	L02	2.8	URBAN COLLECTOR	8,400	2.0	0.510	0.0900	386	C	790	TRANSITIONING	D	0.49	0.54	C	29	0.668	NO	PARTIAL	1.04	NONE	0.00
4054W	CR 550 (OVERLOOK DR)	SR 540 (CYPRESS GARDENS BLVD)	SR 542 (DUNDEE ROAD)	2U	L02	2.8	URBAN COLLECTOR	8,400	2.0	0.490	0.0900	370	C	790	TRANSITIONING	D	0.47	0.52	C	29	0.668	NO	PARTIAL	1.04	NONE	0.00
4056N	CR 555 (AGRICOLA RD)	CR 630	SR 60 (MAIN STREET W)	2U	L02	10.9	URBAN COLLECTOR	3,600	2.0	0.490	0.0900	159	C	750	OTHER	C	0.21	0.23	C	21	0.292	NO	PARTIAL	0.01	NONE	0.00
4056S	CR 555 (AGRICOLA RD)	CR 630	SR 60 (MAIN STREET W)	2U	L02	10.9	URBAN COLLECTOR	3,600	2.0	0.510	0.0900	165	C	750	OTHER	C	0.22	0.24	C	21	0.292	NO	PARTIAL	0.01	NONE	0.00
4173N	CR 557/POMELO ST	US 17/92	I-4	4D	G02	6.3	URBAN COLLECTOR	17,700	2.0	0.510	0.0900	812	B	2,910	TRANSITIONING	D	0.28	0.31	B	130	0.633	NO	PARTIAL	0.16	PARTIAL	0.07
4173S	CR 557/POMELO ST	US 17/92	I-4	4D	G02	6.3	URBAN COLLECTOR	17,700	2.0	0.490	0.0900	781	B	2,910	TRANSITIONING	D	0.27	0.30	B	130	0.633	NO	PARTIAL	0.16	PARTIAL	0.07
4057E	CR 557A (POLK CITY RD)	SR 559	CR 557	2U	H02	4.7	RURAL MAJOR COLLECTOR	2,900	2.0	0.510	0.0900	133	B	730	TRANSITIONING	D	0.18	0.20	B	8	0.320	NO	NONE	0.00	FULL	2.00
4057W	CR 557A (POLK CITY RD)	SR 559	CR 557	2U	H02	4.7	RURAL MAJOR COLLECTOR	2,900	2.0	0.490	0.0900	128	B	730	TRANSITIONING	D	0.18	0.19	B	8	0.320	NO	NONE	0.00	FULL	2.00
6804N	CR 559	GAPWAY ROAD	I-4	2U	A02	3.6	URBAN COLLECTOR	11,300	2.0	0.510	0.0900	519	B	1,200	TRANSITIONING	D	0.43	0.48	B	90	1.210	NO	PARTIAL	0.50	PARTIAL	1.12
6804S	CR 559	GAPWAY ROAD	I-4	2U	A02	3.6	URBAN COLLECTOR	11,300	2.0	0.490	0.0900	498	B	1,200	TRANSITIONING	D	0.42	0.46	B	90	1.210	NO	PARTIAL	0.50	PARTIAL	1.12
4017E	CR 559 (BOMBER RD)	US 17	CR 655 (RIFLE RANGE RD)	2U	N02	3.3	URBAN COLLECTOR	7,400	2.0	0.490	0.0900	326	C	720	TRANSITIONING	D	0.45	0.50	C	45	1.000	YES	PARTIAL	0.57	NONE	0.00
4017W	CR 559 (BOMBER RD)	US 17	CR 655 (RIFLE RANGE RD)	2U	N02	3.3	URBAN COLLECTOR	7,400	2.0	0.510	0.0900	340	C	720	TRANSITIONING	D	0.47	0.52	C	45	1.000	YES	PARTIAL	0.57	NONE	0.00
6803N	CR 559/LAKE ARIANA BLVD	LAKE STELLA DRIVE	GAPWAY ROAD	2U	B02	3.1	URBAN COLLECTOR	8,500	2.0	0.510	0.0900	390	C	880	TRANSITIONING	D	0.44	0.49	C	78	1.623	YES	PARTIAL	0.73	PARTIAL	0.91
6803S	CR 559/LAKE ARIANA BLVD	LAKE STELLA DRIVE	GAPWAY ROAD	2U	B02	3.1	URBAN COLLECTOR	8,500	2.0	0.490	0.0900	375	C	880	TRANSITIONING	D	0.43	0.47	C	78	1.623	YES	PARTIAL	0.73	PARTIAL	0.91
4059E	CR 580 (JOHNSON AVE E)	US 17/92	POWER LINE ROAD	2U	B02	2.2	URBAN COLLECTOR	9,800	1.8	0.490	0.0750	342	C	880	TCCO	E	0.39	0.43	C	24	0.797	NO	PARTIAL	0.32	PARTIAL	0.48
4059W	CR 580 (JOHNSON AVE E)	US 17/92	POWER LINE ROAD	2U	B02	2.2	URBAN COLLECTOR	9,800	1.8	0.510	0.0750	356	C	880	TCCO	E	0.40	0.45	C	24	0.797	NO	PARTIAL	0.32	PARTIAL	0.48
4201E	CR 580 (JOHNSON AVE E/CYPRESS PKWY/MARION CREEK R	POWER LINE ROAD	RHODODENDRON AVE	2B	I02	6.5	PRINCIPAL ARTERIAL	12,900	2.0	0.510	0.0750	469	C	640	TCCO	E	0.73	0.81	C	68	0.441	YES	PARTIAL	0.04	PARTIAL	0.08
4201W	CR 580 (JOHNSON AVE E/CYPRESS PKWY/MARION CREEK R	POWER LINE ROAD	RHODODENDRON AVE	2B	I02	6.5	PRINCIPAL ARTERIAL	12,900	2.0	0.490	0.0750	450	C	640	TCCO	E	0.70	0.77	C	68	0.441	YES	PARTIAL	0.04	PARTIAL	0.08
4202E	CR 580 (JOHNSON AVE E/CYPRESS PKWY/MARION CREEK R	RHODODENDRON AVE	OSCEOLA COUNTY LINE	4D	B02	1.8	PRINCIPAL ARTERIAL	16,600	2.0	0.510	0.0750	603	C	2,000	TCCO	E	0.30	0.33	C	18	0.339	YES	PARTIAL	0.35	NONE	0.00
4202W	CR 580 (JOHNSON AVE E/CYPRESS PKWY/MARION CREEK R	RHODODENDRON AVE	OSCEOLA COUNTY LINE	4D	B02	1.8	PRINCIPAL ARTERIAL	16,600	2.0	0.490	0.0750	580	C	2,000	TCCO	E	0.29	0.32	C	18	0.339	YES	PARTIAL	0.35	NONE	0.00
4062N	CR 582 (FLORIDA AVE N)	GRIFFIN RD	SR 33 (LAKLAND HILLS BLVD)	2U	L02	1.2	URBAN COLLECTOR	2,200	2.0	0.490	0.0750	77	C	790	MULTI-MODAL	D	0.10	0.11	C	18	3.728	YES	PARTIAL	0.96	PARTIAL	1.59
4062S	CR 582 (FLORIDA AVE N)	GRIFFIN RD	SR 33 (LAKLAND HILLS BLVD)	2U	L02	1.2	URBAN COLLECTOR	2,200	2.0	0.510	0.0750	80	C	790	MULTI-MODAL	D	0.10	0.11	C	18	3.728	YES	PARTIAL	0.96	PARTIAL	1.59
4166E	CR 582 (GRIFFIN RD)	CR 35A (KATHLEEN RD)	US 98	4D	L02	1.8	URBAN COLLECTOR	14,900	2.0	0.510	0.0750	541	C	1,800	TCCO	E	0.30	0.33	C	119	2.485	YES	FULL	1.83	FULL	2.00
4166W	CR 582 (GRIFFIN RD)	CR 35A (KATHLEEN RD)	US 98	4D	L02	1.8	URBAN COLLECTOR	14,900	2.0	0.490	0.0750	520	C	1,800	TCCO	E	0.29	0.32	C	119	2.485	YES	FULL	1.83	FULL	2.00
4172E	CR 582 (GRIFFIN RD)	US 98	SR 33 (LAKLAND HILLS BLVD)	4D	L02	0.8	URBAN COLLECTOR	12,800	2.0	0.490	0.0750	447	C	1,800	MULTI-MODAL	D	0.25	0.27	C	6	0.333	NO	FULL	1.85	FULL	2.00
4172W	CR 582 (GRIFFIN RD)	US 98	SR 33 (LAKLAND HILLS BLVD)	4D	L02	0.8	URBAN COLLECTOR	12,800	2.0	0.510	0.0750	465	C	1,800	MULTI-MODAL	D	0.26	0.28	C	6	0.333	NO	FULL	1.85	FULL	2.00
4061E	CR 582 (KNIGHTS STATION RD)	HILLSBOROUGH COUNTY LINE	CR 35A (KATHLEEN ROAD)	2U	L02	3.8	URBAN COLLECTOR	8,000	2.0	0.510	0.0900	367	C	790	TRANSITIONING	D	0.46	0.51	C	57	1.025	NO	PARTIAL	0.01	PARTIAL	0.02
4061W	CR 582 (KNIGHTS STATION RD)	HILLSBOROUGH COUNTY LINE	CR 35A (KATHLEEN ROAD)	2U	L02	3.8	URBAN COLLECTOR	8,000	2.0	0.490	0.0900	353	C	790	TRANSITIONING	D	0.45	0.49	C	57	1.025	NO	PARTIAL	0.01	PARTIAL	0.02
4060N	CR 582 (SOCRUM LOOP RD N)	SR 33	DAUGHTERY RD E	4D	C02	1.2	URBAN COLLECTOR	23,800	2.0	0.490	0.0750	831	D	1,700	TCCO	E	0.49	0.54	D	82	1.550	YES	PARTIAL	1.44	PARTIAL	0.58
4060S	CR 582 (SOCRUM LOOP RD N)	SR 33	DAUGHTERY RD E	4D	C02	1.2	URBAN COLLECTOR	23,800	2.0	0.510	0.0750	865	D	1,700	TCCO	E	0.51	0.56	D	82	1.550	YES	PARTIAL	1.44	PARTIAL	0.58
4161N	CR 582 (SOCRUM LOOP RD N)	DAUGHTERY RD E	OLD POLK CITY RD	4D	L02	1.0	URBAN COLLECTOR	16,500	2.0	0.510	0.0900	757	C	1,800	TRANSITIONING	D	0.42	0.46	C	24	0.796	NO	PARTIAL	1.10	FULL	2.00
4161S	CR 582 (SOCRUM LOOP RD N)	DAUGHTERY RD E	OLD POLK CITY RD	4D	L02	1.0	URBAN COLLECTOR	16,500	2.0	0.490	0.0900	728	C	1,800	TRANSITIONING	D	0.40	0.44	C	24	0.796	NO	PARTIAL	1.10	FULL	2.00
4063E	CR 630 (BREWSTER RD)	SR 37	US 17/98	2B	K02	12.3	MINOR ARTERIAL	2,000	2.0	0.510	0.0900	92	B	900	OTHER	C	0.10	0.11	B	20	0.445	NO	PARTIAL	0.07	NONE	0.00
4063W	CR 630 (BREWSTER RD)	SR 37	US 17/98	2B	K02	12.3	MINOR ARTERIAL	2,000	2.0	0.490	0.0900	88	B	900	OTHER	C	0.10	0.11	B	20	0.445	NO	PARTIAL	0.07	NONE	0.00
4064E	CR 630 (INDIAN LAKES CUTOFF)	US 27	SR 60	2U	L02	18.3	URBAN COLLECTOR	3,200	2.0	0.490	0.0900	141	C	750	OTHER	C	0.19	0.21	C	47	0.439	NO	PARTIAL	0.04	NONE	0.00
4064W	CR 630 (INDIAN LAKES CUTOFF)	US 27	SR 60	2U	L02	18.3	URBAN COLLECTOR	3,200	2.0	0.510	0.0900	147	C	750	OTHER	C	0.20	0.22	C	47	0.439	NO	PARTIAL	0.04	NONE	0.00
4065E	CR 630A (FORT MEADE ROAD)	CR 630	SR 17 (SCENIC HIGHWAY)	2U	L02	2.5	URBAN COLLECTOR	2,500	2.0	0.510	0.0900	115	C	790	TRANSITIONING	D	0.15	0.16	C	13	1.131	NO	NONE	0.00	NONE	0.00
4065W	CR 630A (FORT MEADE ROAD)	CR 630	SR 17 (SCENIC HIGHWAY)	2U	L02	2.5	URBAN COLLECTOR	2,500	2.0	0.490	0.0900	110	C	790	TRANSITIONING	D	0.14	0.15	C	13	1.131	NO	NONE	0.00	NONE	0.00
4066E	CR 630A (FROSTPROOF CONNECTOR)	US 27	CR 630	2U	L02	1.5	URBAN COLLECTOR	3,000	2.0	0.490	0.0900	132	C	790	TRANSITIONING	D	0.17	0.18	C	9	1.101	NO	NONE	0.00	NONE	0.00
4066W	CR 630A (FROSTPROOF CONNECTOR)	US 27	CR 630	2U	L02	1.5	URBAN COLLECTOR	3,000	2.0	0.510	0.0900	138	C	790	TRANSITIONING	D	0.17	0.19	C	9	1.101	NO	NONE	0.00	NONE	0.00
4067N	CR 64 (ARBUCKLE RD)	HIGHLANDS COUNTY LINE	LAKE ARBUCKLE	2U	H02	2.1	RURAL MAJOR COLLECTOR	1,100	2.0	0.510	0.0900	50	B	450	OTHER	C	0.11	0.12	B	3	0.717	NO	NONE	0.00	NONE	0.00
4067S	CR 64 (ARBUCKLE RD)	HIGHLANDS COUNTY LINE	LAKE ARBUCKLE	2U	H02	2.1	RURAL MAJOR COLLECTOR	1,100	2.0	0.490	0.0900	49	B	450	OTHER	C	0.11	0.12	B	3	0.717	NO	NONE	0.00	NONE	0.00
4068E	CR 640	US 27	SR 17 (SCENIC HIGHWAY)	2U	N02	1.0	URBAN COLLECTOR	4,300	2.0	0.490	0.0900	190	C	720	TRANSITIONING	D	0.26	0.29	C	4	0.516	YES	NONE	0.00	NONE	0.00
4068W	CR 640	US 27	SR 17 (SCENIC HIGHWAY)	2U	N02	1.0	URBAN COLLECTOR	4,300	2.0	0.510	0.0900	197	C	720	TRANSITIONING	D	0.27	0.30154	C	4	0.516	YES	NONE	0.00	NONE	0.00
4070E	CR 640	SR 37	US 17/98	2B	K02	10.5	MINOR ARTERIAL	4,000	2.0	0.510	0.0900	184	B	1,220	TRANSITIONING	D	0.15	0.17	B	37	0.484	YES	NONE	0.00	NONE	0.00
4070W	CR 640	SR 37	US 17/98	2B	K02	10.5	MINOR ARTERIAL	4,000	2.0	0.490	0.0900	176	B	1,220	TRANSITIONING	D	0.14	0.16	B	37	0.484	YES	NONE	0.00	NONE	0.00
4200E	CR 640 (HOMELAND GARFIELD RD)	US 17/98	CR 559 (80 FOOT RD)	2B	K02	3.7	MINOR ARTERIAL	2,100	2.0	0.510	0.0900	96	B	1,220	TRANSITIONING	D	0.08	0.09	B	2	0.141	NO	NONE	0.00	NONE	0.00
4200W	CR 640 (HOMELAND GARFIELD RD)	US 17/98	CR 559 (80 FOOT RD)	2B	K02	3.7	MINOR ARTERIAL	2,100	2.0	0.490	0.0900	93	B	1,220	TRANSITIONING	D	0.08	0.08	B	2	0.141	NO	NONE	0.00	NONE	0.00
4069E	CR 640 (PINECREST RD)	HILLSBOROUGH COUNTY LINE	SR 37	2B	K02	4.8	MINOR ARTERIAL	6,200	2.0	0.510	0.0900	285	B	900	OTHER	C	0.32	0.35	B	9	0.167	NO	NONE	0.00	NONE	0.00
4069W	CR 640 (PINECREST RD)	HILLSBOROUGH COUNTY LINE	SR 37	2B	K02	4.8	MINOR ARTERIAL	6,200	2.0	0.490	0.0900	273	B	900	OTHER	C	0.30	0.33	B	9	0.167	NO	NONE	0.00	NONE	0.00
8092E	CR 653 (RATTLESNAKE RD)/OLD BARTOW LAKE WALES ROA	SR 60	CR 540A (ELOISE LOOP RD)	2U	L02	6.2	URBAN COLLECTOR	4,600	2.0	0.510	0.0900	211	C	790	TRANSITIONING	D	0.27	0.29	C	8	0.155	NO	PARTIAL	0.38	NONE	0.00
8092W	CR 653 (RATTLESNAKE RD)/OLD BARTOW LAKE WALES ROA	SR 60	CR 540A (ELOISE LOOP RD)	2U	L02	6.2	URBAN COLLECTOR	4,600	2.0	0.490	0.0900	203	C	790	TRANSITIONING	D	0.26	0.28	C	8	0.155	NO	PARTIAL	0.38	NONE	0.00
4071N	CR 655 (BERKLEY RD)	SR 559 (C FRED JONES BLVD)	SR 33 (COMMON WEALTH AVE SW)	2U	L02	2.1	URBAN COLLECTOR	4,200	1.8	0.510	0.0750	153	C	790	TCCO	E	0.19	0.21	C	14	0.842	NO	PARTIAL	1.05	PARTIAL	0.93
4071S	CR 655 (BERKLEY RD)	SR 559 (C FRED JONES BLVD)	SR 33 (COMMON WEALTH AVE SW)	2U	L02	2.1	URBAN COLLECTOR	4,200	1.8	0.490	0.0750	147	C	790	TCCO	E	0.19	0.20	C	14	0.842	NO	PARTIAL	1.05	PARTIAL	0.93
4074N	CR 655 (RIFLE RANGE RD)	SR 60	CR 559 (BOMBER RD)	2U	L02	2.8	URBAN COLLECTOR	11,900	2.0	0.490	0.0750	415	C	790	MULTI-MODAL	D	0.53	0.58	C	52	0.852	YES	PARTIAL	0.70	NONE	0.00
4074S	CR 655 (RIFLE RANGE RD)	SR 60	CR 559 (BOMBER RD)	2U	L02	2.8	URBAN COLLECTOR	11,900	2.0	0.510	0.0750	432	C	790	MULTI-MODAL	D	0.55	0.60	C	52	0.852	YES	PARTIAL	0.70	NONE	0.00
4168N	CR 655 (RIFLE RANGE RD/SNIVELY AVE)	CR 559 (BOMBER RD)	US 17	2U	B02	2.9	URBAN COLLECTOR	20,100	2.0	0.510	0.0750	730	C	880	MULTI-MODAL	D	0.83	0.91	C	115	1.084	YES	PARTIAL	0.56	PARTIAL	0.03
4168S	CR 655 (RIFLE RANGE RD/SNIVELY AVE)	CR 559 (BOMBER RD)	US 17	2U	B02	2.9	URBAN COLLECTOR	20,100	2.0	0.490	0.0750	702	C	880	MULTI-MODAL	D	0.80	0.88	C	115	1.084	YES	PARTIAL	0.56	PARTIAL	0.03
4073N	CR 655A (COX RD/ALTURAS RD N)	CR 559/CR 655A (80 FOOT RD)	SR 60	2U	H02	5.1	RURAL MAJOR COLLECTOR	5,300	2.0	0.490	0.0900	234	B	450	OTHER	C	0.52	0.57	C	17	0.344	NO	NONE	0.00	NONE	0.00
4073S	CR 655A (COX RD/ALTURAS RD N)	CR 559/CR 655A (80 FOOT RD)	SR 60	2U	H02	5.1	RURAL MAJOR COLLECTOR	5,300	2.0	0.510	0.0900	243	C	450	OTHER	C	0.54	0.59	C	17	0.344	NO	NONE	0.00	NONE	0.00
4075E	CR 676 (NICHOLS RD)	HILLSBOROUGH COUNTY LINE	SR 60	2U	L02	4.2	URBAN COLLECTOR	2,600	2.0	0.510	0.0900	119	C	750	OTHER	C	0.16	0.18	C	13	0.655	NO	NONE	0.00	PARTIAL	0.03
4075W	CR 676 (NICHOLS RD)	HILLSBOROUGH COUNTY LINE	SR 60	2U	L02	4.2	URBAN COLLECTOR	2,600	2.0	0.490	0.0900	115	C	750	OTHER	C	0.15	0.17	C	13	0.655	NO	NONE	0.00	PARTIAL	0.03
8004E	CRESAP STREET/LAKE HUNTER DRIVE	SR 563 (SIKES BLVD)	SR 37 (FLORIDA AVENUE S)	2U	L02	1.0	URBAN COLLECTOR	2,700	2.0	0.490	0.0750	94	C	790	TCCO	E	0.12	0.13	C	6	1.281	YES	PARTIAL	1.49	PARTIAL	1.15
8004W	CRESAP STREET/LAKE HUNTER DRIVE	SR 563 (SIKES BLVD)	SR 37 (FLORIDA AVENUE S)	2U	L02	1.0	URBAN COLLECTOR	2,700	2.0	0.510	0.0750	98	C	790	TCCO	E	0.12	0.14	C	6	1.281	YES	PARTIAL	1.49	PARTIAL	1.15
8082E	CREWS LAKE DRIVE/CREWSLAKE ROAD/LAKELAND HIGHLA	CR 540A	CR 540A	2U	L02	3.5	URBAN COLLECTOR	4,600	2.0	0.510	0.0900	211	C	790	TSDA	D	0.27	0.29	C	26	0.877	NO	PARTIAL	0.42	PARTIAL	0.05
8082W	CREWS LAKE DRIVE/CREWSLAKE ROAD/LAKELAND HIGHLA	CR 540A	CR 540A	2U	L02	3.5	URBAN COLLECTOR	4,600	2.0	0.490	0.0900	203	C	790	TSDA	D	0.26	0.28	C	26	0.877	NO	PARTIAL	0.42	PARTIAL	0.05
4078E	CRUMP RD	COUNTRY CLUB RD S	US 27	2U	N02	2.2	URBAN COLLECTOR	3,400	2.0	0.490	0.0900	150	C	720	TRANSITIONING	D	0.21	0.23	C	6	0.444	NO	PARTIAL	0.18	NONE	0.00
4078W	CRUMP RD	COUNTRY CLUB RD S	US 27	2U	N02	2.2	URBAN COLLECTOR	3,400	2.0	0.510	0.0900	156	C	720	TRANSITIONING	D	0.22	0.24	C	6	0.444	NO	PARTIAL	0.18	NONE	0.00
4079E	CRUTCHFIELD RD	SR 546 (SWINDELL RD)	WABASH AVE N	2U	L02	1.2	URBAN COLLECTOR	800	2.0	0.490	0.0750	28	C	790	TCCO	E	0.04	0.04	C	2	1.133	YES	PARTIAL	0.99	NONE	0.00
4079W	CRUTCHFIELD RD	SR 546 (SWINDELL RD)	WABASH AVE N	2U	L02	1.2	URBAN COLLECTOR	800	2.0	0.510	0.0750	29	C	790	TCCO	E	0.04	0.04	C	2	1.133	YES	PARTIAL	0.99	NONE	0.00
4077N	CRYSTAL BEACH RD/THORNHILL RD	OLD BARTOW EAGLE LAKE RD	SR 540	2B	I02	3.9	URBAN COLLECTOR	7,300	2.0	0.510	0.0900	335	C	640	TSDA	D	0.52	0.58	C	32	0.619	NO	PARTIAL	0.04	NONE	0.00
4077S	CRYSTAL BEACH RD/THORNHILL RD	OLD BARTOW EAGLE LAKE RD	SR 540	2B	I02	3.9	URBAN COLLECTOR	7,300	2.0	0.490	0.0900	322	C	640	TSDA	D	0.50	0.55	C	32	0.619	NO	PARTIAL	0.04	NONE	0.00
4080E	CRYSTAL LAKE DR N	US 98 (BARTOW RD)	SR 659 (COMBEE ROAD)	2U	L02	1.3	URBAN COLLECTOR	8,600	2.0	0.490	0.0750	300	C	790	MULTI-MODAL	D	0.38	0.42	C	31	1.535	YES	PARTIAL	1.30	NONE	0.00
4080W	CRYSTAL LAKE DR N	US 98 (BARTOW RD)	SR 659 (COMBEE ROAD)	2U	L02	1.3	URBAN COLLECTOR	8,600	2.0	0.510	0.0750	313	C	790	MULTI-MODAL	D	0.40	0.44	C	31	1.535	YES	PARTIAL	1.30	NONE	0.00
4081E	CRYSTAL LAKE DR S	US 98	SR 659 (COMBEE ROAD)	2U	L02	1.0	URBAN COLLECTOR	6,700	2.0	0.490	0.0900	295	C	790	TRANSITIONING	D	0.37	0.41	C	12	0.947	YES	PARTIAL	0.84	NONE	0.00
4081W	CRYSTAL LAKE DR S	US 98	SR 659 (COMBEE ROAD)	2U	L02	1.0	URBAN COLLECTOR	6,700	2.0	0.510	0.0900	308	C	790	TRANSITIONING	D	0.39	0.43	C	12	0.947	YES	PARTIAL	0.84	NONE	0.00
8005E	CRYSTAL LAKE DRIVE	LAKE HOLLINGSWORTH DRIVE	US 98 (BARTOW RD)	2U	L02	0.7	URBAN COLLECTOR	11,800	2.0	0.510	0.0750	429	C	790	TCCO	E	0.54	0.60	C	18	1.247	YES	PARTIAL	1.33	FULL	2.00
8005W	CRYSTAL LAKE DRIVE	LAKE HOLLINGSWORTH DRIVE	US 98 (BARTOW RD)	2U	L02	0.7	URBAN COLLECTOR	11,800	2.0	0.490	0.0750	412	C	790	TCCO	E	0.52	0.57	C	18	1.247	YES	PARTIAL	1.33	FULL	2.00
4082E	CYPRESS GARDENS RD	SR 540 (CYPRESS GARDENS BLVD SE)	LAKE NED RD	2U	B02	0.9	URBAN COLLECTOR	12,100	2.0	0.490	0.0750	422	C	880	TCCO	E	0.48	0.53	C	44	2.195	YES	PARTIAL	0.95	NONE	0.00
4082W	CYPRESS GARDENS RD	SR 540 (CYPRESS GARDENS BLVD SE)	LAKE NED RD	2U	B02	0.9	URBAN COLLECTOR	12,100	2.0	0.510	0.0750	440	C	880	TCCO	E	0.50	0.55	C	44	2.195	YES	PARTIAL	0.95	NONE	0.00
4171N	CYPRESS GARDENS RD	LAKE NED ROAD	SR 540 (CYPRESS GARDENS BLVD SE)	2U	L02	2.0	URBAN COLLECTOR	8,000	2.0	0.510	0.0900	367	C	790	TSDA	D	0.46	0.51	C	37	1.269	YES	PARTIAL	1.14	NONE	0.00
4171S	CYPRESS GARDENS RD	LAKE NED ROAD	SR 540 (CYPRESS GARDENS BLVD SE)	2U	L02	2.0	URBAN COLLECTOR	8,000	2.0	0.490	0.0900	353	C	790	TSDA	D	0.45	0.49	C	37	1.269	YES	PARTIAL	1.14	NONE	0.00
8006E	DAUGHTERY ROAD EAST	US 98	CR 582 (SOCRUM LOOP ROAD N)	2U	L02	2.2	URBAN COLLECTOR	12,900	2.0	0.510	0.0900	431	C	790	TRANSITIONING	D	0.55	0.60	C	59	1.151	NO	PARTIAL	0.80	NONE	0.00
8006W	DAUGHTERY ROAD EAST	US 98	CR 582 (SOCRUM LOOP ROAD N)	2U	L02	2.2	URBAN COLLECTOR	12,900	2.0	0.490	0.0900	415	C	790	TRANSITIONING	D	0.52	0.58	C	59	1.151	NO	PARTIAL	0.80	NONE	0.00
8083E	DAUGHTERY ROAD WEST	GIBSONIA-GALLOWAY RD	US 98	2U	L02	1.3	URBAN COLLECTOR	8,300	2.0	0.490	0.0900	366	C	790	TRANSITIONING	D	0.46	0.51	C	59	3.097	YES	PARTIAL	0.07	NONE	0.00
8083W	DAUGHTERY ROAD WEST	GIBSONIA-GALLOWAY RD	US 98	2U	L02	1.3	URBAN COLLECTOR	8,300	2.0	0.510	0.0900	381	C	790	TRANSITIONING	D	0.48	0.53	C	59	3.097	YES	PARTIAL	0.07	NONE	0.00
8403E	DEEN STILL ROAD	SR 33	US 27	2U	P02	10.5	RURAL MINOR COLLECTOR	3,300	2.0	0.510	0.0900	151	B	1,110	OTHER	D	0.14	0.15	B	54	0.514	NO	NONE	0.00	NONE	0.00
8403W	DEEN STILL ROAD	SR 33	US 27	2U	P02	10.5	RURAL MINOR COLLECTOR	3,300	2.0	0.490	0.0900	146	B	1,110	OTHER	D	0.13	0.14	B	54	0.514	NO	NONE	0.00	NONE	0.00
8404E	DEEN STILL ROAD	ROCK RIDGE ROAD	SR 33	2U	P02	8.2	RURAL MINOR COLLECTOR	5,500	2.0	0.510	0.0900	252	B	1,110	OTHER	D	0.23	0.25	B	20	0.406	NO	PARTIAL	0.05	NONE	0.00
8404W	DEEN STILL ROAD	ROCK RIDGE ROAD	SR 33	2U	P02	8.2	RURAL MINOR COLLECTOR	5,500	2.0	0.490	0.0900	243	B	1,110	OTHER	D	0.22	0.24	B	20	0.406	NO	PARTIAL	0.05	NONE	0.00
8084E	DEESON ROAD	HILLSBOROUGH COUNTY LINE	CR 35A (KATHLEEN ROAD)	2U	L02	2.2	URBAN COLLECTOR	4,100	2.0	0.510	0.0900	188	C	790	TRANSITIONING	D	0.24	0.26	C	24	1.447	NO	NONE	0.00	NONE	0.00
8084W	DEESON ROAD	HILLSBOROUGH COUNTY LINE	CR 35A (KATHLEEN ROAD)	2U	L02	2.2	URBAN COLLECTOR	4,100	2.0	0.490	0.0900	181	C	790	TRANSITIONING	D	0.23	0.25	C	24	1.447	NO	NONE	0.00	NONE	0.00
4084E	DENTON AVE	SR 655 (BERKLEY ROAD)	LAKE ARIANA BLVD	2U	L02	0.4	URBAN COLLECTOR	4,700	2.0	0.490	0.0900	207	C	790	TRANSITIONING	D	0.26	0.29	C	2	0.531	NO	PARTIAL	0.87	NONE	0.00
4084W	DENTON AVE	SR 655 (BERKLEY ROAD)	LAKE ARIANA BLVD	2U	L02	0.4	URBAN COLLECTOR	4,700	2.0	0.510	0.0900	216	C	790	TRANSITIONING	D	0.27	0.30	C	2	0.531	NO	PARTIAL	0.87	NONE	0.00
8085N	DETOUR ROAD	CR 542 (HATCHINEHA RD)	CR 544	2U	L02	3.0	URBAN COLLECTOR	2,100	2.0	0.510	0.0750	76	C	790	TCCO	E	0.10	0.11	C	10	0.863	NO	NONE	0.00	NONE	0.00
8085S	DETOUR ROAD	CR 542 (HATCHINEHA RD)	CR 544	2U	L02	3.0	URBAN COLLECTOR	2,100	2.0	0.490	0.0750	73	C	790	TCCO	E	0.09	0.10	C	10	0.863	NO	NONE	0.00	NONE	0.00
4087E	DRANE FIELD RD	COUNTY LINE RD	SR 572 (AIRPORT RD)	2U	L02	2.3	URBAN COLLECTOR	9,700	2.0	0.510	0.0900	445	C	790	TRANSITIONING	D	0.56	0.62	C	11	0.273	YES	PARTIAL	0.04	PARTIAL	1.41
4087W	DRANE FIELD RD	COUNTY LINE RD	SR 572 (AIRPORT RD)	2U	L02	2.3	URBAN COLLECTOR	9,700	2.0	0.490	0.0900	428	C	790	TRANSITIONING	D	0.54	0.60	C	11	0.273	YES	PARTIAL	0.04	PARTIAL	1.41

Source: Polk Transportation Planning Organization April 8, 2022

Link	Road Segment	From	To	Roadway Characteristics: Laneage Lane Type	Capacity Group	Segment Length	Functional Classification	Estimated Traffic Characteristics: 2021 Annual Avg. Daily Traffic	AADT Growth Rate (%)	100th Highest Hour D-Factor	100th Highest Hour K-Factor	Two-Hour Average Volume	Level of Service	Directional Capacity	Peak Hour / Peak Season: LOS Standard Multi-Modal	LOS Standard High-Way	Volume to Capacity Ratio	Volume-to-Capacity Ratio in Five Years	Projected LOS in Five Years	Historical Crash Data 2017 - 2021: Total Crashes	Crash Rate	Multimodal Factors: Transit Presence	Sidewalk Presence	Sidewalk Coverage	Bicycle Facility Presence	Bicycle Facility Coverage
4088E	DUFF RD	CR 35A (KATHLEEN RD)	US 98	2U	L02	3.0	URBAN COLLECTOR	8,900	2.0	0.490	0.0900	392	C	790	TRANSITIONING	D	0.50	0.55	C	63	1.277	YES	PARTIAL	0.56	NONE	0.00
4088W	DUFF RD	CR 35A (KATHLEEN RD)	US 98	2U	L02	3.0	URBAN COLLECTOR	8,900	2.0	0.510	0.0900	409	C	790	TRANSITIONING	D	0.52	0.57	C	63	1.277	YES	PARTIAL	0.56	NONE	0.00
8103E	DUNDEE ROAD	US 27	SR 17 (SCENIC HIGHWAY)	2U	C02	0.9	URBAN COLLECTOR	12,600	2.0	0.490	0.0750	440	D	800	TCCO	E	0.55	0.60	D	40	1.998	YES	PARTIAL	0.95	PARTIAL	0.05
8103W	DUNDEE ROAD	US 27	SR 17 (SCENIC HIGHWAY)	2U	C02	0.9	URBAN COLLECTOR	12,600	2.0	0.510	0.0750	458	D	800	TCCO	E	0.57	0.63	D	40	1.998	YES	PARTIAL	0.95	PARTIAL	0.05
8430E	DUNSON ROAD	US 27	DEAD END EAST	2U	B02	1.0	URBAN COLLECTOR	4,500	2.0	0.490	0.0900	198	C	880	TSDA	D	0.23	0.25	C	3	0.358	YES	PARTIAL	0.74	NONE	0.00
8430W	DUNSON ROAD	US 27	DEAD END EAST	2U	B02	1.0	URBAN COLLECTOR	4,500	2.0	0.510	0.0900	207	C	880	TSDA	D	0.23	0.26	C	3	0.358	YES	PARTIAL	0.74	NONE	0.00
4091E	EAGLE LAKE LOOP RD	CR 655 (RIFLE RANGE ROAD)	POLLARD RD	2U	L02	1.0	URBAN COLLECTOR	9,100	2.0	0.510	0.0750	331	C	790	MULTI-MODAL	D	0.42	0.46	C	8	0.478	NO	PARTIAL	0.35	NONE	0.00
4091W	EAGLE LAKE LOOP RD	CR 655 (RIFLE RANGE ROAD)	POLLARD RD	2U	L02	1.0	URBAN COLLECTOR	9,100	2.0	0.490	0.0750	318	C	790	MULTI-MODAL	D	0.40	0.44	C	8	0.478	NO	PARTIAL	0.35	NONE	0.00
4089E	EAGLE LAKE LOOP RD/EAGLE AVE E	US 17 (4TH STREET)	CR 655 (RIFLE RANGE RD)	2U	L02	2.2	URBAN COLLECTOR	4,800	2.0	0.490	0.0750	168	C	790	TCCO	E	0.21	0.23	C	21	1.094	YES	PARTIAL	0.46	NONE	0.00
4089W	EAGLE LAKE LOOP RD/EAGLE AVE E	US 17 (4TH STREET)	CR 655 (RIFLE RANGE RD)	2U	L02	2.2	URBAN COLLECTOR	4,800	2.0	0.510	0.0750	174	C	790	TCCO	E	0.22	0.24	C	21	1.094	YES	PARTIAL	0.46	NONE	0.00
4090E	EDGEWOOD DRIVE E	US 98	CR 37B (LAKELAND HIGHLANDS ROAD)	4D	L02	0.7	URBAN COLLECTOR	21,100	2.0	0.510	0.0750	767	C	1,800	TCCO	E	0.43	0.47	C	12	0.431	YES	FULL	1.85	NONE	0.00
4090W	EDGEWOOD DRIVE E	US 98	CR 37B (LAKELAND HIGHLANDS ROAD)	4D	L02	0.7	URBAN COLLECTOR	21,100	2.0	0.490	0.0750	737	C	1,800	TCCO	E	0.41	0.45	C	12	0.431	YES	FULL	1.85	NONE	0.00
8008E	EDGEWOOD DRIVE E	SR 37 (FLORIDA AVENUE S)	CR 37B (LAKELAND HIGHLANDS ROAD)	2D	L02	2.0	URBAN COLLECTOR	17,500	2.0	0.510	0.0750	636	C	830	MULTI-MODAL	D	0.77	0.84	C	96	1.505	YES	FULL	1.82	NONE	0.00
8008W	EDGEWOOD DRIVE E	SR 37 (FLORIDA AVENUE S)	CR 37B (LAKELAND HIGHLANDS ROAD)	2D	L02	2.0	URBAN COLLECTOR	17,500	2.0	0.490	0.0750	611	C	830	MULTI-MODAL	D	0.74	0.81	C	96	1.505	YES	FULL	1.82	NONE	0.00
8217N	EIGHTH ST/DETOUR ROAD	LAKE MARIE BLVD	CR 542 (LAKE HATCHINEHA ROAD)	2U	L02	1.3	URBAN COLLECTOR	3,200	2.0	0.510	0.0750	116	C	790	TCCO	E	0.15	0.16	C	4	0.547	NO	PARTIAL	0.55	NONE	0.00
8217S	EIGHTH ST/DETOUR ROAD	LAKE MARIE BLVD	CR 542 (LAKE HATCHINEHA ROAD)	2U	L02	1.3	URBAN COLLECTOR	3,200	2.0	0.490	0.0750	112	C	790	TCCO	E	0.14	0.16	C	4	0.547	NO	PARTIAL	0.55	NONE	0.00
8110E	ELOISE LOOP ROAD	CR 655 (RIFLE RANGE ROAD)	EAGLE LAKE LOOP ROAD	2U	L02	1.3	URBAN COLLECTOR	7,900	2.0	0.510	0.0900	363	C	790	TRANSITIONING	D	0.46	0.50	C	17	0.892	NO	PARTIAL	0.04	NONE	0.00
8110W	ELOISE LOOP ROAD	CR 655 (RIFLE RANGE ROAD)	EAGLE LAKE LOOP ROAD	2U	L02	1.3	URBAN COLLECTOR	7,900	2.0	0.490	0.0900	348	C	790	TRANSITIONING	D	0.44	0.49	C	17	0.892	NO	PARTIAL	0.04	NONE	0.00
7500E	ERNEST M SMITH BLVD	US 98	US 17	4U	L02	2.1	URBAN COLLECTOR	9,500	2.0	0.490	0.0900	419	C	1,710	TRANSITIONING	D	0.25	0.27	C	32	0.895	NO	PARTIAL	1.08	FULL	2.00
7500W	ERNEST M SMITH BLVD	US 98	US 17	4U	L02	2.1	URBAN COLLECTOR	9,500	2.0	0.510	0.0900	436	C	1,710	TRANSITIONING	D	0.26	0.28	C	32	0.895	NO	PARTIAL	1.08	FULL	2.00
6906E	ERNIE CALDWELL ROAD	HELLER BROTHERS BLVD	PINE TREE TRAIL	4D	L02	0.7	URBAN COLLECTOR	9,400	2.0	0.490	0.0750	328	C	1,800	TCCO	D	0.18	0.20	C	27	0.549	YES	PARTIAL	1.92	FULL	2.00
6906W	ERNIE CALDWELL ROAD	HELLER BROTHERS BLVD	PINE TREE TRAIL	4D	L02	0.7	URBAN COLLECTOR	9,400	2.0	0.510	0.0750	342	C	1,800	TCCO	D	0.19	0.21	C	27	0.549	YES	PARTIAL	1.92	FULL	2.00
6911E	ERNIE CALDWELL ROAD	PINE TREE TRAIL	US 17/92	4D	L02	0.7	URBAN COLLECTOR	4,200	2.0	0.490	0.0750	147	C	1,800	TCCO	D	0.08	0.09	C	0	0.000	YES	FULL	1.86	FULL	2.00
6911W	ERNIE CALDWELL ROAD	PINE TREE TRAIL	US 17/92	4D	L02	0.7	URBAN COLLECTOR	4,200	2.0	0.510	0.0750	153	C	1,800	TCCO	D	0.08	0.09	C	0	0.000	YES	FULL	1.86	FULL	2.00
8310E	EVENHOUSE ROAD	CR 557 (BUENA VISTA DRIVE)	EXPERIMENT STATION ROAD	2U	L02	1.1	URBAN COLLECTOR	3,500	2.0	0.490	0.0900	154	C	790	TRANSITIONING	D	0.20	0.21	C	3	0.414	NO	PARTIAL	0.62	NONE	0.00
8310W	EVENHOUSE ROAD	CR 557 (BUENA VISTA DRIVE)	EXPERIMENT STATION ROAD	2U	L02	1.1	URBAN COLLECTOR	3,500	2.0	0.510	0.0900	161	C	790	TRANSITIONING	D	0.20	0.22	C	3	0.414	NO	PARTIAL	0.62	NONE	0.00
8009E	EWELL ROAD	COUNTY LINE ROAD	SR 37 (S FLORIDA AVE)	2U	L02	5.2	URBAN COLLECTOR	11,600	2.0	0.490	0.0900	512	C	790	TSDA	D	0.65	0.71	C	87	0.778	NO	PARTIAL	0.08	PARTIAL	0.04
8009W	EWELL ROAD	COUNTY LINE ROAD	SR 37 (S FLORIDA AVE)	2U	L02	5.2	URBAN COLLECTOR	11,600	2.0	0.510	0.0900	532	C	790	TSDA	D	0.67	0.74	C	87	0.778	NO	PARTIAL	0.08	PARTIAL	0.04
8312N	EXPERIMENT STATION ROAD	OLD HAINES CITY - LAKE ALFRED ROAD	EVENHOUSE ROAD	2U	L02	0.6	URBAN COLLECTOR	2,500	2.0	0.510	0.0900	115	C	790	TRANSITIONING	D	0.15	0.16	C	4	1.377	NO	NONE	0.00	NONE	0.00
8312S	EXPERIMENT STATION ROAD	OLD HAINES CITY - LAKE ALFRED ROAD	EVENHOUSE ROAD	2U	L02	0.6	URBAN COLLECTOR	2,500	2.0	0.490	0.0900	110	C	790	TRANSITIONING	D	0.14	0.15	C	4	1.377	NO	NONE	0.00	NONE	0.00
8406N	FDC GROVE RD/PARK PLACE BLVD	US 27	HELLER BROTHERS BLVD	2U	C02	3.0	URBAN COLLECTOR	3,000	2.0	0.490	0.0900	132	C	750	TSDA	D	0.18	0.19	C	8	0.490	NO	PARTIAL	0.37	PARTIAL	0.12
8406S	FDC GROVE RD/PARK PLACE BLVD	US 27	HELLER BROTHERS BLVD	2U	C02	3.0	URBAN COLLECTOR	3,000	2.0	0.510	0.0900	138	C	750	TSDA	D	0.18	0.20	C	8	0.490	NO	PARTIAL	0.37	PARTIAL	0.12
8067N	FIFTEENTH STREET SW	LAKE SHIPP DRIVE	LAKE HOWARD DRIVE SW	2U	L02	0.4	URBAN COLLECTOR	3,500	2.0	0.510	0.0750	127	C	790	TCCO	E	0.16	0.18	C	1	0.417	NO	PARTIAL	0.87	NONE	0.00
8067S	FIFTEENTH STREET SW	LAKE SHIPP DRIVE	LAKE HOWARD DRIVE SW	2U	L02	0.4	URBAN COLLECTOR	3,500	2.0	0.490	0.0750	122	C	790	TCCO	E	0.15	0.17	C	1	0.417	NO	PARTIAL	0.87	NONE	0.00
8010E	FIFTH STREET	SR 539 (KATHLEEN ROAD)	US 98 (FLORIDA AVENUE N)	2U	L02	0.9	URBAN COLLECTOR	1,800	2.0	0.510	0.0750	65	C	790	TCCO	E	0.08	0.09	C	8	2.767	YES	PARTIAL	1.34	NONE	0.00
8010W	FIFTH STREET	SR 539 (KATHLEEN ROAD)	US 98 (FLORIDA AVENUE N)	2U	L02	0.9	URBAN COLLECTOR	1,800	2.0	0.490	0.0750	63	C	790	TCCO	E	0.08	0.09	C	8	2.767	YES	PARTIAL	1.34	NONE	0.00
8068N	FIRST STREET SOUTH	SR 542 CENTRAL AVE	SR 540 (CYPRESS GARDENS BLVD SE)	4D	L02	1.3	MINOR ARTERIAL	26,300	2.0	0.490	0.0750	918	C	1,800	TCCO	E	0.51	0.56	C	115	1.915	YES	PARTIAL	1.67	NONE	0.00
8068S	FIRST STREET SOUTH	SR 542 CENTRAL AVE	SR 540 (CYPRESS GARDENS BLVD SE)	4D	L02	1.3	MINOR ARTERIAL	26,300	2.0	0.510	0.0750	956	C	1,800	TCCO	E	0.53	0.58	C	115	1.915	YES	PARTIAL	1.67	NONE	0.00
4092N	FISH HATCHERY RD	CR 542	CR 546 (SADDLE CREEK RD)	2U	L02	2.0	URBAN COLLECTOR	4,300	2.0	0.490	0.0900	190	C	790	TSDA	D	0.24	0.26	C	41	2.601	NO	PARTIAL	0.36	NONE	0.00
4092S	FISH HATCHERY RD	CR 542	CR 546 (SADDLE CREEK RD)	2U	L02	2.0	URBAN COLLECTOR	4,300	2.0	0.510	0.0900	197	C	790	TSDA	D	0.25	0.27	C	41	2.601	NO	PARTIAL	0.36	NONE	0.00
8115E	FITZGERALD ROAD	SR 37 (FLORIDA AVENUE S)	CR 37A (SCOTT LAKE ROAD)	2U	L02	0.9	URBAN COLLECTOR	5,500	2.0	0.490	0.0900	243	C	790	TSDA	D	0.31	0.34	C	4	0.445	NO	PARTIAL	0.32	NONE	0.00
8115W	FITZGERALD ROAD	SR 37 (FLORIDA AVENUE S)	CR 37A (SCOTT LAKE ROAD)	2U	L02	0.9	URBAN COLLECTOR	5,500	2.0	0.510	0.0900	252	C	790	TSDA	D	0.32	0.35	C	4	0.445	NO	PARTIAL	0.32	NONE	0.00
8426E	FLORENCE VILLA GROVE ROAD	US 27	OSCEOLA COUNTY LINE	2U	C02	0.8	URBAN COLLECTOR	10,900	2.0	0.510	0.0900	500	D	750	TSDA	D	0.67	0.73	D	8	0.535	NO	PARTIAL	1.18	NONE	0.00
8426W	FLORENCE VILLA GROVE ROAD	US 27	OSCEOLA COUNTY LINE	2U	C02	0.8	URBAN COLLECTOR	10,900	2.0	0.490	0.0900	481	D	750	TSDA	D	0.64	0.71	D	8	0.535	NO	PARTIAL	1.18	NONE	0.00
8321N	FLORIDA AVENUE N/PINEHURST ST	US 98	CR 582 (GRIFFIN ROAD)	2U	L02	0.6	URBAN COLLECTOR	4,400	2.0	0.490	0.0750	154	C	790	TCCO	E	0.19	0.21	C	3	0.577	YES	PARTIAL	1.17	NONE	0.00
8321S	FLORIDA AVENUE N/PINEHURST ST	US 98	CR 582 (GRIFFIN ROAD)	2U	L02	0.6	URBAN COLLECTOR	4,400	2.0	0.510	0.0750	160	C	790	TCCO	E	0.20	0.22	C	3	0.577	YES	PARTIAL	1.17	NONE	0.00
4007N	FORTY-SECOND ST NW	CR 542 (AVENUE G NW)	SR 544 (HAVENDALE BLVD NW)	2U	L02	1.7	URBAN COLLECTOR	14,700	2.0	0.510	0.0900	675	C	790	TRANSITIONING	D	0.85	0.94	C	40	0.872	NO	PARTIAL	0.16	NONE	0.00
4007S	FORTY-SECOND ST NW	CR 542 (AVENUE G NW)	SR 544 (HAVENDALE BLVD NW)	2U	L02	1.7	URBAN COLLECTOR	14,700	2.0	0.490	0.0900	648	C	790	TRANSITIONING	D	0.82	0.90	C	40	0.872	NO	PARTIAL	0.16	NONE	0.00
8086E	GAPWAY ROAD	SR 655 (BERKLEY ROAD)	CR 559	2U	L02	1.9	URBAN COLLECTOR	3,800	2.0	0.490	0.0900	168	C	790	TRANSITIONING	D	0.21	0.23	C	6	0.452	NO	PARTIAL	0.09	NONE	0.00
8086W	GAPWAY ROAD	SR 655 (BERKLEY ROAD)	CR 559	2U	L02	1.9	URBAN COLLECTOR	3,800	2.0	0.510	0.0900	174	C	790	TRANSITIONING	D	0.22	0.24	C	6	0.452	NO	PARTIAL	0.09	NONE	0.00
5315E	GARY ROAD N/GARY ROAD E	CR 542 (MAIN STREET E)	US 92 (MEMORIAL BLVD)	2U	B02	1.2	URBAN COLLECTOR	3,600	2.0	0.490	0.0750	126	C	880	TCCO	E	0.14	0.16	C	12	1.530	YES	PARTIAL	1.21	PARTIAL	1.84
5315W	GARY ROAD N/GARY ROAD E	CR 542 (MAIN STREET E)	US 92 (MEMORIAL BLVD)	2U	B02	1.2	URBAN COLLECTOR	3,600	2.0	0.510	0.0750	131	C	880	TCCO	E	0.15	0.16	C	12	1.530	YES	PARTIAL	1.21	PARTIAL	1.84
5703E	GEORGE JENKINS BLVD	SLOAN AVE N	SR 35 (FLORIDA AVE N)	4D	B02	0.8	PRINCIPAL ARTERIAL	18,800	2.0	0.490	0.0750	656	C	2,000	TCCO	E	0.33	0.36	C	91	2.701	YES	FULL	1.89	FULL	2.00
5703W	GEORGE JENKINS BLVD	SLOAN AVE N	SR 35 (FLORIDA AVE N)	4D	B02	0.8	PRINCIPAL ARTERIAL	18,800	2.0	0.510	0.0750	683	C	2,000	TCCO	E	0.34	0.38	C	91	2.701	YES	FULL	1.89	FULL	2.00
8107E	GIBSONIA-GALLOWAY ROAD	CR 35A (KATHLEEN ROAD)	US 98	2U	L02	3.3	URBAN COLLECTOR	7,000	2.0	0.510	0.0900	321	C	790	TRANSITIONING	D	0.41	0.45	C	62	1.457	NO	PARTIAL	0.07	NONE	0.00
8107W	GIBSONIA-GALLOWAY ROAD	CR 35A (KATHLEEN ROAD)	US 98	2U	L02	3.3	URBAN COLLECTOR	7,000	2.0	0.490	0.0900	309	C	790	TRANSITIONING	D	0.39	0.43	C	62	1.457	NO	PARTIAL	0.07	NONE	0.00
8313E	GRACE AVENUE E/HORNET DRIVE	SR 17/TENTH STREET	30TH STREET	2U	L02	1.1	URBAN COLLECTOR	3,400	2.0	0.490	0.0750	119	C	790	TCCO	E	0.15	0.17	C	7	1.072	YES	PARTIAL	1.03	NONE	0.00
8313W	GRACE AVENUE E/HORNET DRIVE	SR 17/TENTH STREET	30TH STREET	2U	L02	1.1	URBAN COLLECTOR	3,400	2.0	0.510	0.0750	124	C	790	TCCO	E	0.16	0.17	C	7	1.072	YES	PARTIAL	1.03	NONE	0.00
8022E	GRANADA STREET	FLORIDA AVENUE N	WEST LAKE PARKER DRIVE	2U	L02	0.7	URBAN COLLECTOR	4,700	2.0	0.490	0.0900	207	C	790	TRANSITIONING	D	0.26	0.29	C	5	0.871	NO	PARTIAL	1.81	NONE	0.00
8022W	GRANADA STREET	FLORIDA AVENUE N	WEST LAKE PARKER DRIVE	2U	L02	0.7	URBAN COLLECTOR	4,700	2.0	0.510	0.0900	216	C	790	TRANSITIONING	D	0.27	0.30	C	5	0.871	NO	PARTIAL	1.81	NONE	0.00
8314N	GREEN ROAD	DAUGHTERY RD W	DUFF RD	2U	L02	1.0	URBAN COLLECTOR	6,800	2.0	0.510	0.0900	312	C	790	TRANSITIONING	D	0.40	0.43	C	3	0.239	NO	PARTIAL	1.01	NONE	0.00
8314S	GREEN ROAD	DAUGHTERY RD W	DUFF RD	2U	L02	1.0	URBAN COLLECTOR	6,800	2.0	0.490	0.0900	300	C	790	TRANSITIONING	D	0.38	0.42	C	3	0.239	NO	PARTIAL	1.01	NONE	0.00
8212N	H.L. SMITH ROAD S	LAKE MABEL LOOP ROAD	CR 542 (HATCHINEHA ROAD)	2U	L02	2.0	RURAL MINOR COLLECTOR	2,200	2.0	0.490	0.0900	97	C	790	TRANSITIONING	D	0.12	0.14	C	4	0.493	NO	NONE	0.00	NONE	0.00
8212S	H.L. SMITH ROAD S	LAKE MABEL LOOP ROAD	CR 542 (HATCHINEHA ROAD)	2U	L02	2.0	RURAL MINOR COLLECTOR	2,200	2.0	0.510	0.0900	101	C	790	TRANSITIONING	D	0.13	0.14	C	4	0.493	NO	NONE	0.00	NONE	0.00
8012E	HALLAM DRIVE	CLEVELAND HEIGHTS BLVD	CR 37B (LAKELAND HIGHLANDS ROAD)	2U	L02	1.6	URBAN COLLECTOR	5,100	2.0	0.490	0.0900	225	C	790	TRANSITIONING	D	0.28	0.31	C	21	1.397	NO	PARTIAL	1.27	NONE	0.00
8012W	HALLAM DRIVE	CLEVELAND HEIGHTS BLVD	CR 37B (LAKELAND HIGHLANDS ROAD)	2U	L02	1.6	URBAN COLLECTOR	5,100	2.0	0.510	0.0900	234	C	790	TRANSITIONING	D	0.30	0.33	C	21	1.397	NO	PARTIAL	1.27	NONE	0.00
8013N	HARDEN BLVD	PIPKIN ROAD W	SR 570 (POLK PARKWAY)	3B	C02	1.5	URBAN COLLECTOR	21,700	2.0	0.490	0.0750	758	D	1,340	TCCO	E	0.57	0.62	D	50	0.798	NO	PARTIAL	0.93	NONE	0.00
8013S	HARDEN BLVD	PIPKIN ROAD W	SR 570 (POLK PARKWAY)	3B	C02	1.5	URBAN COLLECTOR	21,700	2.0	0.510	0.0750	789	D	1,340	TCCO	E	0.59	0.65	D	50	0.798	NO	PARTIAL	0.93	NONE	0.00
8087E	HARDIN COMBEE ROAD	SR 659 (COMBEE ROAD)	FISH HATCHERY ROAD	2U	L02	0.8	URBAN COLLECTOR	1,700	2.0	0.510	0.0900	78	C	790	TSDA	D	0.10	0.11	C	6	2.573	NO	PARTIAL	0.09	NONE	0.00
8087W	HARDIN COMBEE ROAD	SR 659 (COMBEE ROAD)	FISH HATCHERY ROAD	2U	L02	0.8	URBAN COLLECTOR	1,700	2.0	0.490	0.0900	75	C	790	TSDA	D	0.09	0.10	C	6	2.573	NO	PARTIAL	0.09	NONE	0.00
8014N	HARTSELL ROAD	LAKE BEULAH DRIVE	SR 563 (SIKES BLVD)	2U	L02	0.2	URBAN COLLECTOR	3,200	2.0	0.490	0.0750	112	C	790	TCCO	E	0.14	0.16	C	1	0.749	NO	FULL	1.59	NONE	0.00
8014S	HARTSELL ROAD	LAKE BEULAH DRIVE	SR 563 (SIKES BLVD)	2U	L02	0.2	URBAN COLLECTOR	3,200	2.0	0.510	0.0750	116	C	790	TCCO	E	0.15	0.16	C	1	0.749	NO	FULL	1.59	NONE	0.00
8088N	HATCHER ROAD	SHEPHERD ROAD	EWELL ROAD	2U	L02	1.0	URBAN COLLECTOR	2,100	2.0	0.510	0.0900	96	C	790	TSDA	D	0.12	0.13	C	2	0.530	NO	PARTIAL	0.18	NONE	0.00
8088S	HATCHER ROAD	SHEPHERD ROAD	EWELL ROAD	2U	L02	1.0	URBAN COLLECTOR	2,100	2.0	0.490	0.0900	93	C	790	TSDA	D	0.12	0.13	C	2	0.530	NO	PARTIAL	0.18	NONE	0.00
4095N	HELENA RD	CR 540A (ELOISE LOOP RD)	SR 540 (CYPRESS GARDENS BLVD SE)	2U	L02	1.5	URBAN COLLECTOR	8,900	2.0	0.490	0.0750	311	C	790	TCCO	E	0.39	0.43	C	10	0.417	NO	PARTIAL	0.59	NONE	0.00
4095S	HELENA RD	CR 540A (ELOISE LOOP RD)	SR 540 (CYPRESS GARDENS BLVD SE)	2U	L02	1.5	URBAN COLLECTOR	8,900	2.0	0.510	0.0750	323	C	790	TCCO	E	0.41	0.45	C	10	0.417	NO	PARTIAL	0.59	NONE	0.00
8408E	HELLER BROTHERS BLVD	FDC GROVE ROAD	US 27	4D	C02	0.4	URBAN COLLECTOR	2,900	2.0	0.510	0.0900	133	C	1,630	TSDA	D	0.08	0.09	C	2	0.967	YES	FULL	2.00	FULL	2.00
8408W	HELLER BROTHERS BLVD	FDC GROVE ROAD	US 27	4D	C02	0.4	URBAN COLLECTOR	2,900	2.0	0.490	0.0900	128	C	1,630	TSDA	D	0.08	0.09	C	2	0.967	YES	FULL	2.00	FULL	2.00
8315E	HIGHLAND DRIVE W	OLD HIGHWAY 37	SR 37 (FLORIDA AVENUE S)	2U	L02	0.3	URBAN COLLECTOR	8,100	2.0	0.510	0.0750	294	C	790	TCCO	E	0.37	0.41	C	3	0.810	NO	PARTIAL	1.08	NONE	0.00
8315W	HIGHLAND DRIVE W	OLD HIGHWAY 37	SR 37 (FLORIDA AVENUE S)	2U	L02	0.3	URBAN COLLECTOR	8,100	2.0	0.490	0.0750	283	C	790	TCCO	E	0.36	0.39	C	3	0.810	NO	PARTIAL	1.08	NONE	0.00
4096E	HIGHLAND ST W/GREENWOOD ST W	CR 542 (OLD TAMPA HWY)	SR 563 (SIKES BLVD)	2U	L02	2.1	URBAN COLLECTOR	2,800	2.0	0.510	0.0900	129	C	790	TSDA	D	0.16	0.18	C	23	2.194	YES	PARTIAL	1.09	NONE	0.00
4096W	HIGHLAND ST W/GREENWOOD ST W	CR 542 (OLD TAMPA HWY)	SR 563 (SIKES BLVD)	2U	L02	2.1	URBAN COLLECTOR	2,800	2.0	0.490	0.0900	123	C	790	TSDA	D	0.16	0.17	C	23	2.194	YES	PARTIAL	1.09	NONE	0.00
8054E	HIGHLANDS DRIVE	SR 37 (FLORIDA AVENUE S)	CLEVELAND HEIGHTS BLVD	2U	L02	0.5	URBAN COLLECTOR	12,500	2.0	0.490	0.0750	436	C	790	TCCO	E	0.55	0.61	C	6	0.522	NO	PARTIAL	1.26	NONE	0.00
8054W	HIGHLANDS DRIVE	SR 37 (FLORIDA AVENUE S)	CLEVELAND HEIGHTS BLVD	2U	L02	0.5	URBAN COLLECTOR	12,500	2.0	0.510	0.0750	454	C	790	TCCO	E	0.57	0.63	C	6	0.522	NO	PARTIAL	1.26	NONE	0.00
8211E	HINSON AVENUE/POWER LINE ROAD	US 17/92	CR 580 (JOHNSON AVENUE)	2U	L02	2.2	URBAN COLLECTOR	9,500	2.0	0.490	0.0750	332	C	790	TCCO	E	0.42	0.46	C	36	0.948	YES	PARTIAL	0.38	NONE	0.00
8211W	HINSON AVENUE/POWER LINE ROAD	US 17/92	CR 580 (JOHNSON AVENUE)	2U	L02	2.2	URBAN COLLECTOR	9,500	2.0	0.510	0.0750	345	C	790	TCCO	E	0.44	0.48	C	36	0.948	YES	PARTIAL	0.38	NONE	0.00
8015N	HOLLINGSWORTH ROAD	LAKE HOLLINGSWORTH DRIVE	US 98 (BARTOW RD)	2U	L02	0.7	URBAN COLLECTOR	8,900	2.0	0.510	0.0750	323	C	790	TCCO	E	0.41	0.45	C	14	1.312	YES	PARTIAL	1.32	NONE	0.00
8015S	HOLLINGSWORTH ROAD	LAKE HOLLINGSWORTH DRIVE	US 98 (BARTOW RD)	2U	L02	0.7	URBAN COLLECTOR	8,900	2.0	0.490	0.0750	311	C	790	TCCO	E	0.39	0.43	C	14	1.312	YES	PARTIAL	1.32	NONE	0.00
8316N	HOLLY HILL ROAD	CR 547	US 27	2U	L02	2.0	URBAN COLLECTOR	6,100	2.0	0.490	0.0750	213	C	790	TCCO	E	0.27	0.30	C	36	1.639	NO	PARTIAL	0.66	NONE	0.00
8316S	HOLLY HILL ROAD	CR 547	US 27	2U	L02	2.0	URBAN COLLECTOR	6,100	2.0	0.510	0.0750	222	C	790	TCCO	E	0.28	0.31	C	36	1.639	NO	PARTIAL	0.66	NONE	0.00
8016N	INGRAHAM AVENUE	LAKE HOLLINGSWORTH DRIVE	US 98	2U	L02	0.9	URBAN COLLECTOR	3,700	2.0	0.490	0.0750	129	C	790	TCCO	E	0.16	0.18	C	9	1.526	YES	FULL	1.79	NONE	0.00
8016S	INGRAHAM AVENUE	LAKE HOLLINGSWORTH DRIVE	US 98	2U	L02	0.9	URBAN COLLECTOR	3,700	2.0	0.510	0.0750	134	C	790	TCCO	E	0.17	0.19	C	9	1.526	YES	FULL	1.79	NONE	0.00
8017N	INGRAHAM AVENUE	US 98	US 92 (MEMORIAL BLVD)	2D	C02	0.9	URBAN COLLECTOR	4,800	2.0	0.490	0.0750	168	C	840	TCCO	E	0.20	0.22	C	18	2.334	YES	FULL	1.79	FULL	2.00
8017S	INGRAHAM AVENUE	US 98	US 92 (MEMORIAL BLVD)	2D	C02	0.9	URBAN COLLECTOR	4,800	2.0	0.510	0.0750	174	C	840	TCCO	E	0.21	0.23	C	18	2.334	YES	FULL	1.79	FULL	2.00
5500E	INTERSTATE 4	HILLSBOROUGH COUNTY LINE	SR 570 (POLK PARKWAY)	8F	O02	1.0	PRINCIPAL ARTERIAL	118,000	2.0	0.510	0.0900	5,416	C	8,550	SIS	D	0.63	0.70	C	53	0.255	NO	NONE	0.00	NONE	0.00
5500W	INTERSTATE 4	HILLSBOROUGH COUNTY LINE	SR 570 (POLK PARKWAY)	8F	O02	1.0	PRINCIPAL ARTERIAL	118,000	2.0	0.490	0.0900	5,204	C	8,550	SIS	D	0.61	0.67	C	53	0.255	NO	NONE	0.00	NONE	0.00
5501E	INTERSTATE 4	SR 570 (POLK PARKWAY)	SR 33	6F	F02	11.4	PRINCIPAL ARTERIAL	92,500	2.0	0.490	0.0900	4,079	C	5,620	SIS	D	0.73	0.80	C	902	0.470	NO	NONE	0.00	NONE	0.00
5501W	INTERSTATE 4	SR 570 (POLK PARKWAY)	SR 33	6F	F02	11.4	PRINCIPAL ARTERIAL	92,500	2.0	0.510	0.0900	4,246	C	5,620	SIS	D	0.76	0.83	D	902	0.470	NO	NONE	0.00	NONE	0.00

Source: Polk Transportation Planning Organization April 8, 2022

Link	Road Segment	From	To	Roadway Characteristics: Laneage Lane Type	Capacity Group	Segment Length	Functional Classification	Estimated Traffic Characteristics: 2021 Annual Avg. Daily Traffic	AADT Growth Rate (%)	100th Highest Hour D-Factor	100th Highest Hour K-Factor	Peak Hour / Peak Season: Two-Hour Average Volume	Level of Service	Directional Capacity	LOS Standard Multi-Modal	LOS Standard High-Way	Volume to Capacity Ratio	Volume-to-Capacity Ratio in Five Years	Projected LOS in Five Years	Historical Crash Data 2017 - 2021 Total Crashes	Crash Rate	Multimodal Factors: Transit Presence	Sidewalk Presence	Sidewalk Coverage	Bicycle Facility Presence	Bicycle Facility Coverage
5506E	INTERSTATE 4	SR 33	CR 557	6F	F02	10.1	PRINCIPAL ARTERIAL	88,400	2.0	0.510	0.0900	4,058	C	5,620	SIS	D	0.72	0.79	C	883	0.544	NO	NONE	0.00	NONE	0.00
5506W	INTERSTATE 4	SR 33	CR 557	6F	F02	10.1	PRINCIPAL ARTERIAL	88,400	2.0	0.490	0.0900	3,898	C	5,620	SIS	D	0.69	0.76	C	883	0.544	NO	NONE	0.00	NONE	0.00
8222E	INTERSTATE 4	CR 557	OSCEOLA COUNTY LINE	6F	F02	9.6	PRINCIPAL ARTERIAL	100,500	2.0	0.510	0.0900	4,613	D	5,620	SIS	D	0.82	0.90	D	1,366	0.778	NO	NONE	0.00	NONE	0.00
8222W	INTERSTATE 4	CR 557	OSCEOLA COUNTY LINE	6F	F02	9.6	PRINCIPAL ARTERIAL	100,500	2.0	0.490	0.0900	4,432	C	5,620	SIS	D	0.79	0.87	D	1,366	0.778	NO	NONE	0.00	NONE	0.00
8317N	KENTUCKY ST/JOHNSON AVE W/PRADO GRANDE AVE	OLD HAINES CITY - LAKE ALFRED ROAD	CR 17 (POLK CITY ROAD)	2U	L02	1.2	URBAN COLLECTOR	1,900	2.0	0.510	0.0750	69	C	790	TCCO	E	0.09	0.10	C	3	0.746	NO	NONE	0.00	NONE	0.00
8317S	KENTUCKY ST/JOHNSON AVE W/PRADO GRANDE AVE	OLD HAINES CITY - LAKE ALFRED ROAD	CR 17 (POLK CITY ROAD)	2U	L02	1.2	URBAN COLLECTOR	1,900	2.0	0.490	0.0750	66	C	790	TCCO	E	0.08	0.09	C	3	0.746	NO	NONE	0.00	NONE	0.00
8337E	KINNY HARMON ROAD	US 17/92	OSCEOLA COUNTY LINE	2U	L02	1.0	URBAN COLLECTOR	10,000	2.0	0.510	0.0900	459	C	790	TRANSITIONING	D	0.58	0.64	C	2	0.083	NO	PARTIAL	1.06	FULL	2.00
8337W	KINNY HARMON ROAD	US 17/92	OSCEOLA COUNTY LINE	2U	L02	1.0	URBAN COLLECTOR	10,000	2.0	0.490	0.0900	441	C	790	TRANSITIONING	D	0.56	0.61	C	2	0.083	NO	PARTIAL	1.06	FULL	2.00
4100N	LAKE ARIANA BLVD W	CR 546 (OLD DIXIE HWY)	CR 559 (POLK CITY ROAD)	2U	L02	2.2	URBAN COLLECTOR	4,500	2.0	0.510	0.0900	207	C	790	TRANSITIONING	D	0.26	0.29	C	10	0.564	NO	PARTIAL	0.60	NONE	0.00
4100S	LAKE ARIANA BLVD W	CR 546 (OLD DIXIE HWY)	CR 559 (POLK CITY ROAD)	2U	L02	2.2	URBAN COLLECTOR	4,500	2.0	0.490	0.0900	198	C	790	TRANSITIONING	D	0.25	0.28	C	10	0.564	NO	PARTIAL	0.60	NONE	0.00
7501E	LAKE BEULAH DR	OLIVE ST	OLIVE ST	2U	L02	1.3	URBAN COLLECTOR	2,400	2.0	0.510	0.0750	87	C	790	TCCO	E	0.11	0.12	C	4	1.342	YES	PARTIAL	1.42	NONE	0.00
7501W	LAKE BEULAH DR	OLIVE ST	OLIVE ST	2U	L02	1.3	URBAN COLLECTOR	2,400	2.0	0.490	0.0750	84	C	790	TCCO	E	0.11	0.12	C	4	1.342	YES	PARTIAL	1.42	NONE	0.00
8063N	LAKE ELBERT DRIVE/11TH STREET NE	SR 542 (CENTRAL AVE E)	AVENUE T NE	2U	L02	1.7	URBAN COLLECTOR	4,000	2.0	0.510	0.0900	184	C	790	TRANSITIONING	D	0.23	0.26	C	8	0.651	YES	PARTIAL	0.31	NONE	0.00
8063S	LAKE ELBERT DRIVE/11TH STREET NE	SR 542 (CENTRAL AVE E)	AVENUE T NE	2U	L02	1.7	URBAN COLLECTOR	4,000	2.0	0.490	0.0900	176	C	790	TRANSITIONING	D	0.22	0.25	C	8	0.651	YES	PARTIAL	0.31	NONE	0.00
4103N	LAKE HAMILTON DR W	COUNTRY CLUB RD N	SR 544 (LUCERNE PARK ROAD)	2U	L02	2.8	URBAN COLLECTOR	3,200	2.0	0.490	0.0900	141	C	790	TRANSITIONING	D	0.18	0.20	C	10	0.614	NO	NONE	0.00	NONE	0.00
4103S	LAKE HAMILTON DR W	COUNTRY CLUB RD N	SR 544 (LUCERNE PARK ROAD)	2U	L02	2.8	URBAN COLLECTOR	3,200	2.0	0.510	0.0900	147	C	790	TRANSITIONING	D	0.19	0.20	C	10	0.614	NO	NONE	0.00	NONE	0.00
4019N	LAKE HENDRY RD/STOKES RD/CR 559/CR 655A	US 98	SR 60	2U	N02	13.1	RURAL MAJOR COLLECTOR	2,500	2.0	0.510	0.0900	115	C	640	OTHER	C	0.18	0.20	C	27	0.452	NO	NONE	0.00	NONE	0.00
4019S	LAKE HENDRY RD/STOKES RD/CR 559/CR 655A	US 98	SR 60	2U	N02	13.1	RURAL MAJOR COLLECTOR	2,500	2.0	0.490	0.0900	110	C	640	OTHER	C	0.17	0.19	C	27	0.452	NO	NONE	0.00	NONE	0.00
8018E	LAKE HOLLINGSWORTH DRIVE (NORTH)	BELMAR STREET	CRYSTAL LAKE DRIVE	2U	L02	1.1	URBAN COLLECTOR	9,900	2.0	0.490	0.0750	346	C	790	MULTI-MODAL	D	0.44	0.48	C	12	0.619	YES	FULL	1.87	PARTIAL	1.00
8018W	LAKE HOLLINGSWORTH DRIVE (NORTH)	BELMAR STREET	CRYSTAL LAKE DRIVE	2U	L02	1.1	URBAN COLLECTOR	9,900	2.0	0.510	0.0750	360	C	790	MULTI-MODAL	D	0.46	0.50	C	12	0.619	YES	FULL	1.87	PARTIAL	1.00
8019E	LAKE HOLLINGSWORTH DRIVE (SOUTH)	BELMAR STREET	CRYSTAL LAKE DRIVE	2U	L02	1.8	URBAN COLLECTOR	7,700	2.0	0.490	0.0750	269	C	790	MULTI-MODAL	D	0.34	0.37	C	35	1.377	YES	PARTIAL	1.15	PARTIAL	1.32
8019W	LAKE HOLLINGSWORTH DRIVE (SOUTH)	BELMAR STREET	CRYSTAL LAKE DRIVE	2U	L02	1.8	URBAN COLLECTOR	7,700	2.0	0.510	0.0750	280	C	790	MULTI-MODAL	D	0.35	0.39	C	35	1.377	YES	PARTIAL	1.15	PARTIAL	1.32
8064E	LAKE HOWARD DRIVE	21ST STREET SW	AVENUE D NW	2U	L02	1.8	URBAN COLLECTOR	5,100	2.0	0.490	0.0750	178	C	790	TCCO	E	0.23	0.25	C	32	1.896	YES	PARTIAL	0.49	PARTIAL	0.14
8064W	LAKE HOWARD DRIVE	21ST STREET SW	AVENUE D NW	2U	L02	1.8	URBAN COLLECTOR	5,100	2.0	0.510	0.0750	185	C	790	TCCO	E	0.23	0.26	C	32	1.896	YES	PARTIAL	0.49	PARTIAL	0.14
8065E	LAKE HOWARD DRIVE/AVE D NW	AVENUE G NW	SR 549 (1ST STREET)	2U	L02	1.8	URBAN COLLECTOR	12,500	2.0	0.490	0.0750	436	C	790	TCCO	E	0.55	0.61	C	42	1.033	YES	FULL	1.79	PARTIAL	0.54
8065W	LAKE HOWARD DRIVE/AVE D NW	AVENUE G NW	SR 549 (1ST STREET)	2U	L02	1.8	URBAN COLLECTOR	12,500	2.0	0.510	0.0750	454	C	790	TCCO	E	0.57	0.63	C	42	1.033	YES	FULL	1.79	PARTIAL	0.54
4105N	LAKE LOWERY RD	OLD HAINES CITY-LAKE ALFRED RD	CR 17 (POLK CITY ROAD)	2U	H02	5.9	URBAN COLLECTOR	400	2.0	0.490	0.0900	18	B	730	TRANSITIONING	D	0.02	0.03	B	6	1.388	NO	NONE	0.00	NONE	0.00
4105S	LAKE LOWERY RD	OLD HAINES CITY-LAKE ALFRED RD	CR 17 (POLK CITY ROAD)	2U	H02	5.9	URBAN COLLECTOR	400	2.0	0.510	0.0900	18	B	730	TRANSITIONING	D	0.03	0.03	B	6	1.388	NO	NONE	0.00	NONE	0.00
8203N	LAKE MABEL LOOP RD	CR 17A (MASTERPIECE ROAD)	CANAL AVENUE	2U	L02	2.5	RURAL MINOR COLLECTOR	1,800	2.0	0.490	0.0900	79	C	790	TRANSITIONING	D	0.10	0.11	C	2	0.242	NO	NONE	0.00	NONE	0.00
8203S	LAKE MABEL LOOP RD	CR 17A (MASTERPIECE ROAD)	CANAL AVENUE	2U	L02	2.5	RURAL MINOR COLLECTOR	1,800	2.0	0.510	0.0900	83	C	790	TRANSITIONING	D	0.10	0.12	C	2	0.242	NO	NONE	0.00	NONE	0.00
8204N	LAKE MABEL LOOP RD/LAKE TRASK ROAD	CANAL AVENUE	SR 17 (SCENIC HIGHWAY)	2U	L02	2.1	URBAN COLLECTOR	4,100	2.0	0.490	0.0750	143	C	790	TCCO	E	0.18	0.20	C	3	0.191	NO	PARTIAL	0.17	NONE	0.00
8204S	LAKE MABEL LOOP RD/LAKE TRASK ROAD	CANAL AVENUE	SR 17 (SCENIC HIGHWAY)	2U	L02	2.1	URBAN COLLECTOR	4,100	2.0	0.510	0.0750	149	C	790	TCCO	E	0.19	0.21	C	3	0.191	NO	PARTIAL	0.17	NONE	0.00
8218E	LAKE MARIE BLVD	SR 17 (SCENIC HIGHWAY)	H.L. SMITH ROAD	2U	L02	2.0	URBAN COLLECTOR	5,500	2.0	0.490	0.0750	192	C	790	TCCO	E	0.24	0.27	C	1	0.051	NO	PARTIAL	0.18	NONE	0.00
8218W	LAKE MARIE BLVD	SR 17 (SCENIC HIGHWAY)	H.L. SMITH ROAD	2U	L02	2.0	URBAN COLLECTOR	5,500	2.0	0.510	0.0750	200	C	790	TCCO	E	0.25	0.28	C	1	0.051	NO	PARTIAL	0.18	NONE	0.00
8214N	LAKE MARION CREEK DR/MCMAN RD/EASTYWAY RD/ MIDWAY RD/LK MARION CREEK RD	POINCIANA PARKWAY	CR 580 (CYPRESS PARKWAY)	2U	N02	6.0	URBAN COLLECTOR	5,400	2.0	0.490	0.0900	238	C	720	TRANSITIONING	D	0.33	0.36	C	43	0.725	NO	PARTIAL	0.23	PARTIAL	1.00
8214S	LAKE MARION CREEK DR/MCMAN RD/EASTYWAY RD/ MIDWAY RD/LK MARION CREEK RD	POINCIANA PARKWAY	CR 580 (CYPRESS PARKWAY)	2U	N02	6.0	URBAN COLLECTOR	5,400	2.0	0.510	0.0900	248	C	720	TRANSITIONING	D	0.34	0.38	C	43	0.725	NO	PARTIAL	0.23	PARTIAL	1.00
8112N	LAKE MATTIE ROAD/ADAMS BARN ROAD	CR 559 (POLK CITY ROAD)	LAKE ALFRED ROAD	2U	L02	4.1	URBAN COLLECTOR	1,500	2.0	0.510	0.0900	69	C	790	TRANSITIONING	D	0.09	0.10	C	9	0.809	NO	PARTIAL	0.36	NONE	0.00
8112S	LAKE MATTIE ROAD/ADAMS BARN ROAD	CR 559 (POLK CITY ROAD)	LAKE ALFRED ROAD	2U	L02	4.1	URBAN COLLECTOR	1,500	2.0	0.490	0.0900	66	C	790	TRANSITIONING	D	0.08	0.09	C	9	0.809	NO	PARTIAL	0.36	NONE	0.00
4099E	LAKE MIRIAM DR	SR 37 (FLORIDA AVENUE S)	CR 37B (LAKELAND HIGHLANDS ROAD)	2U	M02	2.2	URBAN COLLECTOR	14,800	2.0	0.510	0.0900	679	D	680	TRANSITIONING	D	1.00	1.10	F	86	1.432	YES	PARTIAL	1.06	NONE	0.00
4099W	LAKE MIRIAM DR	SR 37 (FLORIDA AVENUE S)	CR 37B (LAKELAND HIGHLANDS ROAD)	2U	M02	2.2	URBAN COLLECTOR	14,800	2.0	0.490	0.0900	653	D	680	TRANSITIONING	D	0.96	1.06	E	86	1.432	YES	PARTIAL	1.06	NONE	0.00
8020E	LAKE MORTON DRIVE	MASSACHUSETTS AVE	MASSACHUSETTS AVE	2U	L02	1.0	URBAN COLLECTOR	4,100	2.0	0.490	0.0750	143	C	790	TCCO	E	0.18	0.20	C	6	0.815	YES	PARTIAL	0.87	NONE	0.00
8020W	LAKE MORTON DRIVE	MASSACHUSETTS AVE	MASSACHUSETTS AVE	2U	L02	1.0	URBAN COLLECTOR	4,100	2.0	0.510	0.0750	149	C	790	TCCO	E	0.19	0.21	C	6	0.815	YES	PARTIAL	0.87	NONE	0.00
4106E	LAKE NED/LAKE DAISY RD	CYPRESS GARDENS RD	CR 550 (OVERLOOK DRIVE SE)	2U	L02	2.0	URBAN COLLECTOR	5,900	2.0	0.490	0.0900	260	C	790	TSDA	D	0.33	0.36	C	17	0.794	NO	PARTIAL	0.26	NONE	0.00
4106W	LAKE NED/LAKE DAISY RD	CYPRESS GARDENS RD	CR 550 (OVERLOOK DRIVE SE)	2U	L02	2.0	URBAN COLLECTOR	5,900	2.0	0.510	0.0900	271	C	790	TSDA	D	0.34	0.38	C	17	0.794	NO	PARTIAL	0.26	NONE	0.00
8007N	LAKE PARKER DRIVE EAST	IDLEWILD STREET	OLD COMBEE ROAD	2U	L02	3.2	URBAN COLLECTOR	3,700	2.0	0.510	0.0900	170	C	790	TRANSITIONING	D	0.21	0.24	C	17	0.797	NO	NONE	0.00	NONE	0.00
8007S	LAKE PARKER DRIVE EAST	IDLEWILD STREET	OLD COMBEE ROAD	2U	L02	3.2	URBAN COLLECTOR	3,700	2.0	0.490	0.0900	163	C	790	TRANSITIONING	D	0.21	0.23	C	17	0.797	NO	NONE	0.00	NONE	0.00
8219E	LAKE REEDY BOULEVARD N	CR 630	LAKE ARBUCKLE RD	2U	H02	4.9	URBAN COLLECTOR	800	2.0	0.490	0.0900	35	B	730	TRANSITIONING	D	0.05	0.05	B	4	0.555	NO	NONE	0.00	NONE	0.00
8219W	LAKE REEDY BOULEVARD N	CR 630	LAKE ARBUCKLE RD	2U	H02	4.9	URBAN COLLECTOR	800	2.0	0.510	0.0900	37	B	730	TRANSITIONING	D	0.05	0.06	B	4	0.555	NO	NONE	0.00	NONE	0.00
8062E	LAKE SHIPP DR N/AVE N SW/AVE O SW	SR 655	7TH STREET SW	2U	L02	1.1	URBAN COLLECTOR	6,800	2.0	0.490	0.0750	237	C	790	TCCO	E	0.30	0.33	C	11	0.815	YES	PARTIAL	0.60	NONE	0.00
8062W	LAKE SHIPP DR N/AVE N SW/AVE O SW	SR 655	7TH STREET SW	2U	L02	1.1	URBAN COLLECTOR	6,800	2.0	0.510	0.0750	247	C	790	TCCO	E	0.31	0.34	C	11	0.815	YES	PARTIAL	0.60	NONE	0.00
8021N	LAKE SHORE DRIVE/WEST LAKE PARKER DRIVE	PARKER STREET	GRANADA STREET	2U	L02	1.9	URBAN COLLECTOR	3,900	2.0	0.510	0.0750	142	C	790	TCCO	E	0.18	0.20	C	24	1.738	NO	PARTIAL	1.18	PARTIAL	0.26
8021S	LAKE SHORE DRIVE/WEST LAKE PARKER DRIVE	PARKER STREET	GRANADA STREET	2U	L02	1.9	URBAN COLLECTOR	3,900	2.0	0.490	0.0750	136	C	790	TCCO	E	0.17	0.19	C	24	1.738	NO	PARTIAL	1.18	PARTIAL	0.26
6801N	LAKE STELLA DR	SHELBY ST	SR 559	2O	J02	0.2	URBAN COLLECTOR	2,500	2.0	0.510	0.0750	91	C	1,060	TCCO	D	0.09	0.09	C	4	5.493	YES	FULL	1.90	NONE	0.00
6802S	LAKE STELLA DR	SR 559	SHELBY ST	2O	J02	0.2	URBAN COLLECTOR	2,500	2.0	0.510	0.0750	91	C	1,060	TCCO	E	0.09	0.09	C	0	0.000	YES	PARTIAL	0.95	NONE	0.00
8215N	LAKE WILSON ROAD	CR 54 (RONALD REAGAN PKWY)	OSCEOLA COUNTY LINE	4D	L02	1.0	URBAN COLLECTOR	22,100	2.0	0.510	0.0900	1,014	C	1,800	TSDA	D	0.56	0.62	C	53	1.312	NO	PARTIAL	0.37	NONE	0.00
8215S	LAKE WILSON ROAD	CR 54 (RONALD REAGAN PKWY)	OSCEOLA COUNTY LINE	4D	L02	1.0	URBAN COLLECTOR	22,100	2.0	0.490	0.0900	975	C	1,800	TSDA	D	0.54	0.60	C	53	1.312	NO	PARTIAL	0.37	NONE	0.00
8023E	LIME STREET	LAKE BEULAH DRIVE	SR 37 (FLORIDA AVENUE S)	4U	L02	0.6	URBAN COLLECTOR	10,700	2.0	0.510	0.0750	389	C	1,710	TCCO	E	0.23	0.25	C	11	0.903	YES	FULL	1.66	NONE	0.00
8023W	LIME STREET	LAKE BEULAH DRIVE	SR 37 (FLORIDA AVENUE S)	4U	L02	0.6	URBAN COLLECTOR	10,700	2.0	0.490	0.0750	374	C	1,710	TCCO	E	0.22	0.24	C	11	0.903	YES	FULL	1.66	NONE	0.00
8024E	LIME STREET	SR 37 (FLORIDA AVENUE S)	INGRAHAM AVENUE S	2O	J02	0.8	URBAN COLLECTOR	6,600	2.0	0.510	0.0750	240	C	1,060	TCCO	E	0.23	0.25	C	17	1.879	YES	FULL	1.80	NONE	0.00
8024W	LIME STREET	SR 37 (FLORIDA AVENUE S)	INGRAHAM AVENUE S	2O	J02	0.8	URBAN COLLECTOR	6,600	2.0	0.490	0.0750	230	C	1,060	TCCO	E	0.22	0.24	C	17	1.879	YES	FULL	1.80	NONE	0.00
8025E	LIME STREET	INGRAHAM AVENUE S	US 98 (BARTOW RD)	2U	L02	0.3	URBAN COLLECTOR	1,000	2.0	0.510	0.0750	36	C	790	TCCO	E	0.05	0.05	C	4	8.606	NO	PARTIAL	1.54	NONE	0.00
8025W	LIME STREET	INGRAHAM AVENUE S	US 98 (BARTOW RD)	2U	L02	0.3	URBAN COLLECTOR	1,000	2.0	0.490	0.0750	35	C	790	TCCO	E	0.04	0.05	C	4	8.606	NO	PARTIAL	1.54	NONE	0.00
8026N	LINCOLN AVENUE S/OPPITZ LANE	LAKE HUNTER DRIVE	SR 37 (FLORIDA AVENUE S)	2U	L02	2.2	URBAN COLLECTOR	2,500	2.0	0.490	0.0900	110	C	790	TRANSITIONING	D	0.14	0.15	C	14	1.405	YES	PARTIAL	1.34	NONE	0.00
8026S	LINCOLN AVENUE S/OPPITZ LANE	LAKE HUNTER DRIVE	SR 37 (FLORIDA AVENUE S)	2U	L02	2.2	URBAN COLLECTOR	2,500	2.0	0.510	0.0900	115	C	790	TRANSITIONING	D	0.15	0.16	C	14	1.405	YES	PARTIAL	1.34	NONE	0.00
8114N	LIVE OAK ROAD/LAKE SEWARD DRIVE	CR 37B (LAKELAND HIGHLANDS RD)	LAKE MARIAM DRIVE	2U	L02	1.5	URBAN COLLECTOR	1,800	2.0	0.490	0.0900	79	C	790	TRANSITIONING	D	0.10	0.11	C	3	0.609	NO	PARTIAL	0.50	PARTIAL	0.06
8114S	LIVE OAK ROAD/LAKE SEWARD DRIVE	CR 37B (LAKELAND HIGHLANDS RD)	LAKE MARIAM DRIVE	2U	L02	1.5	URBAN COLLECTOR	1,800	2.0	0.510	0.0900	83	C	790	TRANSITIONING	D	0.10	0.12	C	3	0.609	NO	PARTIAL	0.50	PARTIAL	0.06
7306N	LOGISTICS PARKWAY	SR 60	OLD BARTOW LAKE WALES RD	2U	L02	0.6	URBAN COLLECTOR	2,500	2.0	0.510	0.0750	91	C	790	TCCO	E	0.11	0.13	C	1	0.364	NO	NONE	0.00	NONE	0.00
7306S	LOGISTICS PARKWAY	SR 60	OLD BARTOW LAKE WALES RD	2U	L02	0.6	URBAN COLLECTOR	2,500	2.0	0.490	0.0750	87	C	790	TCCO	E	0.11	0.12	C	1	0.364	NO	NONE	0.00	NONE	0.00
8421N	LOGISTICS PARKWAY	OLD BARTOW LAKE WALES RD	INTERMODAL DRIVE	2U	A02	1.0	URBAN COLLECTOR	2,500	2.0	0.510	0.0900	115	B	1,200	TSDA	D	0.10	0.11	B	0	0.000	NO	NONE	0.00	FULL	2.00
8421S	LOGISTICS PARKWAY	OLD BARTOW LAKE WALES RD	INTERMODAL DRIVE	2U	A02	1.0	URBAN COLLECTOR	2,500	2.0	0.490	0.0900	110	B	1,200	TSDA	D	0.09	0.10	B	0	0.000	NO	NONE	0.00	FULL	2.00
4108N	LONGFELLOW BLVD	CRYSTAL LAKE DR N	CR 542 (MAIN ST E)	2U	L02	1.5	URBAN COLLECTOR	7,800	2.0	0.490	0.0900	344	C	790	TSDA	D	0.44	0.48	C	19	0.888	YES	PARTIAL	0.84	NONE	0.00
4108S	LONGFELLOW BLVD	CRYSTAL LAKE DR N	CR 542 (MAIN ST E)	2U	L02	1.5	URBAN COLLECTOR	7,800	2.0	0.510	0.0900	358	C	790	TSDA	D	0.45	0.50	C	19	0.888	YES	PARTIAL	0.84	NONE	0.00
8318N	LUCERNE LOOP ROAD NE	SR 544 (LUCERNE PARK ROAD)	OLD LUCERNE PARK ROAD	2U	L02	0.8	URBAN COLLECTOR	2,100	2.0	0.510	0.0900	96	C	790	TRANSITIONING	D	0.12	0.13	C	0	0.000	YES	PARTIAL	0.47	NONE	0.00
8318S	LUCERNE LOOP ROAD NE	SR 544 (LUCERNE PARK ROAD)	OLD LUCERNE PARK ROAD	2U	L02	0.8	URBAN COLLECTOR	2,100	2.0	0.490	0.0900	93	C	790	TRANSITIONING	D	0.12	0.13	C	0	0.000	YES	PARTIAL	0.47	NONE	0.00
8027N	LUNN ROAD	EWELL ROAD	PIPKIN ROAD W	2U	L02	1.5	URBAN COLLECTOR	5,400	2.0	0.510	0.0900	248	C	790	TSDA	D	0.31	0.35	C	13	0.859	NO	PARTIAL	0.17	PARTIAL	0.12
8027S	LUNN ROAD	EWELL ROAD	PIPKIN ROAD W	2U	L02	1.5	URBAN COLLECTOR	5,400	2.0	0.490	0.0900	238	C	790	TSDA	D	0.30	0.33	C	13	0.859	NO	PARTIAL	0.17	PARTIAL	0.12
8089N	LUNN ROAD	SHEPHERD ROAD	EWELL ROAD	2U	L02	1.0	URBAN COLLECTOR	6,000	2.0	0.490	0.0900	265	C	790	TSDA	D	0.33	0.37	C	10	0.918	NO	PARTIAL	0.96	NONE	0.00
8089S	LUNN ROAD	SHEPHERD ROAD	EWELL ROAD	2U	L02	1.0	URBAN COLLECTOR	6,000	2.0	0.510	0.0900	275	C	790	TSDA	D	0.35	0.38	C	10	0.918	NO	PARTIAL	0.96	NONE	0.00
4109E	LYLE PKWY/E.F. GRIFFIN RD	US 98	US 98	2U	H02	4.3	URBAN COLLECTOR	3,700	2.0	0.490	0.0900	163	B	730	TRANSITIONING	D	0.22	0.25	B	31	1.062	NO	PARTIAL	0.34	NONE	0.00
4109W	LYLE PKWY/E.F. GRIFFIN RD	US 98	US 98	2U	H02	4.3	URBAN COLLECTOR	3,700	2.0	0.510	0.0900	170	B	730	TRANSITIONING	D	0.23	0.26	B	31	1.062	NO	PARTIAL	0.34	NONE	0.00
8090N	LYNCHBURG ROAD/MYERS LANE	US 92	LAKE ALFRED ROAD	2U	L02	1.6	URBAN COLLECTOR	4,700	2.0	0.490	0.0900	207	C	790	TRANSITIONING	D	0.26	0.29	C	15	1.116	NO	PARTIAL	0.00	NONE	0.00
8090S	LYNCHBURG ROAD/MYERS LANE	US 92	LAKE ALFRED ROAD	2U	L02	1.6	URBAN COLLECTOR	4,700	2.0	0.510	0.0900	216	C	790	TRANSITIONING	D	0.27	0.30	C	15	1.116	NO	PARTIAL	0.00	NONE	0.00
6901N	M.L. KING BLVD/TENTH STREET W	US 92 (MEMORIAL BLVD W)	US 98 (FLORIDA AVENUE N)	2U	C02	0.8	URBAN COLLECTOR	7,500	2.0	0.510	0.0750	273	C	800	TCCO	E	0.34	0.37	C	21	2.006	YES	FULL	1.68	FULL	1.85
6901S	M.L. KING BLVD/TENTH STREET W	US 92 (MEMORIAL BLVD W)	US 98 (FLORIDA AVENUE N)	2U	C02	0.8	URBAN COLLECTOR	7,500	2.0	0.490	0.0750	262	C	800	TCCO	E	0.33	0.36	C	21	2.006	YES	FULL	1.68	FULL	1.85
6800N	MAIN STREET	US 92	LAKE STELLA DRIVE	2U	B02	0.7	URBAN COLLECTOR	6,800	2.0	0.510	0.0750	247	C	880	TCCO	D	0.28	0.31	C	47	5.549	YES	FULL	1.67	NONE	0.00
6800S	MAIN STREET	US 92	LAKE STELLA DRIVE	2U	B02	0.7	URBAN COLLECTOR	6,800	2.0	0.490	0.0750	237	C	880	TCCO	D	0.27	0.30	C	47	5.549	YES	FULL	1.67	NONE	0.00
5314E	MAIN STREET E	SR 548 (BARTOW ROAD)	US 98 (LAKE PARKER AVE S)	2U	C02	0.4	URBAN COLLECTOR	4,200	2.0	0.490	0.0750	147	C	800	TCCO	E	0.18	0.20	C	12	4.128	NO	FULL	1.84	FULL	2.00
5314W	MAIN STREET E	SR 548 (BARTOW ROAD)	US 98 (LAKE PARKER AVE S)	2U	C02	0.4	URBAN COLLECTOR	4,200	2.0	0.510	0.0750	153	C	800	TCCO	E	0.19	0.21	C	12	4.128	NO	FULL	1.84	FULL	2.00
5905E	MAIN STREET E/FLAMINGO DRIVE E	SR 60	SR 60	2U	B02	2.2	URBAN COLLECTOR	6,500	2.0	0.510	0.0750	236	C	880	TCCO	E	0.27	0.30	C	76	2.949	YES	PARTIAL	1.44	NONE	0.00
5905W	MAIN STREET E/FLAMINGO DRIVE E	SR 60	SR 60	2U	B02	2.2	URBAN COLLECTOR	6,500	2.0	0.490	0.0750	227	C	880	TCCO	E	0.26	0.28	C	76	2.949	YES	PARTIAL	1.44	NONE	0.00
8046E	MAIN STREET W	LAKE BEULAH DRIVE	SR 33 (MASSACHUSETTES AVE)	2U	L02	1.0	URBAN COLLECTOR	1,900	2.0	0.490	0.0750	66	C	790	MULTI-MODAL	D	0.08	0.09	C	20	6.015	NO	PARTIAL	0.76	PARTIAL	0.92
8046W	MAIN STREET W	LAKE BEULAH DRIVE	SR 33 (MASSACHUSETTES AVE)	2U	L02	1.0	URBAN COLLECTOR	1,900	2.0	0.510	0.0750	69	C	790	MULTI-MODAL	D	0.09	0.10	C	20	6.015	NO	PARTIAL	0.76	PARTIAL	0.92
8319E	MAIN STREET/SECOND STREET/SMITH AVENUE	US 27	SR 17 (SCENIC HIGHWAY)	2U	L02	1.0	URBAN COLLECTOR	1,900	2.0	0.510	0.0750	69	C	790	TCCO	E	0.09	0.10	C	3	0.869	YES	PARTIAL	0.37	NONE	0.00
8319W	MAIN STREET/SECOND STREET/SMITH AVENUE	US 27	SR 17 (SCENIC HIGHWAY)	2U	L02	1.0	URBAN COLLECTOR	1,900	2.0	0.490	0.0750	66	C	790	TCCO	E	0.08	0.09	C	3	0.869	YES	PARTIAL	0.37	NONE	0.00

Source: Polk Transportation Planning Organization April 8, 2022

Link	Road Segment	From	To	Roadway Characteristics: Laneage Lane Type	Capacity Group	Segment Length	Functional Classification	Estimated Traffic Characteristics: 2021 Annual Avg. Daily Traffic	AADT Growth Rate (%)	100th Highest Hour D-Factor	100th Highest Hour K-Factor	Peak Hour / Peak Season: Two-Hour Average Volume	Level of Service	Directional Capacity	LOS Standard Multi-Modal	LOS Standard High-Way	Volume to Capacity Ratio	Volume-to-Capacity Ratio in Five Years	Projected LOS in Five Years	Historical Crash Data 2017 - 2021: Total Crashes	Crash Rate	Multimodal Factors: Transit Presence	Sidewalk Presence	Sidewalk Coverage	Bicycle Facility Presence	Bicycle Facility Coverage
4110E	MAINE AVE	SR 659 (COMBEE ROAD S)	REYNOLDS RD	2U	L02	1.0	URBAN COLLECTOR	6,600	2.0	0.490	0.0900	291	C	790	TSDA	D	0.37	0.41	C	9	0.742	NO	PARTIAL	0.39	NONE	0.00
4110W	MAINE AVE	SR 659 (COMBEE ROAD S)	REYNOLDS RD	2U	L02	1.0	URBAN COLLECTOR	6,600	2.0	0.510	0.0900	303	C	790	TSDA	D	0.38	0.42	C	9	0.742	NO	PARTIAL	0.39	NONE	0.00
8028N	MALL HILL DRIVE	CR 582 (GRIFFIN ROAD)	HAMPTON HILLS DRIVE	2U	L02	0.5	URBAN COLLECTOR	11,700	2.0	0.510	0.0750	425	C	790	TCCO	E	0.54	0.59	C	16	1.465	YES	PARTIAL	0.90	NONE	0.00
8028S	MALL HILL DRIVE	CR 582 (GRIFFIN ROAD)	HAMPTON HILLS DRIVE	2U	L02	0.5	URBAN COLLECTOR	11,700	2.0	0.490	0.0750	408	C	790	TCCO	E	0.52	0.57	C	16	1.465	YES	PARTIAL	0.90	NONE	0.00
8109N	MALL HILL DRIVE	CR 35A (KATHLEEN ROAD)	CR 582 (GRIFFIN ROAD)	2U	L02	0.8	URBAN COLLECTOR	6,900	2.0	0.510	0.0750	251	C	790	TCCO	E	0.32	0.35	C	22	2.108	YES	PARTIAL	0.82	NONE	0.00
8109S	MALL HILL DRIVE	CR 35A (KATHLEEN ROAD)	CR 582 (GRIFFIN ROAD)	2U	L02	0.8	URBAN COLLECTOR	6,900	2.0	0.490	0.0750	241	C	790	TCCO	E	0.30	0.34	C	22	2.108	YES	PARTIAL	0.82	NONE	0.00
8320N	MALL HILL DRIVE	HAMPTON HILLS DRIVE	SLEEPY HILL ROAD	2D	L02	0.5	URBAN COLLECTOR	7,300	2.0	0.510	0.0750	265	C	830	TCCO	E	0.32	0.35	C	2	0.322	NO	FULL	1.88	FULL	2.00
8320S	MALL HILL DRIVE	HAMPTON HILLS DRIVE	SLEEPY HILL ROAD	2D	L02	0.5	URBAN COLLECTOR	7,300	2.0	0.490	0.0750	255	C	830	TCCO	E	0.31	0.34	C	2	0.322	NO	FULL	1.88	FULL	2.00
4117E	MAMMOTH GROVE RD	SR 60	CAMP MACK RD	2U	N02	2.1	RURAL MAJOR COLLECTOR	800	2.0	0.510	0.0900	37	C	640	OTHER	C	0.06	0.06	C	3	0.980	NO	NONE	0.00	NONE	0.00
4117W	MAMMOTH GROVE RD	SR 60	CAMP MACK RD	2U	N02	2.1	RURAL MAJOR COLLECTOR	800	2.0	0.490	0.0900	35	C	640	OTHER	C	0.06	0.06	C	3	0.980	NO	NONE	0.00	NONE	0.00
4118E	MAMMOTH GROVE RD/CAMP MACK RD	CR 17A (MASTERPIECE GARDENS ROAD	KISSIMMEE RIVER	2U	H02	12.2	RURAL MAJOR COLLECTOR	2,700	2.0	0.490	0.0900	119	B	450	OTHER	C	0.26	0.29	B	22	0.367	NO	NONE	0.00	NONE	0.00
4118W	MAMMOTH GROVE RD/CAMP MACK RD	CR 17A (MASTERPIECE GARDENS ROAD	KISSIMMEE RIVER	2U	H02	12.2	RURAL MAJOR COLLECTOR	2,700	2.0	0.510	0.0900	124	B	450	OTHER	C	0.28	0.30	B	22	0.367	NO	NONE	0.00	NONE	0.00
4111E	MARCUM RD/SOCRUM LOOP RD N	OLD POLK CITY RD	US 98	4U	L02	1.7	URBAN COLLECTOR	12,800	2.0	0.510	0.0900	588	C	1,710	TRANSITIONING	D	0.34	0.38	C	75	1.940	NO	FULL	1.83	FULL	2.00
4111W	MARCUM RD/SOCRUM LOOP RD N	OLD POLK CITY RD	US 98	4U	L02	1.7	URBAN COLLECTOR	12,800	2.0	0.490	0.0900	564	C	1,710	TRANSITIONING	D	0.33	0.36	C	75	1.940	NO	FULL	1.83	FULL	2.00
8101N	MARIGOLD AVENUE	PALMETTO STREET	CR 580 (CYPRESS PARKWAY)	4D	B02	2.2	URBAN COLLECTOR	24,300	2.0	0.510	0.0900	1,115	C	2,000	TRANSITIONING	D	0.56	0.61	C	82	0.412	YES	PARTIAL	0.63	PARTIAL	0.40
8101S	MARIGOLD AVENUE	PALMETTO STREET	CR 580 (CYPRESS PARKWAY)	4D	B02	2.2	URBAN COLLECTOR	24,300	2.0	0.490	0.0900	1,072	C	2,000	TRANSITIONING	D	0.54	0.59	C	82	0.412	YES	PARTIAL	0.63	PARTIAL	0.40
8431N	MARIGOLD AVENUE	POINCIANA PARKWAY	PALMETTO STREET	2U	B02	2.3	URBAN COLLECTOR	18,100	2.0	0.490	0.0900	798	C	880	TSDA	D	0.91	1.00	D	51	0.671	YES	PARTIAL	0.24	NONE	0.00
8431S	MARIGOLD AVENUE	POINCIANA PARKWAY	PALMETTO STREET	2U	B02	2.3	URBAN COLLECTOR	18,100	2.0	0.510	0.0900	831	D	880	TSDA	D	0.94	1.04	F	51	0.671	YES	PARTIAL	0.24	NONE	0.00
8029N	MASSACHUSETTS AVENUE	LAKE MORTON DRIVE	MAIN STREET E	4U	L02	0.3	URBAN COLLECTOR	5,400	2.0	0.490	0.0750	189	C	1,710	TCCO	E	0.11	0.12	C	9	3.089	YES	FULL	1.76	NONE	0.00
8029S	MASSACHUSETTS AVENUE	LAKE MORTON DRIVE	MAIN STREET E	4U	L02	0.3	URBAN COLLECTOR	5,400	2.0	0.510	0.0750	196	C	1,710	TCCO	E	0.11	0.13	C	9	3.089	YES	FULL	1.76	NONE	0.00
8030E	MCDONALD STREET	SR 37 (FLORIDA AVENUE S)	INGRAHAM AVENUE S	2U	L02	0.8	URBAN COLLECTOR	4,600	2.0	0.490	0.0750	161	C	790	TCCO	E	0.20	0.22	C	10	1.581	YES	FULL	1.80	NONE	0.00
8030W	MCDONALD STREET	SR 37 (FLORIDA AVENUE S)	INGRAHAM AVENUE S	2U	L02	0.8	URBAN COLLECTOR	4,600	2.0	0.510	0.0750	167	C	790	TCCO	E	0.21	0.23	C	10	1.581	YES	FULL	1.80	NONE	0.00
4112N	MCKEAN ST	SR 655 (RECKER HIGHWAY)	BRIDGERS AVE W	2U	L02	0.8	URBAN COLLECTOR	2,100	2.0	0.510	0.0750	76	C	790	TCCO	E	0.10	0.11	C	1	0.340	NO	PARTIAL	0.37	NONE	0.00
4112S	MCKEAN ST	SR 655 (RECKER HIGHWAY)	BRIDGERS AVE W	2U	L02	0.8	URBAN COLLECTOR	2,100	2.0	0.490	0.0750	73	C	790	TCCO	E	0.09	0.10	C	1	0.340	NO	PARTIAL	0.37	NONE	0.00
4114E	McNICHOLS AVE/KEYSTONE RD	LAKE ARIANA BLVD	LAKE ALFRED RD	2U	L02	1.2	URBAN COLLECTOR	1,100	2.0	0.490	0.0900	49	C	790	TRANSITIONING	D	0.06	0.07	C	4	1.649	NO	PARTIAL	0.27	NONE	0.00
4114W	McNICHOLS AVE/KEYSTONE RD	LAKE ARIANA BLVD	LAKE ALFRED RD	2U	L02	1.2	URBAN COLLECTOR	1,100	2.0	0.510	0.0900	50	C	790	TRANSITIONING	D	0.06	0.07	C	4	1.649	NO	PARTIAL	0.27	NONE	0.00
8105E	MEDULLA ROAD	COUNTY LINE ROAD	PIPKIN ROAD W	2U	L02	2.2	URBAN COLLECTOR	1,200	2.0	0.510	0.0900	55	C	790	TRANSITIONING	D	0.07	0.08	C	11	2.326	YES	PARTIAL	0.10	PARTIAL	0.01
8105W	MEDULLA ROAD	COUNTY LINE ROAD	PIPKIN ROAD W	2U	L02	2.2	URBAN COLLECTOR	1,200	2.0	0.490	0.0900	53	C	790	TRANSITIONING	D	0.07	0.07	C	11	2.326	YES	PARTIAL	0.10	PARTIAL	0.01
4116E	MINEOLA DR	SR 659 (COMBEE ROAD N)	FISH HATCHERY RD	2U	L02	0.8	URBAN COLLECTOR	800	2.0	0.490	0.0900	35	C	790	TSDA	D	0.04	0.05	C	0	0.000	NO	NONE	0.00	NONE	0.00
4116W	MINEOLA DR	SR 659 (COMBEE ROAD N)	FISH HATCHERY RD	2U	L02	0.8	URBAN COLLECTOR	800	2.0	0.510	0.0900	37	C	790	TSDA	D	0.05	0.05	C	0	0.000	NO	NONE	0.00	NONE	0.00
8031N	MISSOURI AVENUE	HIGHLAND STREET W	PINE STREET E	2U	L02	1.0	URBAN COLLECTOR	1,100	2.0	0.510	0.0750	40	C	790	TCCO	E	0.05	0.06	C	14	6.967	YES	PARTIAL	1.65	NONE	0.00
8031S	MISSOURI AVENUE	HIGHLAND STREET W	PINE STREET E	2U	L02	1.0	URBAN COLLECTOR	1,100	2.0	0.490	0.0750	38	C	790	TCCO	E	0.05	0.05	C	14	6.967	YES	PARTIAL	1.65	NONE	0.00
8091E	MOUNT OLIVE ROAD	SR 33	CR 655 (BERKELY ROAD)	2U	L02	2.3	URBAN COLLECTOR	4,400	2.0	0.490	0.0750	154	C	790	TCCO	E	0.19	0.21	C	21	1.158	NO	PARTIAL	0.24	PARTIAL	0.29
8091W	MOUNT OLIVE ROAD	SR 33	CR 655 (BERKELY ROAD)	2U	L02	2.3	URBAN COLLECTOR	4,400	2.0	0.510	0.0750	160	C	790	TCCO	E	0.20	0.22	C	21	1.158	NO	PARTIAL	0.24	PARTIAL	0.29
8200E	MOUNTAIN LAKE CUTOFF ROAD	OLD BARTOW ROAD	US 27	2U	L02	2.7	RURAL MINOR COLLECTOR	400	2.0	0.510	0.0900	18	C	790	TRANSITIONING	D	0.02	0.03	C	2	1.002	NO	NONE	0.00	NONE	0.00
8200W	MOUNTAIN LAKE CUTOFF ROAD	OLD BARTOW ROAD	US 27	2U	L02	2.7	RURAL MINOR COLLECTOR	400	2.0	0.490	0.0900	18	C	790	TRANSITIONING	D	0.02	0.02	C	2	1.002	NO	NONE	0.00	NONE	0.00
8201E	MOUNTAIN LAKE CUTOFF ROAD	US 27	SR 17 (SCENIC HIGHWAY)	2U	L02	0.7	URBAN COLLECTOR	3,700	2.0	0.490	0.0750	129	C	790	TCCO	E	0.16	0.18	C	4	0.880	NO	NONE	0.00	PARTIAL	0.46
8201W	MOUNTAIN LAKE CUTOFF ROAD	US 27	SR 17 (SCENIC HIGHWAY)	2U	L02	0.7	URBAN COLLECTOR	3,700	2.0	0.510	0.0750	134	C	790	TCCO	E	0.17	0.19	C	4	0.880	NO	NONE	0.00	PARTIAL	0.46
8032N	NEW JERSEY ROAD	GLENDALE STREET	US 98 (BARTOW RD)	2U	L02	1.6	URBAN COLLECTOR	8,300	2.0	0.510	0.0900	381	C	790	TRANSITIONING	D	0.48	0.53	C	16	0.667	NO	PARTIAL	1.09	NONE	0.00
8032S	NEW JERSEY ROAD	GLENDALE STREET	US 98 (BARTOW RD)	2U	L02	1.6	URBAN COLLECTOR	8,300	2.0	0.490	0.0900	366	C	790	TRANSITIONING	D	0.46	0.51	C	16	0.667	NO	PARTIAL	1.09	NONE	0.00
4120E	NICHOLS MINE RD/OLD NICHOLS RD	NICHOLS PLANT	CR 676 (NICHOLS ROAD)	2U	N02	0.6	LOCALCOMMERCIAL	100	2.0	0.490	0.0900	4	C	640	OTHER	C	0.01	0.01	C	0	0.000	NO	NONE	0.00	NONE	0.00
4120W	NICHOLS MINE RD/OLD NICHOLS RD	NICHOLS PLANT	CR 676 (NICHOLS ROAD)	2U	N02	0.6	LOCALCOMMERCIAL	100	2.0	0.510	0.0900	5	C	640	OTHER	C	0.01	0.01	C	0	0.000	NO	NONE	0.00	NONE	0.00
4121N	NINETY-ONE MINE RD	SR 60	US 17	2U	H02	2.8	URBAN COLLECTOR	2,700	2.0	0.490	0.0900	119	B	730	TRANSITIONING	D	0.16	0.18	B	34	2.473	NO	NONE	0.00	PARTIAL	0.11
4121S	NINETY-ONE MINE RD	SR 60	US 17	2U	H02	2.8	URBAN COLLECTOR	2,700	2.0	0.510	0.0900	124	B	730	TRANSITIONING	D	0.17	0.19	B	34	2.473	NO	NONE	0.00	PARTIAL	0.11
4008E	NINTH ST SE/AVE Z SE/LAKE ELOISE DR W/LAKE SUMMIT DR	SR 540 (CYPRESS GARDENS BLVD SE)	SR 540 (CYPRESS GARDENS BLVD SE)	2U	L02	2.0	URBAN COLLECTOR	7,600	2.0	0.490	0.0750	265	C	790	TCCO	E	0.34	0.37	C	13	0.461	NO	PARTIAL	0.19	NONE	0.00
4008W	NINTH ST SE/AVE Z SE/LAKE ELOISE DR W/LAKE SUMMIT DR	SR 540 (CYPRESS GARDENS BLVD SE)	SR 540 (CYPRESS GARDENS BLVD SE)	2U	L02	2.0	URBAN COLLECTOR	7,600	2.0	0.510	0.0750	276	C	790	TCCO	E	0.35	0.38	C	13	0.461	NO	PARTIAL	0.19	NONE	0.00
8322E	NORTH BLVD	US 27	HOLLY HILL ROAD	2U	L02	0.5	URBAN COLLECTOR	5,400	2.0	0.510	0.0750	196	C	790	TCCO	E	0.25	0.27	C	1	0.205	NO	PARTIAL	1.57	NONE	0.00
8322W	NORTH BLVD	US 27	HOLLY HILL ROAD	2U	L02	0.5	URBAN COLLECTOR	5,400	2.0	0.490	0.0750	189	C	790	TCCO	E	0.24	0.26	C	1	0.205	NO	PARTIAL	1.57	NONE	0.00
8323E	NORTH BLVD	HOLLY HILL ROAD	CR 547 N	2U	L02	1.8	URBAN COLLECTOR	3,100	2.0	0.510	0.0750	113	C	790	TCCO	E	0.14	0.16	C	6	0.585	NO	PARTIAL	0.58	NONE	0.00
8323W	NORTH BLVD	HOLLY HILL ROAD	CR 547 N	2U	L02	1.8	URBAN COLLECTOR	3,100	2.0	0.490	0.0750	108	C	790	TCCO	E	0.14	0.15	C	6	0.585	NO	PARTIAL	0.58	NONE	0.00
8419W	NORTH PARKWAY FRONTAGE ROAD	WARING ROAD	SR 563 (HARDEN BLVD)	2O	J02	1.4	URBAN COLLECTOR	8,200	2.0	0.510	0.0900	376	C	1,060	TSDA	D	0.36	0.39	C	13	0.602	YES	PARTIAL	1.00	PARTIAL	1.00
8420E	NORTH PARKWAY FRONTAGE ROAD	SR 563 (HARDEN BLVD)	SR 37 (S FLORIDA AVE)	2U	C02	1.1	URBAN COLLECTOR	12,600	2.0	0.490	0.0900	556	D	750	TSDA	D	0.74	0.81	D	24	0.924	YES	PARTIAL	0.88	PARTIAL	1.39
8420W	NORTH PARKWAY FRONTAGE ROAD	SR 563 (HARDEN BLVD)	SR 37 (S FLORIDA AVE)	2U	C02	1.1	URBAN COLLECTOR	12,600	2.0	0.510	0.0900	578	D	750	TSDA	D	0.77	0.85	D	24	0.924	YES	PARTIAL	0.88	PARTIAL	1.39
8429E	NORTH RIDGE TRAIL/NW ACCESS RD/WAVERLY BARN RD	US 27	US 27	2U	B02	2.7	URBAN COLLECTOR	7,600	2.0	0.490	0.0900	335	C	880	TSDA	D	0.38	0.42	C	36	0.946	NO	PARTIAL	0.57	NONE	0.00
8429W	NORTH RIDGE TRAIL/NW ACCESS RD/WAVERLY BARN RD	US 27	US 27	2U	B02	2.7	URBAN COLLECTOR	7,600	2.0	0.510	0.0900	349	C	880	TSDA	D	0.40	0.44	C	36	0.946	NO	PARTIAL	0.57	NONE	0.00
8324N	ODOM ROAD	DAUGHTERY ROAD E	MARCUM ROAD	2U	L02	1.0	URBAN COLLECTOR	1,500	2.0	0.510	0.0900	69	C	790	TRANSITIONING	D	0.09	0.10	C	5	1.820	NO	PARTIAL	1.21	PARTIAL	0.04
8324S	ODOM ROAD	DAUGHTERY ROAD E	MARCUM ROAD	2U	L02	1.0	URBAN COLLECTOR	1,500	2.0	0.490	0.0900	66	C	790	TRANSITIONING	D	0.08	0.09	C	5	1.820	NO	PARTIAL	1.21	PARTIAL	0.04
4125N	OLD BARTOW EAGLE LAKE RD/CRYSTAL BEACH RD	US 98	US 17	2B	I02	7.2	URBAN COLLECTOR	3,800	2.0	0.510	0.0750	138	C	640	TCCO	E	0.22	0.24	C	53	1.065	YES	PARTIAL	0.14	NONE	0.00
4125S	OLD BARTOW EAGLE LAKE RD/CRYSTAL BEACH RD	US 98	US 17	2B	I02	7.2	URBAN COLLECTOR	3,800	2.0	0.490	0.0750	133	C	640	TCCO	E	0.21	0.23	C	53	1.065	YES	PARTIAL	0.14	NONE	0.00
8099N	OLD BARTOW ROAD/OLD BARTOW LAKE WALES ROAD	SR 60	CR 653 (RATTLESNAKE ROAD)	2U	L02	4.4	URBAN COLLECTOR	1,500	2.0	0.510	0.0900	69	C	790	TRANSITIONING	D	0.09	0.10	C	7	0.587	NO	NONE	0.00	PARTIAL	0.01
8099S	OLD BARTOW ROAD/OLD BARTOW LAKE WALES ROAD	SR 60	CR 653 (RATTLESNAKE ROAD)	2U	L02	4.4	URBAN COLLECTOR	1,500	2.0	0.490	0.0900	66	C	790	TRANSITIONING	D	0.08	0.09	C	7	0.587	NO	NONE	0.00	PARTIAL	0.01
8093N	OLD BERKLEY ROAD	GAPWAY ROAD	SR 559 (C FRED JONES BLVD)	2U	L02	2.6	URBAN COLLECTOR	2,100	2.0	0.510	0.0900	96	C	790	TRANSITIONING	D	0.12	0.13	C	3	0.304	NO	PARTIAL	0.18	NONE	0.00
8093S	OLD BERKLEY ROAD	GAPWAY ROAD	SR 559 (C FRED JONES BLVD)	2U	L02	2.6	URBAN COLLECTOR	2,100	2.0	0.490	0.0900	93	C	790	TRANSITIONING	D	0.12	0.13	C	3	0.304	NO	PARTIAL	0.18	NONE	0.00
8033E	OLD COMBEE ROAD	SR 33	SR 659 (COMBEE RD N)	2U	L02	2.0	URBAN COLLECTOR	9,100	2.0	0.510	0.0900	418	C	790	TRANSITIONING	D	0.53	0.58	C	29	0.889	NO	PARTIAL	0.09	NONE	0.00
8033W	OLD COMBEE ROAD	SR 33	SR 659 (COMBEE RD N)	2U	L02	2.0	URBAN COLLECTOR	9,100	2.0	0.490	0.0900	401	C	790	TRANSITIONING	D	0.51	0.56	C	29	0.889	NO	PARTIAL	0.09	NONE	0.00
8117E	OLD COMBEE ROAD	CR 582 (SOCRUM LOOP ROAD N)	SR 33	2U	C02	0.7	URBAN COLLECTOR	15,000	2.0	0.510	0.0750	545	D	800	TCCO	E	0.68	0.75	D	37	2.071	YES	FULL	1.85	NONE	0.00
8117W	OLD COMBEE ROAD	CR 582 (SOCRUM LOOP ROAD N)	SR 33	2U	C02	0.7	URBAN COLLECTOR	15,000	2.0	0.490	0.0750	524	D	800	TCCO	E	0.65	0.72	D	37	2.071	YES	FULL	1.85	NONE	0.00
8106N	OLD DADE CITY RD/ROCK RIDGE RD	CR 35A (SOCRUM LOOP RD W)	US 98	2U	L02	2.1	URBAN COLLECTOR	2,900	2.0	0.510	0.0900	133	C	790	TRANSITIONING	D	0.17	0.19	C	5	0.445	NO	NONE	0.00	NONE	0.00
8106S	OLD DADE CITY RD/ROCK RIDGE RD	CR 35A (SOCRUM LOOP RD W)	US 98	2U	L02	2.1	URBAN COLLECTOR	2,900	2.0	0.490	0.0900	128	C	790	TRANSITIONING	D	0.16	0.18	C	5	0.445	NO	NONE	0.00	NONE	0.00
8409N	OLD DADE CITY ROAD	ROCK RIDGE ROAD	US 98	2U	H02	7.4	RURAL MINOR COLLECTOR	600	2.0	0.510	0.0900	28	B	730	OTHER	D	0.04	0.04	B	8	0.982	NO	NONE	0.00	NONE	0.00
8409S	OLD DADE CITY ROAD	ROCK RIDGE ROAD	US 98	2U	H02	7.4	RURAL MINOR COLLECTOR	600	2.0	0.490	0.0900	26	B	730	OTHER	D	0.04	0.04	B	8	0.982	NO	NONE	0.00	NONE	0.00
8402N	OLD GRADE ROAD	INTERSTATE 4	DEEN STILL ROAD	2U	P02	5.5	RURAL MINOR COLLECTOR	3,500	2.0	0.510	0.0900	161	B	1,110	OTHER	D	0.14	0.16	B	24	0.680	NO	NONE	0.00	NONE	0.00
8402S	OLD GRADE ROAD	INTERSTATE 4	DEEN STILL ROAD	2U	P02	5.5	RURAL MINOR COLLECTOR	3,500	2.0	0.490	0.0900	154	B	1,110	OTHER	D	0.14	0.15	B	24	0.680	NO	NONE	0.00	NONE	0.00
8095E	OLD HAINES CITY LAKE ALFRED ROAD/KENTUCKY STREET	US 17/92	US 17/92	2U	L02	4.6	URBAN COLLECTOR	2,000	2.0	0.490	0.0750	70	C	790	TCCO	E	0.09	0.10	C	4	0.239	NO	PARTIAL	0.02	NONE	0.00
8095W	OLD HAINES CITY LAKE ALFRED ROAD/KENTUCKY STREET	US 17/92	US 17/92	2U	L02	4.6	URBAN COLLECTOR	2,000	2.0	0.510	0.0750	73	C	790	TCCO	E	0.09	0.10	C	4	0.239	NO	PARTIAL	0.02	NONE	0.00
4127N	OLD HIGHWAY 37	SHEPHERD RD	PIPKIN RD W	2U	L02	2.6	URBAN COLLECTOR	10,200	2.0	0.510	0.0900	468	C	790	TSDA	D	0.59	0.65	C	29	0.609	YES	PARTIAL	0.37	PARTIAL	0.25
4127S	OLD HIGHWAY 37	SHEPHERD RD	PIPKIN RD W	2U	L02	2.6	URBAN COLLECTOR	10,200	2.0	0.490	0.0900	450	C	790	TSDA	D	0.57	0.63	C	29	0.609	YES	PARTIAL	0.37	PARTIAL	0.25
4128N	OLD HIGHWAY 37	CR 630	CR 640	2U	H02	7.9	RURAL MAJOR COLLECTOR	700	2.0	0.510	0.0750	25	B	730	MULTI-MODAL	D	0.03	0.04	B	8	0.791	YES	PARTIAL	0.01	NONE	0.00
4128S	OLD HIGHWAY 37	CR 630	CR 640	2U	H02	7.9	RURAL MAJOR COLLECTOR	700	2.0	0.490	0.0750	24	B	730	MULTI-MODAL	D	0.03	0.04	B	8	0.791	YES	PARTIAL	0.01	NONE	0.00
8034N	OLD HIGHWAY 37	PIPKIN ROAD W	SR 570 (POLK PARKWAY)	2U	L02	1.4	URBAN COLLECTOR	5,500	2.0	0.510	0.0750	200	C	790	TCCO	E	0.25	0.28	C	22	1.531	NO	PARTIAL	1.06	NONE	0.00
8034S	OLD HIGHWAY 37	PIPKIN ROAD W	SR 570 (POLK PARKWAY)	2U	L02	1.4	URBAN COLLECTOR	5,500	2.0	0.490	0.0750	192	C	790	TCCO	E	0.24	0.27	C	22	1.531	NO	PARTIAL	1.06	NONE	0.00
4098E	OLD LAKE ALFRED RD	LAKE ARIANA BLVD	STADIUM RD/LAKE ALFRED RD	2U	L02	0.5	URBAN COLLECTOR	7,100	2.0	0.510	0.0750	258	C	790	TCCO	E	0.33	0.36	C	7	1.143	YES	PARTIAL	1.00	NONE	0.00
4098W	OLD LAKE ALFRED RD	LAKE ARIANA BLVD	STADIUM RD/LAKE ALFRED RD	2U	L02	0.5	URBAN COLLECTOR	7,100	2.0	0.490	0.0750	248	C	790	TCCO	E	0.31	0.35	C	7	1.143	YES	PARTIAL	1.00	NONE	0.00
8113N	OLD LAKE ALFRED ROAD	CR 557	CR 557A	2U	L02	3.5	URBAN COLLECTOR	600	2.0	0.490	0.0900	26	C	790	TRANSITIONING	D	0.03	0.04	C	2	0.523	NO	NONE	0.00	NONE	0.00
8113S	OLD LAKE ALFRED ROAD	CR 557	CR 557A	2U	L02	3.5	URBAN COLLECTOR	600	2.0	0.510	0.0900	28	C	790	TRANSITIONING	D	0.03	0.04	C	2	0.523	NO	NONE	0.00	NONE	0.00
8096E	OLD LUCERNE PARK ROAD	SR 544 (LUCERNE PARK ROAD)	SR 544 (LUCERNE PARK ROAD)	2U	L02	3.4	URBAN COLLECTOR	4,000	2.0	0.510	0.0900	184	C	790	TRANSITIONING	D	0.23	0.26	C	15	0.609	YES	PARTIAL	0.45	NONE	0.00
8096W	OLD LUCERNE PARK ROAD	SR 544 (LUCERNE PARK ROAD)	SR 544 (LUCERNE PARK ROAD)	2U	L02	3.4	URBAN COLLECTOR	4,000	2.0	0.490	0.0900	176	C	790	TRANSITIONING	D	0.22	0.25	C	15	0.609	YES	PARTIAL	0.45	NONE	0.00
4115E	OLD MEDULLA ROAD	PIPKIN ROAD W	PIPKIN ROAD SOUTH	2U	L02	1.2	URBAN COLLECTOR	600	2.0	0.490	0.0750	21	C	790	TCCO	E	0.03	0.03	C	7	5.045	YES	PARTIAL	0.27	NONE	0.00
4115W	OLD MEDULLA ROAD	PIPKIN ROAD W	PIPKIN ROAD SOUTH	2U	L02	1.2	URBAN COLLECTOR	600	2.0	0.510	0.0750	22	C	790	TCCO	E	0.03	0.03	C	7	5.045	YES	PARTIAL	0.27	NONE	0.00
4129N	OLD NINE FOOT RD/EAGLE DR/GILBERT STREET	3RD ST N	SR 540	2U	L02	0.7	URBAN COLLECTOR	1,800	2.0	0.490	0.0750	63	C	790	TCCO	E	0.08	0.09	C	0	0.000	NO	PARTIAL	0.44	NONE	0.00
4129S	OLD NINE FOOT RD/EAGLE DR/GILBERT STREET	3RD ST N	SR 540	2U	L02	0.7	URBAN COLLECTOR	1,800	2.0	0.510	0.0750	65	C	790	TCCO	E	0.08	0.09	C	0	0.000	NO	PARTIAL	0.44	NONE	0.00
4130E	OLD POLK CITY RD	WALT WILLIAMS RD	SR 33	2U	H02	4.2	URBAN COLLECTOR	1,300	2.0	0.510	0.0900	60	B	730	TRANSITIONING	D	0.08	0.09	B	26	2.625	NO	PARTIAL	0.09	NONE	0.00
4130W	OLD POLK CITY RD	WALT WILLIAMS RD	SR 33	2U	H02	4.2	URBAN COLLECTOR	1,300	2.0	0.490	0.0900	57	B	730	TRANSITIONING	D	0.08	0.09	B	26	2.625	NO	PARTIAL	0.09	NONE	0.00
4131E	OLD POLK CITY RD	CR 582 (SOCRUM LOOP ROAD N)	WALT WILLIAMS RD	2U	L02	2.6	URBAN COLLECTOR	10,700	2.0	0.490	0.0900	472	C	790	TRANSITIONING	D	0.60	0.66	C	43	0.860	NO	PARTIAL	0.30	NONE	0.00
4131W	OLD POLK CITY RD	CR 582 (SOCRUM LOOP ROAD N)	WALT WILLIAMS RD	2U	L02	2.6	URBAN COLLECTOR	10,700	2.0	0.510	0.0900	491	C	790	TRANSITIONING	D	0.62	0.68	C	43	0.860	NO	PARTIAL	0.30	NONE	0.00
8035E	OLIVE STREET	WABASH AVENUE S	LAKE BEULAH DRIVE	2U	L02	1.3	URBAN COLLECTOR	1,500	2.0	0.490	0.0750	52	C	790	TCCO	E	0.07	0.07	C	15	4.329	YES	PARTIAL	0.82	NONE	0.00
8035W	OLIVE STREET	WABASH AVENUE S	LAKE BEULAH DRIVE	2U	L02	1.3	URBAN COLLECTOR	1,500	2.0	0.510	0.0750	55	C	790	TCCO	E	0.07	0.08	C	15	4.329	YES	PARTIAL	0.82	NONE	0.00
8036E	ORANGE STREET	NEW YORK AVENUE S	US 98 (LAKE PARKER AVE S)	2U	L02	1.1	URBAN COLLECTOR	2,200	2.0	0.490	0.0750	77	C	790	TCCO	E	0.10	0.11	C	19	4.196	YES	PARTIAL	1.54	NONE	0.00
8036W	ORANGE STREET	NEW YORK AVENUE S	US 98 (LAKE PARKER AVE S)	2U	L02	1.1	URBAN COLLECTOR	2,200	2.0	0.510	0.0750	80	C	790	TCCO	E	0.10	0.11	C	19	4.196	YES	PARTIAL	1.54	NONE	0.00

Source: Polk Transportation Planning Organization April 8, 2022

Link	Road Segment	From	To	Roadway Characteristics: Laneage Lane Type	Roadway Characteristics: Capacity Group	Roadway Characteristics: Segment Length	Roadway Characteristics: Functional Classification	Estimated Traffic Characteristics: 2021 Annual Avg. Daily Traffic	AADT Growth Rate (%)	100th Highest Hour D-Factor	100th Highest Hour K-Factor	Peak Hour / Peak Season: Two-Hour Average Volume	Level of Service	Directional Capacity	LOS Standard Multi-Modal	LOS Standard High-Way	Volume to Capacity Ratio	Volume-to-Capacity Ratio in Five Years	Projected LOS in Five Years	Historical Crash Data 2017 - 2021: Total Crashes	Crash Rate	Multimodal Factors: Transit Presence	Sidewalk Presence	Sidewalk Coverage	Bicycle Facility Presence	Bicycle Facility Coverage
8325N	ORCHID DRIVE	PATTERSON ROAD	CR 547	2U	L02	1.0	URBAN COLLECTOR	5,500	2.0	0.490	0.0900	243	C	790	TRANSITIONING	D	0.31	0.34	C	24	2.394	YES	PARTIAL	0.82	NONE	0.00
8325S	ORCHID DRIVE	PATTERSON ROAD	CR 547	2U	L02	1.0	URBAN COLLECTOR	5,500	2.0	0.510	0.0900	252	C	790	TRANSITIONING	D	0.32	0.35	C	24	2.394	YES	PARTIAL	0.82	NONE	0.00
8326N	ORCHID DRIVE	BATES ROAD	PATTERSON ROAD	2U	L02	0.5	URBAN COLLECTOR	1,900	2.0	0.490	0.0900	84	C	790	TRANSITIONING	D	0.11	0.12	C	11	6.365	NO	PARTIAL	0.47	NONE	0.00
8326S	ORCHID DRIVE	BATES ROAD	PATTERSON ROAD	2U	L02	0.5	URBAN COLLECTOR	1,900	2.0	0.510	0.0900	87	C	790	TRANSITIONING	D	0.11	0.12	C	11	6.365	NO	PARTIAL	0.47	NONE	0.00
6908E	PACE ROAD	SR 570 (POLK PARKWAY)	SR 655 (BERKELY ROAD)	4D	B02	1.0	URBAN COLLECTOR	4,200	2.0	0.510	0.0750	153	C	2,000	TCCO	E	0.08	0.08	C	3	0.363	NO	PARTIAL	1.06	PARTIAL	1.00
6908W	PACE ROAD	SR 570 (POLK PARKWAY)	SR 655 (BERKELY ROAD)	4D	B02	1.0	URBAN COLLECTOR	4,200	2.0	0.490	0.0750	147	C	2,000	TCCO	E	0.07	0.08	C	3	0.363	NO	PARTIAL	1.06	PARTIAL	1.00
8037E	PALMETTO STREET	LAKE MORTON DRIVE	HOLLINGSWORTH ROAD	2U	L02	0.6	URBAN COLLECTOR	2,500	2.0	0.510	0.0750	91	C	790	TCCO	E	0.11	0.13	C	2	0.738	YES	FULL	1.82	NONE	0.00
8037W	PALMETTO STREET	LAKE MORTON DRIVE	HOLLINGSWORTH ROAD	2U	L02	0.6	URBAN COLLECTOR	2,500	2.0	0.490	0.0750	87	C	790	TCCO	E	0.11	0.12	C	2	0.738	YES	FULL	1.82	NONE	0.00
8432E	PALMETTO STREET	MARIGOLD AVENUE	OSCEOLA COUNTY LINE	2U	B02	1.1	URBAN COLLECTOR	5,000	2.0	0.490	0.0900	221	C	880	TSDA	D	0.25	0.28	C	0	0.000	YES	PARTIAL	0.76	NONE	0.00
8432W	PALMETTO STREET	MARIGOLD AVENUE	OSCEOLA COUNTY LINE	2U	B02	1.1	URBAN COLLECTOR	5,000	2.0	0.510	0.0900	230	C	880	TSDA	D	0.26	0.29	C	0	0.000	YES	PARTIAL	0.76	NONE	0.00
4132N	PARK BYRD RD	DUFF RD	CR 35A (SOCRUM LOOP RD W)	2U	L02	2.0	URBAN COLLECTOR	2,900	1.8	0.490	0.0900	128	C	790	TRANSITIONING	D	0.16	0.18	C	5	0.471	YES	PARTIAL	0.12	NONE	0.00
4132S	PARK BYRD RD	DUFF RD	CR 35A (SOCRUM LOOP RD W)	2U	L02	2.0	URBAN COLLECTOR	2,900	1.8	0.510	0.0900	133	C	790	TRANSITIONING	D	0.17	0.19	C	5	0.471	YES	PARTIAL	0.12	NONE	0.00
8038E	PARKER STREET	SR 563 (MARTIN L KING JR AVENUE)	US 98 (LAKE PARKER AVE N)	2D	C02	1.3	URBAN COLLECTOR	4,400	2.0	0.510	0.0750	160	C	840	TCCO	E	0.19	0.21	C	49	4.847	YES	FULL	1.73	PARTIAL	1.29
8038W	PARKER STREET	SR 563 (MARTIN L KING JR AVENUE)	US 98 (LAKE PARKER AVE N)	2D	C02	1.3	URBAN COLLECTOR	4,400	2.0	0.490	0.0750	154	C	840	TCCO	E	0.18	0.20	C	49	4.847	YES	FULL	1.73	PARTIAL	1.29
8039E	PARKVIEW PLACE	US 98 (FLORIDA AVENUE N)	LAKE PARKER DRIVE W	4U	L02	0.5	URBAN COLLECTOR	4,600	2.0	0.510	0.0750	167	C	1,710	TCCO	E	0.10	0.11	C	7	1.615	NO	PARTIAL	1.18	PARTIAL	0.92
8039W	PARKVIEW PLACE	US 98 (FLORIDA AVENUE N)	LAKE PARKER DRIVE W	4U	L02	0.5	URBAN COLLECTOR	4,600	2.0	0.490	0.0750	161	C	1,710	TCCO	E	0.09	0.10	C	7	1.615	NO	PARTIAL	1.18	PARTIAL	0.92
8327E	PATTERSON ROAD	US 27	10TH STREET N	2U	L02	0.9	URBAN COLLECTOR	5,400	2.0	0.510	0.0900	248	C	790	TRANSITIONING	D	0.31	0.35	C	0	0.000	YES	PARTIAL	0.94	NONE	0.00
8327W	PATTERSON ROAD	US 27	10TH STREET N	2U	L02	0.9	URBAN COLLECTOR	5,400	2.0	0.490	0.0900	238	C	790	TRANSITIONING	D	0.30	0.33	C	0	0.000	YES	PARTIAL	0.94	NONE	0.00
8328E	PATTERSON ROAD	10TH STREET N	BATES ROAD	2U	L02	1.0	URBAN COLLECTOR	1,400	2.0	0.510	0.0750	51	C	790	TCCO	E	0.06	0.07	C	8	3.089	NO	PARTIAL	0.68	NONE	0.00
8328W	PATTERSON ROAD	10TH STREET N	BATES ROAD	2U	L02	1.0	URBAN COLLECTOR	1,400	2.0	0.490	0.0750	49	C	790	TCCO	E	0.06	0.07	C	8	3.089	NO	PARTIAL	0.68	NONE	0.00
8329N	PEARCE RD	DAUGHTERY RD W	SOCRUM LOOP RD N/MARCUM ROAD	2U	L02	0.5	URBAN COLLECTOR	3,600	2.0	0.490	0.0900	159	C	790	TRANSITIONING	D	0.20	0.22	C	15	4.521	NO	PARTIAL	0.91	NONE	0.00
8329S	PEARCE RD	DAUGHTERY RD W	SOCRUM LOOP RD N/MARCUM ROAD	2U	L02	0.5	URBAN COLLECTOR	3,600	2.0	0.510	0.0900	165	C	790	TRANSITIONING	D	0.21	0.23	C	15	4.521	NO	PARTIAL	0.91	NONE	0.00
8330N	PENINSULAR DRIVE	US 17/92 (HINSON AVENUE)	SR 544	2U	L02	1.6	URBAN COLLECTOR	3,000	2.0	0.490	0.0750	105	C	790	TCCO	E	0.13	0.15	C	15	1.746	NO	PARTIAL	0.97	NONE	0.00
8330S	PENINSULAR DRIVE	US 17/92 (HINSON AVENUE)	SR 544	2U	L02	1.6	URBAN COLLECTOR	3,000	2.0	0.510	0.0750	109	C	790	TCCO	E	0.14	0.15	C	15	1.746	NO	PARTIAL	0.97	NONE	0.00
8040E	PINE STREET	LAKE WIRE DRIVE	MASSACHUSETTS AVENUE N	2U	L02	0.3	URBAN COLLECTOR	2,900	2.0	0.510	0.0750	105	C	790	TCCO	E	0.13	0.15	C	7	4.856	YES	FULL	1.63	NONE	0.00
8040W	PINE STREET	LAKE WIRE DRIVE	MASSACHUSETTS AVENUE N	2U	L02	0.3	URBAN COLLECTOR	2,900	2.0	0.490	0.0750	101	C	790	TCCO	E	0.13	0.14	C	7	4.856	YES	FULL	1.63	NONE	0.00
6907N	PINE TREE TRAIL	ERNIE CALDWELL ROAD	CR 54	2U	L02	2.0	URBAN COLLECTOR	10,800	2.0	0.510	0.0900	496	C	790	TSDA	D	0.63	0.69	C	8	0.205	YES	FULL	1.98	FULL	2.00
6907S	PINE TREE TRAIL	ERNIE CALDWELL ROAD	CR 54	2U	L02	2.0	URBAN COLLECTOR	10,800	2.0	0.490	0.0900	476	C	790	TSDA	D	0.60	0.66	C	8	0.205	YES	FULL	1.98	FULL	2.00
4134E	PINELLAS ST/ROBIN RD	SR 37 (FLORIDA AVENUE S)	CLEVELAND HEIGHTS BLVD	2U	L02	0.5	URBAN COLLECTOR	1,500	2.0	0.490	0.0750	52	C	790	TCCO	E	0.07	0.07	C	2	1.458	NO	PARTIAL	1.19	NONE	0.00
4134W	PINELLAS ST/ROBIN RD	SR 37 (FLORIDA AVENUE S)	CLEVELAND HEIGHTS BLVD	2U	L02	0.5	URBAN COLLECTOR	1,500	2.0	0.510	0.0750	55	C	790	TCCO	E	0.07	0.08	C	2	1.458	NO	PARTIAL	1.19	NONE	0.00
8045N	PIPKIN ROAD SOUTH	PIPKIN ROAD WEST	SR 572 (DRANE FIELD ROAD)	2U	L02	1.6	URBAN COLLECTOR	4,300	2.0	0.510	0.0750	156	C	790	MULTI-MODAL	D	0.20	0.22	C	5	0.389	YES	PARTIAL	0.60	NONE	0.00
8045S	PIPKIN ROAD SOUTH	PIPKIN ROAD WEST	SR 572 (DRANE FIELD ROAD)	2U	L02	1.6	URBAN COLLECTOR	4,300	2.0	0.490	0.0750	150	C	790	MULTI-MODAL	D	0.19	0.21	C	5	0.389	YES	PARTIAL	0.60	NONE	0.00
8104E	PIPKIN ROAD WEST	COUNTY LINE ROAD	MEDULLA ROAD	4D	L02	1.7	URBAN COLLECTOR	8,000	2.0	0.490	0.0900	353	C	1,800	TRANSITIONING	D	0.20	0.22	C	4	0.161	YES	FULL	2.01	FULL	1.85
8104W	PIPKIN ROAD WEST	COUNTY LINE ROAD	MEDULLA ROAD	4D	L02	1.7	URBAN COLLECTOR	8,000	2.0	0.510	0.0900	367	C	1,800	TRANSITIONING	D	0.20	0.22	C	4	0.161	YES	FULL	2.01	FULL	1.85
8118E	PIPKIN ROAD WEST	MEDULLA ROAD	PIPKIN ROAD SOUTH	4D	L02	2.1	URBAN COLLECTOR	10,400	2.0	0.510	0.0750	378	C	1,800	TCCO	E	0.21	0.23	C	22	0.551	YES	PARTIAL	0.37	PARTIAL	0.53
8118W	PIPKIN ROAD WEST	MEDULLA ROAD	PIPKIN ROAD SOUTH	4D	L02	2.1	URBAN COLLECTOR	10,400	2.0	0.490	0.0750	363	C	1,800	TCCO	E	0.20	0.22	C	22	0.551	YES	PARTIAL	0.37	PARTIAL	0.53
8338E	PIPKIN ROAD WEST	PIPKIN RD SOUTH	HARDEN BLVD	4D	L02	1.4	URBAN COLLECTOR	17,900	2.0	0.510	0.0900	822	C	1,800	TSDA	D	0.46	0.50	C	43	0.942	YES	PARTIAL	0.56	NONE	0.00
8338W	PIPKIN ROAD WEST	PIPKIN RD SOUTH	HARDEN BLVD	4D	L02	1.4	URBAN COLLECTOR	17,900	2.0	0.490	0.0900	789	C	1,800	TSDA	D	0.44	0.48	C	43	0.942	YES	PARTIAL	0.56	NONE	0.00
8339E	PIPKIN ROAD WEST	HARDEN BLVD	SR 37 (FLORIDA AVENUE S)	3B	C02	0.6	URBAN COLLECTOR	20,500	2.0	0.510	0.0900	941	D	1,280	TSDA	D	0.74	0.81	D	38	1.541	YES	PARTIAL	1.22	NONE	0.00
8339W	PIPKIN ROAD WEST	HARDEN BLVD	SR 37 (FLORIDA AVENUE S)	3B	C02	0.6	URBAN COLLECTOR	20,500	2.0	0.490	0.0900	904	D	1,280	TSDA	D	0.71	0.78	D	38	1.541	YES	PARTIAL	1.22	NONE	0.00
8100N	POINCIANA PARKWAY	CR 542 (LAKE HATCHINEHA ROAD)	MARIGOLD AVENUE	2U	I02	4.9	URBAN COLLECTOR	4,900	2.0	0.510	0.0900	225	C	800	TRANSITIONING	D	0.28	0.31	C	47	1.072	NO	PARTIAL	0.02	PARTIAL	0.01
8100S	POINCIANA PARKWAY	CR 542 (LAKE HATCHINEHA ROAD)	MARIGOLD AVENUE	2U	I02	4.9	URBAN COLLECTOR	4,900	2.0	0.490	0.0900	216	C	800	TRANSITIONING	D	0.27	0.30	C	47	1.072	NO	PARTIAL	0.02	PARTIAL	0.01
8209N	POLK CITY ROAD/PALMETTO ROAD/FIFTH STREET	US 27	US 17/92 (HINSON AVENUE E)	2U	L02	1.5	URBAN COLLECTOR	6,300	2.0	0.490	0.0750	220	C	790	TCCO	E	0.28	0.31	C	33	1.859	YES	PARTIAL	0.28	PARTIAL	0.17
8209S	POLK CITY ROAD/PALMETTO ROAD/FIFTH STREET	US 27	US 17/92 (HINSON AVENUE E)	2U	L02	1.5	URBAN COLLECTOR	6,300	2.0	0.510	0.0750	229	C	790	TCCO	E	0.29	0.32	C	33	1.859	YES	PARTIAL	0.28	PARTIAL	0.17
8097N	POWERLINE ROAD/SOUTH BLVD E	CR 580 (JOHNSON AVENUE E)	US 17/92	2U	L02	3.8	URBAN COLLECTOR	4,500	2.0	0.490	0.0750	157	C	790	TCCO	E	0.20	0.22	C	56	1.803	YES	PARTIAL	0.28	NONE	0.00
8097S	POWERLINE ROAD/SOUTH BLVD E	CR 580 (JOHNSON AVENUE E)	US 17/92	2U	L02	3.8	URBAN COLLECTOR	4,500	2.0	0.510	0.0750	164	C	790	TCCO	E	0.21	0.23	C	56	1.803	YES	PARTIAL	0.28	NONE	0.00
8041N	PROVIDENCE ROAD	SR 539 (KATHLEEN ROAD)	CR 582 (GRIFFIN ROAD)	2U	L02	1.3	URBAN COLLECTOR	7,700	2.0	0.510	0.0900	353	C	790	TRANSITIONING	D	0.45	0.49	C	26	1.391	YES	PARTIAL	0.92	NONE	0.00
8041S	PROVIDENCE ROAD	SR 539 (KATHLEEN ROAD)	CR 582 (GRIFFIN ROAD)	2U	L02	1.3	URBAN COLLECTOR	7,700	2.0	0.490	0.0900	340	C	790	TRANSITIONING	D	0.43	0.47	C	26	1.391	YES	PARTIAL	0.92	NONE	0.00
8331E	RAMSGATE RD/PILAKLAKAHA AVE/BOBBY GREEN PLZ	DIXIE HIGHWAY	MAIN STREET	2U	L02	1.6	URBAN COLLECTOR	5,600	2.0	0.510	0.0750	203	C	790	TCCO	E	0.26	0.28	C	16	1.010	YES	PARTIAL	1.18	NONE	0.00
8331W	RAMSGATE RD/PILAKLAKAHA AVE/BOBBY GREEN PLZ	DIXIE HIGHWAY	MAIN STREET	2U	L02	1.6	URBAN COLLECTOR	5,600	2.0	0.490	0.0750	196	C	790	TCCO	E	0.25	0.27	C	16	1.010	YES	PARTIAL	1.18	NONE	0.00
6910E	RESEARCH WAY	UNIVERSITY BLVD	UNIVERSITY BLVD	4D	B02	1.7	URBAN COLLECTOR	400	2.0	0.490	0.0750	14	C	2,000	TCCO	E	0.01	0.01	C	0	0.000	NO	FULL	1.93	PARTIAL	0.50
6910W	RESEARCH WAY	UNIVERSITY BLVD	UNIVERSITY BLVD	4D	B02	1.7	URBAN COLLECTOR	400	2.0	0.510	0.0750	15	C	2,000	TCCO	E	0.01	0.01	C	0	0.000	NO	FULL	1.93	PARTIAL	0.50
4139N	REYNOLDS RD	SR 540 (WINTER LAKE ROAD)	US 92	2U	L02	3.5	URBAN COLLECTOR	8,400	2.0	0.490	0.0900	370	C	790	TSDA	D	0.47	0.52	C	53	0.989	YES	PARTIAL	0.15	PARTIAL	0.02
4139S	REYNOLDS RD	SR 540 (WINTER LAKE ROAD)	US 92	2U	L02	3.5	URBAN COLLECTOR	8,400	2.0	0.510	0.0900	386	C	790	TSDA	D	0.49	0.54	C	53	0.989	YES	PARTIAL	0.15	PARTIAL	0.02
4141E	ROBSON ST	US 98	CR 582 (FLORIDA AVENUE N)	2U	L02	0.7	URBAN COLLECTOR	2,600	2.0	0.490	0.0750	91	C	790	TCCO	E	0.11	0.13	C	11	3.209	YES	PARTIAL	1.13	NONE	0.00
4141W	ROBSON ST	US 98	CR 582 (FLORIDA AVENUE N)	2U	L02	0.7	URBAN COLLECTOR	2,600	2.0	0.510	0.0750	94	C	790	TCCO	E	0.12	0.13	C	11	3.209	YES	PARTIAL	1.13	NONE	0.00
8410E	ROCK RIDGE RD/GREEN POND ROAD	DEEN STILL ROAD	SR 33	2U	H02	10.6	RURAL MINOR COLLECTOR	600	2.0	0.490	0.0900	26	B	730	OTHER	D	0.04	0.04	B	7	0.603	NO	NONE	0.00	NONE	0.00
8410W	ROCK RIDGE RD/GREEN POND ROAD	DEEN STILL ROAD	SR 33	2U	H02	10.6	RURAL MINOR COLLECTOR	600	2.0	0.510	0.0900	28	B	730	OTHER	D	0.04	0.04	B	7	0.603	NO	NONE	0.00	NONE	0.00
8401E	ROCK RIDGE ROAD	US 98	DEEN STILL ROAD	2U	H02	5.3	RURAL MINOR COLLECTOR	7,500	2.0	0.490	0.0900	331	C	730	OTHER	D	0.45	0.50	C	25	0.341	NO	NONE	0.00	FULL	2.00
8401W	ROCK RIDGE ROAD	US 98	DEEN STILL ROAD	2U	H02	5.3	RURAL MINOR COLLECTOR	7,500	2.0	0.510	0.0900	344	C	730	OTHER	D	0.47	0.52	C	25	0.341	NO	NONE	0.00	FULL	2.00
8042E	ROSE STREET E	SR 600 (MAIN STREET E)	GARY ROAD N	2U	L02	0.6	URBAN COLLECTOR	2,200	2.0	0.490	0.0750	77	C	790	TCCO	E	0.10	0.11	C	3	1.240	YES	PARTIAL	1.60	NONE	0.00
8042W	ROSE STREET E	SR 600 (MAIN STREET E)	GARY ROAD N	2U	L02	0.6	URBAN COLLECTOR	2,200	2.0	0.510	0.0750	80	C	790	TCCO	E	0.10	0.11	C	3	1.240	YES	PARTIAL	1.60	NONE	0.00
8427E	SAND MINE ROAD	CARIBBEAN DRIVE	US 27	2U	B02	0.7	URBAN COLLECTOR	5,200	2.0	0.490	0.0900	229	C	880	TSDA	D	0.26	0.29	C	13	1.936	NO	PARTIAL	0.92	NONE	0.00
8427W	SAND MINE ROAD	CARIBBEAN DRIVE	US 27	2U	B02	0.7	URBAN COLLECTOR	5,200	2.0	0.490	0.0900	229	C	880	TSDA	D	0.26	0.29	C	13	1.936	NO	PARTIAL	0.92	NONE	0.00
8428E	SAND MINE ROAD	US 27	OSCEOLA COUNTY LINE	2U	B02	0.6	URBAN COLLECTOR	5,200	2.0	0.490	0.0900	229	C	880	TSDA	D	0.26	0.29	C	0	0.000	YES	PARTIAL	0.61	NONE	0.00
8428W	SAND MINE ROAD	US 27	OSCEOLA COUNTY LINE	2U	B02	0.6	URBAN COLLECTOR	5,200	2.0	0.510	0.0900	239	C	880	TSDA	D	0.27	0.30	C	0	0.000	YES	PARTIAL	0.61	NONE	0.00
8116E	SCHOOLHOUSE ROAD	OLD HIGHWAY 37	SR 37 (FLORIDA AVENUE S)	2U	L02	0.7	URBAN COLLECTOR	3,800	2.0	0.490	0.0900	168	C	790	TSDA	D	0.21	0.23	C	10	2.056	YES	PARTIAL	0.88	PARTIAL	0.47
8116W	SCHOOLHOUSE ROAD	OLD HIGHWAY 37	SR 37 (FLORIDA AVENUE S)	2U	L02	0.7	URBAN COLLECTOR	3,800	2.0	0.510	0.0900	174	C	790	TSDA	D	0.22	0.24	C	10	2.056	YES	PARTIAL	0.88	PARTIAL	0.47
4144E	SHEPHERD RD	BAILEY RD	SR 37	4D	L02	2.4	URBAN COLLECTOR	19,700	2.0	0.510	0.0900	904	C	1,800	TSDA	D	0.50	0.55	C	63	0.718	NO	FULL	1.88	NONE	0.00
4144W	SHEPHERD RD	BAILEY RD	SR 37	4D	L02	2.4	URBAN COLLECTOR	19,700	2.0	0.490	0.0900	869	C	1,800	TSDA	D	0.48	0.53	C	63	0.718	NO	FULL	1.88	NONE	0.00
4145E	SHEPHERD RD	COUNTY LINE RD	BAILEY RD	2U	L02	2.5	URBAN COLLECTOR	8,100	2.0	0.490	0.0900	357	C	790	TRANSITIONING	D	0.45	0.50	C	28	0.751	NO	PARTIAL	0.05	PARTIAL	1.06
4145W	SHEPHERD RD	COUNTY LINE RD	BAILEY RD	2U	L02	2.5	URBAN COLLECTOR	8,100	2.0	0.510	0.0900	372	C	790	TRANSITIONING	D	0.47	0.52	C	28	0.751	NO	PARTIAL	0.05	PARTIAL	1.06
8069N	SIXTH STREET SE	SR 542 (CENTRAL AVE E)	SR 540 (CYPRESS GARDENS BLVD SE)	2U	L02	1.3	URBAN COLLECTOR	9,100	2.0	0.490	0.0750	318	C	790	TCCO	E	0.40	0.44	C	46	2.208	YES	FULL	1.74	NONE	0.00
8069S	SIXTH STREET SE	SR 542 (CENTRAL AVE E)	SR 540 (CYPRESS GARDENS BLVD SE)	2U	L02	1.3	URBAN COLLECTOR	9,100	2.0	0.510	0.0750	331	C	790	TCCO	E	0.42	0.46	C	46	2.208	YES	FULL	1.74	NONE	0.00
8070N	SIXTH STREET SW	AVENUE K SW	US 17	2U	L02	0.5	URBAN COLLECTOR	4,800	2.0	0.490	0.0750	168	C	790	TCCO	E	0.21	0.23	C	2	0.455	NO	PARTIAL	1.05	NONE	0.00
8070S	SIXTH STREET SW	AVENUE K SW	US 17	2U	L02	0.5	URBAN COLLECTOR	4,800	2.0	0.510	0.0750	174	C	790	TCCO	E	0.22	0.24	C	2	0.455	NO	PARTIAL	1.05	NONE	0.00
4146E	SKYVIEW DR	SR 659 (COMBEE ROAD S)	REYNOLDS RD	2U	L02	1.0	URBAN COLLECTOR	7,700	2.0	0.510	0.0750	280	C	790	MULTI-MODAL	D	0.35	0.39	C	8	0.573	YES	PARTIAL	0.91	NONE	0.00
4146W	SKYVIEW DR	SR 659 (COMBEE ROAD S)	REYNOLDS RD	2U	L02	1.0	URBAN COLLECTOR	7,700	2.0	0.490	0.0750	269	C	790	MULTI-MODAL	D	0.34	0.37	C	8	0.573	YES	PARTIAL	0.91	NONE	0.00
8043E	SLEEPY HILL ROAD	CR 35A (KATHLEEN ROAD)	US 98	4D	L02	1.5	URBAN COLLECTOR	13,200	2.0	0.510	0.0750	480	C	1,800	TCCO	E	0.27	0.29	C	54	1.540	YES	FULL	1.84	PARTIAL	1.80
8043W	SLEEPY HILL ROAD	CR 35A (KATHLEEN ROAD)	US 98	4D	L02	1.5	URBAN COLLECTOR	13,200	2.0	0.490	0.0750	461	C	1,800	TCCO	E	0.26	0.28	C	54	1.540	YES	FULL	1.84	PARTIAL	1.80
4147N	SOCRUM LOOP RD N/SOCRUM LOOP RD W	MARCUM RD	US 98	2U	L02	2.7	URBAN COLLECTOR	7,600	2.0	0.510	0.0900	349	C	790	TRANSITIONING	D	0.44	0.49	C	39	1.028	NO	PARTIAL	0.67	NONE	0.00
4147S	SOCRUM LOOP RD N/SOCRUM LOOP RD W	MARCUM RD	US 98	2U	L02	2.7	URBAN COLLECTOR	7,600	2.0	0.490	0.0900	335	C	790	TRANSITIONING	D	0.42	0.47	C	39	1.028	NO	PARTIAL	0.67	NONE	0.00
8044N	SOUTH BLVD	BELMAR STREET	LAKE MORTON DRIVE	2U	L02	0.6	URBAN COLLECTOR	1,200	2.0	0.490	0.0750	42	C	790	TCCO	E	0.05	0.06	C	8	6.020	NO	FULL	1.83	NONE	0.00
8044S	SOUTH BLVD	BELMAR STREET	LAKE MORTON DRIVE	2U	L02	0.6	URBAN COLLECTOR	1,200	2.0	0.510	0.0750	44	C	790	TCCO	E	0.06	0.06	C	8	6.020	NO	FULL	1.83	NONE	0.00
8416E	SOUTH FRONTAGE ROAD	COUNTY LINE ROAD	CR 542A	2U	C02	2.7	URBAN COLLECTOR	5,800	2.0	0.510	0.0900	266	C	750	TSDA	D	0.35	0.39	C	97	3.393	NO	PARTIAL	0.82	PARTIAL	1.00
8416W	SOUTH FRONTAGE ROAD	COUNTY LINE ROAD	CR 542A	2U	C02	2.7	URBAN COLLECTOR	5,800	2.0	0.490	0.0900	256	C	750	TSDA	D	0.34	0.38	C	97	3.393	NO	PARTIAL	0.82	PARTIAL	1.00
8417E	SOUTH PARKWAY FRONTAGE ROAD	SR 563 (HARDEN BLVD)	OLD HIGHWAY 37	2U	C02	0.7	URBAN COLLECTOR	8,000	2.0	0.510	0.0900	367	C	750	TSDA	D	0.49	0.54	D	21	1.604	YES	PARTIAL	0.95	PARTIAL	0.80
8418E	SOUTH PARKWAY FRONTAGE ROAD	UNDERPASS ROAD	OLD HIGHWAY 37	2U	C02	0.2	URBAN COLLECTOR	8,000	2.0	0.490	0.0900	353	C	750	TSDA	D	0.47	0.52	D	21	1.604	YES	PARTIAL	0.95	PARTIAL	0.80
4149N	SPIRIT LAKE RD	US 17	SR 540	2U	B02	3.6	URBAN COLLECTOR	14,000	2.0	0.490	0.0900	617	C	880	TSDA	D	0.70	0.77	C	115	1.270	YES	PARTIAL	0.21	NONE	0.00
4149S	SPIRIT LAKE RD	US 17	SR 540	2U	B02	3.6	URBAN COLLECTOR	14,000	2.0	0.510	0.0900	643	C	880	TSDA	D	0.73	0.80	C	115	1.270	YES	PARTIAL	0.21	NONE	0.00
4175N	SPIRIT LAKE RD	SR 540	CR 542 (AVENUE G NW)	4D	L02	1.8	URBAN COLLECTOR	18,800	2.0	0.490	0.0900	829	C	1,800	TSDA	D	0.46	0.51	C	48	0.796	YES	PARTIAL	1.52	NONE	0.00
4175S	SPIRIT LAKE RD	SR 540	CR 542 (AVENUE G NW)	4D	L02	1.8	URBAN COLLECTOR	18,800	2.0	0.510	0.0900	863	C	1,800	TSDA	D	0.48	0.53	C	48	0.796	YES	PARTIAL	1.52	NONE	0.00
5200N	SR 17 (SCENIC HIGHWAY)	US 27	CR 630A (FORT MEADE ROAD)	2B	K02	4.2	URBAN COLLECTOR	3,400	2.0	0.490	0.0900	150	B	1,220	TRANSITIONING	D	0.12	0.14	B	25	0.957	NO	NONE	0.00	FULL	2.00
5200S	SR 17 (SCENIC HIGHWAY)	US 27	CR 630A (FORT MEADE ROAD)	2B	K02	4.2	URBAN COLLECTOR	3,400	2.0	0.510	0.0900	156	B	1,220	TRANSITIONING	D	0.13	0.14	B	25	0.957	NO	NONE	0.00	FULL	2.00
5201N	SR 17 (SCENIC HIGHWAY)	CR 630A (FORT MEADE ROAD)	CR 630	2B	I02	1.8	URBAN COLLECTOR	5,500	2.0	0.510	0.0750	200	C	640	TCCO	D	0.31	0.34	C	54	2.973	NO	PARTIAL	1.17	PARTIAL	0.32
5201S	SR 17 (SCENIC HIGHWAY)	CR 630A (FORT MEADE ROAD)	CR 630	2B	I02	1.8	URBAN COLLECTOR	5,500	2.0	0.490	0.0750	192	C	640	TCCO	D	0.30	0.33	C	54	2.973	NO	PARTIAL	1.17	PARTIAL	0.32
5202N	SR 17 (SCENIC HIGHWAY)	CR 630	SEMINOLE AVE	2B	K02	5.0	URBAN COLLECTOR	2,200	2.0	0.490	0.0900	97	B	1,220	TRANSITIONING	D	0.08	0.09	B	19	0.943	NO	PARTIAL	0.10	FULL	1.90
5202S	SR 17 (SCENIC HIGHWAY)	CR 630	SEMINOLE AVE	2B	K02	5.0	URBAN COLLECTOR	2,200	2.0	0.510	0.0900	101	B	1,220	TRANSITIONING	D	0.08	0.09	B	19	0.943	NO	PARTIAL	0.10	FULL	1.90

Source: Polk Transportation Planning Organization April 8, 2022

Link	Road Segment	From	To	Roadway Characteristics: Laneage Lane Type	Capacity Group	Segment Length	Functional Classification	Estimated Traffic Characteristics: 2021 Annual Avg. Daily Traffic	AADT Growth Rate (%)	100th Highest Hour D-Factor	100th Highest Hour K-Factor	Peak Hour / Peak Season: Two-Hour Average Volume	Level of Service	Directional Capacity	LOS Standard Multi-Modal	LOS Standard High-Way	Volume to Capacity Ratio	Volume-to-Capacity Ratio in Five Years	Projected LOS in Five Years	Historical Crash Data 2017 - 2021: Total Crashes	Crash Rate	Multimodal Factors: Transit Presence	Sidewalk Presence	Sidewalk Coverage	Bicycle Facility Presence	Bicycle Facility Coverage
5203N	SR 17 (SCENIC HIGHWAY)	SEMINOLE AVE	PASSION PLAY RD	2B	K02	6.5	URBAN COLLECTOR	5,600	2.0	0.490	0.0750	196	B	1,220	TCCO	D	0.16	0.18	B	80	1.205	YES	PARTIAL	0.30	FULL	1.86
5203S	SR 17 (SCENIC HIGHWAY)	SEMINOLE AVE	PASSION PLAY RD	2B	K02	6.5	URBAN COLLECTOR	5,600	2.0	0.510	0.0750	203	B	1,220	TCCO	D	0.17	0.18	B	80	1.205	YES	PARTIAL	0.30	FULL	1.86
5204N	SR 17 (SCENIC HIGHWAY)	PASSION PLAY RD	MOUNTAIN LAKE CUTOFF	2B	I02	3.6	URBAN COLLECTOR	7,200	2.0	0.510	0.0750	262	C	640	TCCO	D	0.41	0.45	C	108	2.280	NO	PARTIAL	0.97	PARTIAL	0.66
5204S	SR 17 (SCENIC HIGHWAY)	PASSION PLAY RD	MOUNTAIN LAKE CUTOFF	2B	I02	3.6	URBAN COLLECTOR	7,200	2.0	0.490	0.0750	251	C	640	TCCO	D	0.39	0.43	C	108	2.280	NO	PARTIAL	0.97	PARTIAL	0.66
5205N	SR 17 (SCENIC HIGHWAY)	MOUNTAIN LAKE CUTOFF	WAVERLY RD	2B	K02	3.8	URBAN COLLECTOR	7,700	2.0	0.490	0.0750	269	B	1,220	TCCO	D	0.22	0.24	B	95	1.766	YES	PARTIAL	0.22	FULL	1.92
5205S	SR 17 (SCENIC HIGHWAY)	MOUNTAIN LAKE CUTOFF	WAVERLY RD	2B	K02	3.8	URBAN COLLECTOR	7,700	2.0	0.510	0.0750	280	B	1,220	TCCO	D	0.23	0.25	B	95	1.766	YES	PARTIAL	0.22	FULL	1.92
5206N	SR 17 (SCENIC HIGHWAY)	WAVERLY RD	MAIN ST @ CENTER ST	2B	I02	4.1	URBAN COLLECTOR	7,100	2.0	0.490	0.0750	248	C	640	TCCO	D	0.39	0.43	C	57	1.081	YES	PARTIAL	0.30	PARTIAL	1.73
5206S	SR 17 (SCENIC HIGHWAY)	WAVERLY RD	MAIN ST @ CENTER ST	2B	I02	4.1	URBAN COLLECTOR	7,100	2.0	0.510	0.0750	258	C	640	TCCO	D	0.40	0.44	C	57	1.081	YES	PARTIAL	0.30	PARTIAL	1.73
5207N	SR 17 (SCENIC HIGHWAY)	MAIN ST @ CENTER ST	SR 544	2B	I02	4.3	URBAN COLLECTOR	8,000	2.0	0.490	0.0750	279	C	640	TCCO	D	0.44	0.48	C	68	1.080	YES	PARTIAL	0.12	PARTIAL	1.55
5207S	SR 17 (SCENIC HIGHWAY)	MAIN ST @ CENTER ST	SR 544	2B	I02	4.3	URBAN COLLECTOR	8,000	2.0	0.510	0.0750	291	C	640	TCCO	D	0.45	0.50	C	68	1.080	YES	PARTIAL	0.12	PARTIAL	1.55
5208N	SR 17 (TENTH STREET S)	SR 544	US 17/92 (HINSON AVENUE E)	2B	I02	1.5	URBAN COLLECTOR	10,800	2.0	0.490	0.0750	377	C	640	TCCO	D	0.59	0.65	C	112	3.677	YES	FULL	1.85	PARTIAL	0.13
5208S	SR 17 (TENTH STREET S)	SR 544	US 17/92 (HINSON AVENUE E)	2B	I02	1.5	URBAN COLLECTOR	10,800	2.0	0.510	0.0750	392	C	640	TCCO	D	0.61	0.67	C	112	3.677	YES	FULL	1.85	PARTIAL	0.13
5602N	SR 33	I-4 @ SOCRUM LOOP RD N	I-4	2B	K02	4.8	MINOR ARTERIAL	14,900	2.0	0.490	0.0750	506	B	1,220	TCCO	D	0.41	0.46	B	204	1.576	YES	PARTIAL	0.63	FULL	1.98
5602S	SR 33	I-4 @ SOCRUM LOOP RD N	I-4	2B	K02	4.8	MINOR ARTERIAL	14,900	2.0	0.510	0.0750	527	B	1,220	TCCO	D	0.43	0.48	B	204	1.576	YES	PARTIAL	0.63	FULL	1.98
5603N	SR 33	I-4	OLD POLK CITY RD	2B	K02	2.6	MINOR ARTERIAL	14,400	2.0	0.490	0.0750	503	B	1,220	TCCO	D	0.41	0.45	B	90	1.304	NO	PARTIAL	0.04	FULL	1.98
5603S	SR 33	I-4	OLD POLK CITY RD	2B	K02	2.6	MINOR ARTERIAL	14,400	2.0	0.510	0.0750	523	B	1,220	TCCO	D	0.43	0.47	B	90	1.304	NO	PARTIAL	0.04	FULL	1.98
5604N	SR 33	OLD POLK CITY ROAD	SR 559 (BROADWAY BLVD SE)	2B	K02	3.4	MINOR ARTERIAL	11,000	2.0	0.510	0.0750	400	B	1,220	TCCO	D	0.33	0.36	B	80	1.170	NO	PARTIAL	0.26	PARTIAL	1.77
5604S	SR 33	OLD POLK CITY ROAD	SR 559 (BROADWAY BLVD SE)	2B	K02	3.4	MINOR ARTERIAL	11,000	2.0	0.490	0.0750	384	B	1,220	TCCO	D	0.31	0.35	B	80	1.170	NO	PARTIAL	0.26	PARTIAL	1.77
5605N	SR 33	SR 559 (BROADWAY BLVD SE)	LAKE COUNTY LINE	2U	H02	12.7	MINOR ARTERIAL	7,600	2.0	0.510	0.0900	349	C	450	OTHER	C	0.78	0.85	C	137	0.776	NO	PARTIAL	0.03	FULL	2.00
5605S	SR 33	SR 559 (BROADWAY BLVD SE)	LAKE COUNTY LINE	2U	H02	12.7	MINOR ARTERIAL	7,600	2.0	0.490	0.0900	335	C	450	OTHER	C	0.74	0.82	C	137	0.776	NO	PARTIAL	0.03	FULL	2.00
5601N	SR 33 (LAKELAND HILLS BLVD)	BELLA VISTA ST E	I-4 @ SOCRUM LOOP RD N	4D	B02	1.9	MINOR ARTERIAL	28,000	2.0	0.510	0.0750	1,017	C	2,000	MULTI-MODAL	D	0.51	0.56	C	199	2.033	YES	FULL	1.84	PARTIAL	0.20
5601S	SR 33 (LAKELAND HILLS BLVD)	BELLA VISTA ST E	I-4 @ SOCRUM LOOP RD N	4D	B02	1.9	MINOR ARTERIAL	28,000	2.0	0.490	0.0750	978	C	2,000	MULTI-MODAL	D	0.49	0.54	C	199	2.033	YES	FULL	1.84	PARTIAL	0.20
5600N	SR 33 (MASSACHUSETTS AVE)	MAIN ST	BELLA VISTA ST E	4D	C02	1.8	MINOR ARTERIAL	17,900	2.0	0.490	0.0750	625	C	1,710	TCCO	D	0.37	0.40	C	173	2.970	YES	FULL	1.77	NONE	0.00
5600S	SR 33 (MASSACHUSETTS AVE)	MAIN ST	BELLA VISTA ST E	4D	C02	1.8	MINOR ARTERIAL	17,900	2.0	0.510	0.0750	650	C	1,710	TCCO	D	0.38	0.42	C	173	2.970	YES	FULL	1.77	NONE	0.00
5700N	SR 35 (BARTOW RD)	LAKE PARKER AVE S	MAIN ST E	4D	B02	0.6	PRINCIPAL ARTERIAL	33,500	2.0	0.510	0.0750	1,217	C	2,100	TCCO	D	0.58	0.64	C	69	2.046	YES	PARTIAL	0.95	FULL	2.00
5700S	SR 35 (BARTOW RD)	LAKE PARKER AVE S	MAIN ST E	4D	B02	0.6	PRINCIPAL ARTERIAL	33,500	2.0	0.490	0.0750	1,170	C	2,100	TCCO	D	0.56	0.61	C	69	2.046	YES	PARTIAL	0.95	FULL	2.00
5701N	SR 35 (FLORIDA AVE N)	MAIN ST E	MEMORIAL BLVD E	4D	C02	0.7	URBAN COLLECTOR	24,800	2.0	0.510	0.0750	901	D	1,630	TCCO	D	0.55	0.61	D	118	3.485	YES	FULL	1.71	PARTIAL	1.60
5701S	SR 35 (FLORIDA AVE N)	MAIN ST E	MEMORIAL BLVD E	4D	C02	0.7	URBAN COLLECTOR	24,800	2.0	0.490	0.0750	866	D	1,630	TCCO	D	0.53	0.58	D	118	3.485	YES	FULL	1.71	PARTIAL	1.60
5800N	SR 37	MANATEE COUNTY LINE	SR 674	2B	K02	4.7	MINOR ARTERIAL	3,800	2.0	0.490	0.0900	168	B	900	OTHER	C	0.19	0.20	B	22	0.674	NO	NONE	0.00	FULL	2.00
5800S	SR 37	MANATEE COUNTY LINE	SR 674	2B	K02	4.7	MINOR ARTERIAL	3,800	2.0	0.510	0.0900	174	B	900	OTHER	C	0.19	0.21	B	22	0.674	NO	NONE	0.00	FULL	2.00
5801N	SR 37	SR 674	CR 640	2B	K02	10.6	MINOR ARTERIAL	7,400	2.0	0.490	0.0900	326	B	900	OTHER	C	0.36	0.40	B	103	0.719	NO	NONE	0.00	FULL	2.00
5801S	SR 37	SR 674	CR 640	2B	K02	10.6	MINOR ARTERIAL	7,400	2.0	0.510	0.0900	340	B	900	OTHER	C	0.38	0.42	B	103	0.719	NO	NONE	0.00	FULL	2.00
5802N	SR 37	CR 640	ALAFIA RIVER (NORTH PRONG)	2B	K02	2.7	MINOR ARTERIAL	12,000	2.0	0.510	0.0750	436	B	1,220	MULTI-MODAL	D	0.36	0.39	B	30	0.513	YES	PARTIAL	0.21	FULL	2.00
5802S	SR 37	CR 640	ALAFIA RIVER (NORTH PRONG)	2B	K02	2.7	MINOR ARTERIAL	12,000	2.0	0.490	0.0750	419	B	1,220	MULTI-MODAL	D	0.34	0.38	B	30	0.513	YES	PARTIAL	0.21	FULL	2.00
5804N	SR 37 (CHURCH AVE N)	SR 60 (CANAL STREET E)	SHEPHERD RD	4D	B02	3.1	MINOR ARTERIAL	24,700	2.0	0.490	0.0750	862	C	2,000	TCCO	D	0.43	0.47	C	147	1.052	YES	PARTIAL	1.20	PARTIAL	0.71
5804S	SR 37 (CHURCH AVE N)	SR 60 (CANAL STREET E)	SHEPHERD RD	4D	B02	3.1	MINOR ARTERIAL	24,700	2.0	0.510	0.0750	898	C	2,000	TCCO	D	0.45	0.49	C	147	1.052	YES	PARTIAL	1.20	PARTIAL	0.71
5803N	SR 37 (CHURCH AVE S)	ALAFIA RIVER (NORTH PRONG)	SR 60 (CANAL STREET E)	4D	B02	0.4	MINOR ARTERIAL	13,600	2.0	0.490	0.0750	475	C	2,000	TCCO	D	0.24	0.26	C	28	2.791	YES	FULL	1.76	PARTIAL	1.43
5803S	SR 37 (CHURCH AVE S)	ALAFIA RIVER (NORTH PRONG)	SR 60 (CANAL STREET E)	4D	B02	0.4	MINOR ARTERIAL	13,600	2.0	0.510	0.0750	494	C	2,000	TCCO	D	0.25	0.27	C	28	2.791	YES	FULL	1.76	PARTIAL	1.43
5805N	SR 37 (FLORIDA AVE S)	SHEPHERD RD	PIPKIN RD W	4D	B02	2.7	MINOR ARTERIAL	40,200	2.0	0.490	0.0750	1,403	C	2,000	TCCO	D	0.70	0.77	C	346	1.769	YES	PARTIAL	1.19	PARTIAL	1.45
5805S	SR 37 (FLORIDA AVE S)	SHEPHERD RD	PIPKIN RD W	4D	B02	2.7	MINOR ARTERIAL	40,200	2.0	0.510	0.0750	1,461	C	2,000	TCCO	D	0.73	0.80	C	346	1.769	YES	PARTIAL	1.19	PARTIAL	1.45
5806N	SR 37 (FLORIDA AVE S)	ALAMO DR W	SR 570 (POLK PARKWAY)	6D	B02	1.0	MINOR ARTERIAL	32,300	2.0	0.490	0.0750	1,128	C	3,020	TCCO	D	0.37	0.41	C	185	3.263	YES	FULL	1.72	NONE	0.00
5806S	SR 37 (FLORIDA AVE S)	ALAMO DR W	SR 570 (POLK PARKWAY)	6D	B02	1.0	MINOR ARTERIAL	32,300	2.0	0.510	0.0750	1,174	C	3,020	TCCO	D	0.39	0.43	C	185	3.263	YES	FULL	1.72	NONE	0.00
5807N	SR 37 (FLORIDA AVE S)	SR 570 (POLK PARKWAY)	ARIANA ST	4D	C02	2.1	MINOR ARTERIAL	30,300	2.0	0.490	0.0750	1,058	D	1,630	TCCO	D	0.65	0.71	D	472	4.159	YES	FULL	1.75	NONE	0.00
5807S	SR 37 (FLORIDA AVE S)	SR 570 (POLK PARKWAY)	ARIANA ST	4D	C02	2.1	MINOR ARTERIAL	30,300	2.0	0.510	0.0750	1,101	D	1,630	TCCO	D	0.68	0.74	D	472	4.159	YES	FULL	1.75	NONE	0.00
5808N	SR 37 (FLORIDA AVE S)	ARIANA ST	MAIN ST E	4D	C02	1.3	MINOR ARTERIAL	21,400	2.0	0.490	0.0750	747	D	1,630	TCCO	D	0.46	0.50	D	198	4.043	YES	FULL	1.76	NONE	0.00
5808S	SR 37 (FLORIDA AVE S)	ARIANA ST	MAIN ST E	4D	C02	1.3	MINOR ARTERIAL	21,400	2.0	0.510	0.0750	778	D	1,630	TCCO	D	0.48	0.52	D	198	4.043	YES	FULL	1.76	NONE	0.00
5809N	SR 37 (FLORIDA AVE S)	PIPKIN RD W	ALAMO DR W	4D	B02	0.5	MINOR ARTERIAL	38,000	2.0	0.490	0.0750	1,327	C	2,000	TCCO	D	0.66	0.73	C	107	2.844	YES	FULL	1.64	PARTIAL	1.02
5809S	SR 37 (FLORIDA AVE S)	PIPKIN RD W	ALAMO DR W	4D	B02	0.5	MINOR ARTERIAL	38,000	2.0	0.510	0.0750	1,381	C	2,000	TCCO	D	0.69	0.76	C	107	2.844	YES	FULL	1.64	PARTIAL	1.02
6100N	SR 471	US 98	SUMTER COUNTY LINE	2B	K02	5.0	MINOR ARTERIAL	3,900	2.0	0.490	0.0900	172	B	900	OTHER	C	0.19	0.21	B	20	0.562	NO	NONE	0.00	NONE	0.00
6100S	SR 471	US 98	SUMTER COUNTY LINE	2B	K02	5.0	MINOR ARTERIAL	3,900	2.0	0.510	0.0900	179	B	900	OTHER	C	0.20	0.22	B	20	0.562	NO	NONE	0.00	NONE	0.00
6200N	SR 539 (KATHLEEN RD)	SR 563 (MARTIN L KING JR AVENUE)	I-4	4D	B02	2.4	MINOR ARTERIAL	30,000	2.0	0.510	0.0750	1,090	C	2,000	TCCO	D	0.55	0.60	C	323	2.487	YES	PARTIAL	1.56	PARTIAL	0.49
6200S	SR 539 (KATHLEEN RD)	SR 563 (MARTIN L KING JR AVENUE)	I-4	4D	B02	2.4	MINOR ARTERIAL	30,000	2.0	0.490	0.0750	1,047	C	2,000	TCCO	D	0.52	0.58	C	323	2.487	YES	PARTIAL	1.56	PARTIAL	0.49
6304E	SR 540 (CYPRESS GARDENS BLVD)	US 17	9TH ST SE	4D	C02	1.0	MINOR ARTERIAL	31,000	2.0	0.510	0.0750	1,126	D	1,630	TCCO	D	0.69	0.76	D	380	6.424	YES	FULL	1.73	PARTIAL	0.04
6304W	SR 540 (CYPRESS GARDENS BLVD)	US 17	9TH ST SE	4D	C02	1.0	MINOR ARTERIAL	31,000	2.0	0.490	0.0750	1,082	D	1,630	TCCO	D	0.66	0.73	D	380	6.424	YES	FULL	1.73	PARTIAL	0.04
6305E	SR 540 (CYPRESS GARDENS BLVD)	9TH ST SE	CR 550 (OVERLOOK DRIVE SE)	4D	B02	1.4	MINOR ARTERIAL	29,500	2.0	0.510	0.0750	1,072	C	2,000	TCCO	D	0.54	0.59	C	168	2.265	YES	FULL	1.86	FULL	1.86
6305W	SR 540 (CYPRESS GARDENS BLVD)	9TH ST SE	CR 550 (OVERLOOK DRIVE SE)	4D	B02	1.4	MINOR ARTERIAL	29,500	2.0	0.490	0.0750	1,030	C	2,000	TCCO	D	0.51	0.57	C	168	2.265	YES	FULL	1.86	FULL	1.86
6306E	SR 540 (CYPRESS GARDENS BLVD)	CR 550 (OVERLOOK DRIVE SE)	CYPRESS GARDENS ROAD	4D	B02	2.9	MINOR ARTERIAL	26,000	2.0	0.510	0.0750	945	C	2,000	TCCO	D	0.47	0.52	C	262	1.886	YES	PARTIAL	1.03	FULL	2.50
6306W	SR 540 (CYPRESS GARDENS BLVD)	CR 550 (OVERLOOK DRIVE SE)	CYPRESS GARDENS ROAD	4D	B02	2.9	MINOR ARTERIAL	26,000	2.0	0.490	0.0750	908	C	2,000	TCCO	D	0.45	0.50	C	262	1.886	YES	PARTIAL	1.03	FULL	2.50
6307E	SR 540 (CYPRESS GARDENS BLVD)	CYPRESS GARDENS RD	US 27	4D	B02	1.8	MINOR ARTERIAL	24,000	2.0	0.510	0.0750	872	C	2,000	MULTI-MODAL	D	0.44	0.48	C	195	2.439	YES	PARTIAL	0.90	FULL	2.00
6307W	SR 540 (CYPRESS GARDENS BLVD)	CYPRESS GARDENS RD	US 27	4D	B02	1.8	MINOR ARTERIAL	24,000	2.0	0.490	0.0750	838	C	2,000	MULTI-MODAL	D	0.42	0.46	C	195	2.439	YES	PARTIAL	0.90	FULL	2.00
6300E	SR 540 (WINTER-LAKE RD)	US 98	REYNOLDS RD	2U	B02	0.5	MINOR ARTERIAL	15,600	2.0	0.490	0.0750	545	C	880	TCCO	D	0.62	0.68	C	96	6.801	YES	PARTIAL	0.94	PARTIAL	1.82
6300W	SR 540 (WINTER-LAKE RD)	US 98	REYNOLDS RD	2U	B02	0.5	MINOR ARTERIAL	15,600	2.0	0.510	0.0750	567	C	880	TCCO	D	0.64	0.71	C	96	6.801	YES	PARTIAL	0.94	PARTIAL	1.82
6301E	SR 540 (WINTER-LAKE RD)	REYNOLDS RD	SR 570 (POLK PARKWAY)	2U	K02	3.4	MINOR ARTERIAL	11,300	2.0	0.510	0.0900	519	B	860	OTHER	C	0.60	0.66	C	52	0.743	YES	NONE	0.00	FULL	1.86
6301W	SR 540 (WINTER-LAKE RD)	REYNOLDS RD	SR 570 (POLK PARKWAY)	2U	K02	3.4	MINOR ARTERIAL	11,300	2.0	0.490	0.0900	498	B	860	OTHER	C	0.58	0.64	B	52	0.743	YES	NONE	0.00	FULL	1.86
6302E	SR 540 (WINTER-LAKE RD)	SR 570 (POLK PARKWAY)	SPIRIT LAKE RD	4D	K02	3.9	MINOR ARTERIAL	25,500	2.0	0.490	0.0750	890	B	3,120	TCCO	D	0.29	0.31	B	201	1.109	NO	PARTIAL	0.36	FULL	2.00
6302W	SR 540 (WINTER-LAKE RD)	SR 570 (POLK PARKWAY)	SPIRIT LAKE RD	4D	K02	3.9	MINOR ARTERIAL	25,500	2.0	0.510	0.0750	927	B	3,120	TCCO	D	0.30	0.33	B	201	1.109	NO	PARTIAL	0.36	FULL	2.00
6303E	SR 540 (WINTER-LAKE RD)	SPIRIT LAKE RD	US 17 (FIFTH STREET N)	4D	B02	2.7	MINOR ARTERIAL	20,800	2.0	0.490	0.0900	917	C	2,000	TSDA	D	0.46	0.50	C	150	1.449	YES	FULL	1.89	FULL	2.00
6303W	SR 540 (WINTER-LAKE RD)	SPIRIT LAKE RD	US 17 (FIFTH STREET N)	4D	B02	2.7	MINOR ARTERIAL	20,800	2.0	0.510	0.0900	955	C	2,000	TSDA	D	0.48	0.53	C	150	1.449	YES	FULL	1.89	FULL	2.00
6400E	SR 542 (CENTRAL AVE E)	SR 549 (FIRST STREET N)	BUCKEYE LOOP RD	2U	B02	2.1	MINOR ARTERIAL	13,100	2.0	0.490	0.0750	457	C	880	TCCO	D	0.52	0.57	C	129	2.563	YES	PARTIAL	1.12	PARTIAL	0.55
6400W	SR 542 (CENTRAL AVE E)	SR 549 (FIRST STREET N)	BUCKEYE LOOP RD	2U	B02	2.1	MINOR ARTERIAL	13,100	2.0	0.510	0.0750	476	C	880	TCCO	D	0.54	0.60	C	129	2.563	YES	PARTIAL	1.12	PARTIAL	0.55
6401E	SR 542 (DUNDEE ROAD)	BUCKEYE LOOP RD	CARL FLOYD RD	4D	B02	1.0	MINOR ARTERIAL	14,400	2.0	0.490	0.0900	635	C	2,000	TRANSITIONING	D	0.32	0.35	C	79	3.001	YES	PARTIAL	0.29	FULL	2.00
6401W	SR 542 (DUNDEE ROAD)	BUCKEYE LOOP RD	CARL FLOYD RD	4D	B02	1.0	MINOR ARTERIAL	14,400	2.0	0.510	0.0900	661	C	2,000	TRANSITIONING	D	0.33	0.36	C	79	3.001	YES	PARTIAL	0.29	FULL	2.00
6402E	SR 542 (DUNDEE ROAD)	CARL FLOYD RD	US 27	4D	B02	2.8	MINOR ARTERIAL	18,200	2.0	0.510	0.0900	835	C	2,000	TRANSITIONING	D	0.42	0.46	C	125	1.331	YES	PARTIAL	0.56	FULL	1.91
6402W	SR 542 (DUNDEE ROAD)	CARL FLOYD RD	US 27	4D	B02	2.8	MINOR ARTERIAL	18,200	2.0	0.490	0.0900	803	C	2,000	TRANSITIONING	D	0.40	0.44	C	125	1.331	YES	PARTIAL	0.56	FULL	1.91
6502E	SR 544 (AVE T NW)	US 17 (LAKE ALFRED ROAD)	1ST ST N	4D	B02	0.5	URBAN COLLECTOR	22,500	2.0	0.490	0.0750	786	C	2,000	TCCO	D	0.39	0.43	C	68	3.319	YES	FULL	1.64	NONE	0.00
6502W	SR 544 (AVE T NW)	US 17 (LAKE ALFRED ROAD)	1ST ST N	4D	B02	0.5	URBAN COLLECTOR	22,500	2.0	0.510	0.0750	818	C	2,000	TCCO	D	0.41	0.45	C	68	3.319	YES	FULL	1.64	NONE	0.00
6500E	SR 544 (HAVENDALE BLVD NW)	US 92	TWENTY SIXTH STREET NW	6D	C02	1.6	PRINCIPAL ARTERIAL	22,500	2.0	0.490	0.0750	786	C	2,520	MULTI-MODAL	D	0.31	0.34	C	280	4.154	YES	PARTIAL	0.31	NONE	0.00
6500W	SR 544 (HAVENDALE BLVD NW)	US 92	TWENTY SIXTH STREET NW	6D	C02	1.6	PRINCIPAL ARTERIAL	22,500	2.0	0.510	0.0750	818	C	2,520	MULTI-MODAL	D	0.32	0.36	C	280	4.154	YES	PARTIAL	0.31	NONE	0.00
6501E	SR 544 (HAVENDALE BLVD NW)	TWENTY SIXTH STREET NW	US 17 (LAKE ALFRED ROAD)	6D	B02	1.6	PRINCIPAL ARTERIAL	29,500	2.0	0.510	0.0750	1,072	C	3,020	MULTI-MODAL	D	0.35	0.39	C	222	2.655	YES	PARTIAL	1.28	NONE	0.00
6501W	SR 544 (HAVENDALE BLVD NW)	TWENTY SIXTH STREET NW	US 17 (LAKE ALFRED ROAD)	6D	B02	1.6	PRINCIPAL ARTERIAL	29,500	2.0	0.490	0.0750	1,030	C	3,020	MULTI-MODAL	D	0.34	0.38	C	222	2.655	YES	PARTIAL	1.28	NONE	0.00
6503E	SR 544 (LUCERNE PARK RD)	1ST ST N	US 27	2U	A02	6.2	PRINCIPAL ARTERIAL	16,500	2.0	0.490	0.0900	728	C	1,200	TRANSITIONING	D	0.61	0.67	C	212	1.137	YES	PARTIAL	0.25	PARTIAL	1.83
6503W	SR 544 (LUCERNE PARK RD)	1ST ST N	US 27	2U	A02	6.2	PRINCIPAL ARTERIAL	16,500	2.0	0.510	0.0900	757	C	1,200	TRANSITIONING	D	0.63	0.69	C	212	1.137	YES	PARTIAL	0.25	PARTIAL	1.83
6504E	SR 544 (SCENIC HWY S)	US 27	SR 17 (SCENIC HIGHWAY)	2U	B02	1.8	URBAN COLLECTOR	10,800	2.0	0.490	0.0750	377	C	880	TCCO	D	0.43	0.47	C	59	1.671	YES	PARTIAL	0.27	PARTIAL	1.35
6504W	SR 544 (SCENIC HWY S)	US 27	SR 17 (SCENIC HIGHWAY)	2U	B02	1.8	URBAN COLLECTOR	10,800	2.0	0.510	0.0750	392	C	880	TCCO	D	0.45	0.49	C	59	1.671	YES	PARTIAL	0.27	PARTIAL	1.35
6600E	SR 546 (MEMORIAL BLVD W)	I-4	WABASH AVE N	4D	B02	2.4	PRINCIPAL ARTERIAL	20,500	2.0	0.510	0.0750	745	C	2,000	TCCO	D	0.37	0.41	C	112	1.909	YES	PARTIAL	0.35	PARTIAL	1.55
6600W	SR 546 (MEMORIAL BLVD W)	I-4	WABASH AVE N	4D	B02	2.4	PRINCIPAL ARTERIAL	20,500	2.0	0.490	0.0750	716	C	2,000	TCCO	D	0.36	0.39	C	112	1.909	YES	PARTIAL	0.35	PARTIAL	1.55
5702N	SR 548 (BARTOW ROAD)	SR 35 (FLORIDA AVE N)	MAIN STREET E	4D	B02	0.8	PRINCIPAL ARTERIAL	31,500	2.0	0.510	0.0750	1,145	C	2,000	TCCO	D	0.57	0.63	C	51	1.100	YES	PARTIAL	0.93	PARTIAL	1.57
5702S	SR 548 (BARTOW ROAD)	SR 35 (FLORIDA AVE N)	MAIN STREET E	4D	B02	0.8	PRINCIPAL ARTERIAL	31,500	2.0	0.490	0.0750	1,100	C	2,000	TCCO	D	0.55	0.60	C	51	1.100	YES	PARTIAL	0.93	PARTIAL	1.57
6700N	SR 549 (FIRST ST N)	CENTRAL AVE E	AVE T NE	4D	B02	1.5	MINOR ARTERIAL	22,200	2.0	0.490	0.0750	775	C	2,000	TCCO	D	0.39	0.43	C	210	3.380	YES	PARTIAL	1.70	NONE	0.00
6700S	SR 549 (FIRST ST N)	CENTRAL AVE E	AVE T NE	4D	B02	1.5	MINOR ARTERIAL	22,200	2.0	0.510	0.0750	807	C	2,000	TCCO	D	0.40	0.44	C	210	3.380	YES	PARTIAL	1.70	NONE	0.00
6805N	SR 559	I-4	SR 33	2U	A02	2.4	URBAN COLLECTOR	5,700	2.0	0.510	0.0750	207	B	1,200	TCCO	D	0.17	0.19	B	61	2.425	NO	PARTIAL	0.11	FULL	1.89
6805S	SR 559	I-4	SR 33	2U	A02	2.4	URBAN COLLECTOR	5,700	2.0	0.490	0.0750	199	B	1,200	TCCO	D	0.17	0.18	B	61	2.425	NO	PARTIAL	0.11	FULL	1.89
8094E	SR 559 (C FRED JONES BLVD)	SR 655 (BERKLEY ROAD)	CR 559	4D	L02	1.9	URBAN COLLECTOR	3,600	2.0	0.490	0.0900	159	C	1,800	TRANSITIONING	D	0.09	0.10	C	0	0.000	NO	FULL	1.88	NONE	0.00
8094W	SR 559 (C FRED JONES BLVD)	SR 655 (BERKLEY ROAD)	CR 559	4D	L02	1.9	URBAN COLLECTOR	3,600	2.0	0.510	0.0900	165	C	1,800	TRANSITIONING	D	0.09	0.10	C	0	0.000	NO	FULL	1.88	NONE	0.00
6799N	SR 559 (MAIN STREET)	SR 655 (RECKER HIGHWAY)	US 92 (MAGNOLIA AVENUE)	2U	B02	0.9	URBAN COLLECTOR	5,000	2.0	0.510	0.0750	182	C	880	TCCO	E	0.21	0.23	C	20	2.325	NO	PARTIAL	0.45	NONE	0.00
6799S	SR 559 (MAIN STREET)	SR 655 (RECKER HIGHWAY)	US 92 (MAGNOLIA AVENUE)	2U	B02	0.9	URBAN COLLECTOR	5,000	2.0	0.490	0.0750	175	C	880	TCCO	E	0.20	0.22	C	20	2.325	NO	PARTIAL	0.45	NONE	0.00
6902N	SR 563 (HARDEN BLVD)	SR 570 (POLK PARKWAY)	ARIANA ST	4D	B02	2.1	MINOR ARTERIAL	36,800	2.0	0.510	0.0750	1,337	C	2,000	TCCO	D	0.67	0.74	C	157	1.138	YES	FULL	1.85	PARTIAL	0.58
6902S	SR 563 (HARDEN BLVD)	SR 570 (POLK PARKWAY)	ARIANA ST	4D	B02	2.1	MINOR ARTERIAL	36,800	2.0	0.490	0.0750	1,285	C	2,000	TCCO	D	0.64	0.71	C	157	1.138	YES	FULL	1.85	PARTIAL	0.58

Source: Polk Transportation Planning Organization April 8, 2022

Link	Road Segment	From	To	Roadway Characteristics: Laneage Lane Type	Capacity Group	Segment Length	Functional Classification	Estimated Traffic Characteristics: 2021 Annual Avg. Daily Traffic	AADT Growth Rate (%)	100th Highest Hour D-Factor	100th Highest Hour K-Factor	Peak Hour / Peak Season: Two-Hour Average Volume	Level of Service	Directional Capacity	LOS Standard Multi-Modal	LOS Standard High-Way	Volume to Capacity Ratio	Volume-to-Capacity Ratio in Five Years	Projected LOS in Five Years	Historical Crash Data 2017 - 2021: Total Crashes	Crash Rate	Multimodal Factors: Transit Presence	Sidewalk Presence	Sidewalk Coverage	Bicycle Facility Presence	Bicycle Facility Coverage
6900N	SR 563 (MARTIN L KING JR AVENUE)	SR 539 (KATHLEEN ROAD)	US 92 (MEMORIAL BLVD W)	4D	B02	0.6	URBAN COLLECTOR	6,900	2.0	0.510	0.0750	251	C	2,000	TCCO	D	0.13	0.14	C	41	5.548	YES	FULL	1.63	NONE	0.00
6900S	SR 563 (MARTIN L KING JR AVENUE)	SR 539 (KATHLEEN ROAD)	US 92 (MEMORIAL BLVD W)	4D	B02	0.6	URBAN COLLECTOR	6,900	2.0	0.490	0.0750	241	C	2,000	TCCO	D	0.12	0.13	C	41	5.548	YES	FULL	1.63	NONE	0.00
6903N	SR 563 (SIKES BLVD)	ARIANA ST	LIME ST	4D	C02	1.4	MINOR ARTERIAL	24,800	2.0	0.510	0.0750	901	D	1,630	TCCO	D	0.55	0.61	D	60	0.934	YES	FULL	1.88	NONE	0.00
6903S	SR 563 (SIKES BLVD)	ARIANA ST	LIME ST	4D	C02	1.4	MINOR ARTERIAL	24,800	2.0	0.490	0.0750	866	D	1,630	TCCO	D	0.53	0.58	D	60	0.934	YES	FULL	1.88	NONE	0.00
6904N	SR 563 (SIKES BLVD)	LIME ST	SR 539 (KATHLEEN ROAD)	4D	C02	0.5	MINOR ARTERIAL	26,000	2.0	0.510	0.0750	945	D	1,630	TCCO	D	0.58	0.64	D	22	0.965	YES	PARTIAL	0.60	PARTIAL	1.10
6904S	SR 563 (SIKES BLVD)	LIME ST	SR 539 (KATHLEEN ROAD)	4D	C02	0.5	MINOR ARTERIAL	26,000	2.0	0.490	0.0750	908	D	1,630	TCCO	D	0.56	0.61	D	22	0.965	YES	PARTIAL	0.60	PARTIAL	1.10
7400E	SR 570 (POLK PARKWAY)	I-4	US 98	4F	F02	10.1	PRINCIPAL ARTERIAL	33,200	2.0	0.510	0.0900	1,524	B	3,740	SIS	D	0.41	0.45	B	245	0.401	YES	NONE	0.00	NONE	0.00
7400W	SR 570 (POLK PARKWAY)	I-4	US 98	4F	F02	10.1	PRINCIPAL ARTERIAL	33,200	2.0	0.490	0.0900	1,464	B	3,740	SIS	D	0.39	0.43	B	245	0.401	YES	NONE	0.00	NONE	0.00
7401E	SR 570 (POLK PARKWAY)	US 98	CR 546 (OLD DIXIE HIGHWAY)	4F	F02	8.5	PRINCIPAL ARTERIAL	15,200	2.0	0.510	0.0900	698	B	3,740	SIS	D	0.19	0.21	B	66	0.280	NO	NONE	0.00	NONE	0.00
7401W	SR 570 (POLK PARKWAY)	US 98	CR 546 (OLD DIXIE HIGHWAY)	4F	F02	8.5	PRINCIPAL ARTERIAL	15,200	2.0	0.490	0.0900	670	B	3,740	SIS	D	0.18	0.20	B	66	0.280	NO	NONE	0.00	NONE	0.00
7402E	SR 570 (POLK PARKWAY)	CR 546 (OLD DIXIE HIGHWAY)	I-4	4F	F02	5.7	PRINCIPAL ARTERIAL	8,800	2.0	0.510	0.0900	404	B	3,740	SIS	D	0.11	0.12	B	28	0.305	NO	NONE	0.00	NONE	0.00
7402W	SR 570 (POLK PARKWAY)	CR 546 (OLD DIXIE HIGHWAY)	I-4	4F	F02	5.7	PRINCIPAL ARTERIAL	8,800	2.0	0.490	0.0900	388	B	3,740	SIS	D	0.10	0.11	B	28	0.305	NO	NONE	0.00	NONE	0.00
7000N	SR 572 (AIRPORT RD)	US 92 (NEW TAMPA HWY)	DRANE FIELD RD	2U	B02	2.7	MINOR ARTERIAL	11,300	2.0	0.490	0.0750	395	C	880	TCCO	D	0.45	0.49	C	61	1.077	YES	PARTIAL	0.69	PARTIAL	1.14
7000S	SR 572 (AIRPORT RD)	US 92 (NEW TAMPA HWY)	DRANE FIELD RD	2U	B02	2.7	MINOR ARTERIAL	11,300	2.0	0.510	0.0750	411	C	880	TCCO	D	0.47	0.51	C	61	1.077	YES	PARTIAL	0.69	PARTIAL	1.14
7001N	SR 572 (DRANE FIELD RD)	AIRPORT RD	PIPKIN CREEK ROAD	2U	B02	1.9	URBAN COLLECTOR	10,800	2.0	0.490	0.0750	377	C	880	TCCO	D	0.43	0.47	C	80	1.544	YES	PARTIAL	0.27	PARTIAL	1.06
7001S	SR 572 (DRANE FIELD RD)	AIRPORT RD	PIPKIN CREEK ROAD	2U	B02	1.9	URBAN COLLECTOR	10,800	2.0	0.510	0.0750	392	C	880	TCCO	D	0.45	0.49	C	80	1.544	YES	PARTIAL	0.27	PARTIAL	1.06
5900E	SR 60	HILLSBOROUGH COUNTY LINE	CR 676 (NICHOLS ROAD)	4D	B02	4.3	PRINCIPAL ARTERIAL	21,500	2.0	0.490	0.0900	948	C	2,000	SIS	D	0.47	0.52	C	222	1.329	NO	PARTIAL	0.26	FULL	2.00
5900W	SR 60	HILLSBOROUGH COUNTY LINE	CR 676 (NICHOLS ROAD)	4D	B02	4.3	PRINCIPAL ARTERIAL	21,500	2.0	0.510	0.0900	987	C	2,000	SIS	D	0.49	0.54	C	222	1.329	NO	PARTIAL	0.26	FULL	2.00
5901E	SR 60	CR 676 (NICHOLS ROAD)	SR 37 (CHURCH AVENUE N)	4D	B02	1.6	PRINCIPAL ARTERIAL	19,700	2.0	0.490	0.0900	869	C	2,000	SIS	D	0.43	0.48	C	76	1.348	NO	PARTIAL	0.33	FULL	2.00
5901W	SR 60	CR 676 (NICHOLS ROAD)	SR 37 (CHURCH AVENUE N)	4D	B02	1.6	PRINCIPAL ARTERIAL	19,700	2.0	0.510	0.0900	904	C	2,000	SIS	D	0.45	0.50	C	76	1.348	NO	PARTIAL	0.33	FULL	2.00
5902E	SR 60	SR 37 (CHURCH AVENUE N)\	12TH AVE NE	4D	B02	0.7	PRINCIPAL ARTERIAL	20,500	2.0	0.510	0.0900	941	C	2,000	SIS	D	0.47	0.52	C	31	1.184	NO	FULL	1.81	FULL	1.87
5902W	SR 60	SR 37 (CHURCH AVENUE N)\	12TH AVE NE	4D	B02	0.7	PRINCIPAL ARTERIAL	20,500	2.0	0.490	0.0900	904	C	2,000	SIS	D	0.45	0.50	C	31	1.184	NO	FULL	1.81	FULL	1.87
5903E	SR 60	12TH AVE NE	BONNIE MINE RD	4D	I02	2.3	PRINCIPAL ARTERIAL	21,000	2.0	0.510	0.0900	964	C	1,820	SIS	D	0.53	0.58	C	28	0.316	NO	NONE	0.00	FULL	2.00
5903W	SR 60	12TH AVE NE	BONNIE MINE RD	4D	I02	2.3	PRINCIPAL ARTERIAL	21,000	2.0	0.490	0.0900	926	C	1,820	SIS	D	0.51	0.56	C	28	0.316	NO	NONE	0.00	FULL	2.00
5904E	SR 60	BONNIE MINE RD	VAN FLEET DRIVE W	4D	B02	4.4	PRINCIPAL ARTERIAL	21,500	2.0	0.490	0.0900	948	C	2,000	SIS	D	0.47	0.52	C	134	0.775	NO	PARTIAL	0.11	FULL	2.00
5904W	SR 60	BONNIE MINE RD	VAN FLEET DRIVE W	4D	B02	4.4	PRINCIPAL ARTERIAL	21,500	2.0	0.510	0.0900	987	C	2,000	SIS	D	0.49	0.54	C	134	0.775	NO	PARTIAL	0.11	FULL	2.00
5906E	SR 60	SR 60 (FLAMINGO DRIVE E)	CR 655 (RIFLE RANGE RD)	4D	I02	5.9	PRINCIPAL ARTERIAL	23,500	2.0	0.490	0.0900	1,036	C	1,820	SIS	D	0.57	0.63	C	238	0.934	NO	PARTIAL	0.35	FULL	2.00
5906W	SR 60	SR 60 (FLAMINGO DRIVE E)	CR 655 (RIFLE RANGE RD)	4D	I02	5.9	PRINCIPAL ARTERIAL	23,500	2.0	0.510	0.0900	1,079	C	1,820	SIS	D	0.59	0.65	C	238	0.934	NO	PARTIAL	0.35	FULL	2.00
5907E	SR 60	CR 655 (RIFLE RANGE ROAD)	US 27	4D	I02	8.1	PRINCIPAL ARTERIAL	27,300	2.0	0.490	0.0900	1,204	C	1,820	SIS	D	0.66	0.73	C	286	0.709	NO	PARTIAL	0.01	PARTIAL	1.47
5907W	SR 60	CR 655 (RIFLE RANGE ROAD)	US 27	4D	I02	8.1	PRINCIPAL ARTERIAL	27,300	2.0	0.510	0.0900	1,253	C	1,820	SIS	D	0.69	0.76	C	286	0.709	NO	PARTIAL	0.01	PARTIAL	1.47
5908E	SR 60	US 27	SR 17 (SCENIC HIGHWAY)	4D	I02	1.2	PRINCIPAL ARTERIAL	26,000	2.0	0.490	0.0900	1,147	C	1,820	SIS	D	0.63	0.69	C	147	2.593	YES	PARTIAL	0.62	PARTIAL	0.18
5908W	SR 60	US 27	SR 17 (SCENIC HIGHWAY)	4D	I02	1.2	PRINCIPAL ARTERIAL	26,000	2.0	0.510	0.0900	1,193	C	1,820	SIS	D	0.66	0.72	C	147	2.593	YES	PARTIAL	0.62	PARTIAL	0.18
5910E	SR 60	STOKES RD	CR 630	4D	P02	14.5	PRINCIPAL ARTERIAL	15,000	2.0	0.510	0.0900	689	B	2,210	SIS	C	0.31	0.34	B	174	0.438	NO	NONE	0.00	NONE	0.00
5910W	SR 60	STOKES RD	CR 630	4D	P02	14.5	PRINCIPAL ARTERIAL	15,000	2.0	0.490	0.0900	662	B	2,210	SIS	C	0.30	0.33	B	174	0.438	NO	NONE	0.00	NONE	0.00
5912E	SR 60	CR 630	OSCEOLA COUNTY LINE	2U	P02	7.1	PRINCIPAL ARTERIAL	9,400	2.0	0.490	0.0900	415	B	820	SIS	C	0.51	0.56	B	66	0.541	NO	NONE	0.00	NONE	0.00
5912W	SR 60	CR 630	OSCEOLA COUNTY LINE	2U	P02	7.1	PRINCIPAL ARTERIAL	9,400	2.0	0.510	0.0900	431	B	820	SIS	C	0.53	0.58	B	66	0.541	NO	NONE	0.00	NONE	0.00
6003E	SR 60	VAN FLEET DR E	FLAMINGO DR E	4D	B02	0.9	PRINCIPAL ARTERIAL	25,500	2.0	0.510	0.0900	1,170	C	2,000	SIS	D	0.59	0.64	C	76	1.768	NO	FULL	1.83	PARTIAL	1.00
6003W	SR 60	VAN FLEET DR E	FLAMINGO DR E	4D	B02	0.9	PRINCIPAL ARTERIAL	25,500	2.0	0.490	0.0900	1,125	C	2,000	SIS	D	0.56	0.62	C	76	1.768	NO	FULL	1.83	PARTIAL	1.00
5909E	SR 60 (HESPERIDES RD)	SR 17 (SCENIC HIGHWAY)	STOKES RD	4D	B02	3.8	PRINCIPAL ARTERIAL	26,500	2.0	0.510	0.0900	1,216	C	2,000	SIS	D	0.61	0.67	C	208	1.124	YES	PARTIAL	1.13	PARTIAL	0.64
5909W	SR 60 (HESPERIDES RD)	SR 17 (SCENIC HIGHWAY)	STOKES RD	4D	B02	3.8	PRINCIPAL ARTERIAL	26,500	2.0	0.490	0.0900	1,169	C	2,000	SIS	D	0.58	0.64	C	208	1.124	YES	PARTIAL	1.13	PARTIAL	0.64
6002E	SR 60 (VAN FLEET DR E)	BROADWAY AVE	US 17	4D	B02	0.8	PRINCIPAL ARTERIAL	30,000	2.0	0.490	0.0900	1,323	C	2,000	SIS	D	0.66	0.73	C	180	4.121	YES	FULL	1.82	FULL	2.00
6002W	SR 60 (VAN FLEET DR E)	BROADWAY AVE	US 17	4D	B02	0.8	PRINCIPAL ARTERIAL	30,000	2.0	0.510	0.0900	1,377	C	2,000	SIS	D	0.69	0.76	C	180	4.121	YES	FULL	1.82	FULL	2.00
6000E	SR 60 (VAN FLEET DR W)	MAIN STREET W	BROADWAY AVE N	4D	B02	0.9	PRINCIPAL ARTERIAL	22,500	2.0	0.490	0.0900	992	C	2,000	SIS	D	0.50	0.55	C	66	1.876	YES	FULL	1.86	FULL	2.00
6000W	SR 60 (VAN FLEET DR W)	MAIN STREET W	BROADWAY AVE N	4D	B02	0.9	PRINCIPAL ARTERIAL	22,500	2.0	0.510	0.0900	1,033	C	2,000	SIS	D	0.52	0.57	C	66	1.876	YES	FULL	1.86	FULL	2.00
5309E	SR 600 (GEORGE JENKINS BLVD)	WABASH AVE N	LAKE BEULAH DR	4D	B02	1.3	PRINCIPAL ARTERIAL	16,000	2.0	0.490	0.0750	559	C	2,000	TCCO	D	0.28	0.31	C	106	2.751	YES	PARTIAL	1.28	NONE	0.00
5309W	SR 600 (GEORGE JENKINS BLVD)	WABASH AVE N	LAKE BEULAH DR	4D	B02	1.3	PRINCIPAL ARTERIAL	16,000	2.0	0.510	0.0750	581	C	2,000	TCCO	D	0.29	0.32	C	106	2.751	YES	PARTIAL	1.28	NONE	0.00
5312E	SR 600 (MAIN ST)	MASSACHUSETTS AVE N	SR 548 (BARTOW ROAD)	2U	C02	0.5	URBAN COLLECTOR	3,000	2.0	0.510	0.0750	109	C	750	TCCO	D	0.15	0.16	C	12	4.015	YES	FULL	1.81	NONE	0.00
5312W	SR 600 (MAIN ST)	MASSACHUSETTS AVE N	SR 548 (BARTOW ROAD)	2U	C02	0.5	URBAN COLLECTOR	3,000	2.0	0.490	0.0750	105	C	750	TCCO	D	0.14	0.15	C	12	4.015	YES	FULL	1.81	NONE	0.00
4072N	SR 655 (BERKLEY RD)	US 92	CR 546 (OLD DIXIE HWY)	4D	L02	1.1	URBAN COLLECTOR	26,200	2.0	0.490	0.0750	915	C	1,800	TCCO	E	0.51	0.56	C	52	0.959	YES	FULL	1.78	FULL	2.00
4072S	SR 655 (BERKLEY RD)	US 92	CR 546 (OLD DIXIE HWY)	4D	L02	1.1	URBAN COLLECTOR	26,200	2.0	0.510	0.0750	952	C	1,800	TCCO	E	0.53	0.58	C	52	0.959	YES	FULL	1.78	FULL	2.00
6905N	SR 655 (BERKLEY RD)	PACE ROAD	SR 559 (C FRED JONES BLVD)	4D	L02	1.1	URBAN COLLECTOR	10,200	1.8	0.510	0.0750	371	C	1,800	TCCO	E	0.21	0.23	C	7	0.354	NO	FULL	1.89	PARTIAL	0.40
6905S	SR 655 (BERKLEY RD)	PACE ROAD	SR 559 (C FRED JONES BLVD)	4D	L02	1.1	URBAN COLLECTOR	10,200	1.8	0.490	0.0750	356	C	1,800	TCCO	E	0.20	0.22	C	7	0.354	NO	FULL	1.89	PARTIAL	0.40
8119N	SR 655 (BERKLEY RD)	CR 546 (OLD DIXIE HWY)	PACE ROAD	4D	L02	4.4	URBAN COLLECTOR	14,000	2.0	0.490	0.0900	617	C	1,800	TRANSITIONING	D	0.34	0.38	C	38	0.342	NO	FULL	1.92	FULL	2.00
8119S	SR 655 (BERKLEY RD)	CR 546 (OLD DIXIE HWY)	PACE ROAD	4D	L02	4.4	URBAN COLLECTOR	14,000	2.0	0.510	0.0900	643	C	1,800	TRANSITIONING	D	0.36	0.39	C	38	0.342	NO	FULL	1.92	FULL	2.00
7100N	SR 655 (LAKE SHIPP DR)	US 17	SR 655 (RECKER HIGHWAY)	2U	B02	1.2	URBAN COLLECTOR	12,200	2.0	0.490	0.0900	538	C	880	TSDA	D	0.61	0.67	C	75	2.835	YES	PARTIAL	0.14	PARTIAL	1.53
7100S	SR 655 (LAKE SHIPP DR)	US 17	SR 655 (RECKER HIGHWAY)	2U	B02	1.2	URBAN COLLECTOR	12,200	2.0	0.510	0.0900	560	C	880	TSDA	D	0.64	0.70	C	75	2.835	YES	PARTIAL	0.14	PARTIAL	1.53
7101N	SR 655 (RECKER HWY)	SR 540	ORANGEWOOD AVE SW	4D	B02	0.5	MINOR ARTERIAL	10,200	2.0	0.490	0.0900	450	C	2,000	TRANSITIONING	D	0.22	0.25	C	26	2.542	YES	FULL	1.76	FULL	2.00
7101S	SR 655 (RECKER HWY)	SR 540	ORANGEWOOD AVE SW	4D	B02	0.5	MINOR ARTERIAL	10,200	2.0	0.510	0.0900	468	C	2,000	TRANSITIONING	D	0.23	0.26	C	26	2.542	YES	FULL	1.76	FULL	2.00
7102N	SR 655 (RECKER HWY)	CR 542 (AVENUE G NW)	US 92	2U	A02	3.3	MINOR ARTERIAL	13,300	2.0	0.490	0.0900	587	C	1,200	TRANSITIONING	D	0.49	0.54	C	147	1.822	NO	PARTIAL	0.04	PARTIAL	1.50
7102S	SR 655 (RECKER HWY)	CR 542 (AVENUE G NW)	US 92	2U	A02	3.3	MINOR ARTERIAL	13,300	2.0	0.510	0.0900	610	C	1,200	TRANSITIONING	D	0.51	0.56	C	147	1.822	NO	PARTIAL	0.04	PARTIAL	1.50
7103N	SR 655 (RECKER HWY)	ORANGEWOOD AVE SW	CR 542 (AVENUE G NW)	2U	B02	2.5	MINOR ARTERIAL	13,900	2.0	0.490	0.0900	613	C	880	TSDA	D	0.70	0.77	C	223	3.549	YES	PARTIAL	0.20	PARTIAL	1.61
7103S	SR 655 (RECKER HWY)	ORANGEWOOD AVE SW	CR 542 (AVENUE G NW)	2U	B02	2.5	MINOR ARTERIAL	13,900	2.0	0.510	0.0900	638	C	880	TSDA	D	0.73	0.80	C	223	3.549	YES	PARTIAL	0.20	PARTIAL	1.61
7300N	SR 659 (COMBEE RD)	US 98	US 92	2U	B02	2.7	MINOR ARTERIAL	16,300	2.0	0.510	0.0900	748	C	880	TSDA	D	0.85	0.94	C	246	3.022	YES	PARTIAL	0.28	FULL	2.00
7300S	SR 659 (COMBEE RD)	US 98	US 92	2U	B02	2.7	MINOR ARTERIAL	16,300	2.0	0.490	0.0900	719	C	880	TSDA	D	0.82	0.90	C	246	3.022	YES	PARTIAL	0.28	FULL	2.00
7301N	SR 659 (COMBEE RD)	US 92	CR 546 (SADDLE CREEK RD)	2U	B02	1.7	MINOR ARTERIAL	13,300	2.0	0.510	0.0900	610	C	880	TSDA	D	0.69	0.76	C	141	3.421	YES	PARTIAL	0.49	FULL	2.00
7301S	SR 659 (COMBEE RD)	US 92	CR 546 (SADDLE CREEK RD)	2U	B02	1.7	MINOR ARTERIAL	13,300	2.0	0.490	0.0900	587	C	880	TSDA	D	0.67	0.73	C	141	3.421	YES	PARTIAL	0.49	FULL	2.00
7302N	SR 659 (COMBEE RD)	CR 546 (SADDLE CREED RD)	SR 33	2U	B02	3.2	MINOR ARTERIAL	12,300	2.0	0.510	0.0900	565	C	880	TRANSITIONING	D	0.64	0.71	C	75	1.044	NO	PARTIAL	0.11	FULL	2.00
7302S	SR 659 (COMBEE RD)	CR 546 (SADDLE CREED RD)	SR 33	2U	B02	3.2	MINOR ARTERIAL	12,300	2.0	0.490	0.0900	542	C	880	TRANSITIONING	D	0.62	0.68	C	75	1.044	NO	PARTIAL	0.11	FULL	2.00
7200E	SR 674	HILLSBOROUGH COUNTY LINE	SR 37	2B	K02	2.3	RURAL MAJOR COLLECTOR	2,600	2.0	0.510	0.0900	119	B	900	OTHER	C	0.13	0.15	B	2	0.187	NO	NONE	0.00	FULL	2.00
7200W	SR 674	HILLSBOROUGH COUNTY LINE	SR 37	2B	K02	2.3	RURAL MAJOR COLLECTOR	2,600	2.0	0.490	0.0900	115	B	900	OTHER	C	0.13	0.14	B	2	0.187	NO	NONE	0.00	FULL	2.00
4150E	STADIUM RD/PIERCE ST/LAKE ALFRED RD	MAIN STREET N	US 17/92 (SHINN BLVD)	2U	L02	4.2	URBAN COLLECTOR	3,400	2.0	0.510	0.0750	124	C	790	TCCO	E	0.16	0.17	C	33	1.273	NO	PARTIAL	0.27	NONE	0.00
4150W	STADIUM RD/PIERCE ST/LAKE ALFRED RD	MAIN STREET N	US 17/92 (SHINN BLVD)	2U	L02	4.2	URBAN COLLECTOR	3,400	2.0	0.490	0.0750	119	C	790	TCCO	E	0.15	0.17	C	33	1.273	NO	PARTIAL	0.27	NONE	0.00
8047N	SUCCESS AVENUE	LAKE HOLLINGSWORTH DRIVE	LAKE MORTON DRIVE	2U	L02	0.6	URBAN COLLECTOR	3,100	2.0	0.490	0.0750	108	C	790	MULTI-MODAL	D	0.14	0.15	C	8	2.324	NO	FULL	1.83	NONE	0.00
8047S	SUCCESS AVENUE	LAKE HOLLINGSWORTH DRIVE	LAKE MORTON DRIVE	2U	L02	0.6	URBAN COLLECTOR	3,100	2.0	0.510	0.0750	113	C	790	MULTI-MODAL	D	0.14	0.16	C	8	2.324	NO	FULL	1.83	NONE	0.00
4153E	SWINDELL ROAD	CR 542A (GALLOWAY ROAD N)	SR 546 (MEMORIAL BLVD W)	2U	L02	1.2	URBAN COLLECTOR	2,700	2.0	0.490	0.0750	94	C	790	TCCO	E	0.12	0.13	C	16	2.609	YES	PARTIAL	0.57	NONE	0.00
4153W	SWINDELL ROAD	CR 542A (GALLOWAY ROAD N)	SR 546 (MEMORIAL BLVD W)	2U	L02	1.2	URBAN COLLECTOR	2,700	2.0	0.510	0.0750	98	C	790	TCCO	E	0.12	0.14	C	16	2.609	YES	PARTIAL	0.57	NONE	0.00
8413E	SWINDELL ROAD	NORTH FRONTAGE ROAD	CR 542A	2U	B02	2.1	URBAN COLLECTOR	2,400	2.0	0.490	0.0900	106	C	880	TSDA	D	0.12	0.13	C	12	1.335	YES	PARTIAL	0.25	NONE	0.00
8413W	SWINDELL ROAD	NORTH FRONTAGE ROAD	CR 542A	2U	B02	2.1	URBAN COLLECTOR	2,400	2.0	0.510	0.0900	110	C	880	TSDA	D	0.13	0.14	C	12	1.335	YES	PARTIAL	0.25	NONE	0.00
8048E	SYLVESTER ROAD	NEW JERSEY ROAD	US 98	2U	L02	0.8	URBAN COLLECTOR	3,600	2.0	0.510	0.0900	165	C	790	TRANSITIONING	D	0.21	0.23	C	6	1.121	NO	PARTIAL	1.36	NONE	0.00
8048W	SYLVESTER ROAD	NEW JERSEY ROAD	US 98	2U	L02	0.8	URBAN COLLECTOR	3,600	2.0	0.490	0.0900	159	C	790	TRANSITIONING	D	0.20	0.22	C	6	1.121	NO	PARTIAL	1.36	NONE	0.00
8220E	T.S. WILSON ROAD/LAKE REEDY BOULEVARD S	SR 17 (SCENIC HIGHWAY)	LAKE ARBUCKLE RD	2U	H02	4.3	URBAN COLLECTOR	1,400	2.0	0.490	0.0900	62	B	730	TRANSITIONING	D	0.08	0.09	B	8	0.734	NO	NONE	0.00	NONE	0.00
8220W	T.S. WILSON ROAD/LAKE REEDY BOULEVARD S	SR 17 (SCENIC HIGHWAY)	LAKE ARBUCKLE RD	2U	H02	4.3	URBAN COLLECTOR	1,400	2.0	0.510	0.0900	64	B	730	TRANSITIONING	D	0.09	0.10	B	8	0.734	NO	NONE	0.00	NONE	0.00
4000E	TENTH ST W	CR 542A (GALLOWAY ROAD N)	SR 539 (KATHLEEN ROAD)	2U	L02	1.9	URBAN COLLECTOR	3,200	2.0	0.510	0.0750	116	C	790	TCCO	E	0.15	0.16	C	22	1.957	YES	PARTIAL	0.36	PARTIAL	0.27
4000W	TENTH ST W	CR 542A (GALLOWAY ROAD N)	SR 539 (KATHLEEN ROAD)	2U	L02	1.9	URBAN COLLECTOR	5,100	2.0	0.490	0.0750	178	C	790	TCCO	E	0.23	0.25	C	22	1.957	YES	PARTIAL	0.36	PARTIAL	0.27
8049E	TENTH STREET	SR 539 (KATHLEEN ROAD)	SR 563 (MARTIN L KING JR AVENUE)	2U	L02	0.8	URBAN COLLECTOR	6,200	2.0	0.510	0.0750	225	C	790	TCCO	E	0.29	0.31	C	31	3.304	YES	PARTIAL	1.57	PARTIAL	1.22
8049W	TENTH STREET	SR 539 (KATHLEEN ROAD)	SR 563 (MARTIN L KING JR AVENUE)	2U	L02	0.8	URBAN COLLECTOR	6,200	2.0	0.490	0.0750	216	C	790	TCCO	E	0.27	0.30	C	31	3.304	YES	PARTIAL	1.57	PARTIAL	1.22
8208N	TENTH STREET N	BATES ROAD	CR 547	2U	L02	1.5	URBAN COLLECTOR	4,900	2.0	0.490	0.0900	216	C	790	TRANSITIONING	D	0.27	0.30	C	21	1.580	NO	PARTIAL	0.94	NONE	0.00
8208S	TENTH STREET N	BATES ROAD	CR 547	2U	L02	1.5	URBAN COLLECTOR	4,900	2.0	0.510	0.0900	225	C	790	TRANSITIONING	D	0.28	0.31	C	21	1.580	NO	PARTIAL	0.94	NONE	0.00
8332N	TENTH STREET N/LILY AVENUE E	US 17/92 (HINSON AVE)	12TH STREET	2U	L02	0.4	URBAN COLLECTOR	6,600	2.0	0.490	0.0750	230	C	790	TCCO	E	0.29	0.32	C	8	1.686	NO	PARTIAL	1.07	NONE	0.00
8332S	TENTH STREET N/LILY AVENUE E	US 17/92 (HINSON AVE)	12TH STREET	2U	L02	0.4	URBAN COLLECTOR	6,600	2.0	0.510	0.0750	240	C	790	TCCO	E	0.30	0.33	C	8	1.686	NO	PARTIAL	1.07	NONE	0.00
4005N	THIRD ST SE/LAKE LULU DR N/SIXTH ST SE	SR 540 (CYPRESS GARDENS BLVD SE)	SR 540 (CYPRESS GARDENS BLVD SE)	2U	L02	0.7	URBAN COLLECTOR	1,500	2.0	0.490	0.0750	52	C	790	TCCO	E	0.07	0.07	C	15	8.124	NO	PARTIAL	0.14	NONE	0.00
4005S	THIRD ST SE/LAKE LULU DR N/SIXTH ST SE	SR 540 (CYPRESS GARDENS BLVD SE)	SR 540 (CYPRESS GARDENS BLVD SE)	2U	L02	0.7	URBAN COLLECTOR	1,500	2.0	0.510	0.0750	55	C	790	TCCO	E	0.07	0.08	C	15	8.124	NO	PARTIAL	0.14	NONE	0.00
4006N	THIRD ST/OLD EAGLE LAKE-WINTER HAVEN RD/7TH ST SW/A	CRYSTAL BEACH RD	US 17 (THIRD STREET SW)	2U	L02	3.5	URBAN COLLECTOR	4,800	2.0	0.490	0.0750	168	C	790	TCCO	E	0.21	0.23	C	34	1.124	YES	PARTIAL	0.39	NONE	0.00
4006S	THIRD ST/OLD EAGLE LAKE-WINTER HAVEN RD/7TH ST SW/A	CRYSTAL BEACH RD	US 17 (THIRD STREET SW)	2U	L02	3.5	URBAN COLLECTOR	4,800	2.0	0.510	0.0750	174	C	790	TCCO	E	0.22	0.24	C	34	1.124	YES	PARTIAL	0.39	NONE	0.00
8213N	THIRTIETH ST	CR 544 (LAKE MARION ROAD)	HINSON AVENUE E	2U	L02	1.5	URBAN COLLECTOR	9,900	2.0	0.490	0.0750	346	C	790	TCCO	E	0.44	0.48	C	10	0.362	YES	PARTIAL	0.35	NONE	0.00
8213S	THIRTIETH ST	CR 544 (LAKE MARION ROAD)	HINSON AVENUE E	2U	L02	1.5	URBAN COLLECTOR	9,900	2.0	0.510	0.0750	360	C	790	TCCO	E	0.46	0.50	C	10	0.362	YES	PARTIAL	0.35	NONE	0.00
8223N	THIRTIETH ST N	CR 580	BAKER AVENUE E	2U	L02	0.5	URBAN COLLECTOR	1,300	2.0	0.510	0.0750	47	C	790	TCCO	E	0.06	0.07	C	5	4.167	NO	NONE	0.00	NONE	0.00
8223S	THIRTIETH ST N	CR 580	BAKER AVENUE E	2U	L02	0.5	URBAN COLLECTOR	1,300	2.0	0.490	0.0750	45	C	790	TCCO	E	0.06	0.06	C	5	4.167	NO	NONE	0.00	NONE	0.00

Link	Road Segment	From	To	Roadway Characteristics: Laneage Lane Type	Capacity Group	Segment Length	Functional Classification	Estimated Traffic Characteristics: 2021 Annual Avg. Daily Traffic	AADT Growth Rate (%)	100th Highest Hour D-Factor	K-Factor	Peak Hour / Peak Season: Two-Hour Average Volume	Level of Service	Directional Capacity	LOS Standard Multi-Modal	High-Way	Volume to Capacity Ratio	Volume-to-Capacity Ratio in Five Years	Projected LOS in Five Years	Historical Crash Data 2017 - 2021 Total Crashes	Crash Rate	Multimodal Factors: Transit Presence	Sidewalk Presence	Sidewalk Coverage	Bicycle Facility Presence	Bicycle Facility Coverage
8300N	THIRTIETH ST N	HINSON AVE E	CR 580 (JOHNSON AVENUE E)	2U	L02	0.5	URBAN COLLECTOR	4,000	2.0	0.510	0.0750	145	C	790	TCCO	E	0.18	0.20	C	5	1.366	NO	PARTIAL	0.01	NONE	0.00
8300S	THIRTIETH ST N	HINSON AVE E	CR 580 (JOHNSON AVENUE E)	2U	L02	0.5	URBAN COLLECTOR	4,000	2.0	0.490	0.0750	140	C	790	TCCO	E	0.18	0.19	C	5	1.366	NO	PARTIAL	0.01	NONE	0.00
4004N	THIRTY-FOURTH ST NW	CR 542 (AVENUE G NW)	SR 544 (HAVENDALE BLVD NW)	2U	L02	1.4	URBAN COLLECTOR	5,100	2.0	0.490	0.0750	178	C	790	MULTI-MODAL	D	0.23	0.25	C	35	2.666	YES	PARTIAL	0.78	NONE	0.00
4004S	THIRTY-FOURTH ST NW	CR 542 (AVENUE G NW)	SR 544 (HAVENDALE BLVD NW)	2U	L02	1.4	URBAN COLLECTOR	5,100	2.0	0.510	0.0750	185	C	790	MULTI-MODAL	D	0.23	0.26	C	35	2.666	YES	PARTIAL	0.78	NONE	0.00
4160E	THOMPSON NURSERY RD/ELOISE LOOP ROAD	CR 653 (RATTLESNAKE RD)	US 27	2U	L02	3.4	URBAN COLLECTOR	11,200	2.0	0.490	0.0900	494	C	790	TRANSITIONING	D	0.63	0.69	C	29	0.416	NO	PARTIAL	0.51	PARTIAL	0.15
4160W	THOMPSON NURSERY RD/ELOISE LOOP ROAD	CR 653 (RATTLESNAKE RD)	US 27	2U	L02	3.4	URBAN COLLECTOR	11,200	2.0	0.510	0.0900	514	C	790	TRANSITIONING	D	0.65	0.72	C	29	0.416	NO	PARTIAL	0.51	PARTIAL	0.15
4170N	THORNHILL ROAD	SR 540	SR 655 (RECKER HIGHWAY)	2U	H02	3.1	URBAN COLLECTOR	7,900	2.0	0.490	0.0750	276	C	1,490	TCCO	E	0.19	0.20	C	38	0.842	NO	PARTIAL	0.22	PARTIAL	0.04
4170S	THORNHILL ROAD	SR 540	SR 655 (RECKER HIGHWAY)	2U	H02	3.1	URBAN COLLECTOR	7,900	2.0	0.510	0.0750	287	C	1,490	TCCO	E	0.19	0.21	C	38	0.842	NO	PARTIAL	0.22	PARTIAL	0.04
8202N	TIMBERLANE ROAD	CR 17A (MASTERPIECE ROAD)	CANAL ROAD	2U	L02	2.9	RURAL MINOR COLLECTOR	2,600	2.0	0.510	0.0900	119	C	790	TRANSITIONING	D	0.15	0.17	C	11	0.796	NO	NONE	0.00	NONE	0.00
8202S	TIMBERLANE ROAD	CR 17A (MASTERPIECE ROAD)	CANAL ROAD	2U	L02	2.9	RURAL MINOR COLLECTOR	2,600	2.0	0.490	0.0900	115	C	790	TRANSITIONING	D	0.15	0.16	C	11	0.796	NO	NONE	0.00	NONE	0.00
8108N	TOMKOW ROAD	SR 33	OLD POLK CITY ROAD	2U	L02	1.0	URBAN COLLECTOR	3,500	2.0	0.510	0.0900	161	C	790	TRANSITIONING	D	0.20	0.22	C	0	0.000	NO	NONE	0.00	NONE	0.00
8108S	TOMKOW ROAD	SR 33	OLD POLK CITY ROAD	2U	L02	1.0	URBAN COLLECTOR	3,500	2.0	0.490	0.0900	154	C	790	TRANSITIONING	D	0.20	0.21	C	0	0.000	NO	NONE	0.00	NONE	0.00
4001N	TWELFTH ST/LEE JACKSON HIGHWAY N	STUART AVE	US 17/92	2U	L02	1.2	URBAN COLLECTOR	6,600	2.0	0.490	0.0750	230	C	790	TCCO	E	0.29	0.32	C	23	1.556	NO	NONE	0.00	NONE	0.00
4001S	TWELFTH ST/LEE JACKSON HIGHWAY N	STUART AVE	US 17/92	2U	L02	1.2	URBAN COLLECTOR	6,600	2.0	0.510	0.0750	240	C	790	TCCO	E	0.30	0.33	C	23	1.556	NO	NONE	0.00	NONE	0.00
8066N	TWENTY FIRST STREET SW, LAKE HOWARD DRIVE	SR 655 (RECKER HIGHWAY)	CR 542 (AVE G NW)	2U	L02	1.3	URBAN COLLECTOR	6,300	2.0	0.490	0.0900	278	C	790	TRANSITIONING	D	0.35	0.39	C	7	0.475	YES	PARTIAL	0.36	NONE	0.00
8066S	TWENTY FIRST STREET SW, LAKE HOWARD DRIVE	SR 655 (RECKER HIGHWAY)	CR 542 (AVE G NW)	2U	L02	1.3	URBAN COLLECTOR	6,300	2.0	0.510	0.0900	289	C	790	TRANSITIONING	D	0.37	0.40	C	7	0.475	YES	PARTIAL	0.36	NONE	0.00
4002N	TWENTY-FIRST ST NW	SR 544 (HAVENDALE BLVD NW)	US 92	2U	L02	2.0	URBAN COLLECTOR	5,200	2.0	0.490	0.0900	229	C	790	TRANSITIONING	D	0.29	0.32	C	6	0.319	NO	PARTIAL	0.31	NONE	0.00
4002S	TWENTY-FIRST ST NW	SR 544 (HAVENDALE BLVD NW)	US 92	2U	L02	2.0	URBAN COLLECTOR	5,200	2.0	0.510	0.0900	239	C	790	TRANSITIONING	D	0.30	0.33	C	6	0.319	NO	PARTIAL	0.31	NONE	0.00
4003N	TWENTY-THIRD ST NW/LAKE CANNON DR W/TWENTY-SIXTH	CR 542 (AVENUE G NW)	SR 544 (HAVENDALE BLVD NW)	2U	L02	1.2	URBAN COLLECTOR	1,700	2.0	0.510	0.0900	78	C	790	TRANSITIONING	D	0.10	0.11	C	10	2.645	NO	PARTIAL	0.31	NONE	0.00
4003S	TWENTY-THIRD ST NW/LAKE CANNON DR W/TWENTY-SIXTH	CR 542 (AVENUE G NW)	SR 544 (HAVENDALE BLVD NW)	2U	L02	1.2	URBAN COLLECTOR	1,700	2.0	0.490	0.0900	75	C	790	TRANSITIONING	D	0.09	0.10	C	10	2.645	NO	PARTIAL	0.31	NONE	0.00
8333E	TYNER ROAD	CR 542 (HATCHINEHA RD)	CR 546	2U	N02	1.0	RURAL MINOR COLLECTOR	1,600	2.0	0.490	0.0900	71	C	720	TRANSITIONING	D	0.10	0.11	C	6	2.054	NO	PARTIAL	0.21	NONE	0.00
8333W	TYNER ROAD	CR 542 (HATCHINEHA RD)	CR 546	2U	N02	1.0	RURAL MINOR COLLECTOR	1,600	2.0	0.510	0.0900	73	C	720	TRANSITIONING	D	0.10	0.11	C	6	2.054	NO	PARTIAL	0.21	NONE	0.00
6909E	UNIVERSITY BLVD	SR 33	SR 570 (POLK PARKWAY)	4D	B02	4.4	URBAN COLLECTOR	1,600	2.0	0.490	0.0750	56	C	2,000	TCCO	E	0.03	0.03	C	9	0.709	NO	FULL	1.93	PARTIAL	1.85
6909W	UNIVERSITY BLVD	SR 33	SR 570 (POLK PARKWAY)	4D	B02	4.4	URBAN COLLECTOR	1,600	2.0	0.510	0.0750	58	C	2,000	TCCO	E	0.03	0.03	C	9	0.709	NO	FULL	1.93	PARTIAL	1.85
5000N	US 17	SR 655 (LAKE SHIPP DRIVE S)	SR 540 (CYPRESS GARDENS BLVD SW)	6D	B02	0.8	PRINCIPAL ARTERIAL	37,000	2.0	0.490	0.0750	1,292	C	3,020	TCCO	D	0.43	0.47	C	79	1.494	YES	FULL	1.89	NONE	0.00
5000S	US 17	SR 655 (LAKE SHIPP DRIVE S)	SR 540 (CYPRESS GARDENS BLVD SW)	6D	B02	0.8	PRINCIPAL ARTERIAL	37,000	2.0	0.510	0.0750	1,344	C	3,020	TCCO	D	0.45	0.49	C	79	1.494	YES	FULL	1.89	NONE	0.00
5001N	US 17	HARDEE COUNTY LINE	9TH STREET SE	4D	I02	6.8	PRINCIPAL ARTERIAL	10,900	2.0	0.510	0.0900	500	C	1,820	SIS	D	0.27	0.30	C	64	0.472	NO	PARTIAL	0.13	PARTIAL	0.23
5001S	US 17	HARDEE COUNTY LINE	9TH STREET SE	4D	I02	6.8	PRINCIPAL ARTERIAL	10,900	2.0	0.490	0.0900	481	C	1,820	SIS	D	0.26	0.29	C	64	0.472	NO	PARTIAL	0.13	PARTIAL	0.23
5007N	US 17	VAN FLEET DRIVE W	SPIRIT LAKE RD	4D	B02	4.7	PRINCIPAL ARTERIAL	25,000	2.0	0.510	0.0750	908	C	2,000	TCCO	D	0.45	0.50	C	203	0.941	YES	PARTIAL	0.01	FULL	2.00
5007S	US 17	VAN FLEET DRIVE W	SPIRIT LAKE RD	4D	B02	4.7	PRINCIPAL ARTERIAL	25,000	2.0	0.490	0.0750	873	C	2,000	TCCO	D	0.44	0.48	C	203	0.941	YES	PARTIAL	0.01	FULL	2.00
5008N	US 17	SPIRIT LAKE RD	CRYSTAL BEACH RD	4D	B02	1.8	PRINCIPAL ARTERIAL	24,500	2.0	0.510	0.0750	890	C	2,000	TCCO	D	0.45	0.49	C	45	0.557	YES	NONE	0.00	PARTIAL	0.50
5008S	US 17	SPIRIT LAKE RD	CRYSTAL BEACH RD	4D	B02	1.8	PRINCIPAL ARTERIAL	24,500	2.0	0.490	0.0750	855	C	2,000	TCCO	D	0.43	0.47	C	45	0.557	YES	NONE	0.00	PARTIAL	0.50
5010N	US 17	GILBERT ST	SR 655 (LAKE SHIPP DRIVE S)	6D	B02	1.2	PRINCIPAL ARTERIAL	28,000	2.0	0.510	0.0750	1,017	C	3,020	TCCO	D	0.34	0.37	C	116	1.950	YES	FULL	1.87	NONE	0.00
5010S	US 17	GILBERT ST	SR 655 (LAKE SHIPP DRIVE S)	6D	B02	1.2	PRINCIPAL ARTERIAL	28,000	2.0	0.490	0.0750	978	C	3,020	TCCO	D	0.32	0.36	C	116	1.950	YES	FULL	1.87	NONE	0.00
5002N	US 17 (CHARLESTON AVE S)	9TH STREET	US 98 (BROADWAY STREET E)	4D	I02	0.8	PRINCIPAL ARTERIAL	14,900	2.0	0.510	0.0900	684	C	1,820	SIS	D	0.38	0.41	C	50	2.395	YES	FULL	1.75	NONE	0.00
5002S	US 17 (CHARLESTON AVE S)	9TH STREET	US 98 (BROADWAY STREET E)	4D	I02	0.8	PRINCIPAL ARTERIAL	14,900	2.0	0.490	0.0900	657	C	1,820	SIS	D	0.36	0.40	C	50	2.395	YES	FULL	1.75	NONE	0.00
5014N	US 17 (EIGHTH ST NW)	SR 544 (AVENUE T NW)	US 92	4D	B02	2.2	PRINCIPAL ARTERIAL	23,300	2.0	0.490	0.0750	813	C	2,000	TCCO	D	0.41	0.45	C	116	1.237	YES	PARTIAL	0.35	PARTIAL	0.63
5014S	US 17 (EIGHTH ST NW)	SR 544 (AVENUE T NW)	US 92	4D	B02	2.2	PRINCIPAL ARTERIAL	23,300	2.0	0.510	0.0750	847	C	2,000	TCCO	D	0.42	0.47	C	116	1.237	YES	PARTIAL	0.35	PARTIAL	0.63
5009N	US 17 (FIFTH ST)	CRYSTAL BEACH RD	GILBERT ST	3O	J02	1.8	PRINCIPAL ARTERIAL	12,000	2.0	0.510	0.0750	436	C	1,590	TCCO	D	0.27	0.30	C	46	2.354	YES	PARTIAL	1.30	NONE	0.00
5023S	US 17 (FOURTH ST)	GILBERT ST	CRYSTAL BEACH RD	3O	J02	1.8	PRINCIPAL ARTERIAL	11,500	2.0	0.510	0.0750	418	C	1,590	TCCO	D	0.26	0.29	C	51	2.728	YES	PARTIAL	1.11	NONE	0.00
5013N	US 17 (SIXTH ST NW)	AVE C SW	SR 544 (AVENUE T NW)	4D	B02	1.8	PRINCIPAL ARTERIAL	24,800	2.0	0.510	0.0750	901	C	2,100	TCCO	D	0.43	0.47	C	312	3.931	YES	FULL	1.74	NONE	0.00
5013S	US 17 (SIXTH ST NW)	AVE C SW	SR 544 (AVENUE T NW)	4D	B02	1.8	PRINCIPAL ARTERIAL	24,800	2.0	0.490	0.0750	866	C	2,100	TCCO	D	0.41	0.45	C	312	3.931	YES	FULL	1.74	NONE	0.00
5011N	US 17 (THIRD ST SW)	SR 540	AVE C SW	4D	B02	1.1	PRINCIPAL ARTERIAL	24,500	2.0	0.510	0.0750	890	C	2,000	TCCO	D	0.45	0.49	C	223	4.697	YES	FULL	1.71	NONE	0.00
5011S	US 17 (THIRD ST SW)	SR 540	AVE C SW	4D	B02	1.1	PRINCIPAL ARTERIAL	24,500	2.0	0.490	0.0750	855	C	2,000	TCCO	D	0.43	0.47	C	223	4.697	YES	FULL	1.71	NONE	0.00
5017N	US 17/92	POMELO ST	US 27	4D	B02	5.6	PRINCIPAL ARTERIAL	23,000	2.0	0.510	0.0750	836	C	2,000	TCCO	D	0.42	0.46	C	263	1.128	YES	PARTIAL	0.07	PARTIAL	1.66
5017S	US 17/92	POMELO ST	US 27	4D	B02	5.6	PRINCIPAL ARTERIAL	23,000	2.0	0.490	0.0750	803	C	2,000	TCCO	D	0.40	0.44	C	263	1.128	YES	PARTIAL	0.07	PARTIAL	1.66
5021N	US 17/92	CR 547	OSCEOLA COUNTY LINE	2U	B02	7.0	PRINCIPAL ARTERIAL	15,200	2.0	0.510	0.0750	552	C	880	TCCO	D	0.63	0.69	C	253	1.306	YES	PARTIAL	0.26	PARTIAL	1.76
5021S	US 17/92	CR 547	OSCEOLA COUNTY LINE	2U	B02	7.0	PRINCIPAL ARTERIAL	15,200	2.0	0.490	0.0750	531	C	880	TCCO	D	0.60	0.66	C	253	1.306	YES	PARTIAL	0.26	PARTIAL	1.76
5018N	US 17/92 (HINSON AVE)	US 27	10TH ST N	4D	C02	1.2	PRINCIPAL ARTERIAL	24,500	2.0	0.510	0.0750	890	D	1,630	TCCO	D	0.55	0.60	D	411	7.451	YES	PARTIAL	0.94	PARTIAL	0.40
5018S	US 17/92 (HINSON AVE)	US 27	10TH ST N	4D	C02	1.2	PRINCIPAL ARTERIAL	24,500	2.0	0.490	0.0750	855	D	1,630	TCCO	D	0.52	0.58	D	411	7.451	YES	PARTIAL	0.94	PARTIAL	0.40
5019N	US 17/92 (HINSON AVE)	10TH ST	17TH ST S	2D	B02	0.3	PRINCIPAL ARTERIAL	20,500	2.0	0.490	0.0750	716	C	920	TCCO	D	0.78	0.86	C	117	9.669	YES	FULL	1.82	NONE	0.00
5019S	US 17/92 (HINSON AVE)	10TH ST	17TH ST S	2D	B02	0.3	PRINCIPAL ARTERIAL	20,500	2.0	0.510	0.0750	745	C	920	TCCO	D	0.81	0.89	C	117	9.669	YES	FULL	1.82	NONE	0.00
5016N	US 17/92 (LAKE SHORE WAY N)	ECHO ST	POMELO ST	3O	J02	0.6	PRINCIPAL ARTERIAL	16,500	2.0	0.510	0.0750	600	C	1,590	TCCO	D	0.38	0.41	C	73	3.990	YES	FULL	1.68	NONE	0.00
5015N	US 17/92 (LAKE SHORE WAY S)	US 17	ECHO ST	6D	B02	0.7	PRINCIPAL ARTERIAL	32,000	2.0	0.510	0.0750	1,163	C	3,020	TCCO	D	0.39	0.42	C	58	1.467	YES	PARTIAL	0.86	NONE	0.00
5015S	US 17/92 (LAKE SHORE WAY S)	US 17	ECHO ST	6D	B02	0.7	PRINCIPAL ARTERIAL	32,000	2.0	0.490	0.0750	1,117	C	3,020	TCCO	D	0.37	0.41	C	58	1.467	YES	PARTIAL	0.86	NONE	0.00
5020N	US 17/92 (SEVENTEENTH ST)	HINSON AVE	CR 580 (JOHNSON AVENUE E)	2U	B02	0.5	PRINCIPAL ARTERIAL	15,600	2.0	0.490	0.0750	545	C	880	TCCO	D	0.62	0.68	C	67	4.678	YES	PARTIAL	0.26	FULL	2.00
5020S	US 17/92 (SEVENTEENTH ST)	HINSON AVE	CR 580 (JOHNSON AVENUE E)	2U	B02	0.5	PRINCIPAL ARTERIAL	15,600	2.0	0.510	0.0750	567	C	880	TCCO	D	0.64	0.71	C	67	4.678	YES	PARTIAL	0.26	FULL	2.00
5022N	US 17/92 (SEVENTEENTH ST)	CR 580 (JOHNSON AVENUE E)	CR 547	2U	B02	3.3	PRINCIPAL ARTERIAL	15,300	2.0	0.510	0.0750	556	C	880	TCCO	D	0.63	0.69	C	235	2.538	YES	PARTIAL	0.14	PARTIAL	1.73
5022S	US 17/92 (SEVENTEENTH ST)	CR 580 (JOHNSON AVENUE E)	CR 547	2U	B02	3.3	PRINCIPAL ARTERIAL	15,300	2.0	0.490	0.0750	534	C	880	TCCO	D	0.61	0.67	C	235	2.538	YES	PARTIAL	0.14	PARTIAL	1.73
8224S	US 17/92 (SHINN BLVD)	POMELO ST	ECHO ST	3O	J02	0.6	PRINCIPAL ARTERIAL	17,500	2.0	0.510	0.0750	636	C	1,590	TCCO	D	0.40	0.44	C	58	2.879	YES	FULL	1.74	PARTIAL	1.00
5004N	US 17/98	CR 640 (HOMELAND GARFIELD ROAD)	CLEAR SPRINGS MINE RD	4D	K02	3.5	PRINCIPAL ARTERIAL	17,300	2.0	0.510	0.0900	794	B	3,120	SIS	D	0.25	0.28	B	64	0.572	YES	PARTIAL	0.24	PARTIAL	1.80
5004S	US 17/98	CR 640 (HOMELAND GARFIELD ROAD)	CLEAR SPRINGS MINE RD	4D	K02	3.5	PRINCIPAL ARTERIAL	17,300	2.0	0.490	0.0900	763	B	3,120	SIS	D	0.24	0.27	B	64	0.572	YES	PARTIAL	0.24	PARTIAL	1.80
5005N	US 17/98	CLEAR SPRINGS MINE RD	MAIN ST	4D	B02	1.8	PRINCIPAL ARTERIAL	22,800	2.0	0.510	0.0900	1,047	C	2,000	SIS	D	0.52	0.58	C	160	2.192	YES	FULL	1.76	NONE	0.00
5005S	US 17/98	CLEAR SPRINGS MINE RD	MAIN ST	4D	B02	1.8	PRINCIPAL ARTERIAL	22,800	2.0	0.490	0.0900	1,005	C	2,000	SIS	D	0.50	0.55	C	160	2.192	YES	FULL	1.76	NONE	0.00
5003N	US 17/98 (CHARLESTON AVE)	US 17 @ US 98 (BROADWAY STREET E)	CR 640	4D	I02	5.1	PRINCIPAL ARTERIAL	20,500	2.0	0.510	0.0900	941	C	1,820	SIS	D	0.52	0.57	C	89	0.470	YES	PARTIAL	0.24	PARTIAL	0.38
5003S	US 17/98 (CHARLESTON AVE)	US 17 @ US 98 (BROADWAY STREET E)	CR 640	4D	I02	5.1	PRINCIPAL ARTERIAL	20,500	2.0	0.490	0.0900	904	C	1,820	SIS	D	0.50	0.55	C	89	0.470	YES	PARTIAL	0.24	PARTIAL	0.38
5006N	US 17/98 (EAST AVE)	MAIN STREET	VAN FLEET DRIVE W	4D	B02	0.5	PRINCIPAL ARTERIAL	26,000	2.0	0.510	0.0900	1,193	C	2,000	SIS	D	0.60	0.66	C	30	1.244	YES	FULL	1.86	FULL	2.00
5006S	US 17/98 (EAST AVE)	MAIN STREET	VAN FLEET DRIVE W	4D	B02	0.5	PRINCIPAL ARTERIAL	26,000	2.0	0.490	0.0900	1,147	C	2,000	SIS	D	0.57	0.63	C	30	1.244	YES	FULL	1.86	FULL	2.00
5101N	US 27	CR 630 (FORT MEADE ROAD)	CR 640 (ALTURAS BABSON PARK CUTOF	4D	B02	8.0	PRINCIPAL ARTERIAL	17,600	2.0	0.510	0.0900	808	C	2,000	SIS	D	0.40	0.44	C	174	0.673	YES	NONE	0.00	FULL	2.00
5101S	US 27	CR 630 (FORT MEADE ROAD)	CR 640 (ALTURAS BABSON PARK CUTOF	4D	B02	8.0	PRINCIPAL ARTERIAL	17,600	2.0	0.490	0.0900	776	C	2,000	SIS	D	0.39	0.43	C	174	0.673	YES	NONE	0.00	FULL	2.00
5102N	US 27	CR 640 (ALTU9RAS BABSON PARK CUTO	SR 60	4D	B02	3.9	PRINCIPAL ARTERIAL	24,200	2.0	0.510	0.0900	1,111	C	2,000	SIS	D	0.56	0.61	C	178	1.025	YES	PARTIAL	0.10	FULL	1.94
5102S	US 27	CR 640 (ALTU9RAS BABSON PARK CUTO	SR 60	4D	B02	3.9	PRINCIPAL ARTERIAL	24,200	2.0	0.490	0.0900	1,067	C	2,000	SIS	D	0.53	0.59	C	178	1.025	YES	PARTIAL	0.10	FULL	1.94
5103N	US 27	SR 60	TOWERVIEW BLVD	6D	B02	3.0	PRINCIPAL ARTERIAL	29,500	2.0	0.490	0.0900	1,301	C	3,020	SIS	D	0.43	0.47	C	184	1.154	YES	PARTIAL	0.66	FULL	1.90
5103S	US 27	SR 60	TOWERVIEW BLVD	6D	B02	3.0	PRINCIPAL ARTERIAL	29,500	2.0	0.510	0.0900	1,354	C	3,020	SIS	D	0.45	0.49	C	184	1.154	YES	PARTIAL	0.66	FULL	1.90
5104N	US 27	TOWERVIEW BLVD	SR 540 (CYPRESS GARDENS BLVD SE)	6D	B02	3.0	PRINCIPAL ARTERIAL	37,300	2.0	0.510	0.0900	1,712	C	3,020	SIS	D	0.57	0.62	C	176	0.866	YES	PARTIAL	0.01	FULL	1.99
5104S	US 27	TOWERVIEW BLVD	SR 540 (CYPRESS GARDENS BLVD SE)	6D	B02	3.0	PRINCIPAL ARTERIAL	37,300	2.0	0.490	0.0900	1,645	C	3,020	SIS	D	0.54	0.60	C	176	0.866	YES	PARTIAL	0.01	FULL	1.99
5105N	US 27	SR 540 (CYPRESS GARDENS BLVD SE)	SR 542 (DUNDEE ROAD)	6D	B02	2.7	PRINCIPAL ARTERIAL	32,500	2.0	0.510	0.0900	1,492	C	3,020	SIS	D	0.49	0.54	C	125	0.766	YES	PARTIAL	0.42	FULL	2.00
5105S	US 27	SR 540 (CYPRESS GARDENS BLVD SE)	SR 542 (DUNDEE ROAD)	6D	B02	2.7	PRINCIPAL ARTERIAL	32,500	2.0	0.490	0.0900	1,433	C	3,020	SIS	D	0.47	0.52	C	125	0.766	YES	PARTIAL	0.42	FULL	2.00
5106N	US 27	SR 542 (DUNDEE RD)	SR 544	6D	B02	4.6	PRINCIPAL ARTERIAL	38,500	2.0	0.510	0.0900	1,767	C	3,020	SIS	D	0.59	0.64	C	266	0.831	YES	PARTIAL	0.59	FULL	2.00
5106S	US 27	SR 542 (DUNDEE RD)	SR 544	6D	B02	4.6	PRINCIPAL ARTERIAL	38,500	2.0	0.490	0.0900	1,698	C	3,020	SIS	D	0.56	0.62	C	266	0.831	YES	PARTIAL	0.59	FULL	2.00
5107N	US 27	SR 544	US 17/92	6D	B02	1.8	PRINCIPAL ARTERIAL	45,500	2.0	0.510	0.0900	2,088	C	3,020	SIS	D	0.69	0.76	C	173	1.128	NO	PARTIAL	0.07	FULL	2.00
5107S	US 27	SR 544	US 17/92	6D	B02	1.8	PRINCIPAL ARTERIAL	45,500	2.0	0.490	0.0900	2,007	C	3,020	SIS	D	0.66	0.73	C	173	1.128	NO	PARTIAL	0.07	FULL	2.00
5108N	US 27	US 17/92	CR 17 (POLK CITY ROAD)	6D	B02	1.0	PRINCIPAL ARTERIAL	49,000	2.0	0.510	0.0900	2,249	C	3,020	SIS	D	0.74	0.82	C	201	2.146	NO	PARTIAL	0.85	FULL	2.00
5108S	US 27	US 17/92	CR 17 (POLK CITY ROAD)	6D	B02	1.0	PRINCIPAL ARTERIAL	49,000	2.0	0.490	0.0900	2,161	C	3,020	SIS	D	0.72	0.79	C	201	2.146	NO	PARTIAL	0.85	FULL	2.00
5109N	US 27	CR 17 (POLK CITY ROAD)	BATES ROAD	6D	B02	1.2	PRINCIPAL ARTERIAL	49,000	2.0	0.510	0.0900	2,249	C	3,020	SIS	D	0.74	0.82	C	357	3.460	YES	PARTIAL	1.02	FULL	2.00
5109S	US 27	CR 17 (POLK CITY ROAD)	BATES ROAD	6D	B02	1.2	PRINCIPAL ARTERIAL	49,000	2.0	0.490	0.0900	2,161	C	3,020	SIS	D	0.72	0.79	C	357	3.460	YES	PARTIAL	1.02	FULL	2.00
5110N	US 27	CR 547	I-4	6D	B02	5.2	PRINCIPAL ARTERIAL	57,900	2.0	0.510	0.0900	2,658	C	3,020	SIS	D	0.88	0.97	C	1,069	1.918	YES	PARTIAL	0.38	PARTIAL	1.83
5110S	US 27	CR 547	I-4	6D	B02	5.2	PRINCIPAL ARTERIAL	57,900	2.0	0.490	0.0900	2,553	C	3,020	SIS	D	0.85	0.93	C	1,069	1.918	YES	PARTIAL	0.38	PARTIAL	1.83
5111N	US 27	I-4	CR 54 (RONALD REAGAN PARKWAY)	6D	B02	1.6	PRINCIPAL ARTERIAL	30,500	2.0	0.490	0.0900	1,345	C	3,020	SIS	D	0.45	0.49	C	281	3.144	YES	PARTIAL	1.72	PARTIAL	1.59
5111S	US 27	I-4	CR 54 (RONALD REAGAN PARKWAY)	6D	B02	1.6	PRINCIPAL ARTERIAL	30,500	2.0	0.510	0.0900	1,400	C	3,020	SIS	D	0.46	0.51	C	281	3.144	YES	PARTIAL	1.72	PARTIAL	1.59
5112N	US 27	CR 54 (RONALD REAGAN PARKWAY)	SAND MINE ROAD	6D	B02	3.9	PRINCIPAL ARTERIAL	34,500	2.0	0.510	0.0900	1,584	C	3,020	SIS	D	0.52	0.58	C	291	1.195	YES	FULL	1.97	FULL	1.95
5112S	US 27	CR 54 (RONALD REAGAN PARKWAY)	SAND MINE ROAD	6D	B02	3.9	PRINCIPAL ARTERIAL	34,500	2.0	0.490	0.0900	1,521	C	3,020	SIS	D	0.50	0.55	C	291	1.195	YES	FULL	1.97	FULL	1.95
5113N	US 27	SAND MINE ROAD	US 192	6D	B02	2.5	PRINCIPAL ARTERIAL	38,500	2.0	0.510	0.0900	1,767	C	3,020	SIS	D	0.59	0.64	C	397	2.222	YES	PARTIAL	1.77	FULL	2.00
5113S	US 27	SAND MINE ROAD	US 192	6D	B02	2.5	PRINCIPAL ARTERIAL	38,500	2.0	0.490	0.0900	1,698	C	3,020	SIS	D	0.56	0.62	C	397	2.222	YES	PARTIAL	1.77	FULL	2.00
5114N	US 27	BATES ROAD	CR 547	6D	B02	1.4	PRINCIPAL ARTERIAL	54,000	2.0	0.510	0.0900	2,479	C	3,020	SIS	D	0.82	0.90	C	231	1.688	YES	PARTIAL	0.16	FULL	2.00
5114S	US 27	BATES ROAD	CR 547	6D	B02	1.4	PRINCIPAL ARTERIAL	54,000	2.0	0.490	0.0900	2,381	C	3,020	SIS	D	0.79	0.87	C	231	1.688	YES	PARTIAL	0.16	FULL	2.00
5100N	US 27/98	HIGHLANDS COUNTY LINE	CR 630 (FORT MEADE ROAD)	4D	B02	6.9	PRINCIPAL ARTERIAL	19,100	2.0	0.510	0.0900	877	C	2,000	SIS	D	0.44	0.48	C	160	0.664	NO	NONE	0.00	FULL	2.00
5100S	US 27/98	HIGHLANDS COUNTY LINE	CR 630 (FORT MEADE ROAD)	4D	B02	6.9	PRINCIPAL ARTERIAL	19,100	2.0	0.490	0.0900	842	C	2,000	SIS	D	0.42	0.46	C	160	0.664	NO	NONE	0.00	FULL	2.00

Source: Polk Transportation Planning Organization April 8, 2022

Link	Road Segment	From	To	Roadway Characteristics				Estimated Traffic Characteristics				Peak Hour / Peak Season								Historical Crash Data 2017 - 2021		Multimodal Factors				
				Laneage Lane Type	Capacity Group	Segment Length	Functional Classification	2021 Annual Avg. Daily Traffic	AADT Growth Rate (%)	100th Highest Hour D-Factor	K-Factor	Two-Hour Average Volume	Level of Service	Direc-tional Capacity	LOS Standard Multi-Modal	High-Way	Volume to Capacity Ratio	Volume-to-Capacity Ratio in Five Years	Projected LOS in Five Years	Total Crashes	Crash Rate	Transit Presence	Sidewalk Presence	Sidewalk Coverage	Bicycle Facility Presence	Bicycle Facility Coverage
5306E	US 92	SR 659 (COMBEE ROAD N)	SR 655 (RECKER HIGHWAY)	4D	B02	5.9	PRINCIPAL ARTERIAL	31,800	2.0	0.490	0.0750	1,110	C	2,000	TCCO	D	0.56	0.61	C	471	1.380	YES	PARTIAL	0.22	FULL	1.89
5306W	US 92	SR 659 (COMBEE ROAD N)	SR 655 (RECKER HIGHWAY)	4D	B02	5.9	PRINCIPAL ARTERIAL	31,800	2.0	0.510	0.0750	1,156	C	2,000	TCCO	D	0.58	0.64	C	471	1.380	YES	PARTIAL	0.22	FULL	1.89
5308E	US 92	SR 544 (HAVENDALE BLVD NW)	US 17 (LAKE ALFRED ROAD)	4D	C02	3.4	PRINCIPAL ARTERIAL	17,400	2.0	0.490	0.0750	607	C	1,630	TCCO	D	0.37	0.41	C	172	1.615	NO	PARTIAL	0.06	FULL	1.92
5308W	US 92	SR 544 (HAVENDALE BLVD NW)	US 17 (LAKE ALFRED ROAD)	4D	C02	3.4	PRINCIPAL ARTERIAL	17,400	2.0	0.510	0.0750	632	C	1,630	TCCO	D	0.39	0.43	C	172	1.615	NO	PARTIAL	0.06	FULL	1.92
5307E	US 92 (MAGNOLIA AVE)	SR 655 (RECKER HIGHWAY)	SR 544 (HAVENDALE BLVD NW)	6D	B02	1.9	PRINCIPAL ARTERIAL	32,200	2.0	0.490	0.0750	1,124	C	3,020	TCCO	D	0.37	0.41	C	244	2.146	YES	FULL	1.70	NONE	0.00
5307W	US 92 (MAGNOLIA AVE)	SR 655 (RECKER HIGHWAY)	SR 544 (HAVENDALE BLVD NW)	6D	B02	1.9	PRINCIPAL ARTERIAL	32,200	2.0	0.510	0.0750	1,170	C	3,020	TCCO	D	0.39	0.43	C	244	2.146	YES	FULL	1.70	NONE	0.00
5303E	US 92 (MEMORIAL BLVD W)	WABASH AVE N	FLORIDA AVE N	4D	B02	2.0	PRINCIPAL ARTERIAL	26,000	2.0	0.510	0.0750	945	C	2,000	TCCO	D	0.47	0.52	C	292	3.073	YES	FULL	1.79	PARTIAL	0.94
5303W	US 92 (MEMORIAL BLVD W)	WABASH AVE N	FLORIDA AVE N	4D	B02	2.0	PRINCIPAL ARTERIAL	26,000	2.0	0.490	0.0750	908	C	2,000	TCCO	D	0.45	0.50	C	292	3.073	YES	FULL	1.79	PARTIAL	0.94
5300E	US 92 (NEW TAMPA HWY)	COUNTY LINE ROAD	SR 572 (AIRPORT ROAD)	2U	B02	2.3	PRINCIPAL ARTERIAL	11,100	2.0	0.490	0.0750	388	C	880	TCCO	D	0.44	0.48	C	153	3.294	YES	NONE	0.00	PARTIAL	1.79
5300W	US 92 (NEW TAMPA HWY)	COUNTY LINE ROAD	SR 572 (AIRPORT ROAD)	2U	B02	2.3	PRINCIPAL ARTERIAL	11,100	2.0	0.510	0.0750	403	C	880	TCCO	D	0.46	0.50	C	153	3.294	YES	NONE	0.00	PARTIAL	1.79
5301E	US 92 (NEW TAMPA HWY)	SR 572 (AIRPORT ROAD)	WABASH AVE N	2U	B02	1.8	PRINCIPAL ARTERIAL	17,300	2.0	0.510	0.0750	629	C	880	TCCO	D	0.71	0.79	C	168	2.888	YES	PARTIAL	0.81	PARTIAL	1.64
5301W	US 92 (NEW TAMPA HWY)	SR 572 (AIRPORT ROAD)	WABASH AVE N	2U	B02	1.8	PRINCIPAL ARTERIAL	17,300	2.0	0.490	0.0750	604	C	880	TCCO	D	0.69	0.75	C	168	2.888	YES	PARTIAL	0.81	PARTIAL	1.64
5302E	US 92 (WABASH AVE N)	GEORGE JENKINS BLVD	SR 546	4D	B02	0.9	PRINCIPAL ARTERIAL	16,200	2.0	0.510	0.0750	589	C	2,000	TCCO	D	0.29	0.32	C	66	2.452	YES	FULL	1.74	NONE	0.00
5302W	US 92 (WABASH AVE N)	GEORGE JENKINS BLVD	SR 546	4D	B02	0.9	PRINCIPAL ARTERIAL	16,200	2.0	0.490	0.0750	566	C	2,000	TCCO	D	0.28	0.31	C	66	2.452	YES	FULL	1.74	NONE	0.00
5304E	US 92/98 (MEMORIAL BLVD E)	FLORIDA AVE N	LAKE PARKER AVE N	4D	B02	1.0	PRINCIPAL ARTERIAL	35,500	2.0	0.510	0.0750	1,290	C	2,000	TCCO	D	0.64	0.71	C	299	4.565	YES	FULL	1.74	NONE	0.00
5304W	US 92/98 (MEMORIAL BLVD E)	FLORIDA AVE N	LAKE PARKER AVE N	4D	B02	1.0	PRINCIPAL ARTERIAL	35,500	2.0	0.490	0.0750	1,239	C	2,000	TCCO	D	0.62	0.68	C	299	4.565	YES	FULL	1.74	NONE	0.00
5305E	US 92/98 (MEMORIAL BLVD E)	LAKE PARKER AVENUE N	SR 659 (COMBEE RD N)	4D	B02	2.1	PRINCIPAL ARTERIAL	32,800	2.0	0.510	0.0750	1,192	C	2,000	TCCO	D	0.60	0.66	C	254	1.983	YES	PARTIAL	0.96	PARTIAL	0.94
5305W	US 92/98 (MEMORIAL BLVD E)	LAKE PARKER AVENUE N	SR 659 (COMBEE RD N)	4D	B02	2.1	PRINCIPAL ARTERIAL	32,800	2.0	0.490	0.0750	1,145	C	2,000	TCCO	D	0.57	0.63	C	254	1.983	YES	PARTIAL	0.96	PARTIAL	0.94
5400N	US 98	EDGEWOOD DR N	US 17 (CHARLESTON AVENUE N)	2U	K02	1.0	PRINCIPAL ARTERIAL	6,600	2.0	0.490	0.0750	230	B	1,160	TCCO	D	0.20	0.22	B	21	1.688	YES	PARTIAL	1.58	NONE	0.00
5400S	US 98	EDGEWOOD DR N	US 17 (CHARLESTON AVENUE N)	2U	K02	1.0	PRINCIPAL ARTERIAL	6,600	2.0	0.510	0.0750	240	B	1,160	TCCO	D	0.21	0.23	B	21	1.688	YES	PARTIAL	1.58	NONE	0.00
5401N	US 98	AVON PARK CUTOFF ROAD	EDGEWOOD DR N	2U	H02	6.5	PRINCIPAL ARTERIAL	4,200	2.0	0.490	0.0900	185	B	820	OTHER	C	0.23	0.25	B	54	1.077	NO	NONE	0.00	PARTIAL	0.19
5401S	US 98	AVON PARK CUTOFF ROAD	EDGEWOOD DR N	2U	H02	6.5	PRINCIPAL ARTERIAL	4,200	2.0	0.510	0.0900	193	B	820	OTHER	C	0.24	0.26	B	54	1.077	NO	NONE	0.00	PARTIAL	0.19
5402N	US 98	US 27	AVON PARK CUTOFF ROAD	2U	H02	7.5	PRINCIPAL ARTERIAL	3,200	2.0	0.510	0.0900	147	B	820	OTHER	C	0.18	0.20	B	97	2.219	YES	NONE	0.00	PARTIAL	0.68
5402S	US 98	US 27	AVON PARK CUTOFF ROAD	2U	H02	7.5	PRINCIPAL ARTERIAL	3,200	2.0	0.490	0.0900	141	B	820	OTHER	C	0.17	0.19	B	97	2.219	YES	NONE	0.00	PARTIAL	0.68
5405N	US 98	LYLE PKWY	CR 540A	6D	B02	3.2	PRINCIPAL ARTERIAL	38,500	2.0	0.510	0.0900	1,767	C	3,020	SIS	D	0.59	0.64	C	156	0.696	YES	PARTIAL	1.01	FULL	2.00
5405S	US 98	LYLE PKWY	CR 540A	6D	B02	3.2	PRINCIPAL ARTERIAL	38,500	2.0	0.490	0.0900	1,698	C	3,020	SIS	D	0.56	0.62	C	156	0.696	YES	PARTIAL	1.01	FULL	2.00
5406N	US 98	CR 540A	SR 540 (WINTER LAKE ROAD)	6D	B02	3.5	PRINCIPAL ARTERIAL	40,500	2.0	0.490	0.0900	1,786	C	3,020	SIS	D	0.59	0.65	C	320	1.234	YES	PARTIAL	1.54	PARTIAL	1.77
5406S	US 98	CR 540A	SR 540 (WINTER LAKE ROAD)	6D	B02	3.5	PRINCIPAL ARTERIAL	40,500	2.0	0.510	0.0900	1,859	C	3,020	SIS	D	0.62	0.68	C	320	1.234	YES	PARTIAL	1.54	PARTIAL	1.77
5407N	US 98	SR 540 (WINTER LAKE ROAD)	SR 570 (POLK PARKWAY)	6D	B02	0.3	PRINCIPAL ARTERIAL	39,800	2.0	0.510	0.0750	1,446	C	3,020	TCCO	D	0.48	0.53	C	124	5.555	YES	PARTIAL	0.06	FULL	2.00
5407S	US 98	SR 540 (WINTER LAKE ROAD)	SR 570 (POLK PARKWAY)	6D	B02	0.3	PRINCIPAL ARTERIAL	39,800	2.0	0.490	0.0750	1,390	C	3,020	TCCO	D	0.46	0.51	C	124	5.555	YES	PARTIAL	0.06	FULL	2.00
5408N	US 98	EDGEWOOD DR E	LAKE PARKER AVE S	4D	C02	2.4	PRINCIPAL ARTERIAL	38,000	2.0	0.490	0.0750	1,327	D	1,630	TCCO	D	0.81	0.90	D	323	1.936	YES	PARTIAL	0.70	FULL	2.00
5408S	US 98	EDGEWOOD DR E	LAKE PARKER AVE S	4D	C02	2.4	PRINCIPAL ARTERIAL	38,000	2.0	0.510	0.0750	1,381	D	1,630	TCCO	D	0.85	0.93	D	323	1.936	YES	PARTIAL	0.70	FULL	2.00
5410N	US 98	MEMORIAL BLVD	CR 582 (GRIFFIN ROAD)	4D	B02	1.9	PRINCIPAL ARTERIAL	33,300	2.0	0.510	0.0750	1,210	C	2,000	TCCO	D	0.61	0.67	C	370	3.152	YES	FULL	1.80	FULL	2.00
5410S	US 98	MEMORIAL BLVD	CR 582 (GRIFFIN ROAD)	4D	B02	1.9	PRINCIPAL ARTERIAL	33,300	2.0	0.490	0.0750	1,163	C	2,000	TCCO	D	0.58	0.64	C	370	3.152	YES	FULL	1.80	FULL	2.00
5411N	US 98	I-4	SLEEPY HILL RD	8D	C02	0.8	PRINCIPAL ARTERIAL	50,000	2.0	0.510	0.0750	1,817	D	3,390	TCCO	D	0.54	0.59	D	194	2.794	YES	FULL	1.68	FULL	2.00
5411S	US 98	I-4	SLEEPY HILL RD	8D	C02	0.8	PRINCIPAL ARTERIAL	50,000	2.0	0.490	0.0750	1,746	D	3,390	TCCO	D	0.51	0.57	D	194	2.794	YES	FULL	1.68	FULL	2.00
5412N	US 98	SLEEPY HILL RD	DAUGHTERY RD W	6D	B02	1.8	PRINCIPAL ARTERIAL	44,000	2.0	0.490	0.0750	1,536	C	3,020	TCCO	D	0.51	0.56	C	373	2.647	YES	FULL	1.80	FULL	2.00
5412S	US 98	SLEEPY HILL RD	DAUGHTERY RD W	6D	B02	1.8	PRINCIPAL ARTERIAL	44,000	2.0	0.510	0.0750	1,599	C	3,020	TCCO	D	0.53	0.58	C	373	2.647	YES	FULL	1.80	FULL	2.00
5414N	US 98	ROCK RIDGE RD	SR 471	4U	H02	5.1	PRINCIPAL ARTERIAL	10,600	2.0	0.510	0.0900	487	B	2,100	OTHER	C	0.23	0.25	B	97	0.985	NO	NONE	0.00	FULL	2.00
5414S	US 98	ROCK RIDGE RD	SR 471	4U	H02	5.1	PRINCIPAL ARTERIAL	10,600	2.0	0.490	0.0900	467	B	2,100	OTHER	C	0.22	0.24	B	97	0.985	NO	NONE	0.00	FULL	2.00
5415N	US 98	SR 471	PASCO COUNTY LINE	4U	G02	1.5	PRINCIPAL ARTERIAL	9,400	2.0	0.510	0.0900	431	B	2,230	OTHER	C	0.19	0.21	B	44	1.758	NO	NONE	0.00	FULL	2.00
5415S	US 98	SR 471	PASCO COUNTY LINE	4U	G02	1.5	PRINCIPAL ARTERIAL	9,400	2.0	0.490	0.0900	415	B	2,230	OTHER	C	0.19	0.20	B	44	1.758	NO	NONE	0.00	FULL	2.00
5416N	US 98	DAUGHTERY RD W	SOCRUM LOOP RD W	4D	B02	3.0	PRINCIPAL ARTERIAL	40,500	2.0	0.490	0.0900	1,786	C	2,000	TRANSITIONING	D	0.89	0.98	D	292	1.301	YES	PARTIAL	0.70	FULL	1.95
5416S	US 98	DAUGHTERY RD W	SOCRUM LOOP RD W	4D	B02	3.0	PRINCIPAL ARTERIAL	40,500	2.0	0.510	0.0900	1,859	C	2,000	TRANSITIONING	D	0.93	1.02	F	292	1.301	YES	PARTIAL	0.70	FULL	1.95
5417N	US 98	CR 582 (GRIFFIN ROAD)	I-4	6D	B02	0.4	PRINCIPAL ARTERIAL	39,000	2.0	0.510	0.0750	1,417	C	3,020	TCCO	D	0.47	0.52	C	187	6.063	YES	FULL	1.74	FULL	2.00
5417S	US 98	CR 582 (GRIFFIN ROAD)	I-4	6D	B02	0.4	PRINCIPAL ARTERIAL	39,000	2.0	0.490	0.0750	1,362	C	3,020	TCCO	D	0.45	0.50	C	187	6.063	YES	FULL	1.74	FULL	2.00
5418N	US 98	SR 570 (POLK PARKWAY)	EDGEWOOD DR E	6D	C02	1.1	PRINCIPAL ARTERIAL	39,000	2.0	0.490	0.0750	1,362	D	2,520	TCCO	D	0.54	0.59	D	146	1.824	YES	PARTIAL	0.74	FULL	2.00
5418S	US 98	SR 570 (POLK PARKWAY)	EDGEWOOD DR E	6D	C02	1.1	PRINCIPAL ARTERIAL	39,000	2.0	0.510	0.0750	1,417	D	2,520	TCCO	D	0.56	0.62	D	146	1.824	YES	PARTIAL	0.74	FULL	2.00
5419N	US 98	SOCRUM LOOP RD W	ROCK RIDGE RD	4U	H02	2.6	PRINCIPAL ARTERIAL	17,200	2.0	0.510	0.0750	625	B	2,680	TCCO	D	0.23	0.26	B	41	0.512	NO	NONE	0.00	FULL	2.00
5419S	US 98	SOCRUM LOOP RD W	ROCK RIDGE RD	4U	H02	2.6	PRINCIPAL ARTERIAL	17,200	2.0	0.490	0.0750	600	B	2,680	TCCO	D	0.22	0.25	B	41	0.512	NO	NONE	0.00	FULL	2.00
5404N	US 98 (BROADWAY AVE N)	SR 60 (VAN FLEET DRIVE W)	LYLE PKWY	6D	B02	0.6	PRINCIPAL ARTERIAL	37,000	2.0	0.510	0.0750	1,344	C	3,020	TCCO	D	0.45	0.49	C	106	2.579	YES	FULL	1.61	FULL	2.00
5404S	US 98 (BROADWAY AVE N)	SR 60 (VAN FLEET DRIVE W)	LYLE PKWY	6D	B02	0.6	PRINCIPAL ARTERIAL	37,000	2.0	0.490	0.0750	1,292	C	3,020	TCCO	D	0.43	0.47	C	106	2.579	YES	FULL	1.61	FULL	2.00
5409N	US 98 (LAKE PARKER AVE S)	BARTOW RD	MEMORIAL BLVD E	4D	C02	1.1	PRINCIPAL ARTERIAL	10,000	2.0	0.490	0.0750	349	C	1,630	TCCO	D	0.21	0.24	C	145	6.982	YES	FULL	1.71	NONE	0.00
5409S	US 98 (LAKE PARKER AVE S)	BARTOW RD	MEMORIAL BLVD E	4D	C02	1.1	PRINCIPAL ARTERIAL	10,000	2.0	0.510	0.0750	363	C	1,630	TCCO	D	0.22	0.25	C	145	6.982	YES	FULL	1.71	NONE	0.00
4155N	WABASH AVE N	SR 546 (MEMORIAL BLVD W)	TENTH ST W	2U	L02	0.5	URBAN COLLECTOR	4,100	2.0	0.490	0.0900	181	C	790	TSDA	D	0.23	0.25	C	7	1.809	YES	PARTIAL	0.41	PARTIAL	0.43
4155S	WABASH AVE N	SR 546 (MEMORIAL BLVD W)	TENTH ST W	2U	L02	0.5	URBAN COLLECTOR	4,100	2.0	0.510	0.0900	188	C	790	TSDA	D	0.24	0.26	C	7	1.809	YES	PARTIAL	0.41	PARTIAL	0.43
4156N	WABASH AVE S	ARIANA ST	US 92 (GEORGE JENKINS BLVD)	2U	L02	1.1	URBAN COLLECTOR	8,100	2.0	0.490	0.0900	357	C	790	TSDA	D	0.45	0.50	C	16	1.008	YES	PARTIAL	0.73	NONE	0.00
4156S	WABASH AVE S	ARIANA ST	US 92 (GEORGE JENKINS BLVD)	2U	L02	1.1	URBAN COLLECTOR	8,100	2.0	0.510	0.0900	372	C	790	TSDA	D	0.47	0.52	C	16	1.008	YES	PARTIAL	0.73	NONE	0.00
8412N	WALKER ROAD	SWINDELL ROAD	CR 582 (KNIGHTS STATION RD)	2U	B02	2.1	URBAN COLLECTOR	2,100	2.0	0.490	0.0900	93	C	880	TSDA	D	0.11	0.12	C	13	1.624	NO	NONE	0.00	NONE	0.00
8412S	WALKER ROAD	SWINDELL ROAD	CR 582 (KNIGHTS STATION RD)	2U	B02	2.1	URBAN COLLECTOR	2,100	2.0	0.510	0.0900	96	C	880	TSDA	D	0.11	0.12	C	13	1.624	NO	NONE	0.00	NONE	0.00
4157N	WALK-IN-WATER RD	CR 630	SR 60	2U	H02	8.8	RURAL MAJOR COLLECTOR	1,300	2.0	0.490	0.0900	57	B	450	OTHER	C	0.13	0.14	B	32	1.527	NO	NONE	0.00	NONE	0.00
4157S	WALK-IN-WATER RD	CR 630	SR 60	2U	H02	8.8	RURAL MAJOR COLLECTOR	1,300	2.0	0.510	0.0900	60	B	450	OTHER	C	0.13	0.15	B	32	1.527	NO	NONE	0.00	NONE	0.00
8102E	WALNUT STREET	MARIGOLD AVENUE	OSCEOLA COUNTY LINE	2U	L02	1.0	URBAN COLLECTOR	4,900	2.0	0.490	0.0750	171	C	790	TCCO	E	0.22	0.24	C	25	2.733	YES	PARTIAL	1.11	NONE	0.00
8102W	WALNUT STREET	MARIGOLD AVENUE	OSCEOLA COUNTY LINE	2U	L02	1.0	URBAN COLLECTOR	4,900	2.0	0.510	0.0750	178	C	790	TCCO	E	0.23	0.25	C	25	2.733	YES	PARTIAL	1.11	NONE	0.00
8050E	WALT LOOP ROAD	CR 582 (SOCRUM LOOP ROAD)	OLD POLK CITY ROAD	2U	L02	1.4	URBAN COLLECTOR	9,100	2.0	0.510	0.0900	418	C	790	TRANSITIONING	D	0.53	0.58	C	23	1.003	NO	PARTIAL	0.49	NONE	0.00
8050W	WALT LOOP ROAD	CR 582 (SOCRUM LOOP ROAD)	OLD POLK CITY ROAD	2U	L02	1.4	URBAN COLLECTOR	9,100	2.0	0.490	0.0900	401	C	790	TRANSITIONING	D	0.51	0.56	C	23	1.003	NO	PARTIAL	0.49	NONE	0.00
8051N	WALT WILLIAMS ROAD	WALT LOOP ROAD	OLD POLK CITY ROAD	2U	L02	3.0	URBAN COLLECTOR	5,300	2.0	0.490	0.0900	234	C	790	TRANSITIONING	D	0.30	0.33	C	22	0.766	NO	PARTIAL	0.38	NONE	0.00
8051S	WALT WILLIAMS ROAD	WALT LOOP ROAD	OLD POLK CITY ROAD	2U	L02	3.0	URBAN COLLECTOR	5,300	2.0	0.510	0.0900	243	C	790	TRANSITIONING	D	0.31	0.34	C	22	0.766	NO	PARTIAL	0.38	NONE	0.00
8052N	WARING ROAD	OLD MEDULLA ROAD	SR 570 (POLK PARKWAY)	2U	L02	1.1	URBAN COLLECTOR	10,700	2.0	0.490	0.0900	472	C	790	TSDA	D	0.60	0.66	C	6	0.270	NO	PARTIAL	0.94	PARTIAL	1.00
8052S	WARING ROAD	OLD MEDULLA ROAD	SR 570 (POLK PARKWAY)	2U	L02	1.1	URBAN COLLECTOR	10,700	2.0	0.510	0.0900	491	C	790	TSDA	D	0.62	0.68	C	6	0.270	NO	PARTIAL	0.94	PARTIAL	1.00
8400N	WARING ROAD	PIPKIN ROAD WEST	OLD MEDULLA ROAD	2U	L02	1.1	URBAN COLLECTOR	9,500	2.0	0.490	0.0900	419	C	790	TSDA	D	0.53	0.58	C	2	0.213	YES	PARTIAL	0.15	PARTIAL	1.00
8400S	WARING ROAD	PIPKIN ROAD WEST	OLD MEDULLA ROAD	2U	L02	1.1	URBAN COLLECTOR	9,500	2.0	0.510	0.0900	436	C	790	TSDA	D	0.55	0.61	C	2	0.213	YES	PARTIAL	0.15	PARTIAL	1.00
8334E	WATER TANK ROAD	SR 17 (SCENIC HIGHWAY)	DETOUR ROAD	2U	L02	0.5	URBAN COLLECTOR	400	2.0	0.490	0.0750	14	C	790	TCCO	E	0.02	0.02	C	1	2.672	NO	NONE	0.00	NONE	0.00
8334W	WATER TANK ROAD	SR 17 (SCENIC HIGHWAY)	DETOUR ROAD	2U	L02	0.5	URBAN COLLECTOR	400	2.0	0.510	0.0750	15	C	790	TCCO	E	0.02	0.02	C	1	2.672	NO	NONE	0.00	NONE	0.00
8335E	WATER TANK ROAD	DETOUR ROAD	BICE GROVE ROAD	2U	L02	2.0	URBAN COLLECTOR	400	2.0	0.490	0.0900	18	C	750	OTHER	C	0.02	0.03	C	1	0.686	NO	NONE	0.00	NONE	0.00
8335W	WATER TANK ROAD	DETOUR ROAD	BICE GROVE ROAD	2U	L02	2.0	URBAN COLLECTOR	400	2.0	0.510	0.0900	18	C	750	OTHER	C	0.02	0.03	C	1	0.686	NO	NONE	0.00	NONE	0.00
8336E	WATER TANK ROAD	BICE GROVE ROAD	TYNER ROAD	2U	N02	1.0	URBAN COLLECTOR	200	2.0	0.510	0.0900	9	C	640	OTHER	C	0.01	0.02	C	1	2.729	NO	NONE	0.00	NONE	0.00
8336W	WATER TANK ROAD	BICE GROVE ROAD	TYNER ROAD	2U	N02	1.0	URBAN COLLECTOR	200	2.0	0.490	0.0900	9	C	640	OTHER	C	0.01	0.02	C	1	2.729	NO	NONE	0.00	NONE	0.00
4174E	WAVERLY RD	US 27	SR 17 (SCENIC HIGHWAY)	2U	H02	2.3	URBAN COLLECTOR	5,100	2.0	0.510	0.0750	185	B	730	MULTI-MODAL	D	0.25	0.28	B	27	1.281	YES	PARTIAL	0.01	PARTIAL	0.14
4174W	WAVERLY RD	US 27	SR 17 (SCENIC HIGHWAY)	2U	H02	2.3	URBAN COLLECTOR	5,100	2.0	0.490	0.0750	178	B	730	MULTI-MODAL	D	0.24	0.27	B	27	1.281	YES	PARTIAL	0.01	PARTIAL	0.14
8405E	WEST EDGEWOOD DRIVE	SR 563	SR 37 (S FLORIDA AVE)	2U	C02	1.1	URBAN COLLECTOR	10,300	2.0	0.510	0.0900	473	D	750	TSDA	D	0.63	0.69	D	22	1.059	YES	PARTIAL	0.46	FULL	2.00
8405W	WEST EDGEWOOD DRIVE	SR 563	SR 37 (S FLORIDA AVE)	2U	C02	1.1	URBAN COLLECTOR	10,300	2.0	0.490	0.0900	454	D	750	TSDA	D	0.61	0.67	D	22	1.059	YES	PARTIAL	0.46	FULL	2.00
8111N	WEST LAKE ELOISE DRIVE	ELOISE LOOP ROAD	SHELL ROAD	2U	L02	1.0	URBAN COLLECTOR	3,700	2.0	0.490	0.0900	163	C	790	TRANSITIONING	D	0.21	0.23	C	0	0.000	NO	NONE	0.00	NONE	0.00
8111S	WEST LAKE ELOISE DRIVE	ELOISE LOOP ROAD	SHELL ROAD	2U	L02	1.0	URBAN COLLECTOR	3,700	2.0	0.510	0.0900	170	C	790	TRANSITIONING	D	0.21	0.24	C	0	0.000	NO	NONE	0.00	NONE	0.00
8425N	WESTSIDE BLVD	CR 54 (RONALD REAGAN PARKWAY)	OSCEOLA COUNTY LINE	2U	B02	0.1	URBAN COLLECTOR	5,300	2.0	0.490	0.0900	234	C	880	TSDA	D	0.27	0.29	C	4	3.401	NO	PARTIAL	0.89	NONE	0.00
8425S	WESTSIDE BLVD	CR 54 (RONALD REAGAN PARKWAY)	OSCEOLA COUNTY LINE	2U	B02	0.1	URBAN COLLECTOR	5,300	2.0	0.510	0.0900	243	C	880	TSDA	D	0.28	0.30	C	4	3.401	NO	PARTIAL	0.89	NONE	0.00
8098N	YARBOROUGH LANE	CR 540A	CR 540 (CLUBHOUSE ROAD)	2U	L02	1.0	URBAN COLLECTOR	4,000	2.0	0.490	0.0750	140	C	790	TCCO	E	0.18	0.19	C	2	0.272	NO	PARTIAL	0.91	NONE	0.00
8098S	YARBOROUGH LANE	CR 540A	CR 540 (CLUBHOUSE ROAD)	2U	L02	1.0	URBAN COLLECTOR	4,000	2.0	0.510	0.0750	145	C	790	TCCO	E	0.18	0.20	C	2	0.272	NO	PARTIAL	0.91	NONE	0.00
8053N	YATES ROAD	EWELL ROAD	PIPKIN ROAD W	2U	L02	1.5	URBAN COLLECTOR	5,900	2.0	0.510	0.0750	214	C	790	TCCO	E	0.27	0.30	C	6	0.368	NO	PARTIAL	0.34	NONE	0.00
8053S	YATES ROAD	EWELL ROAD	PIPKIN ROAD W	2U	L02	1.5	URBAN COLLECTOR	5,900	2.0	0.490	0.0750	206	C	790	TCCO	E	0.26	0.29	C	6	0.368	NO	PARTIAL	0.34	NONE	0.00

Source: Polk Transportation Planning Organization April 8, 2022

APPENDIX L

FDOT TURN LANE DESIGN STANDARDS & DRIVEWAY INFORMATION GUIDE

7.2

WHEN SHOULD WE BUILD RIGHT TURN LANES?

Exhibit 44
Recommended Guidelines for Exclusive Right Turn Lanes to Unsignalized* Driveway

Roadway Posted Speed Limit	Number of Right Turns Per Hour
45 mph or less	**80-125** (see note 1)
Over 45 mph	**35-55** (see note 2)

*May not be appropriate for signalized locations where signal phasing plays an important role in determining the need for right turn lanes.

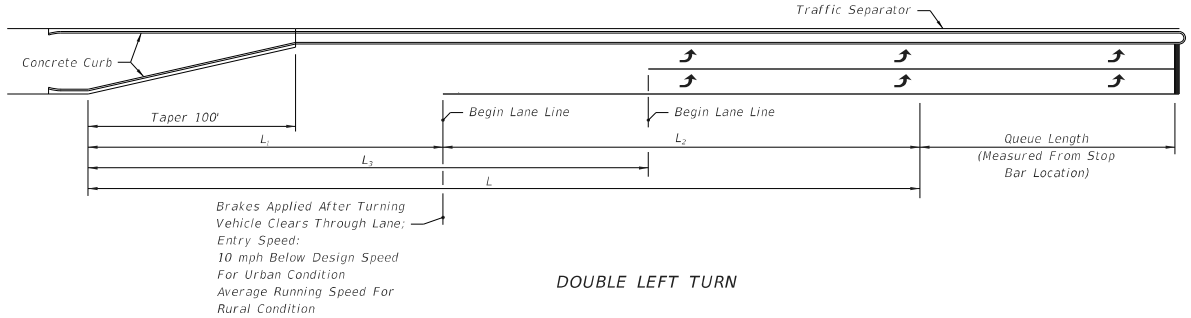
1. The lower threshold of 80 right turn vehicles per hour would be most used for higher volume (greater than 600 vehicles per hour, per lane in one direction on the major roadway) or two-lane roads where lateral movement is restricted. The 125 right turn vehicles per hour upper threshold would be most appropriate on lower volume roadways, multilane highways, or driveways with a large entry radius (50 feet or greater).

2. The lower threshold of 35 right turn vehicles per hour would be most appropriately used on higher volume two-lane roadways where lateral movement is restricted. The 55 right turn vehicles per hour upper threshold would be most appropriate on lower volume roadways, multilane highways, or driveways with large entry radius (50 feet or greater).

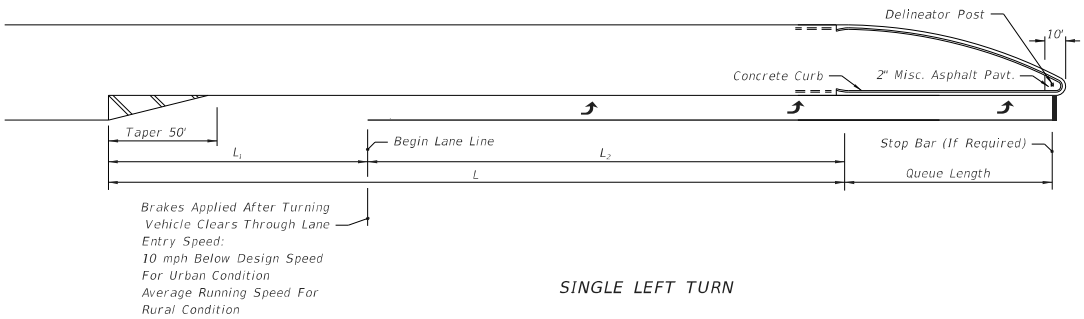
***Note*:** A posted speed limit of 45 mph may be used with these thresholds if the operating speeds are known to be over 45 mph during the time of peak right turn demand.

Note on Traffic projections: Projecting turning volumes is, at best, a knowledgeable estimate. Keep this in mind especially if the projections of right turns are close to meeting the guidelines. In that case, consider requiring the turn lane.

MEDIAN TURN LANES
MINIMUM DECELERATION LENGTHS



DOUBLE LEFT TURN



SINGLE LEFT TURN

MEDIAN TURN LANES								
			URBAN CONDITIONS			RURAL CONDITIONS		
Design Speed (mph)	Entry Speed (mph)	Clearance Distance L_1 (ft.)	Brake To Stop Distance L_2 (ft.)	Total Decel. Distance L (ft.)	Clearance Distance L_3 (ft.)	Brake To Stop Distance L_2 (ft.)	Total Decel. Distance L (ft.)	Clearance Distance L_3 (ft.)
35	25	70	75	145	110	——	——	——
40	30	80	75	155	120	——	——	——
45	35	85	100	185	135	——	——	——
50	40/44	105	135	240	160	185	290	160
55	48	125	——	——	——	225	350	195
60	52	145	——	——	——	260	405	230
65	55	170	——	——	——	290	460	270

NOT TO SCALE

EXHIBIT 212-1
01/01/2018

US 27 COMMERCIAL SITE MARKET STUDY

POLK COUNTY, FLORIDA

Prepared by RMA: June 2023

RMA

REINVENTING YOUR CITY

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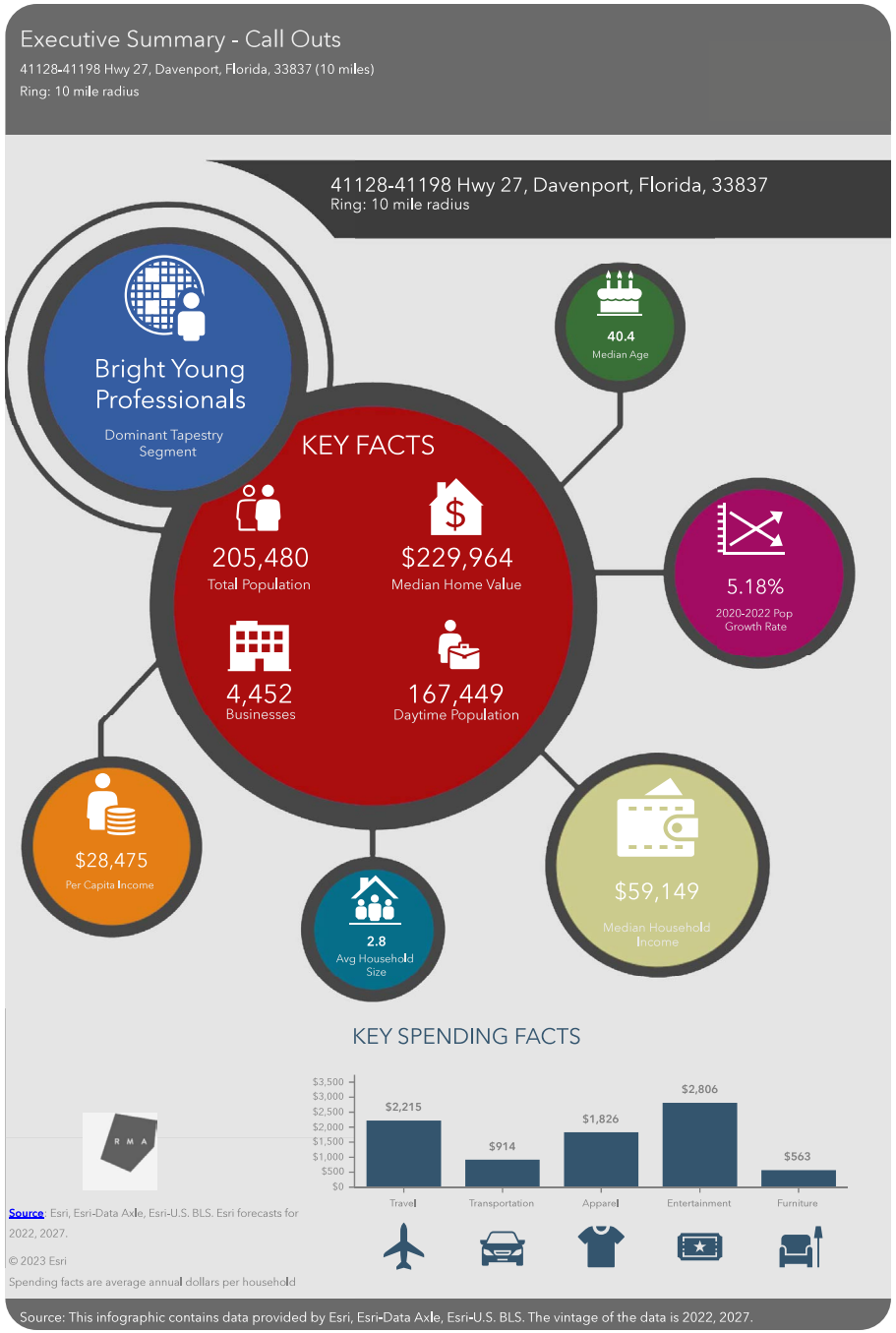
EXECUTIVE SUMMARY

A commercial site in Polk County, Florida, United States is the subject of this market study. The site is approximately 57.61 acres and is located on U.S Highway 27, just north of Ridgewood Lakes Boulevard.

The area north of the site close to Interstate 4 and US 27 is experiencing explosive growth. The population within a 10-mile radius of the subject site is 65,685. The following images include a summary of key facts for a 10-mile radius of the site, an aerial of the site, and maps of the area.

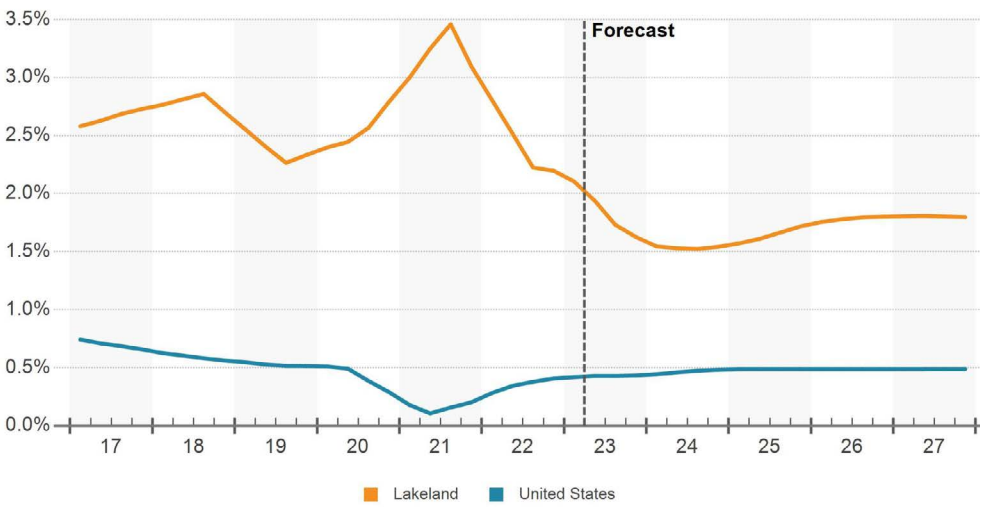


OVERVIEW

This Study provides a trade area review and market analysis for a Development Site (the Site) in Polk County and includes a collection of demographic and lifestyle data, retail spending data, existing conditions review, real estate and housing market information, as well as consumer trends.

This area is part of the Lakeland–Winter Haven Metropolitan Statistical Area.

Baseline demographic and economic profiles include aspects of the economy and trends for the short-term (5) years. This will include employment trends in the market area, population growth rate in the market area, market absorption and vacancies, market potential and demand, with appropriate data points. The chart below shows year over year population growth for the Lakeland MSA market.



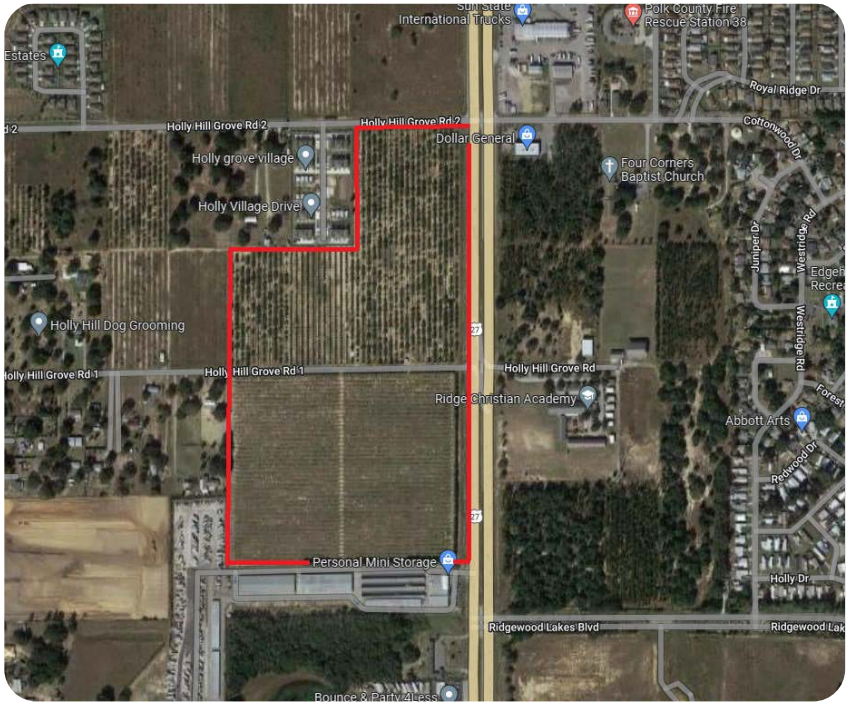
Source: CoStar RMA License 2023

This area benefits from its location between Tampa and Orlando. Geographically positioned along I-4 in the center of the state, it continues to grow as a logistics hub.

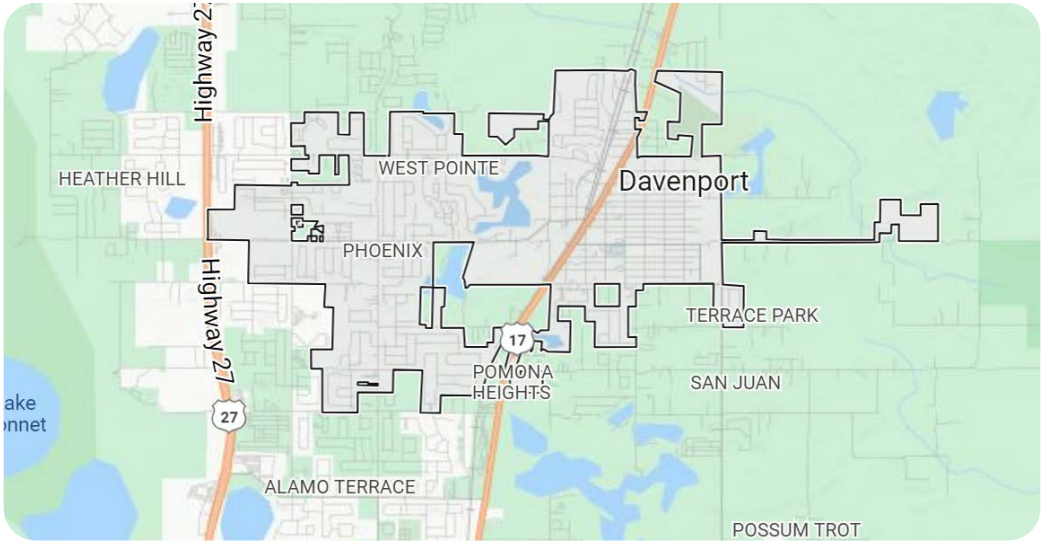
The economy has remained resilient in recent years, with job and population growth being the leading indicators of the market's success. According to the Census Bureau, from April 1st 2020 to July 1st 2022, this area added more new residents that any other area in Florida, adding over 57,000 or 70 new residents every day.

Every market sector has recorded year-over-year growth with education and health services, leisure and hospitality, and information technologies leading the market over the past year. This location just south of the I-4 corridor continues to position the area for growth with nearby distribution hubs including Publix Supermarkets, Amazon, Saddle Creek Logistics Services, Rooms to Go and Southern Glazer Wine & Spirits providing a significant industrial presence. In addition, IKEA and UPS have recently hired hundreds of employees for their new facilities. However, Walmart announced recently that it will eliminate 400 positions at its Davenport facility as part of a 2,000-worker reduction in workforce across several of its distribution centers.

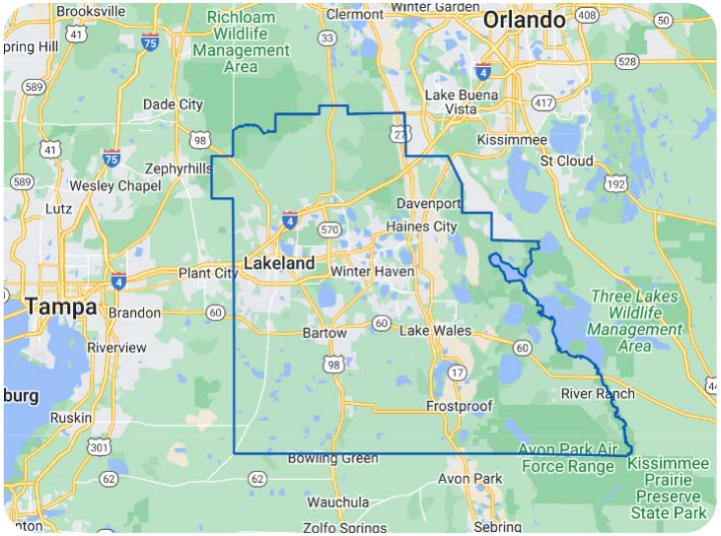
OVERVIEW



Aerial view of subject site



Area Map



APPROACH & ANALYSIS

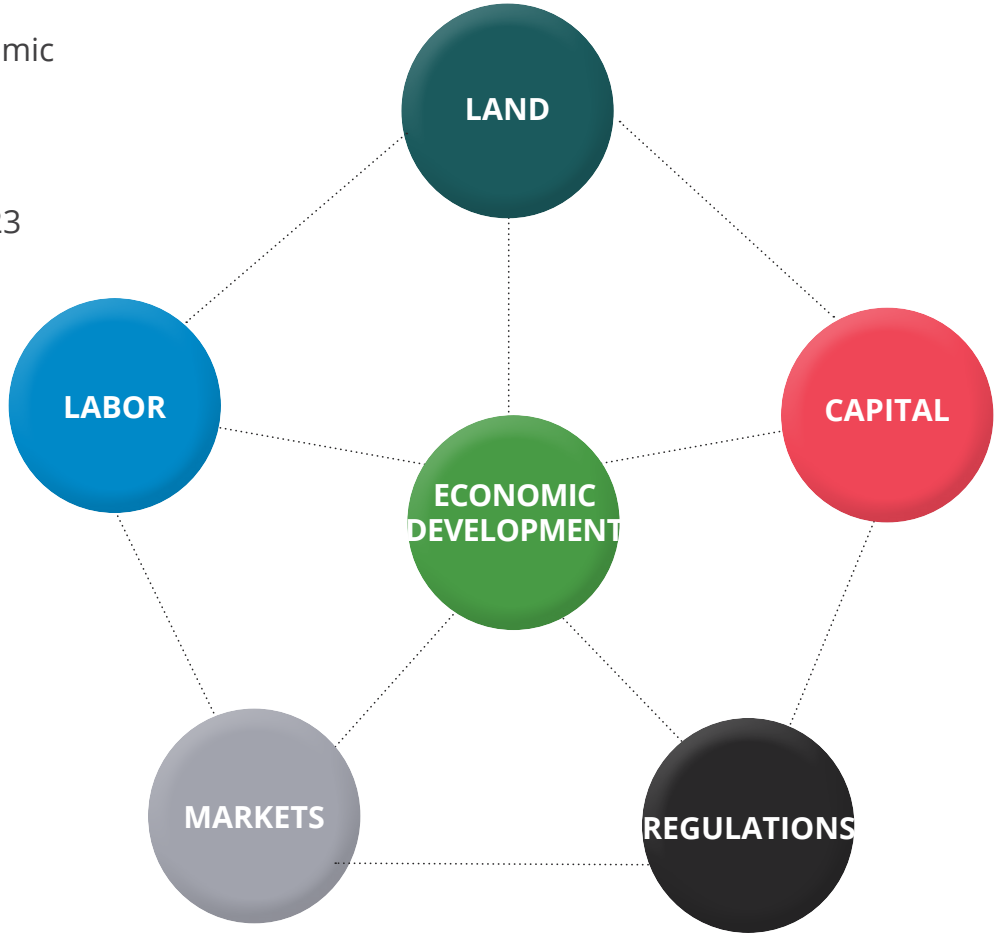
The Study will provide a realistic assessment of the site's economic development potential.

RMA's review of demographic and lifestyle data, includes real estate information, housing conditions, labor market, business types, spending potential and other economic data points.

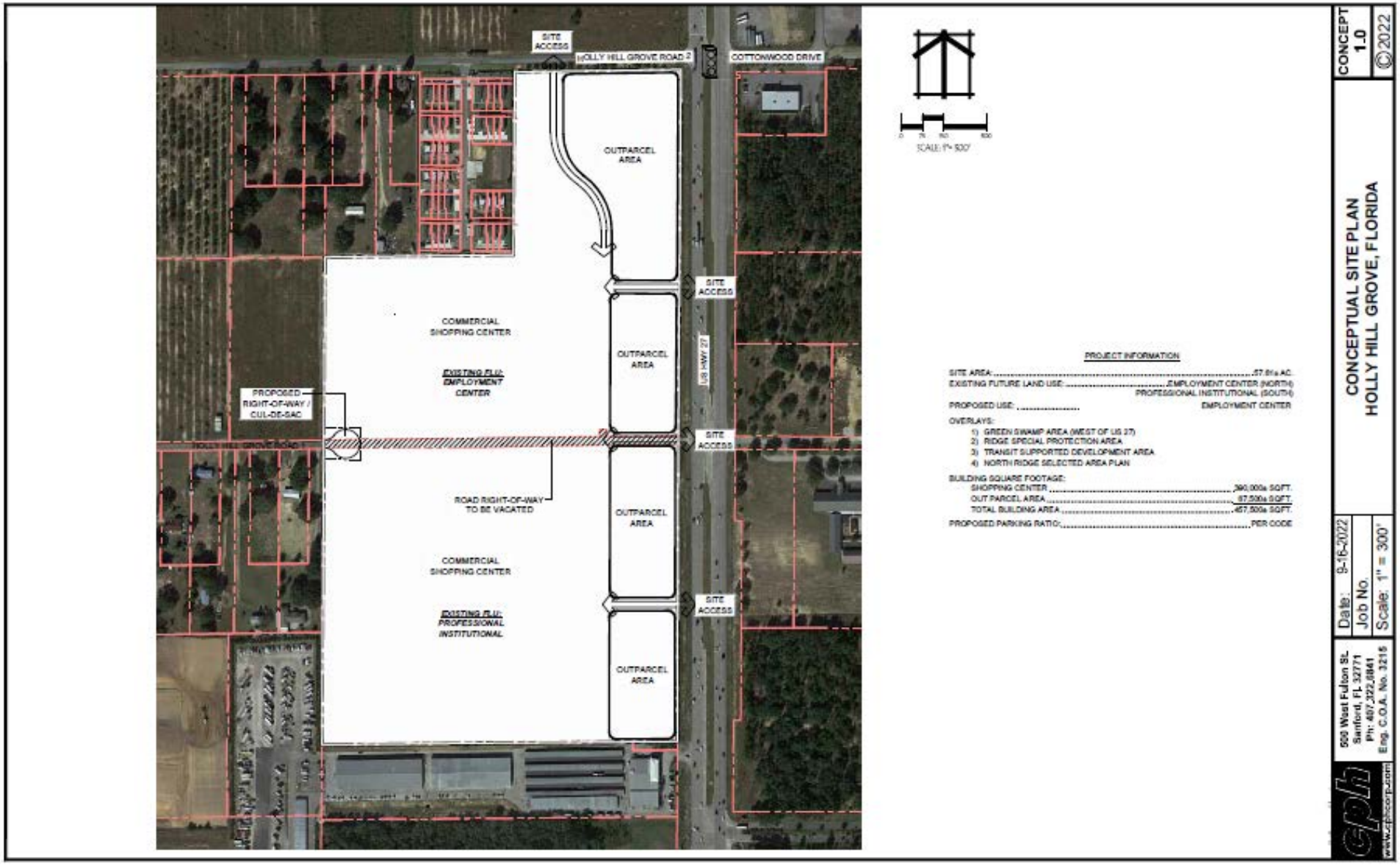
Our sources and methodology are in keeping with the profession's most respected and dependable resources for current economic development activity and industry specific research products.

Resources include:

- Florida Labor Market Info - 2022 Quarterly Census of Economic Wages
- 2023 Community Facts
- US Census- American Fact Finder
- ESRI (Environmental Systems Research Institute) Inc.- 2023
- Costar Group, Inc.
- Polk County Property Appraiser
- International Economic Development Council (IEDC)
- Central Florida Development Council



CONCEPTUAL SITE PLAN



REAL ESTATE MARKET

Utilizing Costar Group, a real estate information and marketing provider, the City's real estate markets were examined. Each major real estate sector of office, retail, industrial, and multifamily was examined to show current activity and recent years activity, with the pertinent markets summarized below. By comparing both existing conditions to recent years trends in the real estate market, observations are noted to determine if a market is strengthening or weakening, and whether there is market surplus, and market demand. It is important not only to understand the local market but look at the Metropolitan Statistical Area (MSA) to see how the larger market is performing.

The real estate market characteristic tables in this section highlight the retail and multifamily real estate sectors trend in Davenport and Polk County. The following definitions are helpful to know when reviewing this section.

- Asking Rents highlight the average price that space is leased for per square foot (psf) and Vacancy Rates determine how much square feet is available in the market.
- Space availability determines the amount of space that is currently being marketed regardless of if the space is vacant or occupied.
- Absorption Rates measure the change in commercial space, highlighting the amount of commercial space that has become vacant in a market. Negative absorption indicates that supply is greater than demand.
- Capitalization Rate (Cap Rate) helps determine the rate of return for an investor by examining the property's value and its potential to generate income.

RETAIL MARKET CHARACTERISTICS

RETAIL MARKET

The site is part of the Lakeland Retail Market which is the smallest retail market in Central Florida, with nearly 33 million SF of product, a fraction of the size of its neighbors Tampa and Orlando, which are among the largest in Florida. Vacancy is extremely limited in the area and has remained relatively unchanged over the past year, sitting at just 3.1% as of the second quarter of 2023. Lakeland's retail vacancy rate has remained below 4% since late 2017. The stagnation in vacancy in recent quarters is in large part due to retail demand equaling new deliveries. Over the past year, 340,000 SF has delivered, while the market recorded 250,000 SF of positive absorption. Around 200,000 SF is currently under construction, the bulk of which are free-standing, single tenant retail buildings.

This market is one of the more affordable retail areas in Florida, with an average asking rent of just $18.00/SF. In comparison, Tampa and Orlando boast asking rates north of $24/SF and $27/SF, respectively. Asking rents have increased over the past year, up 4.7%, even outpacing the national average of 3.5% in year-over-year rent growth, a positive sign for new development.

RETAIL MARKET

12 Mo Deliveries in SF	12 Mo Net Absorption in SF	Vacancy Rate	12 Mo Rent Growth
355K	247K	3.1%	4.7%

Lakeland is the smallest retail market in Central Florida, with nearly 33 million SF of product, a fraction of the size of its neighbors Tampa and Orlando, which are among the largest in Florida. Vacancy is extremely limited in the area and has remained relatively unchanged over the past year, sitting at just 3.1% as of the second quarter of 2023. Lakeland's retail vacancy rate has remained below 4% since late 2017. The stagnantion in vacancy in recent quarters is is in large part due to retail demand equaling new deliveries. Over the past year, 340,000 SF has delivered, while the market recorded 250,000 SF of positive absorption. The first quarter of 2023 was the strongest quarter for absorption in over three years. BJ's Wholesale occupied it's 140,000-SF location along Grandview Parkway, accounting for over 50% of 23Q1's absorption rate. Around 200,000 SF is currently under construction, the bulk of which are free-standing, single-tenant retail buildings.

The Lakeland market is one of the more affordable retail areas in Florida, with an average asking rent of just $18.00/SF. In comparison, Tampa and Orlando boast asking rates north of $24/SF and $27/SF, respectively. Asking rents have increased over the past year, up 4.7%, even outpacing the national average of 3.5% in year-over-year rent growth.

KEY INDICATORS

Current Quarter	RBA	Vacancy Rate	Market Rent	Availability Rate	Net Absorption SF	Deliveries SF	Under Construction
Malls	2,303,450	10.9%	$24.36	8.8%	(40,000)	0	13,700
Power Center	1,272,829	9.0%	$27.56	9.0%	1,400	0	0
Neighborhood Center	9,105,677	4.3%	$17.14	6.7%	(109,407)	0	0
Strip Center	1,612,913	1.7%	$17.57	2.0%	(4,545)	0	0
General Retail	18,347,108	1.2%	$17.05	1.9%	26,011	33,238	189,948
Other	0	-	-	-	0	0	0
Market	**32,641,977**	**3.1%**	**$18.03**	**4.0%**	**(126,541)**	**33,238**	**203,648**

Annual Trends	12 Month	Historical Average	Forecast Average	Peak	When	Trough	When
Vacancy Change (YOY)	0.2%	5.0%	3.5%	7.5%	2013 Q3	2.5%	2022 Q3
Net Absorption SF	247K	343,155	238,347	1,111,733	2007 Q2	(148,760)	2009 Q4
Deliveries SF	355K	335,526	345,579	1,159,694	2008 Q3	71,148	2012 Q1
Rent Growth	4.7%	1.2%	1.2%	5.8%	2022 Q3	-4.6%	2009 Q4
Sales Volume	$188M	$137.7M	N/A	$363.9M	2022 Q2	$29M	2009 Q3

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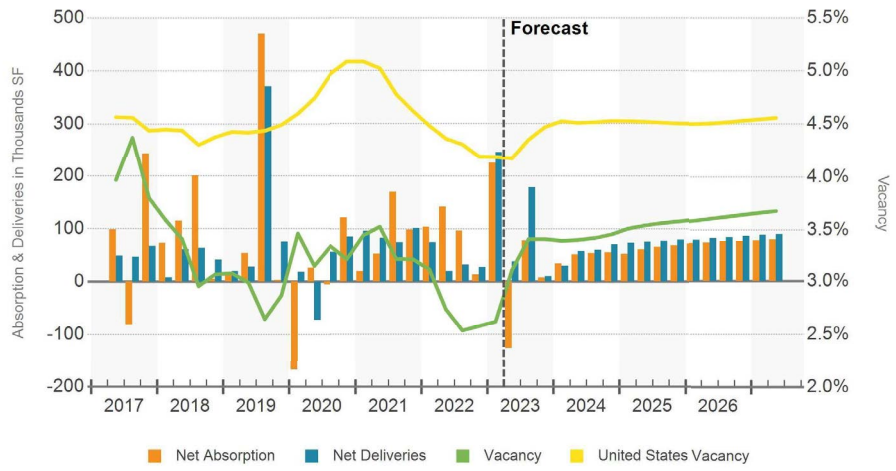
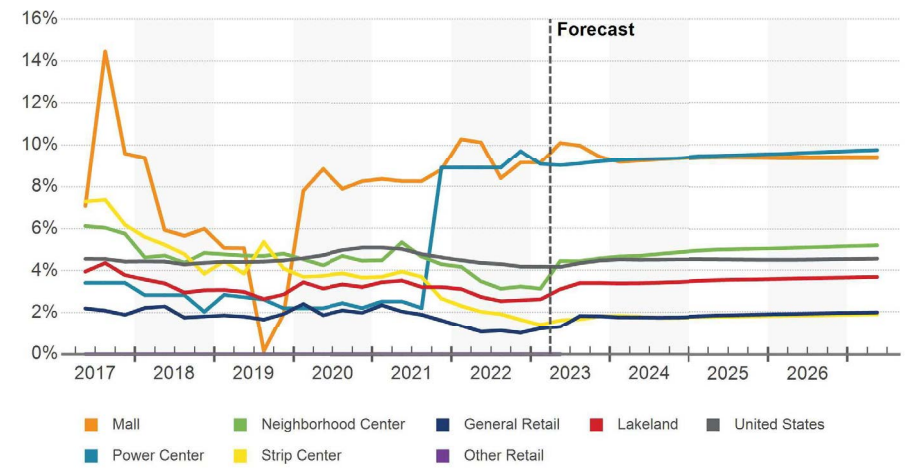
NET ABSORPTION, NET DELIVERIES & VACANCY



VACANCY RATE



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RETAIL MARKET

(1) Apparel Products and Services includes shoe repair and other shoe services, apparel laundry and dry cleaning, alteration, repair and tailoring of apparel, clothing rental and storage, and watch and jewelry repair.

(2) Membership Fees for Clubs includes membership fees for social, recreational, and health clubs.

(3) Audio includes satellite radio service, radios, stereos, sound components, equipment and accessories, digital audio players, records, CDs, audio tapes, streaming/downloaded audio, musical instruments and accessories, and rental and repair of musical instruments.

(4) Toys and Games includes toys, games, arts and crafts, tricycles, playground equipment, arcade games, online entertainment and games, and stamp and coin collecting.

(5) Recreational Vehicles & Fees includes docking and landing fees for boats and planes, payments on boats, trailers, campers and RVs, rental of boats, trailers, campers and RVs, and camp fees.

(6) Sports/Recreation/Exercise Equipment includes exercise equipment and gear, game tables, bicycles, camping equipment, hunting and fishing equipment, winter sports equipment, water sports equipment, other sports equipment, and rental/repair of sports/recreation/exercise equipment.

(7) Photo Equipment and Supplies includes film, film processing, photographic equipment, rental and repair of photo equipment, and photographer fees.

(8) Reading includes digital book readers, books, magazine and newspaper subscriptions, and single copies of magazines and newspapers.

(9) Catered Affairs includes expenses associated with live entertainment and rental of party supplies.

(10) Snacks and Other Food at Home includes candy, chewing gum, sugar, artificial sweeteners, jam, jelly, preserves, margarine, fats and oils, salad dressing, nondairy cream and milk, peanut butter, frozen prepared food, potato chips and other snacks, nuts, salt, spices, seasonings, olives, pickles, relishes, sauces, gravy, other condiments, soup, prepared salad, prepared dessert, baby food, miscellaneous prepared food, and nonalcoholic beverages.

(11) Mortgage Payment and Basics includes mortgage interest, mortgage principal, property taxes, homeowners insurance, and ground rent on owned dwellings.

(12) Maintenance and Remodeling Materials includes supplies/tools/equipment for painting and wallpapering, plumbing supplies and equipment, electrical/heating/AC supplies, materials for roofing/gutters, materials for plaster/panel/siding, materials for patio/fence/brick work, landscaping materials, and insulation materials for owned homes.

(13) Household Textiles includes bathroom linens, bedroom linens, kitchen linens, dining room linens, other linens, curtains, draperies, slipcovers and decorative pillows.

(14) Major Appliances includes dishwashers, disposals, refrigerators, freezers, washers, dryers, stoves, ovens, microwaves, window air conditioners, electric floor cleaning equipment, sewing machines, and miscellaneous appliances.

(15) Housewares includes flatware, dishes, cups glasses, serving pieces, nonelectric cookware, and tableware.

(16) Lawn and Garden includes lawn and garden supplies, equipment and care service, indoor plants, fresh flowers, and repair/rental of lawn and garden equipment.

(17) Housekeeping Supplies includes soaps and laundry detergents, cleaning products, toilet tissue, paper towels, napkins, paper/plastic/foil products, stationery, giftwrap supplies, postage, and delivery services.

(18) Personal Care Products includes hair care products, nonelectric articles for hair, wigs, hairpieces, oral hygiene products, shaving needs, perfume, cosmetics, skincare, bath products, nail products, deodorant, feminine hygiene products, adult diapers, other miscellaneous care products and personal care appliances.

(19) School Books and Supplies includes school books and supplies for college, elementary school, high school, vocational/technical school, preschool and other schools.

MULTI-FAMILY MARKET

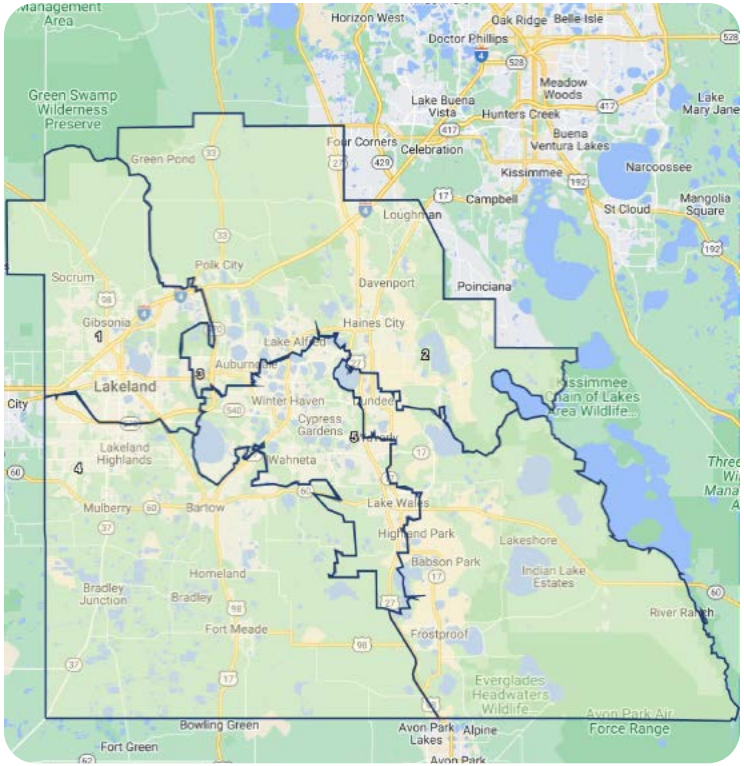
The site area is a submarket of the Lakeland multi-family market known as the North Polk market. This submarket's inventory, rents and vacancies are shown on the tables below. Note that currently there are 3560 units under construction in this area. This area has performed impressively over the last couple of years, driven in large part by a fast pace of population growth fueling a robust development pipeline. Polk County recorded the largest population increase in Florida between 2021 and 2022, adding over 30,000 new residents. While deliveries are forecasted to outweigh renter demand and push the vacancy rates higher, developers remain bullish on this area, with asking rent gains outpacing neighboring market Tampa.

Multifamily Market Characteristics

The recent completion of the 384-unit Lynwood project in April 2023 shown following has demonstrated incredible success with 99% leased with an average asking rent of $1860, according to CoStar.

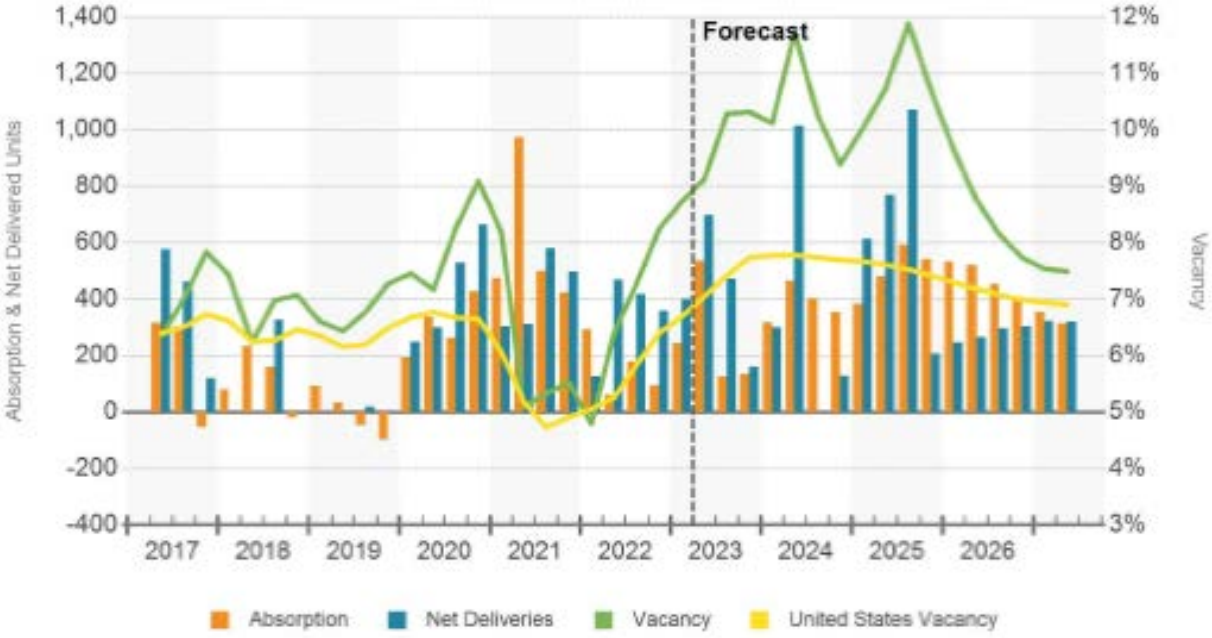
SUBMARKET INVENTORY		Inventory				12 Month Deliveries				Under Construction			
No.	Submarket	Bldgs	Units	% Market	Rank	Bldgs	Units	Percent	Rank	Bldgs	Units	Percent	Rank
1	City of Lakeland	130	10,046	39.0%	1	2	83	0.8%	3	1	300	3.0%	2
2	North Polk	37	6,693	26.0%	2	7	1,783	26.6%	1	14	3,630	54.2%	1
3	Southeast Polk	38	541	2.1%	5	0	0	0%	-	0	0	0%	-
4	Southwest Polk	20	3,155	12.3%	4	0	0	0%	-	2	232	7.4%	3
5	Winter Haven/Lake Wales	94	5,293	20.6%	3	2	135	2.6%	2	2	168	3.2%	4

MULTI-FAMILY MARKET



Lakeland Multi-family Submarkets

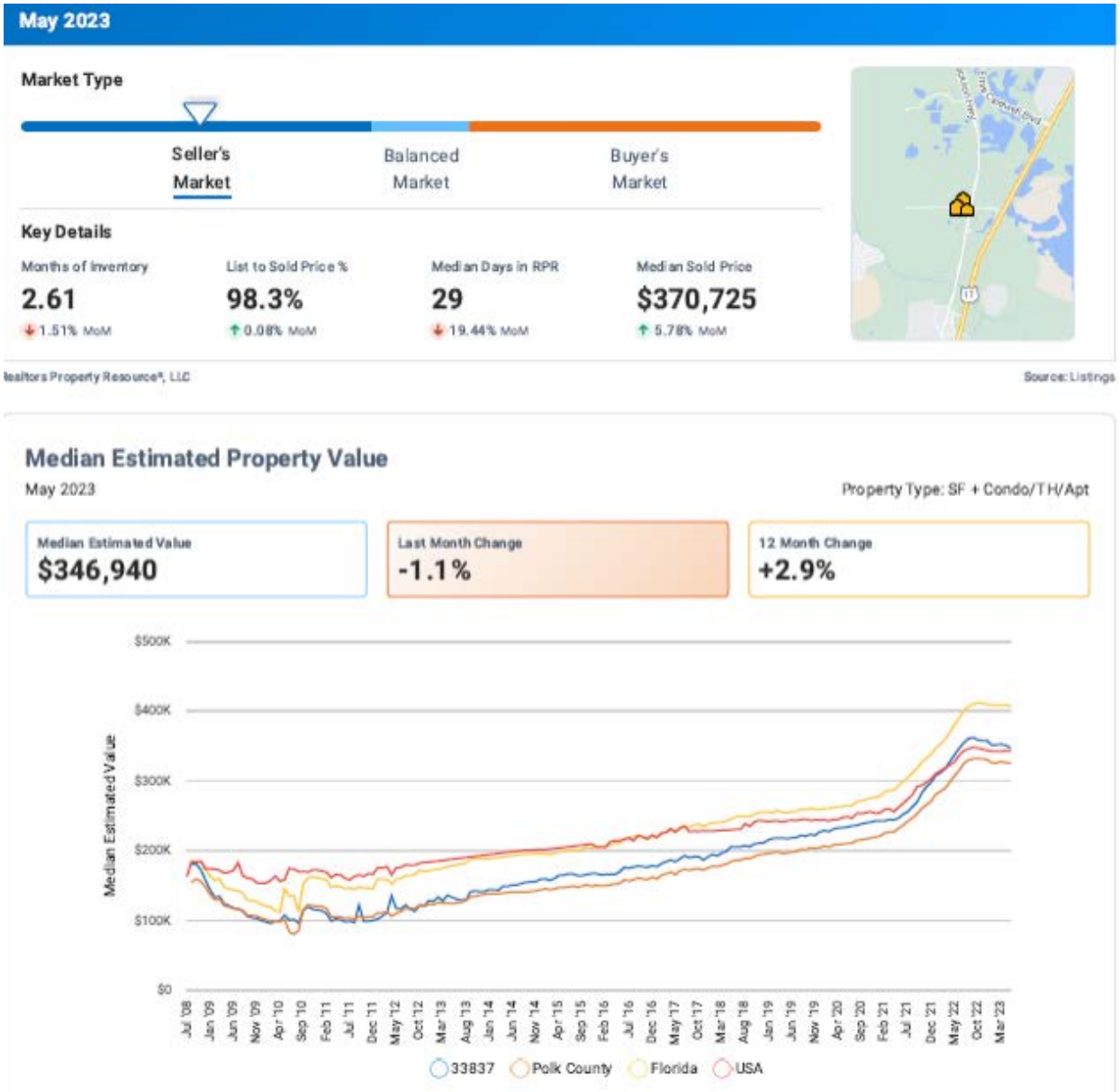
The below chart illustrates the multi-family market's vacancies, absorption and deliveries.



Source: CoStar RMA License

RESIDENTIAL MARKET

As seen in the image following, the median home value in this area is higher than that in greater Polk County.



Source: Public Records and Listings

LABOR MARKET

Demographic trends related to population growth, labor force growth and income growth are shown below:

DEMOGRAPHIC TRENDS

	Current Level		12 Month Change		10 Year Change		5 Year Forecast	
Demographic Category	**Metro**	**US**	**Metro**	**US**	**Metro**	**US**	**Metro**	**US**
Population	781,530	334,275,688	2.0%	0.4%	2.4%	0.6%	1.7%	0.5%
Households	289,669	129,752,383	2.4%	0.8%	2.4%	0.9%	1.8%	0.6%
Median Household Income	$59,259	$75,315	3.4%	5.0%	3.5%	3.8%	2.1%	2.5%
Labor Force	343,729	165,325,938	3.0%	0.8%	2.2%	0.6%	0.8%	0.4%
Unemployment	3.0%	3.5%	-0.8%	-0.1%	-0.6%	-0.4%	-	-

Source: Oxford Economics

POPULATION GROWTH

LABOR FORCE GROWTH

INCOME GROWTH

The Labor section of the Analysis utilizes ESRI, US Census, Bureau of Labor Statistics and other sources to evaluate the Labor Market in the area.

LABOR MARKET

Sectors in Polk County, Florida with the highest average wages per worker are Utilities ($104,654), Mining, Quarrying, and Oil and Gas Extraction ($89,935), and Management of Companies and Enterprises ($86,058). Regional sectors with the best job growth (or most moderate job losses) over the last 5 years are Transportation and Warehousing (+16,572 jobs), Retail Trade (+4,216), and Construction (+3,277).

Over the next 10 years, employment in Polk County, Florida is projected to expand by 68,751 jobs, according to Central Florida Development Council statistics. The fastest growing sector in the region is expected to be Arts, Entertainment, and Recreation with a +4.9% year-over-year rate of growth. The strongest forecast by number of jobs over this period is expected for Health Care and Social Assistance (+9,729 jobs), Transportation and Warehousing (+9,152), and Accommodation and Food Services (+8,614).

As of 2022Q4, Manufacturing in Polk County, Florida are estimated to make $6.9 billion in annual purchases from suppliers in the United States with about 27% or $1.9 billion of these purchases being made from businesses located in Polk County, Florida. *(Source: JobsEQ®, http://www.chmuraecon.com/jobseq)*

Workforce defines the people currently working or are available to work in an area. Within a 5-mile radius of the site, there are a total of 1410 businesses with 11,800 employees. These employees are employed in various industries with 56.7% white collar, 22.3% blue collar, and 21% employed in services industries.

Commuting data allow economic development professionals to understand which occupations and skills are leaving the area for work or vice versa. These data show the opportunities in the untapped segments of the labor pool.

LABOR MARKET

JOB MARKET

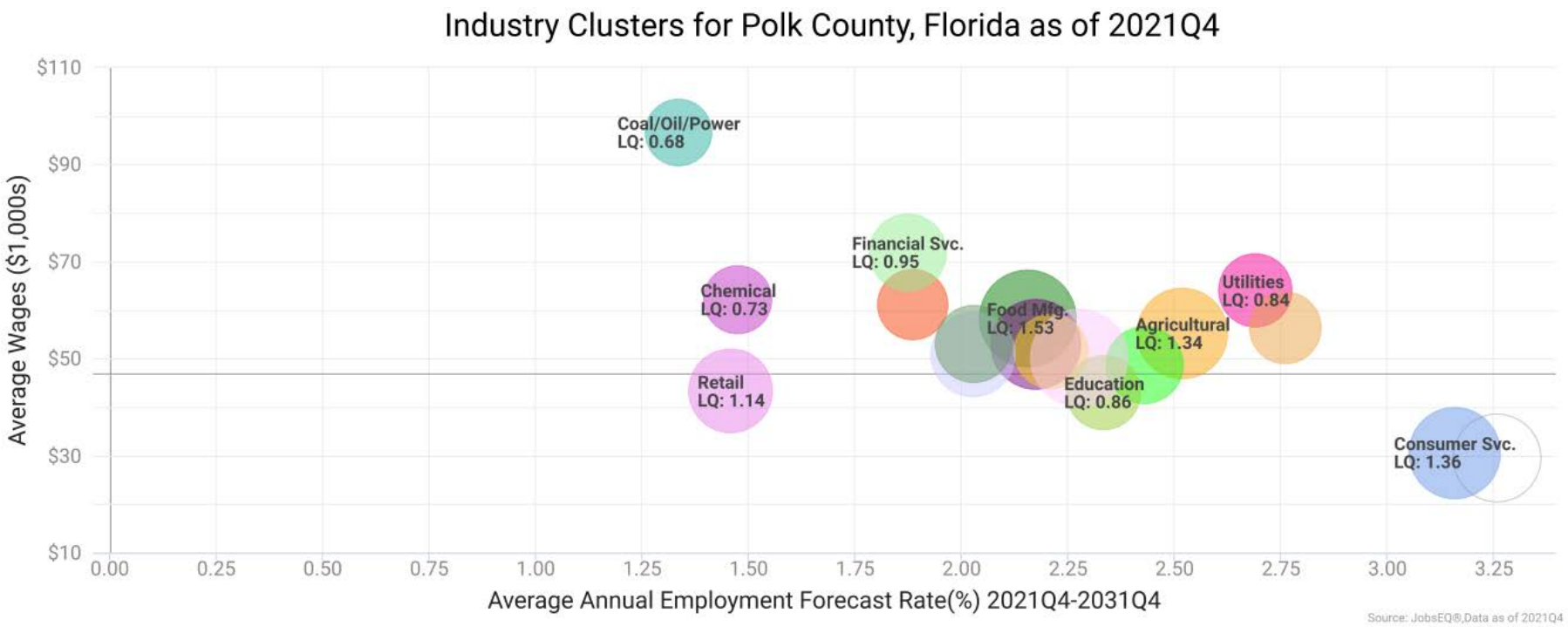
While the workforce measures the residents that are either working or available for work, employment and job market defines the jobs that are offered within the trade area. This can include employees that work in the City but may not live in the City. The industries offering the highest employment in the area are shown below.

Inflow/Outflow Counts of All Jobs for Selection Area in 2020 All Workers

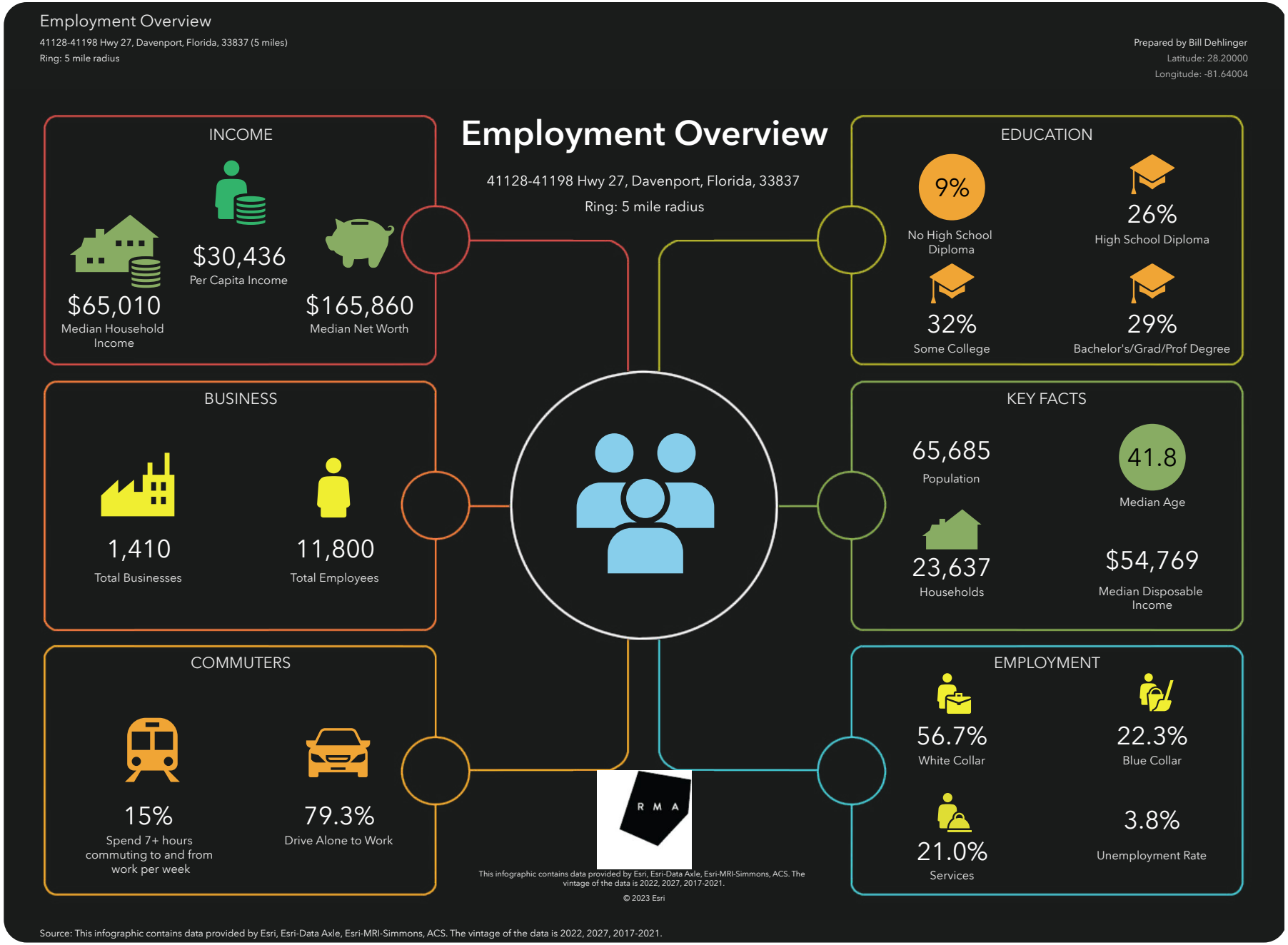
LABOR MARKET

EMPLOYMENT CLUSTERS

A cluster is a geographic concentration of interrelated industries or occupations. The industry cluster in Polk County, Florida with the highest relative concentration is Freight Transportation. This cluster employs 12,046 workers in the region with an average wage of $50,250. Employment in the Freight Tran. cluster is projected to expand in the region about 2.3% per year over the next ten years.



LABOR MARKET



ECONOMIC BASE & WORKFORCE

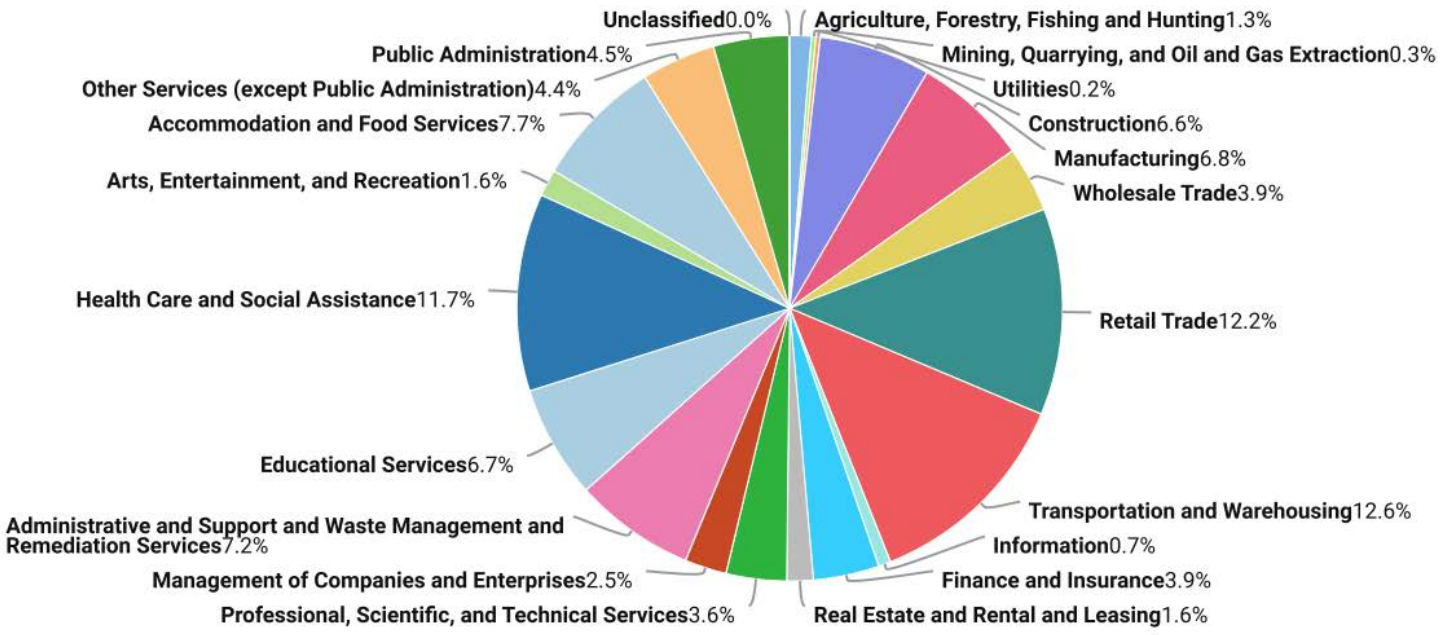
The following is an overview of top employers, industries, wages, occupations by industry, and commuting patterns in the county which influence economic development in Davenport.

This region has a civilian labor force of 303,249 with a participation rate of 55.1%. Of individuals 25 to 64 in Polk County, Florida, 20.2% have a bachelor's degree or higher which compares with 33.5% in the nation.

The largest sector in Polk County, Florida is Transportation and Warehousing, employing 33,534 workers. The next largest sectors in the region are Retail Trade (32,502 workers) and Health Care and Social Assistance (31,071).

Over the ten years ending 2022, employment in Manufacturing for Polk County, Florida added 4,886 jobs. After adjusting for national growth during this period and industry mix share, the part of this employment change due to local competitiveness was a gain of 3,495 jobs—meaning this industry was more competitive than its national counterpart during this period.

Total Workers for Polk County, Florida by Industry



Source: JobsEQ®,Data as c

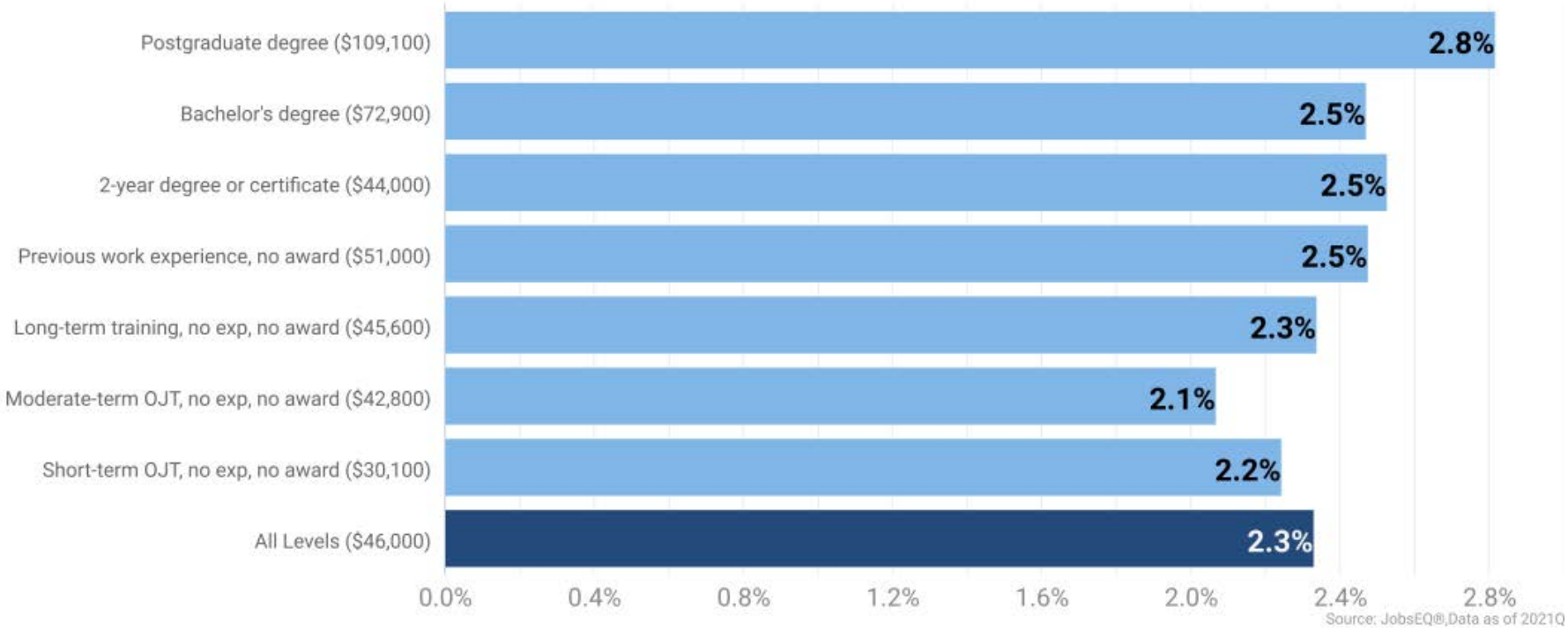
Employment data are derived from the Quarterly Census of Employment and Wages, provided by the Bureau of Labor Statistics and imputed where necessary. Data are updated through 2021Q3 with preliminary estimates updated to 2021Q4.

COMMUNITY ASSESSMENT

EDUCATION

Expected growth rates for occupations vary by the education and training required. While all employment in Polk County, Florida is projected to grow 2.3% over the next ten years, occupations typically requiring a postgraduate degree are expected to grow 2.8% per year, those requiring a bachelor's degree are forecast to grow 2.5% per year, and occupations typically needing a 2-year degree or certificate are expected to grow 2.5% per year. *(Source: Bureau of Labor Statistics)*

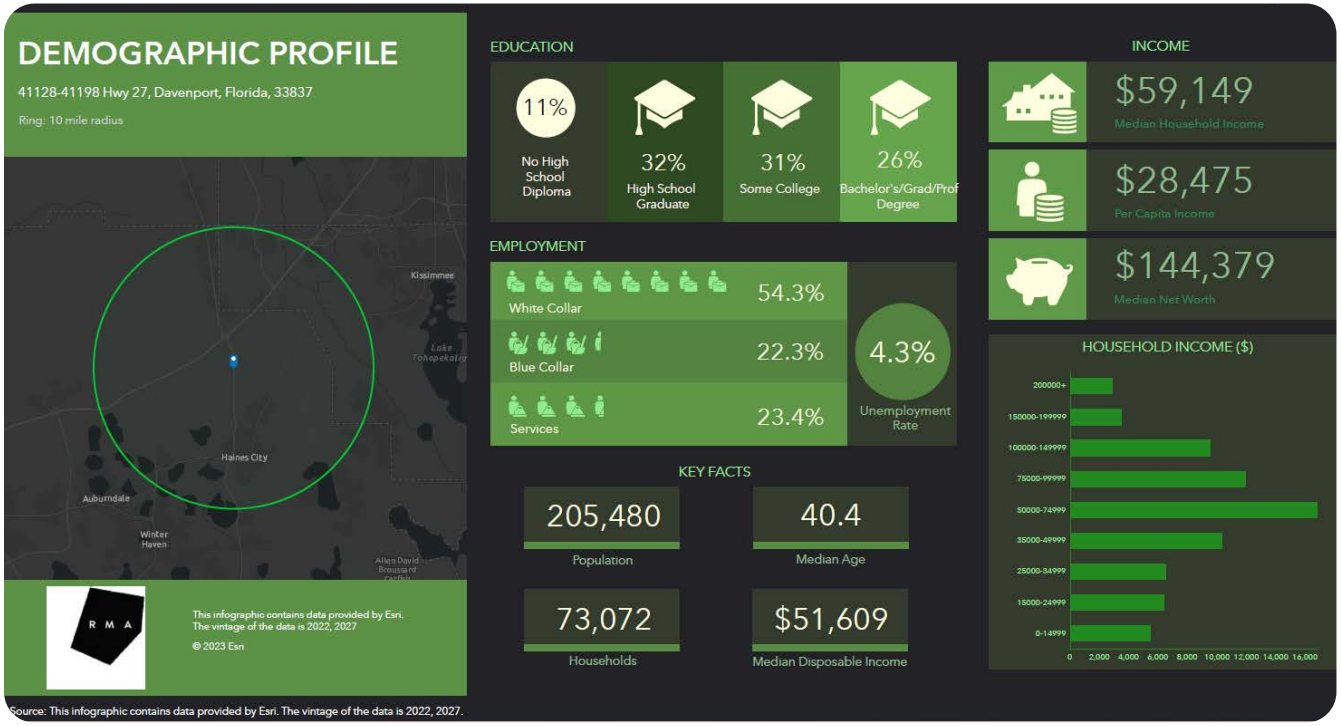
Annual Average Projected Job Growth by Training Required for Polk County



CONSUMER MARKETS

The Markets section of the report focuses on the consumer data and trends that influence economic development in the City. It is important to understand these trends as the affect the community.

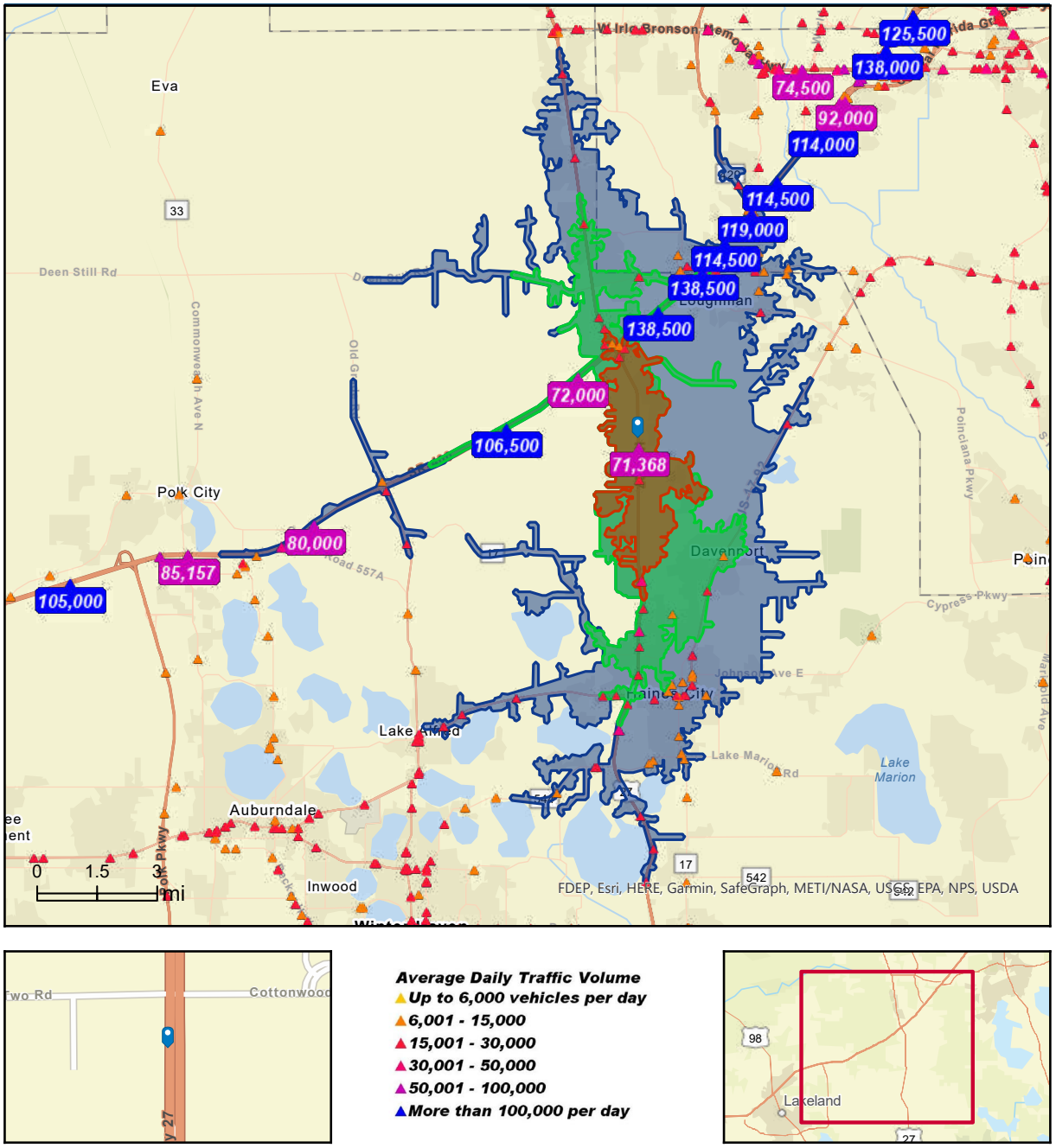
Demographic and psychographic data has been analyzed to provide a snapshot of the City's market conditions. The graphic below illustrates the profile within a 10 mile radius of the site.



This area is currently home to approximately residents 13,485 as of July 2022, versus the 2020 census of 9,281. That is a 45.3 % increase since 2020.

(Source US Census Facts ACI)

TRAFFIC COUNT MAP



Source: ©2023 Kalibrate Technologies (Q2 2023).

RETAIL MARKET

Almost two years after the first lockdowns, it seems that the pandemic has actually enhanced offline shopping's long-term prospects. The radically new situation created by the pandemic gave many retailers a license to think outside the box as they navigated wholly uncharted territory, which led to the adoption of novel and creative strategies to retain old customers and acquire new ones. And so despite the widespread safety concerns at the onset of COVID, and despite the widespread availability of online channels for everything from perishable groceries to children's toys to home furnishings, consumers quickly and forcefully returned to brick-and-mortar stores. Today, consumers and retailers alike are more aware than ever of brick and mortar's unique value propositions.

The social experience of in-person shopping, the possibilities for new product discovery, and customer service guidance is impossible to replicate online. As the country's major retailers have discovered, it is imperative to actively adapt their strategies and seize opportunities to keep up with consumers' expectations.

A recent study by Nielsen found that online channels are an essential means to compare prices, research new products, and find physical stores. But other elements are often overlooked, limiting the visibility needed to better maximize these channels in a complementary way.

Retailers like Target and Walmart have led the way with their omnichannel capabilities, and the success they have had is directly related to these efforts. Going forward, expect more brands to drive a heavy focus on offering customers a cross-channel experience that allows them to pick their ideal route to buying specific products.

The impact of big box retailers on a community is significant, providing not only a place for community to shop and gather, retail goods and services for the residents and visitors, but also in jobs creation and revenue related to property and sales tax.

For instance, The estimated average store sales for a WalMart are $86,276,756 and they employ approximately 210 people per store. (Source NRF & NRM). While sales tax does not directly benefit the City, Polk County receives 1% from all sales tax revenues.

Consumer spending data on a variety of goods and services by households iwas reviewed compared to the overall national average. With disposable income noted at $68,032 a retail demand analysis was done for a 5-mile radius of the site.

Retail Demand Outlook

41128-41198 Hwy 27, Davenport, Florida, 33837
Ring: 5 mile radius

Prepared by RMA
Latitude: 28.20000
Longitude: -81.64004

Top Tapestry Segments	Percent	Demographic Summary	2022	2027
Southern Satellites (10A)	25.5%	Population	65,685	75,074
Rustbelt Traditions (5D)	14.4%	Households	23,637	27,049
Silver & Gold (9A)	10.5%	Families	16,817	19,184
Home Improvement (4B)	10.2%	Median Age	41.8	42.1
Bright Young Professionals (8C)	9.9%	Median Household Income	$65,010	$76,879

	2022 Consumer Spending	2027 Forecasted Demand	Projected Spending Growth
Apparel and Services	$45,837,870	$62,553,196	$16,715,326
Men's	$8,766,310	$11,969,569	$3,203,259
Women's	$16,179,592	$22,056,804	$5,877,212
Children's	$6,771,176	$9,271,385	$2,500,209
Footwear	$10,628,263	$14,500,570	$3,872,307
Watches & Jewelry	$2,767,035	$3,768,772	$1,001,737
Apparel Products and Services (1)	$1,089,747	$1,483,995	$394,248
Computer			
Computers and Hardware for Home Use	$3,585,502	$4,902,809	$1,317,307
Portable Memory	$95,621	$130,495	$34,874
Computer Software	$191,150	$261,736	$70,586
Computer Accessories	$409,065	$559,477	$150,412
Entertainment & Recreation	$71,816,982	$97,852,864	$26,035,882
Fees and Admissions	$15,214,973	$20,852,150	$5,637,177
Membership Fees for Clubs (2)	$5,155,898	$7,052,914	$1,897,016
Fees for Participant Sports, excl. Trips	$2,554,411	$3,500,310	$945,899
Tickets to Theatre/Operas/Concerts	$1,592,042	$2,178,594	$586,552
Tickets to Movies	$1,191,625	$1,637,533	$445,908
Tickets to Parks or Museums	$745,726	$1,021,503	$275,777
Admission to Sporting Events, excl. Trips	$1,336,728	$1,828,040	$491,312
Fees for Recreational Lessons	$2,617,766	$3,604,943	$987,177
Dating Services	$20,777	$28,314	$7,537
TV/Video/Audio	$26,947,305	$36,652,626	$9,705,321
Cable and Satellite Television Services	$18,705,935	$25,382,599	$6,676,664
Televisions	$2,541,335	$3,475,205	$933,870
Satellite Dishes	$36,203	$49,599	$13,396
VCRs, Video Cameras, and DVD Players	$108,671	$148,557	$39,886
Miscellaneous Video Equipment	$346,636	$471,878	$125,242
Video Cassettes and DVDs	$174,269	$238,583	$64,314
Video Game Hardware/Accessories	$636,996	$870,001	$233,005
Video Game Software	$355,399	$485,851	$130,452
Rental/Streaming/Downloaded Video	$1,599,190	$2,189,573	$590,383
Installation of Televisions	$14,636	$20,130	$5,494
Audio (3)	$2,360,536	$3,229,940	$869,404
Rental and Repair of TV/Radio/Sound Equipment	$67,499	$90,711	$23,212
Pets	$16,781,966	$22,778,567	$5,996,601
Toys/Games/Crafts/Hobbies (4)	$2,603,843	$3,559,947	$956,104
Recreational Vehicles and Fees (5)	$2,443,655	$3,323,220	$879,565
Sports/Recreation/Exercise Equipment (6)	$4,130,815	$5,639,351	$1,508,536
Photo Equipment and Supplies (7)	$965,458	$1,324,787	$359,329
Reading (8)	$2,195,123	$2,992,847	$797,724
Catered Affairs (9)	$537,219	$734,036	$196,817
Food	$203,891,891	$277,873,285	$73,981,394
Food at Home	$120,954,581	$164,711,387	$43,756,806
Bakery and Cereal Products	$15,447,097	$21,031,517	$5,584,420
Meats, Poultry, Fish, and Eggs	$26,105,123	$35,524,334	$9,419,211
Dairy Products	$11,978,712	$16,317,382	$4,338,670
Fruits and Vegetables	$23,064,134	$31,432,349	$8,368,215
Snacks and Other Food at Home (10)	$44,359,515	$60,405,805	$16,046,290
Food Away from Home	$82,937,310	$113,161,898	$30,224,588
Alcoholic Beverages	$13,265,733	$18,091,218	$4,825,485

Data Note: The Consumer Spending data is household-based and represents the amount spent for a product or service by all households in an area. Detail may not sum to totals due to rounding. This report is not a comprehensive list of all consumer spending variables therefore the variables in each section may not sum to totals.
Source: Esri forecasts for 2022 and 2027; Consumer Spending data are derived from the 2018 and 2019 Consumer Expenditure Surveys, Bureau of Labor Statistics.

June 19, 2023

TAPESTRIES

ESRI Tapestry segmentation provides an accurate, detailed description of America's neighborhoods. LifeMode groups represent markets that share a common experience—born in the same generation or immigration from another country, for example—or a significant demographic trait, such as affluence. Tapestry segments are classified into 14 LifeMode groups. Population is broken down into 67 tapestry segments based on spending, employment, and quality of life characteristics. This information is valuable for restaurants and retailers weighing the decision of whether to locate in an area. The predominant tapestry segments in this area are shown below and present these characteristics.

The most predominant tapestry segment for the ten mile radius around the site are Bright Young Professionals. The socioeconomic traits are shown below.

LifeMode Group: Middle Ground

Bright Young Professionals

8C

Households: 2,750,200

Average Household Size: 2.41

Median Age: 33.0

Median Household Income: $54,000

WHO ARE WE?

Bright Young Professionals is a large market, primarily located in urban outskirts of large metropolitan areas. These communities are home to young, educated, working professionals. More than one out of three householders are under the age of 35. Slightly more diverse couples dominate this market, with more renters than homeowners. More than two-fifths of the households live in single-family homes; over a third live in 5+ unit buildings. Labor force participation is high, generally white-collar work, with a mix of food service and part-time jobs (among the college students). Median household income, median home value, and average rent are close to the US values. Residents of this segment are physically active and up on the latest technology.

OUR NEIGHBORHOOD

- Approximately 57% of the households rent; 43% own their homes.
- Household type is primarily couples, married (or unmarried), with above-average concentrations of both single-parent (Index 125) and single-person (Index 115) households.
- Multiunit buildings or row housing make up 56% of the housing stock (row housing [Index 178], buildings with 5–19 units [Index 275]); 43% built 1980–99.
- Average rent mirrors the US (Index 100).
- Lower vacancy rate is at 8.2%.

SOCIOECONOMIC TRAITS

- Education completed: 35% with some college or an associate's degree, 33% with a bachelor's degree or higher.
- Labor force participation rate of 72% is higher than the US rate.
- These consumers are up on the latest technology.
- They get most of their information from the internet.
- Concern about the environment impacts their purchasing decisions.

TAPESTRY SEGMENTATION
esri.com/tapestry

Note: The Index represents the ratio of the segment rate to the US rate multiplied by 100.
Consumer preferences are estimated from data by MRI-Simmons.

CONCLUSION

Benefits of commercial development at this location include providing access to safer, more affordable food and products; and facilitating industry innovation to promote access to safer, healthier options for food and other products. Businesses that support environmental, social and governance initiatives (ESG) are a welcome addition to a community.

A study published by the National Bureau of Economic Research in May 2012 analyzed over one million housing transactions located near 159 Walmarts to test if the opening of a Walmart does indeed lower housing prices. Using a difference-in-differences specification, the estimates suggest that a new Walmart store actually increases housing prices by between 2 and 3 percent for houses located within 0.5 miles of the store and by 1 to 2 percent for houses located between 0.5 and 1 mile.

Most of the research into big-box development and its impact on the community as a whole, point to the fact that these stores allow more diverse businesses to form and flourish, as well as providing products that are less expensive, convenient and in a pleasant shopping environment. In most cases, the growth of retail businesses, especially larger chains, enhances the broader community's quality of life.

RMA

REINVENTING YOUR CITY

CONSULTING GROUP:

REDEVELOPMENT MANAGEMENT ASSOCIATES (RMA)

WWW.RMA.US.COM

SAND SKINK & BLUE-TAILED MOLE SKINK SURVEY REPORT

RETAIL DEVELOPMENT AT SOUTHWEST CORNER OF HOLLY HILL GROVE ROAD 2 AND US 27

POLK COUNTY, FLORIDA

MAY 2023

Engineers
Architects
Planners
Surveyors
Landscape Architects
Traffic/Transportation
Environmental Scientists
Construction Management

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SAND SKINK AND BLUE-TAILED MOLE SKINK SURVEY REPORT
RETAIL DEVELOPMENT AT SOUTHWEST CORNER OF
HOLLY HILL GROVE ROAD 2 AND US 27
POLK COUNTY, FLORIDA
MAY 2023

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FIGURE 3	Sand Skink Pedestrian Survey Map
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FIGURE 5	Preliminary Vegetation and Land Use Map
FIGURE 6	Sand Skink Survey Key Map
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APPENDIX B – Field Survey Data Sheets

1.0 INTRODUCTION

CPH, LLC (CPH) conducted a survey for the presence of the sand skink (*Neoseps reynoldsi*) and blue-tailed mole skink (*Eumeces egregius lividus*) on the ±57.61-acre subject project known as Retail Development at Southwest Corner of Holly Hill Grove Road 2 and US 27 located in Section 30, Township 26 South, Range 27 East, in Davenport, Polk County, Florida (**Figure 1, Appendix A**). The purpose of the survey is to comply with the requirements under Section 7 or Section 10 of the Endangered Species Act of 1973, as amended (Act) (87 Stat. 884; 16 U.S.C. 1531 et seq.) regarding consultation with the U.S. Fish & Wildlife Service (USFWS).

The subject project consists of two (2) citrus groves bisected by a residential road (Holly Hill Grove Road 1). The ±57.61-acre subject project is located west of U.S. Highway 27, east of FDC Grove Road, south of Holly Hill Grove Road 2 and north of Ridgewood Lakes Boulevard.

Both sand skinks and blue-tailed mole skinks are endemic to the sandy ridges of central Florida. Sand skinks have been documented to occur in Highlands, Lake, Marion, Orange, Osceola, Polk and Putnam Counties. Blue-tailed mole skinks seem to be restricted to the Lake Wales Ridge in Highlands, Polk and Osceola Counties. Little is known about the sand skink and blue-tailed mole skink populations or reproductive ecology. The skinks are difficult to detect and study due to their small size and semi-fossorial to fossorial habits. They are generally found at, or above, elevations of 82 feet above sea level and in excessively drained, well-drained and moderately well-drained sandy soils. Research indicates that blue-tailed mole skinks typically occur with sand skinks. Only sand skinks leave visible signs, or tracks on sandy soil surfaces. Therefore, sand skink presence is used as an indicator of blue-tailed mole skink presence where the two species overlap in distribution.

According to *The Peninsular Florida Species Conservation and Consultation Guide Sand Skink and Blue-tailed (Bluetail) Mole Skink* (USFWS 2011) surveys must be conducted between March 1st and May 1st. Negative survey results (no skink tracks detected) obtained by surveys conducted outside of this time period will not be considered valid by the USFWS. CPH scientists conducted this survey within the USFWS specified time frame.

2.0 REGULATORY CONSIDERATIONS

The sand skink and blue-tailed mole skink were listed as "Threatened" under the Endangered Species Act (ESA) in 1987. Individuals or entities intending to conduct activities that may affect listed species may lawfully incidentally take those species after consulting with the USFWS pursuant to Section 7 or Section 10 of the ESA.

No critical habitat has been designated for the sand skink or blue-tailed mole skink. However, the USFWS has delineated a "Sand Skink and Blue-tailed Mole Skink Consultation Area" based on known locations of skinks, location of skink habitat as defined by appropriate soils and elevation, and natural and developed ecosystems that are known to support sand skinks or blue-tailed mole skinks. The subject project location is shown within the Consultation Area on **Figure 2**. Proposed activities within the consultation area are more likely to affect sand skinks and blue-tailed mole skinks, while activities outside the consultation area are less likely to affect these species. The consultation area provides an initial analysis tool, however, it should not be considered the only factor in determining if consultation with the USFWS is required.

3.0 METHODOLOGY

The subject project is located within the USFWS Sand Skink and Blue-tailed Mole Skink Consultation Area and contains appropriate soils above 82 feet of elevation. A pedestrian survey was conducted in January 2023 to initially determine if skinks were present and if a survey was appropriate (**Figure 3**). The 2023 survey area contains ±55.85 of the ±57.61-acre subject project, the survey includes the entirety of the two (2) citrus groves and only excludes the portion of the subject project comprised of a road (**Figure 4**).

The survey area is categorized as Citrus Groves (FLUCFCS No. 221). The groves contain Orange trees (*Citrus sinensis*), beggarticks (*Bidens alba*), dogfennel (*Eupatorium capillifolium*), bahia grass (*Paspalum notatum*), Florida pusley (*Richardia scabra*), crabgrass (*Digitaria ciliaris*) and various shrubs, grasses and herbs. The portion of the survey area consisting of the citrus grove located south of Holly Hill Grove Road is lined with Eucalyptus trees (*Eucalyptus* sp.) on its northern, eastern and southern borders. The preliminary vegetation and land use map of the subject project is provided as **Figure 5**. The cover boards were placed

in areas within “suitable habitat” or in sandy open areas to increase the likelihood of detecting the presence of the sand skink, if the sand skink is present.

A cover board field survey was conducted with weekly inspections on March 1, March 8, March 15, and March 22, 2023. Cover boards were placed on the subject project site on February 20 and 21, 2023. Surveys were conducted in accordance with the protocol contained in *The Peninsular Florida Species Conservation and Consultation Guide Sand Skink and Blue-tailed (Bluetail) Mole Skink* (USFWS 2011).

On February 20 and 21, 2023, CPH scientists distributed 2,269 2-foot by 2-foot cover boards of ½ inch plywood in potential suitable skink habitat areas across the subject project survey area. **Figures 6 through 20** depict the locations of the cover boards within the survey area. In accordance with USFWS protocol, each cover board was lifted and checked for sand skinks or their tracks during four (4) separate field monitoring surveys. If observed, any signs of sand skink presence would be recorded and photographed.

4.0 RESULTS

The field data sheets detailing the results of the Sand Skink Survey are provided in **Appendix B**. A summary of the cover board field survey conducted with weekly inspections on March 1, March 8, March 15, and March 22, 2023 is provided below.

March 1, 2023 Field Survey

CPH started the survey at 7:30 a.m. under optimal weather conditions. Weather remained clear and calm. Survey results were negative (no sand skinks or their signs.) The survey was completed at 5:00 p.m. Brown anoles were observed under Board #s 37, 43, 86, 140, 194, 300, 380, 513, 527, 658, 841, 922, 1148, 1567, 1759, 2009 and 2104. Six-line racerunner lizards were observed under Board #s 162 and 2098. A black racer was observed under Board # 1302. Numerous crickets, roaches, ants and other bugs were observed under numerous boards during the survey.

March 8, 2023 Field Survey

CPH started the survey at 7:35 a.m. under optimal weather conditions. Weather remained clear and calm. Survey results were negative. The survey was completed by 4:45 p.m. Brown anoles were observed under Board #s 94, 113, 168, 329, 360, 748, 750, 1551, 1595, 1731, 1875, 1902, 1996, 2011, 2087 and 2107. Six-line racerunner lizards were observed under Board #s 390, 542 and 2019. A black racer was observed under Board # 1508, and a field mouse was observed under Board # 1341. Numerous crickets, roaches, ants and other bugs were observed under numerous boards during the survey.

March 15, 2023 Field Survey

CPH started the survey at 7:30 a.m. under cool but optimal weather conditions. Light rain fell briefly in the late morning but soon cleared while the temperature warmed up considerably. Survey results were negative. The survey was completed by 4:50 p.m. Brown anoles were observed under Board #s 2, 50, 103, 161, 163, 267, 329, 387, 451, 505, 633, 757, 848, 901, 1034, 1264, 1276, 1384, 1502, 1630 and 1787. Six-line racerunner lizards were observed under Board #s 17, 74, 360, 1140, 1241 and 1941. Three field mice were observed under Board # 872. Numerous crickets, roaches, ants and other bugs were observed under numerous boards during the survey.

March 22, 2023 Field Survey

CPH started the survey at 7:15 a.m. under optimal weather conditions. Survey results were negative. The survey was completed by 5:00 p.m. Brown anoles were observed under Board #s 91, 334, 447, 720, 822, 926, 1027, 1318, 1370, 1699, 1845, 1894, 1918 and 2001. A six-line racerunner lizard was observed under Board # 495. Numerous crickets, roaches, ants and other bugs were observed under numerous boards during the survey.

General Observations

CPH scientists observed crickets, brown anoles, ants, cockroaches, black snakes, field mice and six-lined racerunner lizards under some cover boards during the survey.

5.0 DISCUSSION

The pedestrian survey conducted in January 2023 assisted with the identification of sandy open areas for the cover board placement. A cover board field survey was conducted with weekly inspections for four (4) consecutive weeks from March 1, 2023 through March 22, 2023. Surveys were conducted in accordance with the protocol contained in *The Peninsular Florida Species Conservation and Consultation Guide Sand Skink and Blue-tailed (Bluetail) Mole Skink* (USFWS 2011). The results of the sand skink survey yielded no skink inhabitants observed or their characteristic "S," or sinusoidal track, under the cover boards on the subject project. The subject project lacks optimal habitat, such as native communities which have not been replaced or disturbed by development or agricultural land uses. The majority of the subject property habitat has been altered through citrus and agricultural operations.

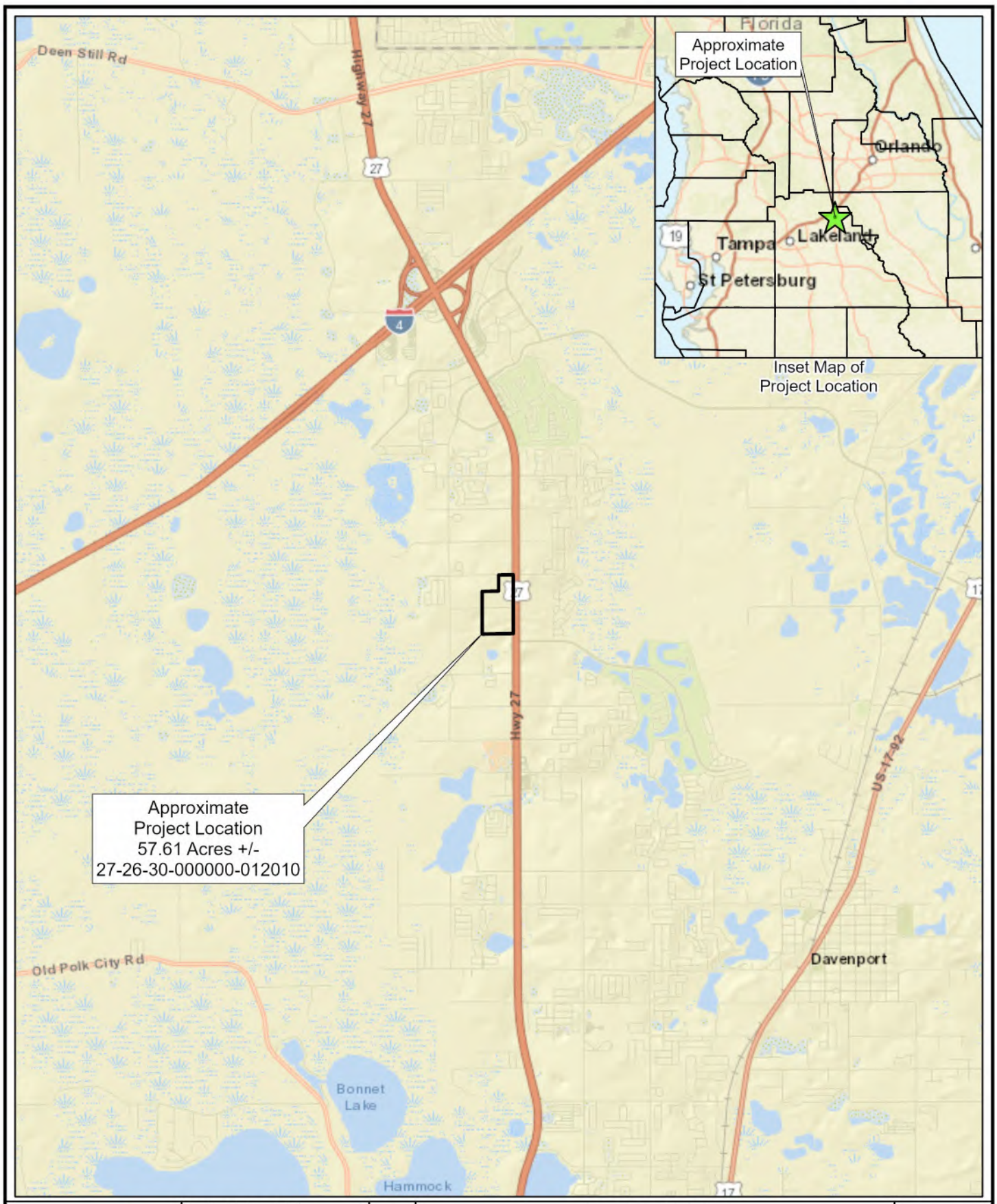
The sand skinks are listed as a "Threatened" species by the U.S. Fish and Wildlife Service (USFWS) through the Endangered Species Act of 1973, as amended, 16 U.S.C. 1531 *et seq.* The Florida Fish and Wildlife Conservation Commission defers to the U.S. Fish and Wildlife Service as the lead agency for sand skink issues. The USFWS issues a Biological Opinion (BO) for projects and its effects on the threatened skinks in accordance with Section 7 or Section 10 of the Endangered Species Act of 1973, as amended (ESA) (87 stat. 884; 16 U.S.C. 1531 et seq.). As a result of this sand skink survey yielding no observed sand skinks, or their signs, there is a low probability that the project will adversely affect the sand skink and blue-tailed mole skink.

The scope of this investigation was limited to a quantitative survey for the sand skink and blue-tailed mole skink, species listed as "Threatened" by both the USFWS and the Florida Fish and Wildlife Conservation Commission. This report documents the findings from this investigation to document on-site conditions at the time of the investigation. Further, nothing in this report regarding environmental laws, rules and regulations is intended to be a legal interpretation or opinion, thus readers of this report should contact an attorney concerning any matters of law.

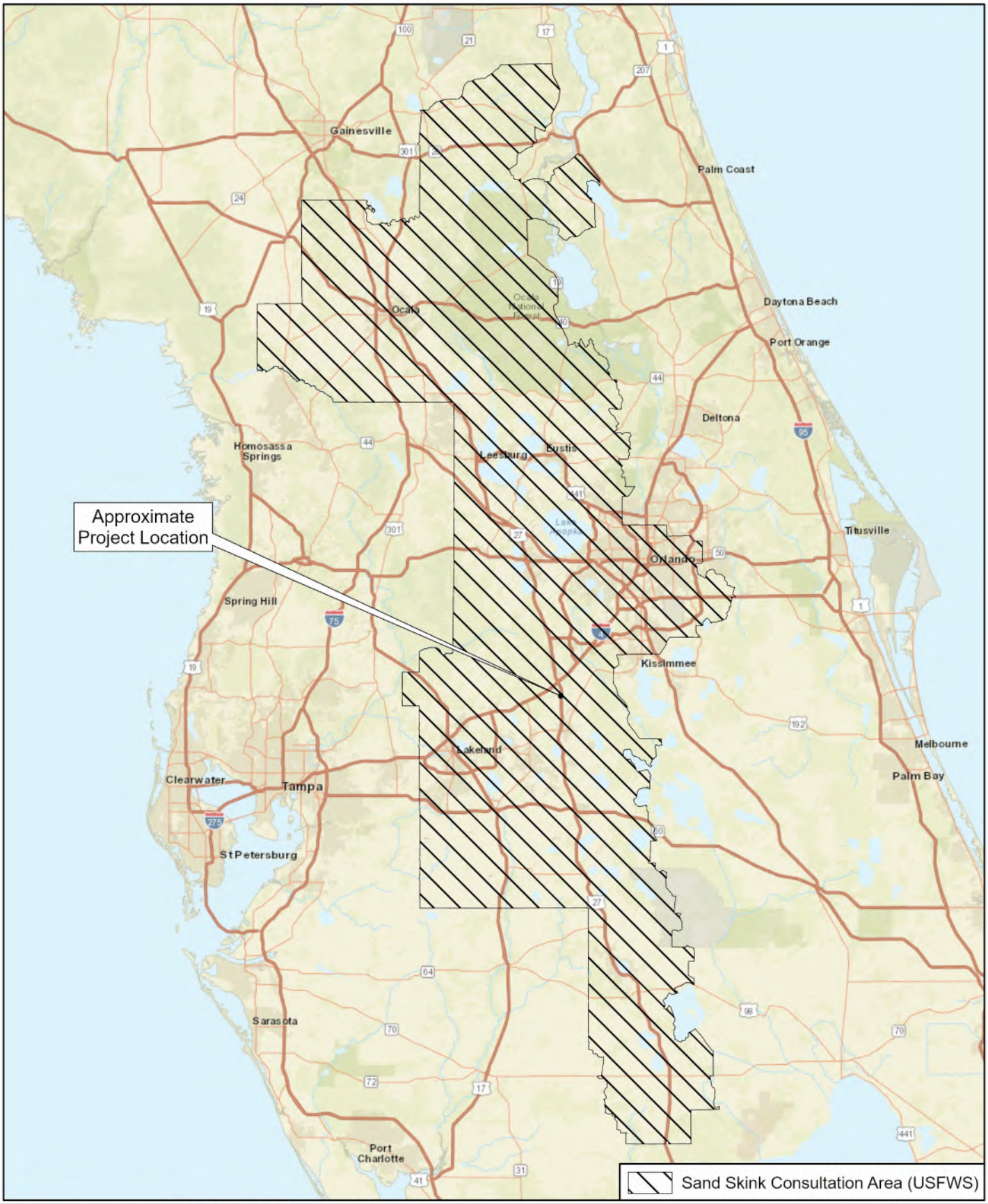
APPENDIX A

Figures

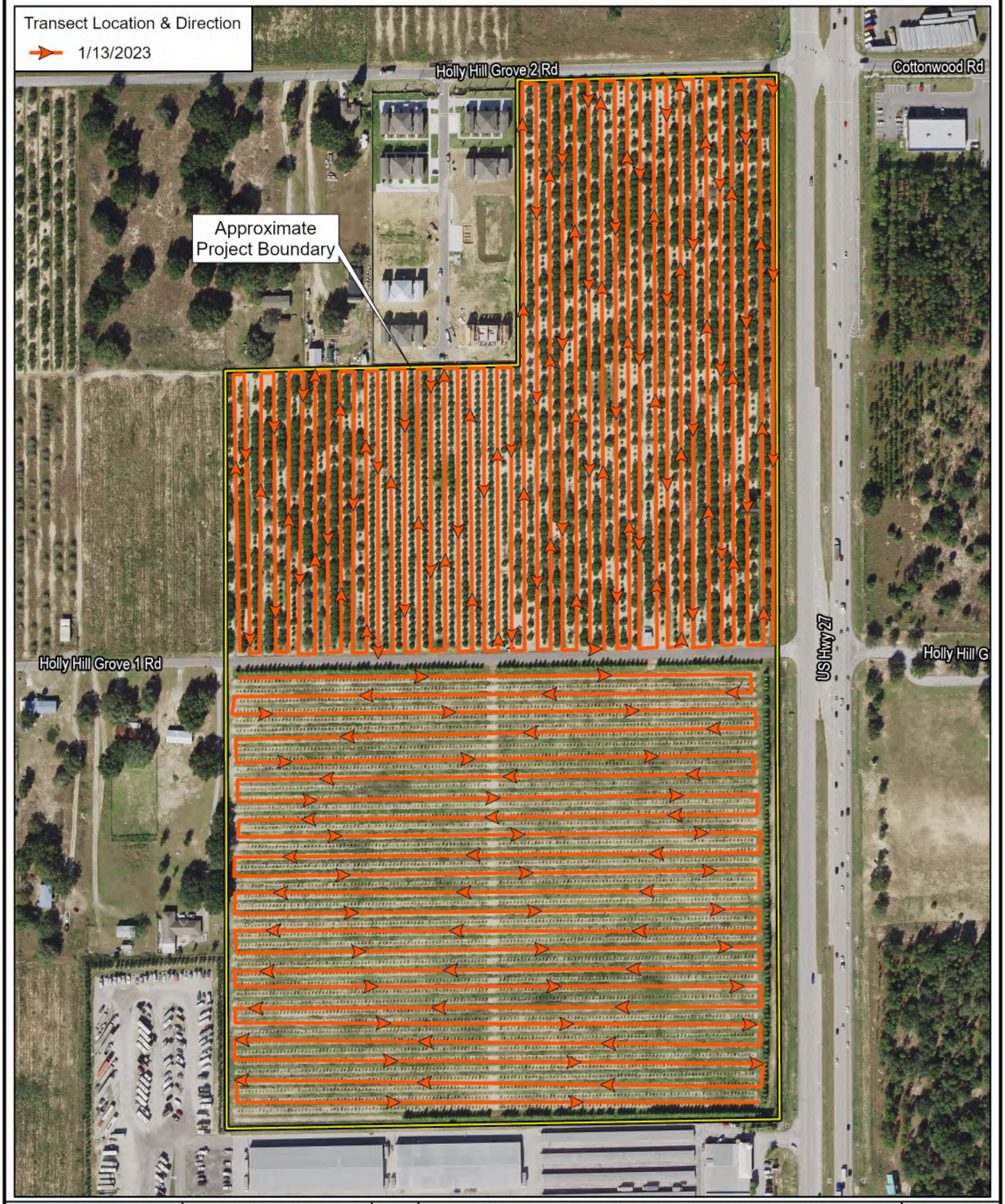
SAND SKINK AND BLUE-TAILED MOLE SKINK SURVEY REPORT
RETAIL DEVELOPMENT AT SOUTHWEST CORNER OF
HOLLY HILL GROVE ROAD 2 AND US 27
POLK COUNTY, FLORIDA
MAY 2023



cph	Scale: 1 inch = 1 mile Date: 5/30/2023 Photo Date: N/A Project No. W131163.1 Biologist: CM GIS: ERR	N	LOCATION MAP RETAIL DEVELOPMENT AT SOUTHWEST CORNER OF HOLLY HILL GROVE ROAD 2 AND US 27 SECTION 30, TOWNSHIP 26 SOUTH, RANGE 27 EAST POLK COUNTY, FLORIDA	FIGURE 1



cph	Scale: 1 inch = 24 mile Date: 5/30/2023 Photo Date: N/A Project No. W131163.1 Biologist: CM GIS: ERR	N	SAND SKINK CONSULTATION AREA MAP RETAIL DEVELOPMENT AT SOUTHWEST CORNER OF HOLLY HILL GROVE ROAD 2 AND US 27 SECTION 30, TOWNSHIP 26 SOUTH, RANGE 27 EAST POLK COUNTY, FLORIDA	FIGURE 2



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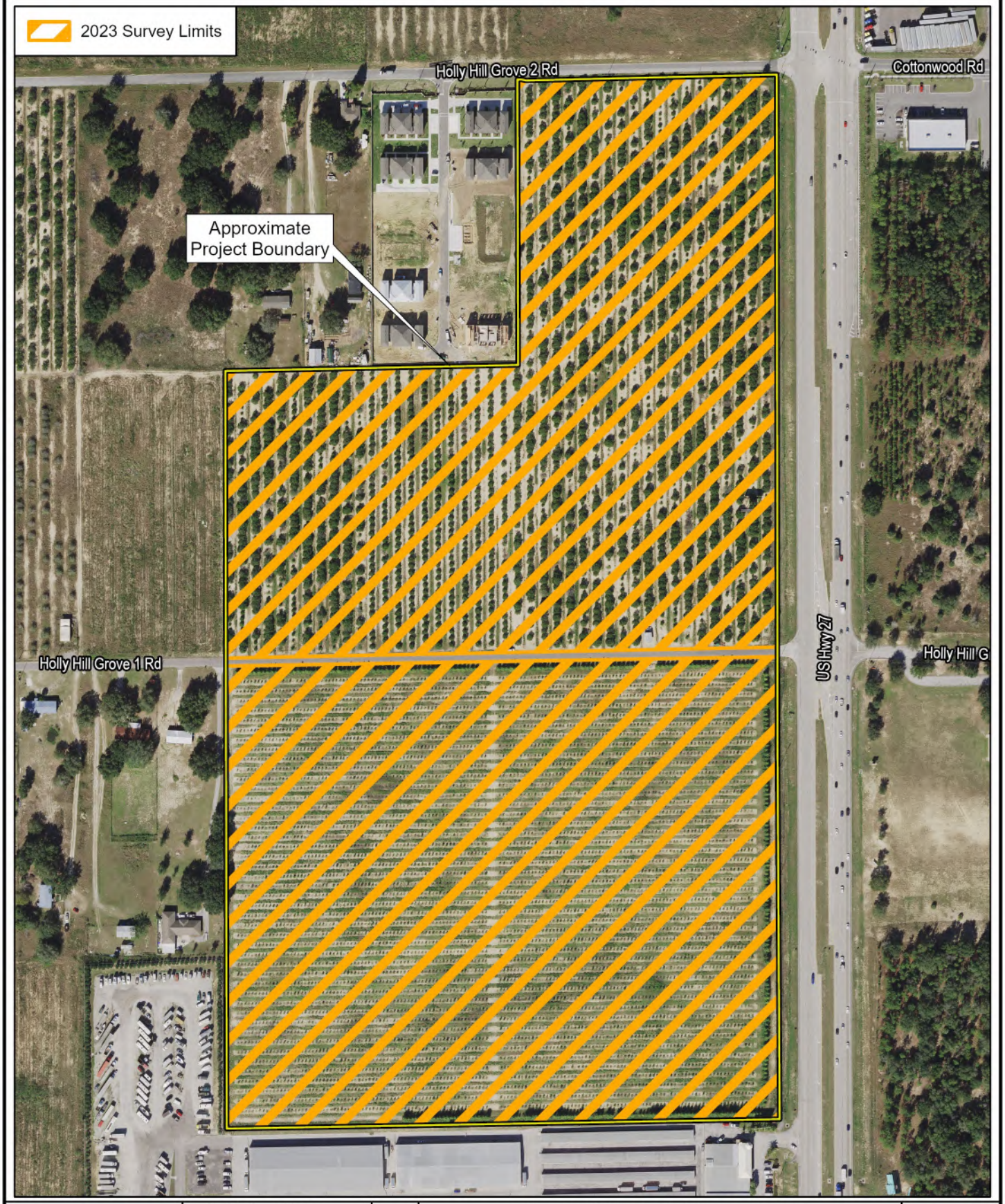
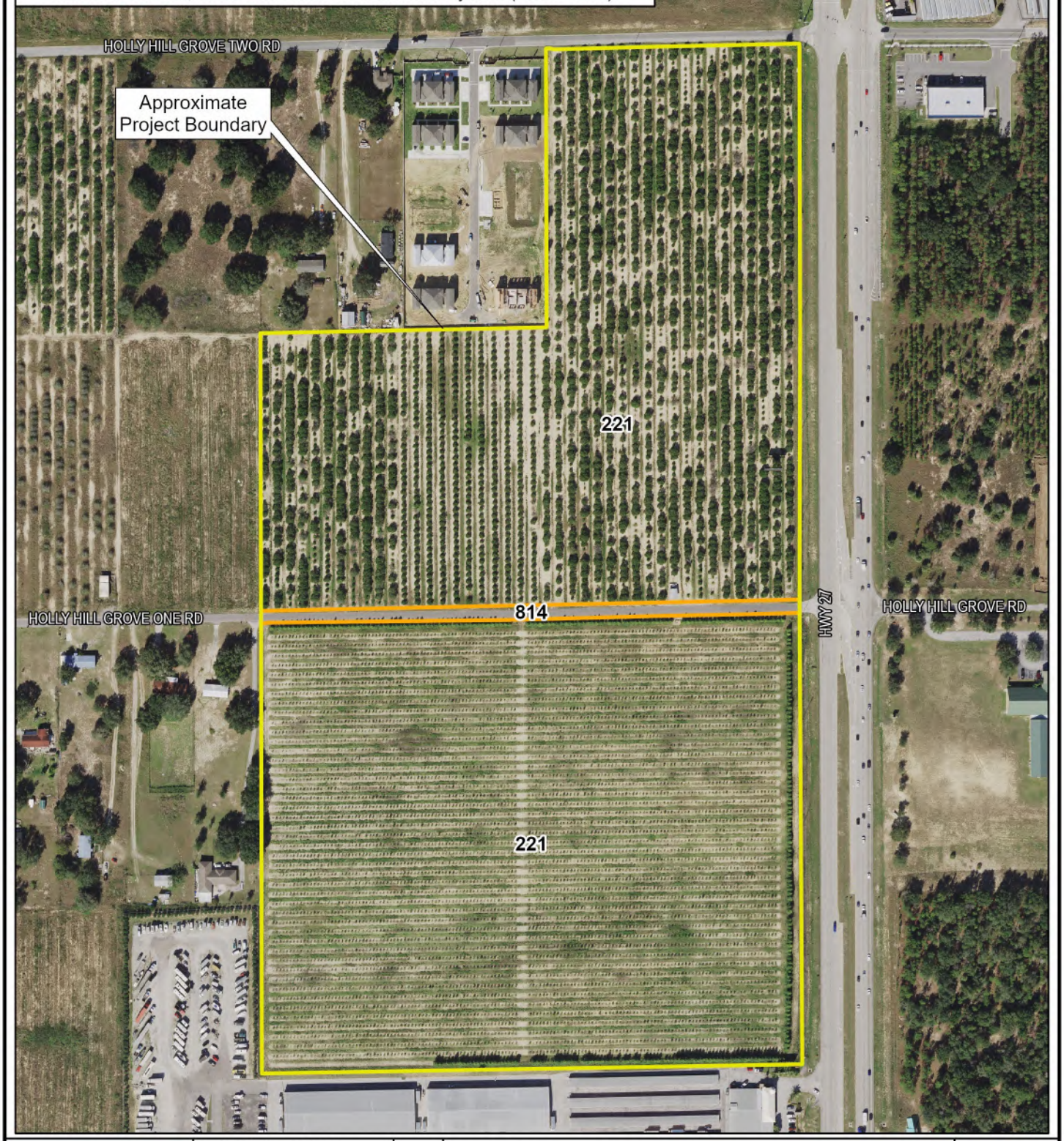


cph	Scale: 1 inch = 300 feet Date: 5/30/2023 Photo Date: 2020 Project No. W131163.1 Biologist: CM GIS: ERR	N	SAND SKINK SURVEY AREA MAP RETAIL DEVELOPMENT AT SOUTHWEST CORNER OF HOLLY HILL GROVE ROAD 2 AND US 27 SECTION 30, TOWNSHIP 26 SOUTH, RANGE 27 EAST POLK COUNTY, FLORIDA	FIGURE 4

FLUCFCS CODE	FLUCFCS CLASSIFICATION	APPROXIMATE ACREAGE	PERCENT OF SITE
221	Citrus Groves	56.73	98.47%
814	Roads and Highways	0.88	1.53%

Florida Land Use, Cover and Forms Classification System (FDOT 1999)



cph

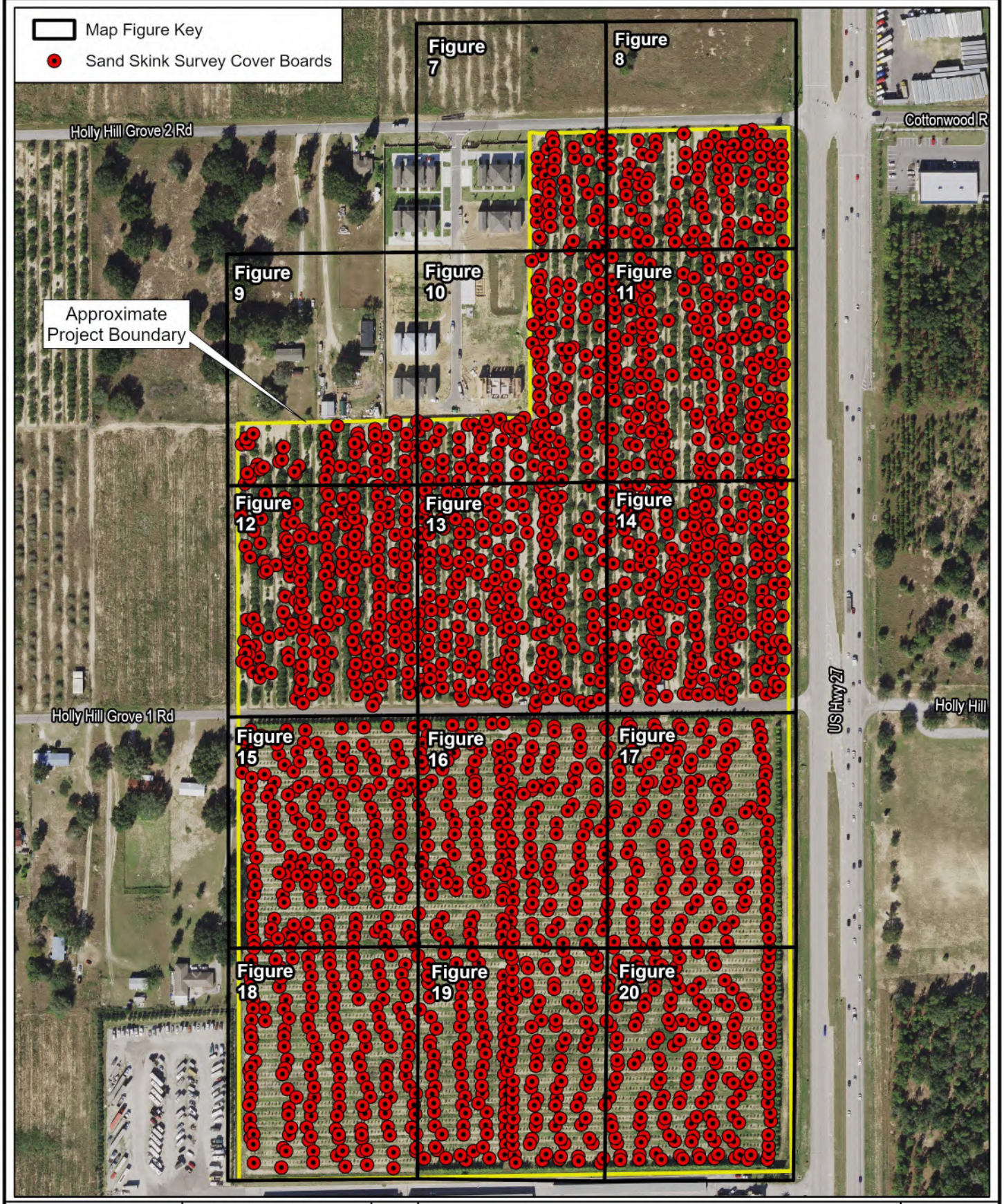
Scale: 1 inch = 325 feet
Date: 5/30/2023
Photo Date: 2020
Project No. W131163.1
Biologist: CM GIS: ERR

N

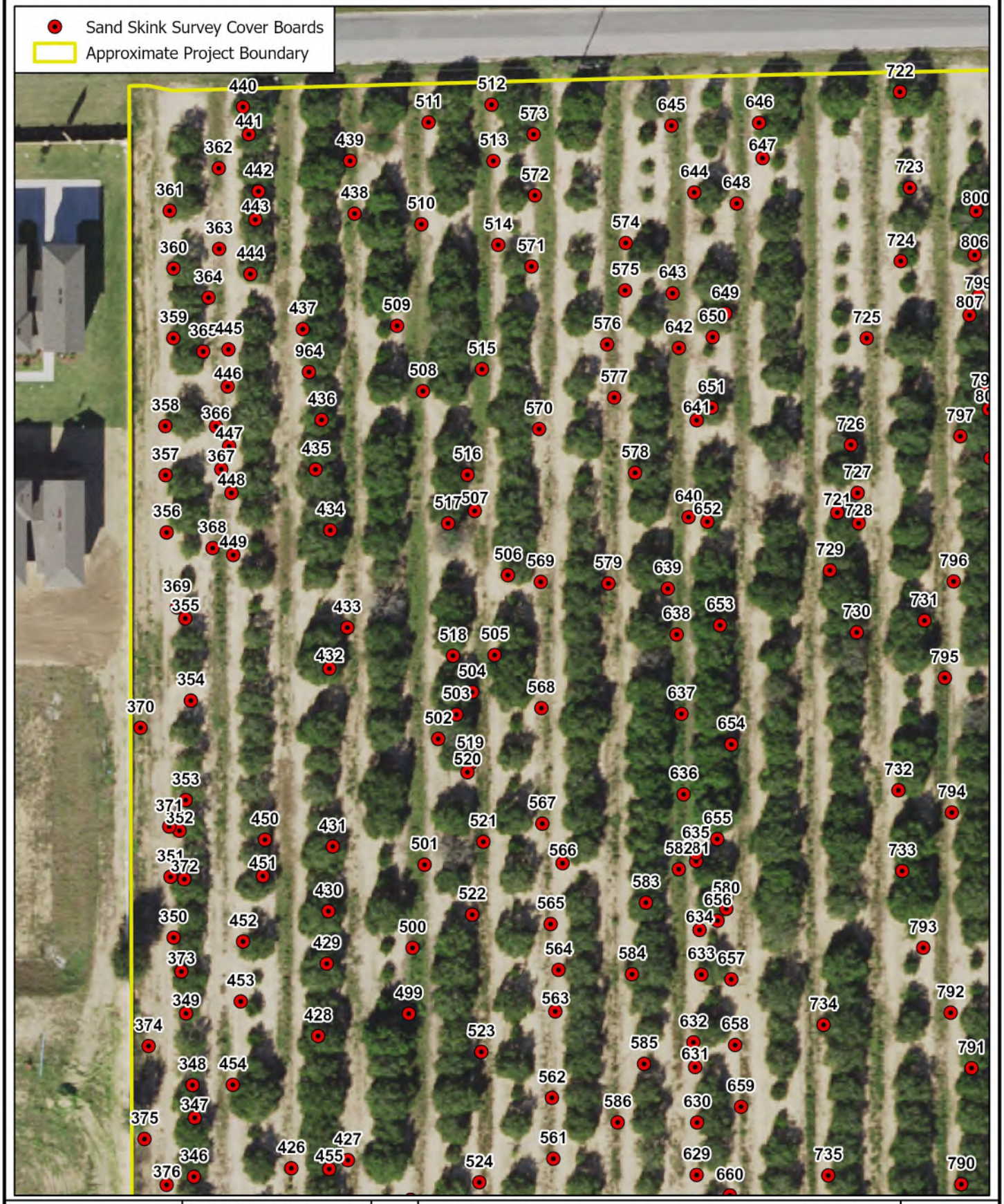
PRELIMINARY VEGETATION AND LAND USE MAP

RETAIL DEVELOPMENT AT SOUTHWEST CORNER
OF HOLLY HILL GROVE ROAD 2 AND US 27
SECTION 30, TOWNSHIP 26 SOUTH, RANGE 27 EAST
POLK COUNTY, FLORIDA

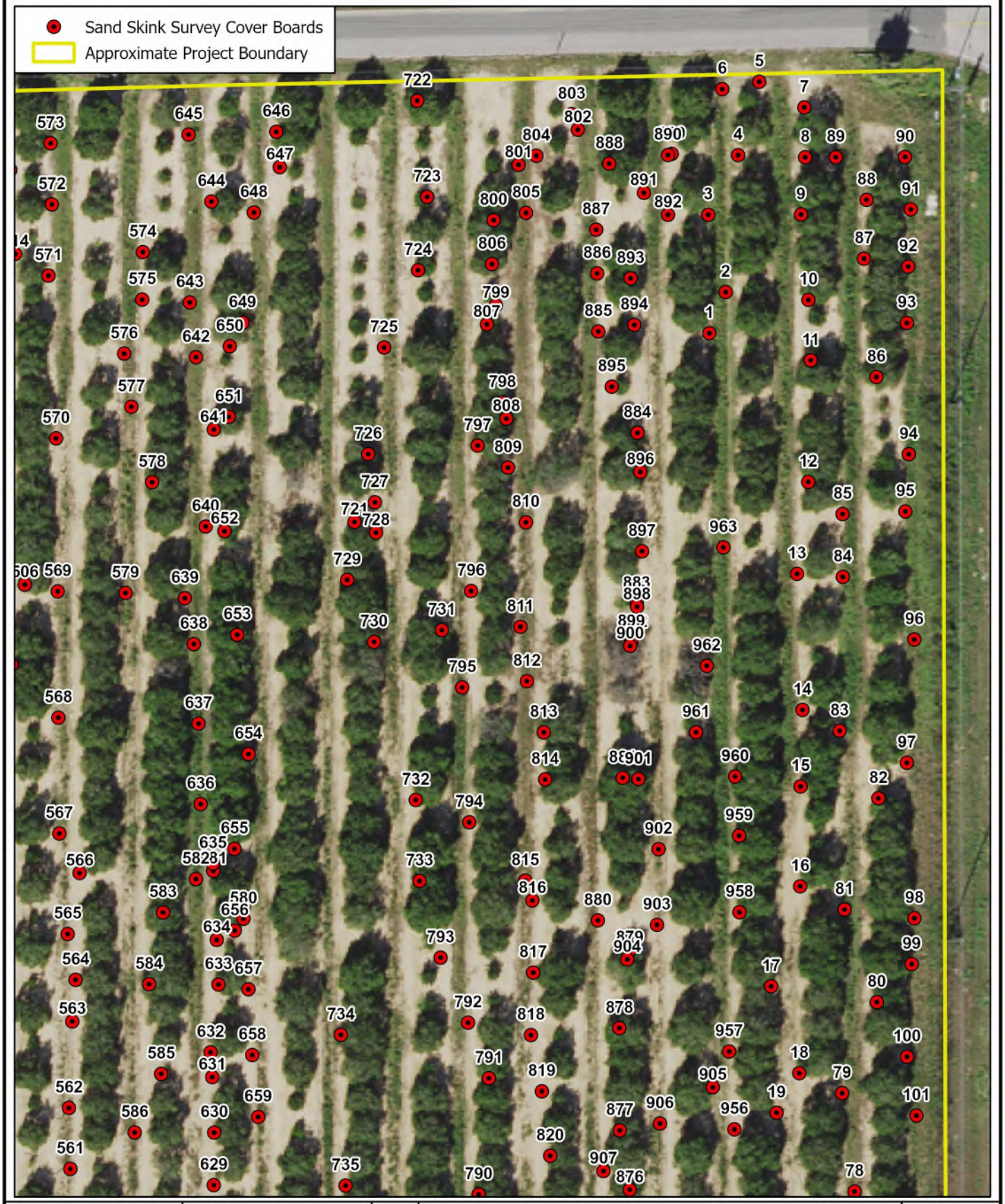
FIGURE 5



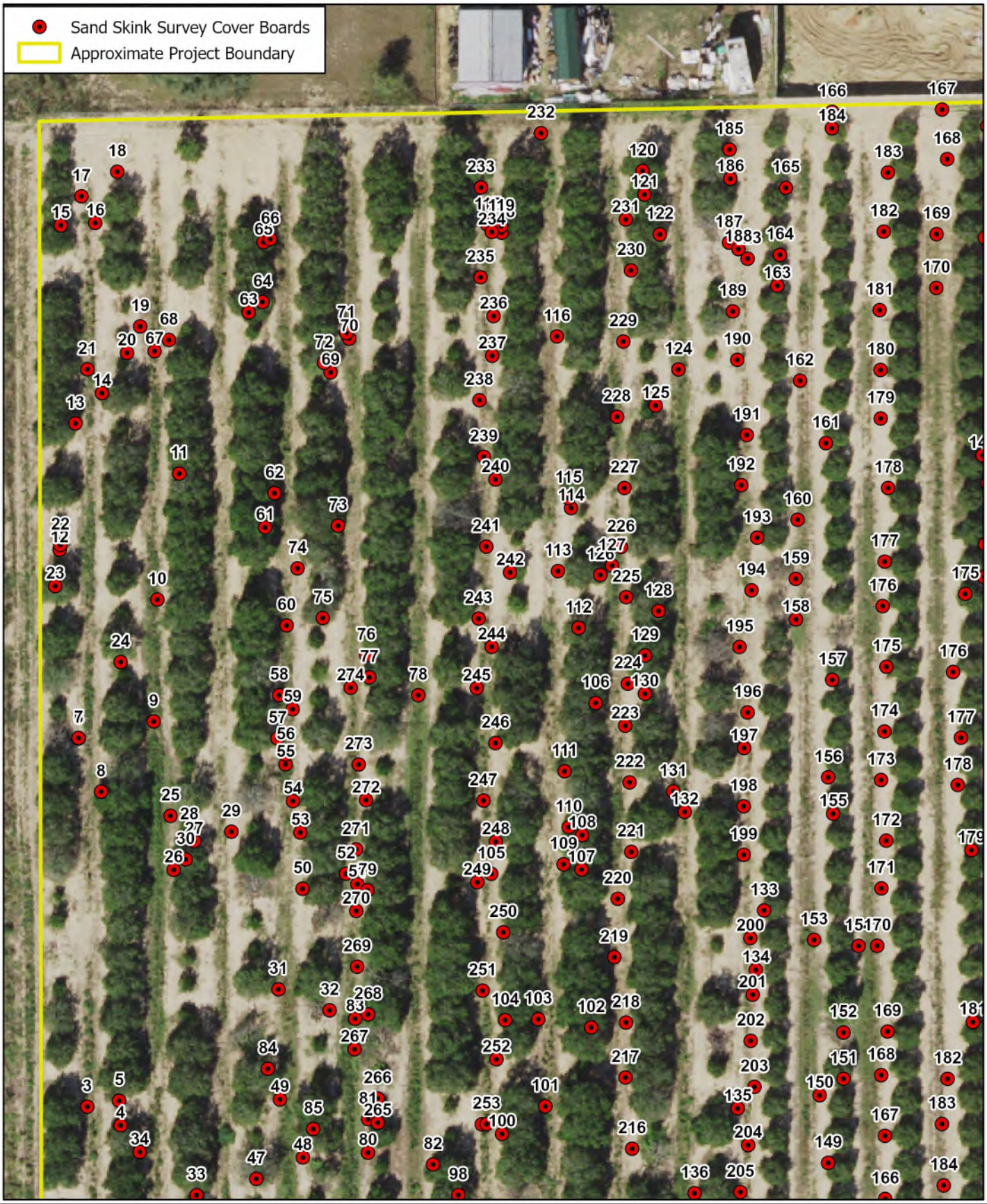
cph	Scale: 1 inch = 300 feet Date: 5/30/2023 Photo Date: 2020 Project No. W131163.1 Biologist: CM GIS: ERR	N	SAND SKINK SURVEY KEY MAP RETAIL DEVELOPMENT AT SOUTHWEST CORNER OF HOLLY HILL GROVE ROAD 2 AND US 27 SECTION 30, TOWNSHIP 26 SOUTH, RANGE 27 EAST POLK COUNTY, FLORIDA	FIGURE 6



cph	Scale: 1 inch = 60 feet Date: 5/30/2023 Photo Date: 2020 Project No. W131163.1 Biologist: CM GIS: ERR	N	SAND SKINK COVER BOARD LOCATION MAP RETAIL DEVELOPMENT AT SOUTHWEST CORNER OF HOLLY HILL GROVE ROAD 2 AND US 27 SECTION 30, TOWNSHIP 26 SOUTH, RANGE 27 EAST POLK COUNTY, FLORIDA	FIGURE 7

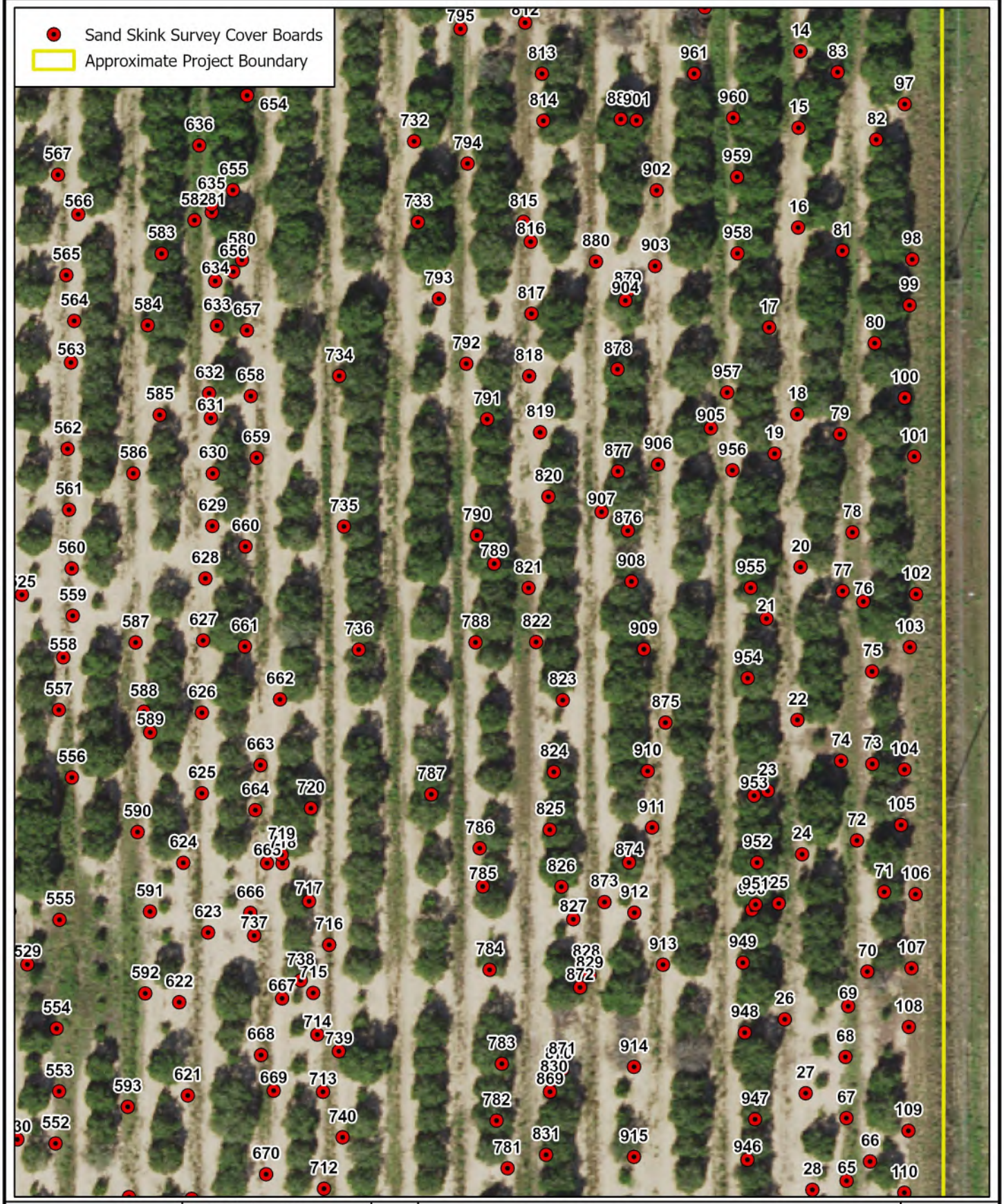


cph	Scale: 1 inch = 60 feet Date: 5/30/2023 Photo Date: 2020 Project No. W131163.1 Biologist: CM GIS: ERR	N	SAND SKINK COVER BOARD LOCATION MAP RETAIL DEVELOPMENT AT SOUTHWEST CORNER OF HOLLY HILL GROVE ROAD 2 AND US 27 SECTION 30, TOWNSHIP 26 SOUTH, RANGE 27 EAST POLK COUNTY, FLORIDA	FIGURE 8

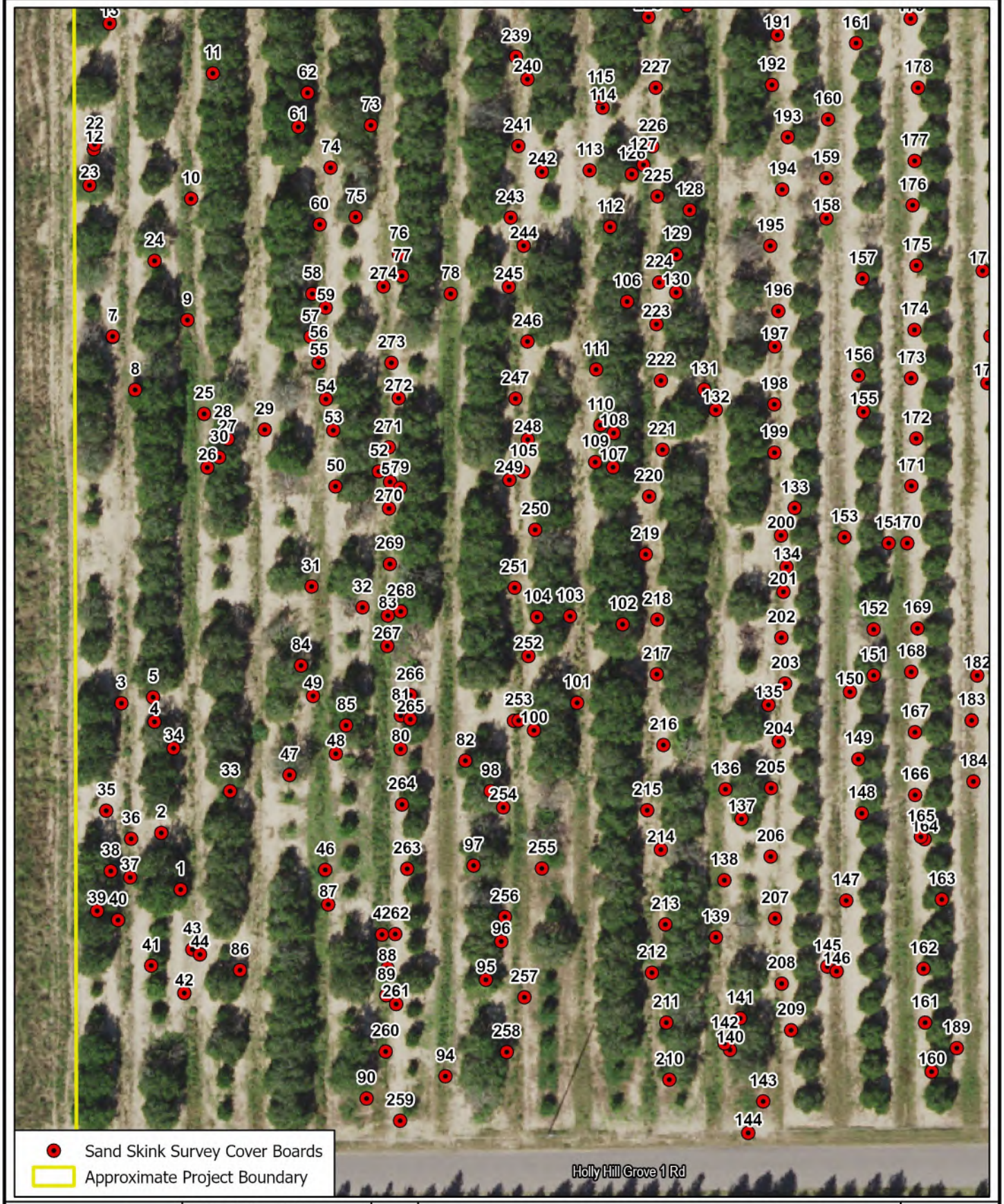


cph	Scale: 1 inch = 60 feet Date: 5/30/2023 Photo Date: 2020 Project No. W131163.1 Biologist: CM GIS: ERR	N	SAND SKINK COVER BOARD LOCATION MAP RETAIL DEVELOPMENT AT SOUTHWEST CORNER OF HOLLY HILL GROVE ROAD 2 AND US 27 SECTION 30, TOWNSHIP 26 SOUTH, RANGE 27 EAST POLK COUNTY, FLORIDA	FIGURE 9

cph	Scale: 1 inch = 60 feet Date: 5/30/2023 Photo Date: 2020 Project No. W131163.1 Biologist: CM GIS: ERR	N	SAND SKINK COVER BOARD LOCATION MAP RETAIL DEVELOPMENT AT SOUTHWEST CORNER OF HOLLY HILL GROVE ROAD 2 AND US 27 SECTION 30, TOWNSHIP 26 SOUTH, RANGE 27 EAST POLK COUNTY, FLORIDA	FIGURE 10

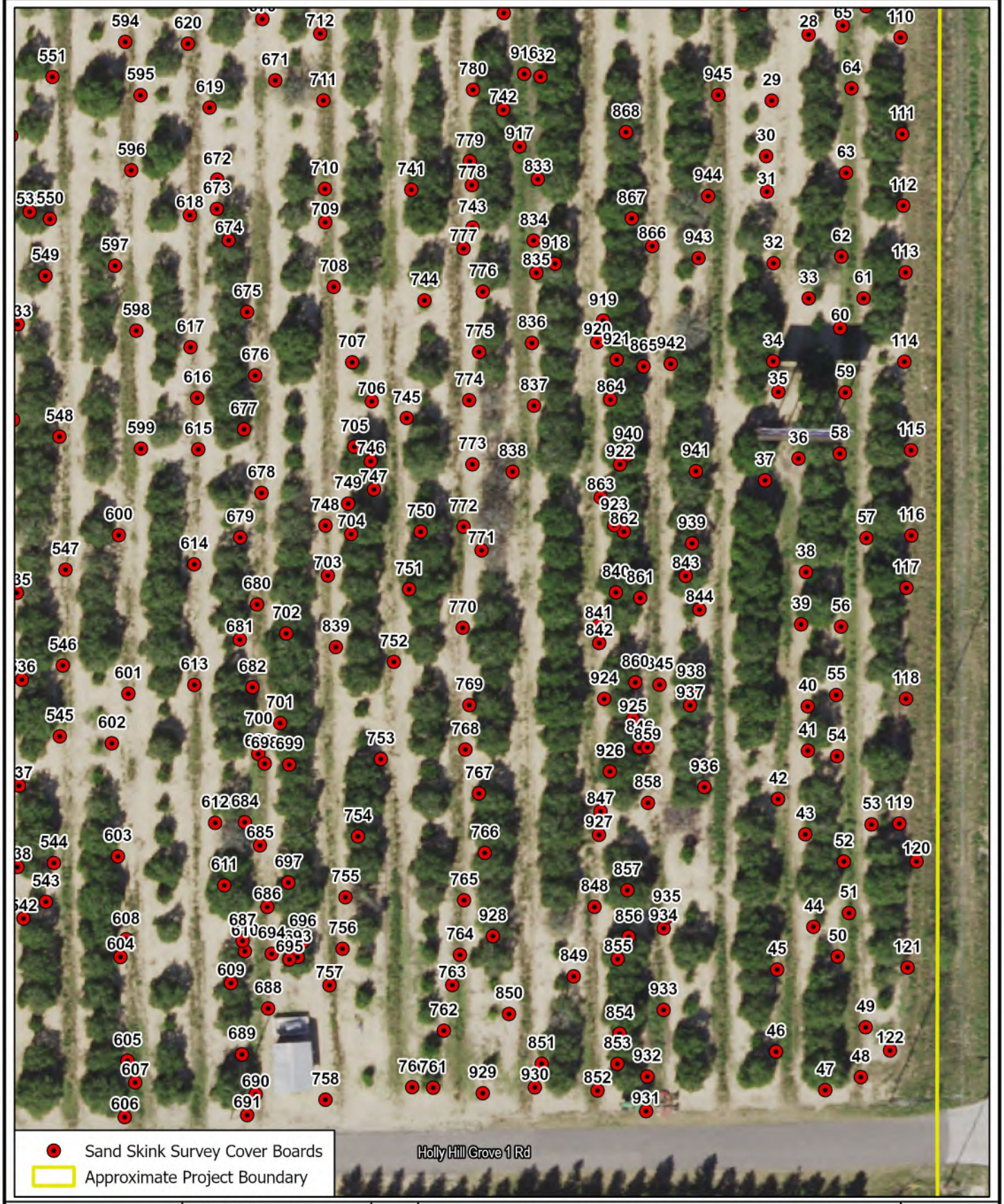


cph	Scale: 1 inch = 60 feet Date: 5/30/2023 Photo Date: 2020 Project No. W131163.1 Biologist: CM GIS: ERR	N	SAND SKINK COVER BOARD LOCATION MAP RETAIL DEVELOPMENT AT SOUTHWEST CORNER OF HOLLY HILL GROVE ROAD 2 AND US 27 SECTION 30, TOWNSHIP 26 SOUTH, RANGE 27 EAST POLK COUNTY, FLORIDA	FIGURE 11



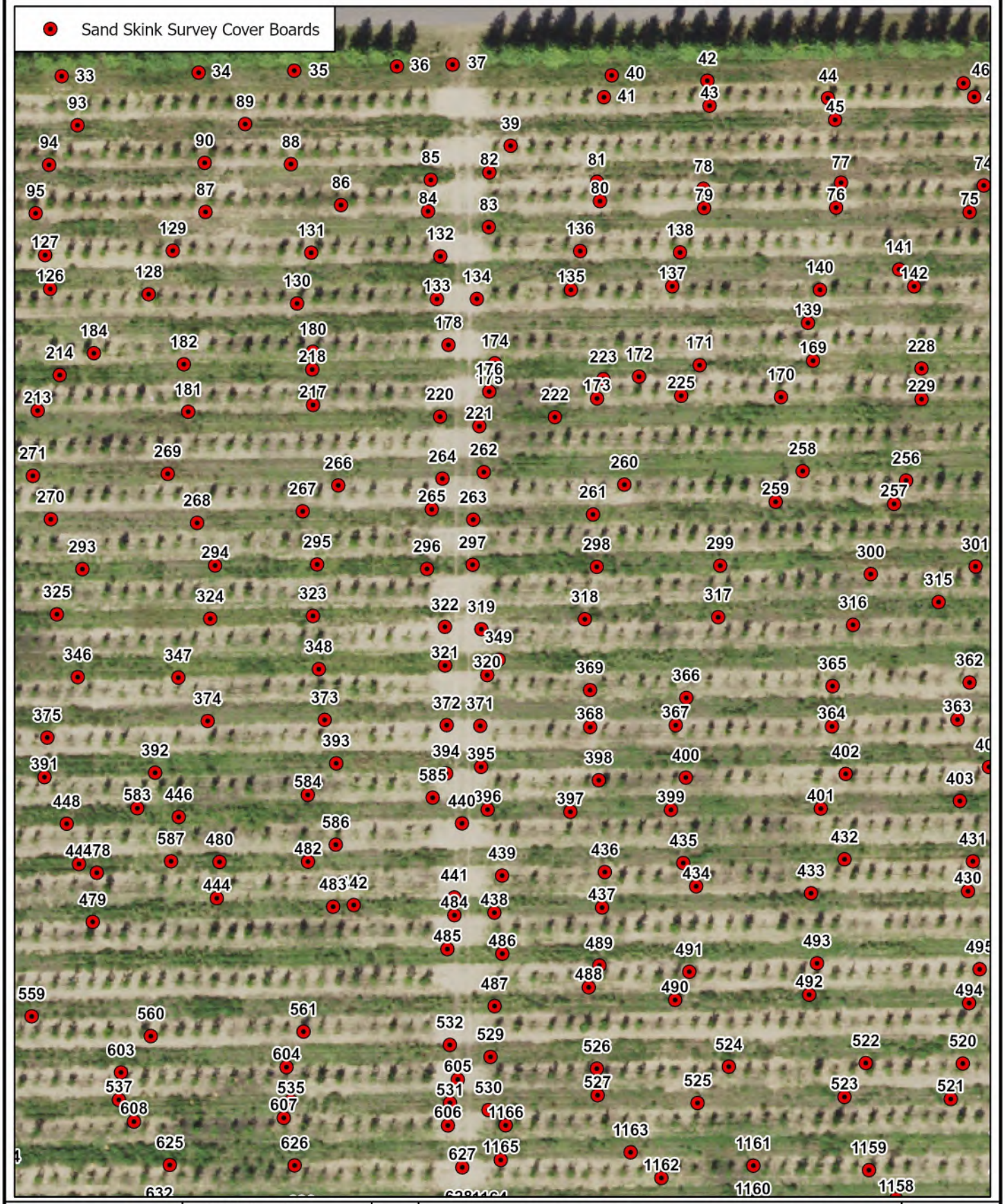
cph	Scale: 1 inch = 60 feet Date: 5/30/2023 Photo Date: 2020 Project No. W131163.1 Biologist: CM GIS: ERR	N	SAND SKINK COVER BOARD LOCATION MAP RETAIL DEVELOPMENT AT SOUTHWEST CORNER OF HOLLY HILL GROVE ROAD 2 AND US 27 SECTION 30, TOWNSHIP 26 SOUTH, RANGE 27 EAST POLK COUNTY, FLORIDA	FIGURE 12

cph	Scale: 1 inch = 60 feet Date: 5/30/2023 Photo Date: 2020 Project No. W131163.1 Biologist: CM GIS: ERR	N	SAND SKINK COVER BOARD LOCATION MAP RETAIL DEVELOPMENT AT SOUTHWEST CORNER OF HOLLY HILL GROVE ROAD 2 AND US 27 SECTION 30, TOWNSHIP 26 SOUTH, RANGE 27 EAST POLK COUNTY, FLORIDA	FIGURE 13



cph	Scale: 1 inch = 60 feet Date: 5/30/2023 Photo Date: 2020 Project No. W131163.1 Biologist: CM GIS: ERR	N	SAND SKINK COVER BOARD LOCATION MAP RETAIL DEVELOPMENT AT SOUTHWEST CORNER OF HOLLY HILL GROVE ROAD 2 AND US 27 SECTION 30, TOWNSHIP 26 SOUTH, RANGE 27 EAST POLK COUNTY, FLORIDA	FIGURE 14

cph	Scale: 1 inch = 60 feet Date: 5/30/2023 Photo Date: 2020 Project No. W131163.1 Biologist: CM GIS: ERR	N	SAND SKINK COVER BOARD LOCATION MAP RETAIL DEVELOPMENT AT SOUTHWEST CORNER OF HOLLY HILL GROVE ROAD 2 AND US 27 SECTION 30, TOWNSHIP 26 SOUTH, RANGE 27 EAST POLK COUNTY, FLORIDA	FIGURE 15



cph	Scale: 1 inch = 60 feet Date: 5/30/2023 Photo Date: 2020 Project No. W131163.1 Biologist: CM GIS: ERR	N	SAND SKINK COVER BOARD LOCATION MAP RETAIL DEVELOPMENT AT SOUTHWEST CORNER OF HOLLY HILL GROVE ROAD 2 AND US 27 SECTION 30, TOWNSHIP 26 SOUTH, RANGE 27 EAST POLK COUNTY, FLORIDA	FIGURE 16

cph	Scale: 1 inch = 60 feet Date: 5/30/2023 Photo Date: 2020 Project No. W131163.1 Biologist: CM GIS: ERR	N	SAND SKINK COVER BOARD LOCATION MAP RETAIL DEVELOPMENT AT SOUTHWEST CORNER OF HOLLY HILL GROVE ROAD 2 AND US 27 SECTION 30, TOWNSHIP 26 SOUTH, RANGE 27 EAST POLK COUNTY, FLORIDA	FIGURE 17

cph	Scale: 1 inch = 60 feet Date: 5/30/2023 Photo Date: 2020 Project No. W131163.1 Biologist: CM GIS: ERR	N	SAND SKINK COVER BOARD LOCATION MAP RETAIL DEVELOPMENT AT SOUTHWEST CORNER OF HOLLY HILL GROVE ROAD 2 AND US 27 SECTION 30, TOWNSHIP 26 SOUTH, RANGE 27 EAST POLK COUNTY, FLORIDA	FIGURE 18

cph	Scale: 1 inch = 60 feet	N	SAND SKINK COVER BOARD LOCATION MAP
	Date: 5/30/2023		RETAIL DEVELOPMENT AT SOUTHWEST CORNER OF HOLLY HILL GROVE ROAD 2 AND US 27 SECTION 30, TOWNSHIP 26 SOUTH, RANGE 27 EAST POLK COUNTY, FLORIDA
	Photo Date: 2020		
	Project No. W131163.1		
	Biologist: CM GIS: ERR		

FIGURE 19

cph	Scale: 1 inch = 60 feet Date: 5/30/2023 Photo Date: 2020 Project No. W131163.1 Biologist: CM GIS: ERR	N	SAND SKINK COVER BOARD LOCATION MAP RETAIL DEVELOPMENT AT SOUTHWEST CORNER OF HOLLY HILL GROVE ROAD 2 AND US 27 SECTION 30, TOWNSHIP 26 SOUTH, RANGE 27 EAST POLK COUNTY, FLORIDA	FIGURE 20

APPENDIX B

Field Survey Data Sheets

SAND SKINK AND BLUE-TAILED MOLE SKINK SURVEY REPORT
RETAIL DEVELOPMENT AT SOUTHWEST CORNER OF
HOLLY HILL GROVE ROAD 2 AND US 27
POLK COUNTY, FLORIDA
MAY 2023

March 1, 2023
Survey Start: 7:30 AM
Survey Complete: 5:00 PM

Retail Development - Holly Hill Road 2 and US 27
Polk County, Florida
Sand Skink Survey Field Data Sheet

Scientist(s): Brian Devlin, Corey Moore

CPH Job # W131163.1- Sand Skink Cover Board Survey					Date: March 1, 2023		Scientist(s): Brian Devlin & Corey Moore		
Survey Start:	7:30 AM						Survey Complete:	5:00 PM	
Board #		Board #		Board #		Board #		Board #	
1		72		143		214		285	
2		73		144		215		286	
3		74		145		216		287	
4		75		146		217		288	
5		76		147		218		289	
6		77		148		219		290	
7		78		149		220		291	
8		79		150		221		292	
9		80		151		222		293	
10		81		152		223		294	
11		82		153		224		295	
12		83		154		225		296	
13		84		155		226		297	
14		85		156		227		298	
15		86	Brown Anole	157		228		299	
16		87		158		229		300	Brown Anole
17		88		159		230		301	
18		89		160		231		302	
19		90		161		232		303	
20		91		162	Six Line Race Runner Lizard	233		304	
21		92		163		234		305	
22		93		164		235		306	
23		94		165		236		307	
24		95		166		237		308	
25		96		167		238		309	
26		97		168		239		310	
27		98		169		240		311	
28		99		170		241		312	
29		100		171		242		313	
30		101		172		243		314	
31		102		173		244		315	
32		103		174		245		316	
33		104		175		246		317	
34		105		176		247		318	
35		106		177		248		319	
36		107		178		249		320	
37	Brown Anole	108		179		250		321	
38		109		180		251		322	
39		110		181		252		323	
40		111		182		253		324	
41		112		183		254		325	
42		113		184		255		326	
43	Brown Anole	114		185		256		327	
44		115		186		257		328	
45		116		187		258		329	
46		117		188		259		330	
47		118		189		260		331	
48		119		190		261		332	
49		120		191		262		333	
50		121		192		263		334	
51		122		193		264		335	
52		123		194	Brown Anole	265		336	
53		124		195		266		337	
54		125		196		267		338	
55		126		197		268		339	
56		127		198		269		340	
57		128		199		270		341	
58		129		200		271		342	
59		130		201		272		343	
60		131		202		273		344	
61		132		203		274		345	
62		133		204		275		346	
63		134		205		276		347	
64		135		206		277		348	
65		136		207		278		349	
66		137		208		279		350	
67		138		209		280		351	
68		139		210		281		352	
69		140	Brown Anole	211		282		353	
70		141		212		283		354	
71		142		213		284		355	

notes: x = positive finding write date observed
2,269 cover boards surveyed

take pictures of positive findings

March 1, 2023
Survey Start: 7:30 AM
Survey Complete: 5:00 PM

Retail Development - Holly Hill Road 2 and US 27
Polk County, Florida
Sand Skink Survey Field Data Sheet

Scientist(s): Brian Devlin, Corey Moore

356		434		512		590		668	
357		435		513	Brown Anole	591		669	
358		436		514		592		670	
359		437		515		593		671	
360		438		516		594		672	
361		439		517		595		673	
362		440		518		596		674	
363		441		519		597		675	
364		442		520		598		676	
365		443		521		599		677	
366		444		522		600		678	
367		445		523		601		679	
368		446		524		602		680	
369		447		525		603		681	
370		448		526		604		682	
371		449		527	Brown Anole	605		683	
372		450		528		606		684	
373		451		529		607		685	
374		452		530		608		686	
375		453		531		609		687	
376		454		532		610		688	
377		455		533		611		689	
378		456		534		612		690	
379		457		535		613		691	
380	Brown Anole	458		536		614		692	
381		459		537		615		693	
382		460		538		616		694	
383		461		539		617		695	
384		462		540		618		696	
385		463		541		619		697	
386		464		542		620		698	
387		465		543		621		699	
388		466		544		622		700	
389		467		545		623		701	
390		468		546		624		702	
391		469		547		625		703	
392		470		548		626		704	
393		471		549		627		705	
394		472		550		628		706	
395		473		551		629		707	
396		474		552		630		708	
397		475		553		631		709	
398		476		554		632		710	
399		477		555		633		711	
400		478		556		634		712	
401		479		557		635		713	
402		480		558		636		714	
403		481		559		637		715	
404		482		560		638		716	
405		483		561		639		717	
406		484		562		640		718	
407		485		563		641		719	
408		486		564		642		720	
409		487		565		643		721	
410		488		566		644		722	
411		489		567		645		723	
412		490		568		646		724	
413		491		569		647		725	
414		492		570		648		726	
415		493		571		649		727	
416		494		572		650		728	
417		495		573		651		729	
418		496		574		652		730	
419		497		575		653		731	
420		498		576		654		732	
421		499		577		655		733	
422		500		578		656		734	
423		501		579		657		735	
424		502		580		658	Brown Anole	736	
425		503		581		659		737	
426		504		582		660		738	
427		505		583		661		739	
428		506		584		662		740	
429		507		585		663		741	
430		508		586		664		742	
431		509		587		665		743	
432		510		588		666		744	
433		511		589		667		745	

notes: x = positive finding write date observed
2,269 cover boards surveyed

take pictures of positive findings

March 1, 2023
Survey Start: 7:30 AM
Survey Complete: 5:00 PM

Retail Development - Holly Hill Road 2 and US 27
Polk County, Florida
Sand Skink Survey Field Data Sheet

Scientist(s): Brian Devlin, Corey Moore

746		824		902		980		1058		
747		825		903		981		1059		
748		826		904		982		1060		
749		827		905		983		1061		
750		828		906		984		1062		
751		829		907		985		1063		
752		830		908		986		1064		
753		831		909		987		1065		
754		832		910		988		1066		
755		833		911		989		1067		
756		834		912		990		1068		
757		835		913		991		1069		
758		836		914		992		1070		
759		837		915		993		1071		
760		838		916		994		1072		
761		839		917		995		1073		
762		840		918		996		1074		
763		841	Brown Anole	919		997		1075		
764		842		920		998		1076		
765		843		921		999		1077		
766		844		922	Brown Anole	1000		1078		
767		845		923		1001		1079		
768		846		924		1002		1080		
769		847		925		1003		1081		
770		848		926		1004		1082		
771		849		927		1005		1083		
772		850		928		1006		1084		
773		851		929		1007		1085		
774		852		930		1008		1086		
775		853		931		1009		1087		
776		854		932		1010		1088		
777		855		933		1011		1089		
778		856		934		1012		1090		
779		857		935		1013		1091		
780		858		936		1014		1092		
781		859		937		1015		1093		
782		860		938		1016		1094		
783		861		939		1017		1095		
784		862		940		1018		1096		
785		863		941		1019		1097		
786		864		942		1020		1098		
787		865		943		1021		1099		
788		866		944		1022		1100		
789		867		945		1023		1101		
790		868		946		1024		1102		
791		869		947		1025		1103		
792		870		948		1026		1104		
793		871		949		1027		1105		
794		872		950		1028		1106		
795		873		951		1029		1107		
796		874		952		1030		1108		
797		875		953		1031		1109		
798		876		954		1032		1110		
799		877		955		1033		1111		
800		878		956		1034		1112		
801		879		957		1035		1113		
802		880		958		1036		1114		
803		881		959		1037		1115		
804		882		960		1038		1116		
805		883		961		1039		1117		
806		884		962		1040		1118		
807		885		963		1041		1119		
808		886		964		1042		1120		
809		887		965		1043		1121		
810		888		966		1044		1122		
811		889		967		1045		1123		
812		890		968		1046		1124		
813		891		969		1047		1125		
814		892		970		1048		1126		
815		893		971		1049		1127		
816		894		972		1050		1128		
817		895		973		1051		1129		
818		896		974		1052		1130		
819		897		975		1053		1131		
820		898		976		1054		1132		
821		899		977		1055		1133		
822		900		978		1056		1134		
823		901		979		1057		1135		

notes: x = positive finding write date observed
2,269 cover boards surveyed

take pictures of positive findings

March 1, 2023
Survey Start: 7:30 AM
Survey Complete: 5:00 PM

Retail Development - Holly Hill Road 2 and US 27
Polk County, Florida
Sand Skink Survey Field Data Sheet

Scientist(s): Brian Devlin, Corey Moore

1136		1214		1292		1370		1448		
1137		1215		1293		1371		1449		
1138		1216		1294		1372		1450		
1139		1217		1295		1373		1451		
1140		1218		1296		1374		1452		
1141		1219		1297		1375		1453		
1142		1220		1298		1376		1454		
1143		1221		1299		1377		1455		
1144		1222		1300		1378		1456		
1145		1223		1301		1379		1457		
1146		1224		1302	Black Racer	1380		1458		
1147		1225		1303		1381		1459		
1148	Brown Anole	1226		1304		1382		1460		
1149		1227		1305		1383		1461		
1150		1228		1306		1384		1462		
1151		1229		1307		1385		1463		
1152		1230		1308		1386		1464		
1153		1231		1309		1387		1465		
1154		1232		1310		1388		1466		
1155		1233		1311		1389		1467		
1156		1234		1312		1390		1468		
1157		1235		1313		1391		1469		
1158		1236		1314		1392		1470		
1159		1237		1315		1393		1471		
1160		1238		1316		1394		1472		
1161		1239		1317		1395		1473		
1162		1240		1318		1396		1474		
1163		1241		1319		1397		1475		
1164		1242		1320		1398		1476		
1165		1243		1321		1399		1477		
1166		1244		1322		1400		1478		
1167		1245		1323		1401		1479		
1168		1246		1324		1402		1480		
1169		1247		1325		1403		1481		
1170		1248		1326		1404		1482		
1171		1249		1327		1405		1483		
1172		1250		1328		1406		1484		
1173		1251		1329		1407		1485		
1174		1252		1330		1408		1486		
1175		1253		1331		1409		1487		
1176		1254		1332		1410		1488		
1177		1255		1333		1411		1489		
1178		1256		1334		1412		1490		
1179		1257		1335		1413		1491		
1180		1258		1336		1414		1492		
1181		1259		1337		1415		1493		
1182		1260		1338		1416		1494		
1183		1261		1339		1417		1495		
1184		1262		1340		1418		1496		
1185		1263		1341		1419		1497		
1186		1264		1342		1420		1498		
1187		1265		1343		1421		1499		
1188		1266		1344		1422		1500		
1189		1267		1345		1423		1501		
1190		1268		1346		1424		1502		
1191		1269		1347		1425		1503		
1192		1270		1348		1426		1504		
1193		1271		1349		1427		1505		
1194		1272		1350		1428		1506		
1195		1273		1351		1429		1507		
1196		1274		1352		1430		1508		
1197		1275		1353		1431		1509		
1198		1276		1354		1432		1510		
1199		1277		1355		1433		1511		
1200		1278		1356		1434		1512		
1201		1279		1357		1435		1513		
1202		1280		1358		1436		1514		
1203		1281		1359		1437		1515		
1204		1282		1360		1438		1516		
1205		1283		1361		1439		1517		
1206		1284		1362		1440		1518		
1207		1285		1363		1441		1519		
1208		1286		1364		1442		1520		
1209		1287		1365		1443		1521		
1210		1288		1366		1444		1522		
1211		1289		1367		1445		1523		
1212		1290		1368		1446		1524		
1213		1291		1369		1447		1525		

notes: x = positive finding write date observed
2,269 cover boards surveyed

take pictures of positive findings

March 1, 2023
Survey Start: 7:30 AM
Survey Complete: 5:00 PM

Retail Development - Holly Hill Road 2 and US 27
Polk County, Florida
Sand Skink Survey Field Data Sheet

Scientist(s): Brian Devlin, Corey Moore

1526		1604		1682		1760		1838		
1527		1605		1683		1761		1839		
1528		1606		1684		1762		1840		
1529		1607		1685		1763		1841		
1530		1608		1686		1764		1842		
1531		1609		1687		1765		1843		
1532		1610		1688		1766		1844		
1533		1611		1689		1767		1845		
1534		1612		1690		1768		1846		
1535		1613		1691		1769		1847		
1536		1614		1692		1770		1848		
1537		1615		1693		1771		1849		
1538		1616		1694		1772		1850		
1539		1617		1695		1773		1851		
1540		1618		1696		1774		1852		
1541		1619		1697		1775		1853		
1542		1620		1698		1776		1854		
1543		1621		1699		1777		1855		
1544		1622		1700		1778		1856		
1545		1623		1701		1779		1857		
1546		1624		1702		1780		1858		
1547		1625		1703		1781		1859		
1548		1626		1704		1782		1860		
1549		1627		1705		1783		1861		
1550		1628		1706		1784		1862		
1551		1629		1707		1785		1863		
1552		1630		1708		1786		1864		
1553		1631		1709		1787		1865		
1554		1632		1710		1788		1866		
1555		1633		1711		1789		1867		
1556		1634		1712		1790		1868		
1557		1635		1713		1791		1869		
1558		1636		1714		1792		1870		
1559		1637		1715		1793		1871		
1560		1638		1716		1794		1872		
1561		1639		1717		1795		1873		
1562		1640		1718		1796		1874		
1563		1641		1719		1797		1875		
1564		1642		1720		1798		1876		
1565		1643		1721		1799		1877		
1566		1644		1722		1800		1878		
1567	Brown Anole	1645		1723		1801		1879		
1568		1646		1724		1802		1880		
1569		1647		1725		1803		1881		
1570		1648		1726		1804		1882		
1571		1649		1727		1805		1883		
1572		1650		1728		1806		1884		
1573		1651		1729		1807		1885		
1574		1652		1730		1808		1886		
1575		1653		1731		1809		1887		
1576		1654		1732		1810		1888		
1577		1655		1733		1811		1889		
1578		1656		1734		1812		1890		
1579		1657		1735		1813		1891		
1580		1658		1736		1814		1892		
1581		1659		1737		1815		1893		
1582		1660		1738		1816		1894		
1583		1661		1739		1817		1895		
1584		1662		1740		1818		1896		
1585		1663		1741		1819		1897		
1586		1664		1742		1820		1898		
1587		1665		1743		1821		1899		
1588		1666		1744		1822		1900		
1589		1667		1745		1823		1901		
1590		1668		1746		1824		1902		
1591		1669		1747		1825		1903		
1592		1670		1748		1826		1904		
1593		1671		1749		1827		1905		
1594		1672		1750		1828		1906		
1595		1673		1751		1829		1907		
1596		1674		1752		1830		1908		
1597		1675		1753		1831		1909		
1598		1676		1754		1832		1910		
1599		1677		1755		1833		1911		
1600		1678		1756		1834		1912		
1601		1679		1757		1835		1913		
1602		1680		1758		1836		1914		
1603		1681		1759	Brown Anole	1837		1915		

notes: x = positive finding write date observed
2,269 cover boards surveyed

take pictures of positive findings

March 1, 2023
Survey Start: 7:30 AM
Survey Complete: 5:00 PM

Retail Development - Holly Hill Road 2 and US 27
Polk County, Florida
Sand Skink Survey Field Data Sheet

Scientist(s): Brian Devlin, Corey Moore

1916		1994		2072		2150		2228		
1917		1995		2073		2151		2229		
1918		1996		2074		2152		2230		
1919		1997		2075		2153		2231		
1920		1998		2076		2154		2232		
1921		1999		2077		2155		2233		
1922		2000		2078		2156		2234		
1923		2001		2079		2157		2235		
1924		2002		2080		2158		2236		
1925		2003		2081		2159		2237		
1926		2004		2082		2160		2238		
1927		2005		2083		2161		2239		
1928		2006		2084		2162		2240		
1929		2007		2085		2163		2241		
1930		2008		2086		2164		2242		
1931		2009	Brown Anole	2087		2165		2243		
1932		2010		2088		2166		2244		
1933		2011		2089		2167		2245		
1934		2012		2090		2168		2246		
1935		2013		2091		2169		2247		
1936		2014		2092		2170		2248		
1937		2015		2093		2171		2249		
1938		2016		2094		2172		2250		
1939		2017		2095		2173		2251		
1940		2018		2096		2174		2252		
1941		2019		2097		2175		2253		
1942		2020		2098	Six Line Race Runner Lizard	2176		2254		
1943		2021		2099		2177		2255		
1944		2022		2100		2178		2256		
1945		2023		2101		2179		2257		
1946		2024		2102		2180		2258		
1947		2025		2103		2181		2259		
1948		2026		2104	Brown Anole	2182		2260		
1949		2027		2105		2183		2261		
1950		2028		2106		2184		2262		
1951		2029		2107		2185		2263		
1952		2030		2108		2186		2264		
1953		2031		2109		2187		2265		
1954		2032		2110		2188		2266		
1955		2033		2111		2189		2267		
1956		2034		2112		2190		2268		
1957		2035		2113		2191		2269		
1958		2036		2114		2192				
1959		2037		2115		2193				
1960		2038		2116		2194				
1961		2039		2117		2195				
1962		2040		2118		2196				
1963		2041		2119		2197				
1964		2042		2120		2198				
1965		2043		2121		2199				
1966		2044		2122		2200				
1967		2045		2123		2201				
1968		2046		2124		2202				
1969		2047		2125		2203				
1970		2048		2126		2204				
1971		2049		2127		2205				
1972		2050		2128		2206				
1973		2051		2129		2207				
1974		2052		2130		2208				
1975		2053		2131		2209				
1976		2054		2132		2210				
1977		2055		2133		2211				
1978		2056		2134		2212				
1979		2057		2135		2213				
1980		2058		2136		2214				
1981		2059		2137		2215				
1982		2060		2138		2216				
1983		2061		2139		2217				
1984		2062		2140		2218				
1985		2063		2141		2219				
1986		2064		2142		2220				
1987		2065		2143		2221				
1988		2066		2144		2222				
1989		2067		2145		2223				
1990		2068		2146		2224				
1991		2069		2147		2225				
1992		2070		2148		2226				
1993		2071		2149		2227				

notes: x = positive finding write date observed
take pictures of positive findings
2,269 cover boards surveyed

March 8, 2023
Survey Start: 7:35 AM
Survey Complete: 4:45 PM

Retail Development - Holly Hill Road 2 and US 27
Polk County, Florida
Sand Skink Survey Field Data Sheet

Scientist(s): Brian Devlin, Corey Moore

CPH Job # W131163.1- Sand Skink Cover Board Survey					Date: March 8, 2023		Scientist(s): Brian Devlin & Corey Moore		
Survey Start: 7:35 AM							Survey Complete: 4: 45 PM		
Board #		Board #		Board #		Board #		Board #	
1		72		143		214		285	
2		73		144		215		286	
3		74		145		216		287	
4		75		146		217		288	
5		76		147		218		289	
6		77		148		219		290	
7		78		149		220		291	
8		79		150		221		292	
9		80		151		222		293	
10		81		152		223		294	
11		82		153		224		295	
12		83		154		225		296	
13		84		155		226		297	
14		85		156		227		298	
15		86		157		228		299	
16		87		158		229		300	
17		88		159		230		301	
18		89		160		231		302	
19		90		161		232		303	
20		91		162		233		304	
21		92		163		234		305	
22		93		164		235		306	
23		94	Brown Anole	165		236		307	
24		95		166		237		308	
25		96		167		238		309	
26		97		168	Brown Anole	239		310	
27		98		169		240		311	
28		99		170		241		312	
29		100		171		242		313	
30		101		172		243		314	
31		102		173		244		315	
32		103		174		245		316	
33		104		175		246		317	
34		105		176		247		318	
35		106		177		248		319	
36		107		178		249		320	
37		108		179		250		321	
38		109		180		251		322	
39		110		181		252		323	
40		111		182		253		324	
41		112		183		254		325	
42		113	Brown Anole	184		255		326	
43		114		185		256		327	
44		115		186		257		328	
45		116		187		258		329	Brown Anole
46		117		188		259		330	
47		118		189		260		331	
48		119		190		261		332	
49		120		191		262		333	
50		121		192		263		334	
51		122		193		264		335	
52		123		194		265		336	
53		124		195		266		337	
54		125		196		267		338	
55		126		197		268		339	
56		127		198		269		340	
57		128		199		270		341	
58		129		200		271		342	
59		130		201		272		343	
60		131		202		273		344	
61		132		203		274		345	
62		133		204		275		346	
63		134		205		276		347	
64		135		206		277		348	
65		136		207		278		349	
66		137		208		279		350	
67		138		209		280		351	
68		139		210		281		352	
69		140		211		282		353	
70		141		212		283		354	
71		142		213		284		355	

notes: x = positive finding write date observed take pictures of positive findings
2,269 cover boards surveyed

March 8, 2023
Survey Start: 7:35 AM
Survey Complete: 4:45 PM

Retail Development - Holly Hill Road 2 and US 27
Polk County, Florida
Sand Skink Survey Field Data Sheet

Scientist(s): Brian Devlin, Corey Moore

356		434		512		590		668		
357		435		513		591		669		
358		436		514		592		670		
359		437		515		593		671		
360	Brown Anole	438		516		594		672		
361		439		517		595		673		
362		440		518		596		674		
363		441		519		597		675		
364		442		520		598		676		
365		443		521		599		677		
366		444		522		600		678		
367		445		523		601		679		
368		446		524		602		680		
369		447		525		603		681		
370		448		526		604		682		
371		449		527		605		683		
372		450		528		606		684		
373		451		529		607		685		
374		452		530		608		686		
375		453		531		609		687		
376		454		532		610		688		
377		455		533		611		689		
378		456		534		612		690		
379		457		535		613		691		
380		458		536		614		692		
381		459		537		615		693		
382		460		538		616		694		
383		461		539		617		695		
384		462		540		618		696		
385		463		541		619		697		
386		464		542	Six Line Race Runner Lizard	620		698		
387		465		543		621		699		
388		466		544		622		700		
389		467		545		623		701		
390	Six Line Race Runner Lizard	468		546		624		702		
391		469		547		625		703		
392		470		548		626		704		
393		471		549		627		705		
394		472		550		628		706		
395		473		551		629		707		
396		474		552		630		708		
397		475		553		631		709		
398		476		554		632		710		
399		477		555		633		711		
400		478		556		634		712		
401		479		557		635		713		
402		480		558		636		714		
403		481		559		637		715		
404		482		560		638		716		
405		483		561		639		717		
406		484		562		640		718		
407		485		563		641		719		
408		486		564		642		720		
409		487		565		643		721		
410		488		566		644		722		
411		489		567		645		723		
412		490		568		646		724		
413		491		569		647		725		
414		492		570		648		726		
415		493		571		649		727		
416		494		572		650		728		
417		495		573		651		729		
418		496		574		652		730		
419		497		575		653		731		
420		498		576		654		732		
421		499		577		655		733		
422		500		578		656		734		
423		501		579		657		735		
424		502		580		658		736		
425		503		581		659		737		
426		504		582		660		738		
427		505		583		661		739		
428		506		584		662		740		
429		507		585		663		741		
430		508		586		664		742		
431		509		587		665		743		
432		510		588		666		744		
433		511		589		667		745		

notes: x = positive finding write date observed
2,269 cover boards surveyed

take pictures of positive findings

March 8, 2023
Survey Start: 7:35 AM
Survey Complete: 4:45 PM

Retail Development - Holly Hill Road 2 and US 27
Polk County, Florida
Sand Skink Survey Field Data Sheet

Scientist(s): Brian Devlin, Corey Moore

746		824		902		980		1058		
747		825		903		981		1059		
748	Brown Anole	826		904		982		1060		
749		827		905		983		1061		
750	Brown Anole	828		906		984		1062		
751		829		907		985		1063		
752		830		908		986		1064		
753		831		909		987		1065		
754		832		910		988		1066		
755		833		911		989		1067		
756		834		912		990		1068		
757		835		913		991		1069		
758		836		914		992		1070		
759		837		915		993		1071		
760		838		916		994		1072		
761		839		917		995		1073		
762		840		918		996		1074		
763		841		919		997		1075		
764		842		920		998		1076		
765		843		921		999		1077		
766		844		922		1000		1078		
767		845		923		1001		1079		
768		846		924		1002		1080		
769		847		925		1003		1081		
770		848		926		1004		1082		
771		849		927		1005		1083		
772		850		928		1006		1084		
773		851		929		1007		1085		
774		852		930		1008		1086		
775		853		931		1009		1087		
776		854		932		1010		1088		
777		855		933		1011		1089		
778		856		934		1012		1090		
779		857		935		1013		1091		
780		858		936		1014		1092		
781		859		937		1015		1093		
782		860		938		1016		1094		
783		861		939		1017		1095		
784		862		940		1018		1096		
785		863		941		1019		1097		
786		864		942		1020		1098		
787		865		943		1021		1099		
788		866		944		1022		1100		
789		867		945		1023		1101		
790		868		946		1024		1102		
791		869		947		1025		1103		
792		870		948		1026		1104		
793		871		949		1027		1105		
794		872		950		1028		1106		
795		873		951		1029		1107		
796		874		952		1030		1108		
797		875		953		1031		1109		
798		876		954		1032		1110		
799		877		955		1033		1111		
800		878		956		1034		1112		
801		879		957		1035		1113		
802		880		958		1036		1114		
803		881		959		1037		1115		
804		882		960		1038		1116		
805		883		961		1039		1117		
806		884		962		1040		1118		
807		885		963		1041		1119		
808		886		964		1042		1120		
809		887		965		1043		1121		
810		888		966		1044		1122		
811		889		967		1045		1123		
812		890		968		1046		1124		
813		891		969		1047		1125		
814		892		970		1048		1126		
815		893		971		1049		1127		
816		894		972		1050		1128		
817		895		973		1051		1129		
818		896		974		1052		1130		
819		897		975		1053		1131		
820		898		976		1054		1132		
821		899		977		1055		1133		
822		900		978		1056		1134		
823		901		979		1057		1135		

notes: x = positive finding write date observed
2,269 cover boards surveyed

take pictures of positive findings

March 8, 2023
Survey Start: 7:35 AM
Survey Complete: 4:45 PM

Retail Development - Holly Hill Road 2 and US 27
Polk County, Florida
Sand Skink Survey Field Data Sheet

Scientist(s): Brian Devlin, Corey Moore

1136		1214		1292		1370		1448		
1137		1215		1293		1371		1449		
1138		1216		1294		1372		1450		
1139		1217		1295		1373		1451		
1140		1218		1296		1374		1452		
1141		1219		1297		1375		1453		
1142		1220		1298		1376		1454		
1143		1221		1299		1377		1455		
1144		1222		1300		1378		1456		
1145		1223		1301		1379		1457		
1146		1224		1302		1380		1458		
1147		1225		1303		1381		1459		
1148		1226		1304		1382		1460		
1149		1227		1305		1383		1461		
1150		1228		1306		1384		1462		
1151		1229		1307		1385		1463		
1152		1230		1308		1386		1464		
1153		1231		1309		1387		1465		
1154		1232		1310		1388		1466		
1155		1233		1311		1389		1467		
1156		1234		1312		1390		1468		
1157		1235		1313		1391		1469		
1158		1236		1314		1392		1470		
1159		1237		1315		1393		1471		
1160		1238		1316		1394		1472		
1161		1239		1317		1395		1473		
1162		1240		1318		1396		1474		
1163		1241		1319		1397		1475		
1164		1242		1320		1398		1476		
1165		1243		1321		1399		1477		
1166		1244		1322		1400		1478		
1167		1245		1323		1401		1479		
1168		1246		1324		1402		1480		
1169		1247		1325		1403		1481		
1170		1248		1326		1404		1482		
1171		1249		1327		1405		1483		
1172		1250		1328		1406		1484		
1173		1251		1329		1407		1485		
1174		1252		1330		1408		1486		
1175		1253		1331		1409		1487		
1176		1254		1332		1410		1488		
1177		1255		1333		1411		1489		
1178		1256		1334		1412		1490		
1179		1257		1335		1413		1491		
1180		1258		1336		1414		1492		
1181		1259		1337		1415		1493		
1182		1260		1338		1416		1494		
1183		1261		1339		1417		1495		
1184		1262		1340		1418		1496		
1185		1263		1341	Field Mouse	1419		1497		
1186		1264		1342		1420		1498		
1187		1265		1343		1421		1499		
1188		1266		1344		1422		1500		
1189		1267		1345		1423		1501		
1190		1268		1346		1424		1502		
1191		1269		1347		1425		1503		
1192		1270		1348		1426		1504		
1193		1271		1349		1427		1505		
1194		1272		1350		1428		1506		
1195		1273		1351		1429		1507		
1196		1274		1352		1430		1508	Black Racer	
1197		1275		1353		1431		1509		
1198		1276		1354		1432		1510		
1199		1277		1355		1433		1511		
1200		1278		1356		1434		1512		
1201		1279		1357		1435		1513		
1202		1280		1358		1436		1514		
1203		1281		1359		1437		1515		
1204		1282		1360		1438		1516		
1205		1283		1361		1439		1517		
1206		1284		1362		1440		1518		
1207		1285		1363		1441		1519		
1208		1286		1364		1442		1520		
1209		1287		1365		1443		1521		
1210		1288		1366		1444		1522		
1211		1289		1367		1445		1523		
1212		1290		1368		1446		1524		
1213		1291		1369		1447		1525		

notes: x = positive finding write date observed
2,269 cover boards surveyed

take pictures of positive findings

March 8, 2023
Survey Start: 7:35 AM
Survey Complete: 4:45 PM

Retail Development - Holly Hill Road 2 and US 27
Polk County, Florida
Sand Skink Survey Field Data Sheet

Scientist(s): Brian Devlin, Corey Moore

1526		1604		1682		1760		1838		
1527		1605		1683		1761		1839		
1528		1606		1684		1762		1840		
1529		1607		1685		1763		1841		
1530		1608		1686		1764		1842		
1531		1609		1687		1765		1843		
1532		1610		1688		1766		1844		
1533		1611		1689		1767		1845		
1534		1612		1690		1768		1846		
1535		1613		1691		1769		1847		
1536		1614		1692		1770		1848		
1537		1615		1693		1771		1849		
1538		1616		1694		1772		1850		
1539		1617		1695		1773		1851		
1540		1618		1696		1774		1852		
1541		1619		1697		1775		1853		
1542		1620		1698		1776		1854		
1543		1621		1699		1777		1855		
1544		1622		1700		1778		1856		
1545		1623		1701		1779		1857		
1546		1624		1702		1780		1858		
1547		1625		1703		1781		1859		
1548		1626		1704		1782		1860		
1549		1627		1705		1783		1861		
1550		1628		1706		1784		1862		
1551	Brown Anole	1629		1707		1785		1863		
1552		1630		1708		1786		1864		
1553		1631		1709		1787		1865		
1554		1632		1710		1788		1866		
1555		1633		1711		1789		1867		
1556		1634		1712		1790		1868		
1557		1635		1713		1791		1869		
1558		1636		1714		1792		1870		
1559		1637		1715		1793		1871		
1560		1638		1716		1794		1872		
1561		1639		1717		1795		1873		
1562		1640		1718		1796		1874		
1563		1641		1719		1797		1875	Brown Anole	
1564		1642		1720		1798		1876		
1565		1643		1721		1799		1877		
1566		1644		1722		1800		1878		
1567		1645		1723		1801		1879		
1568		1646		1724		1802		1880		
1569		1647		1725		1803		1881		
1570		1648		1726		1804		1882		
1571		1649		1727		1805		1883		
1572		1650		1728		1806		1884		
1573		1651		1729		1807		1885		
1574		1652		1730		1808		1886		
1575		1653		1731	Brown Anole	1809		1887		
1576		1654		1732		1810		1888		
1577		1655		1733		1811		1889		
1578		1656		1734		1812		1890		
1579		1657		1735		1813		1891		
1580		1658		1736		1814		1892		
1581		1659		1737		1815		1893		
1582		1660		1738		1816		1894		
1583		1661		1739		1817		1895		
1584		1662		1740		1818		1896		
1585		1663		1741		1819		1897		
1586		1664		1742		1820		1898		
1587		1665		1743		1821		1899		
1588		1666		1744		1822		1900		
1589		1667		1745		1823		1901		
1590		1668		1746		1824		1902	Brown Anole	
1591		1669		1747		1825		1903		
1592		1670		1748		1826		1904		
1593		1671		1749		1827		1905		
1594		1672		1750		1828		1906		
1595	Brown Anole	1673		1751		1829		1907		
1596		1674		1752		1830		1908		
1597		1675		1753		1831		1909		
1598		1676		1754		1832		1910		
1599		1677		1755		1833		1911		
1600		1678		1756		1834		1912		
1601		1679		1757		1835		1913		
1602		1680		1758		1836		1914		
1603		1681		1759		1837		1915		

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2,269 cover boards surveyed

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Retail Development - Holly Hill Road 2 and US 27
Polk County, Florida
Sand Skink Survey Field Data Sheet

Scientist(s): Brian Devlin, Corey Moore

1916		1994		2072		2150		2228		
1917		1995		2073		2151		2229		
1918		1996	Brown Anole	2074		2152		2230		
1919		1997		2075		2153		2231		
1920		1998		2076		2154		2232		
1921		1999		2077		2155		2233		
1922		2000		2078		2156		2234		
1923		2001		2079		2157		2235		
1924		2002		2080		2158		2236		
1925		2003		2081		2159		2237		
1926		2004		2082		2160		2238		
1927		2005		2083		2161		2239		
1928		2006		2084		2162		2240		
1929		2007		2085		2163		2241		
1930		2008		2086		2164		2242		
1931		2009		2087	Brown Anole	2165		2243		
1932		2010		2088		2166		2244		
1933		2011	Brown Anole	2089		2167		2245		
1934		2012		2090		2168		2246		
1935		2013		2091		2169		2247		
1936		2014		2092		2170		2248		
1937		2015		2093		2171		2249		
1938		2016		2094		2172		2250		
1939		2017		2095		2173		2251		
1940		2018		2096		2174		2252		
1941		2019	Six Line Race Runner Lizard	2097		2175		2253		
1942		2020		2098		2176		2254		
1943		2021		2099		2177		2255		
1944		2022		2100		2178		2256		
1945		2023		2101		2179		2257		
1946		2024		2102		2180		2258		
1947		2025		2103		2181		2259		
1948		2026		2104		2182		2260		
1949		2027		2105		2183		2261		
1950		2028		2106		2184		2262		
1951		2029		2107	Brown Anole	2185		2263		
1952		2030		2108		2186		2264		
1953		2031		2109		2187		2265		
1954		2032		2110		2188		2266		
1955		2033		2111		2189		2267		
1956		2034		2112		2190		2268		
1957		2035		2113		2191		2269		
1958		2036		2114		2192				
1959		2037		2115		2193				
1960		2038		2116		2194				
1961		2039		2117		2195				
1962		2040		2118		2196				
1963		2041		2119		2197				
1964		2042		2120		2198				
1965		2043		2121		2199				
1966		2044		2122		2200				
1967		2045		2123		2201				
1968		2046		2124		2202				
1969		2047		2125		2203				
1970		2048		2126		2204				
1971		2049		2127		2205				
1972		2050		2128		2206				
1973		2051		2129		2207				
1974		2052		2130		2208				
1975		2053		2131		2209				
1976		2054		2132		2210				
1977		2055		2133		2211				
1978		2056		2134		2212				
1979		2057		2135		2213				
1980		2058		2136		2214				
1981		2059		2137		2215				
1982		2060		2138		2216				
1983		2061		2139		2217				
1984		2062		2140		2218				
1985		2063		2141		2219				
1986		2064		2142		2220				
1987		2065		2143		2221				
1988		2066		2144		2222				
1989		2067		2145		2223				
1990		2068		2146		2224				
1991		2069		2147		2225				
1992		2070		2148		2226				
1993		2071		2149		2227				

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2,269 cover boards surveyed

take pictures of positive findings

March 15, 2023
Survey Start: 7:30 AM
Survey Complete: 4:50 PM

Retail Development - Holly Hill Road 2 and US 27
Polk County, Florida
Sand Skink Survey Field Data Sheet

Scientist(s): Brian Devlin, Corey Moore

CPH Job # W131163.1- Sand Skink Cover Board Survey					**Date: March 15, 2023**		**Scientist(s): Brian Devlin & Corey Moore**			
Survey Start: 7:30 AM							**Survey Complete: 4:50 PM**			
Board #		**Board #**		**Board #**		**Board #**		**Board #**		
1		72		143		214		285		
2	Brown Anole	73		144		215		286		
3		74	Six Line Race Runner Lizard	145		216		287		
4		75		146		217		288		
5		76		147		218		289		
6		77		148		219		290		
7		78		149		220		291		
8		79		150		221		292		
9		80		151		222		293		
10		81		152		223		294		
11		82		153		224		295		
12		83		154		225		296		
13		84		155		226		297		
14		85		156		227		298		
15		86		157		228		299		
16		87		158		229		300		
17	Six Line Race Runner Lizard	88		159		230		301		
18		89		160		231		302		
19		90		161	Brown Anole	232		303		
20		91		162		233		304		
21		92		163	Brown Anole	234		305		
22		93		164		235		306		
23		94		165		236		307		
24		95		166		237		308		
25		96		167		238		309		
26		97		168		239		310		
27		98		169		240		311		
28		99		170		241		312		
29		100		171		242		313		
30		101		172		243		314		
31		102		173		244		315		
32		103	Brown Anole	174		245		316		
33		104		175		246		317		
34		105		176		247		318		
35		106		177		248		319		
36		107		178		249		320		
37		108		179		250		321		
38		109		180		251		322		
39		110		181		252		323		
40		111		182		253		324		
41		112		183		254		325		
42		113		184		255		326		
43		114		185		256		327		
44		115		186		257		328		
45		116		187		258		329	Brown Anole	
46		117		188		259		330		
47		118		189		260		331		
48		119		190		261		332		
49		120		191		262		333		
50	Brown Anole	121		192		263		334		
51		122		193		264		335		
52		123		194		265		336		
53		124		195		266		337		
54		125		196		267	Brown Anole	338		
55		126		197		268		339		
56		127		198		269		340		
57		128		199		270		341		
58		129		200		271		342		
59		130		201		272		343		
60		131		202		273		344		
61		132		203		274		345		
62		133		204		275		346		
63		134		205		276		347		
64		135		206		277		348		
65		136		207		278		349		
66		137		208		279		350		
67		138		209		280		351		
68		139		210		281		352		
69		140		211		282		353		
70		141		212		283		354		
71		142		213		284		355		

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Retail Development - Holly Hill Road 2 and US 27
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Scientist(s): Brian Devlin, Corey Moore

356		434		512		590		668		
357		435		513		591		669		
358		436		514		592		670		
359		437		515		593		671		
360	Six Line Race Runner Lizard	438		516		594		672		
361		439		517		595		673		
362		440		518		596		674		
363		441		519		597		675		
364		442		520		598		676		
365		443		521		599		677		
366		444		522		600		678		
367		445		523		601		679		
368		446		524		602		680		
369		447		525		603		681		
370		448		526		604		682		
371		449		527		605		683		
372		450		528		606		684		
373		451	Brown Anole	529		607		685		
374		452		530		608		686		
375		453		531		609		687		
376		454		532		610		688		
377		455		533		611		689		
378		456		534		612		690		
379		457		535		613		691		
380		458		536		614		692		
381		459		537		615		693		
382		460		538		616		694		
383		461		539		617		695		
384		462		540		618		696		
385		463		541		619		697		
386		464		542		620		698		
387	Brown Anole	465		543		621		699		
388		466		544		622		700		
389		467		545		623		701		
390		468		546		624		702		
391		469		547		625		703		
392		470		548		626		704		
393		471		549		627		705		
394		472		550		628		706		
395		473		551		629		707		
396		474		552		630		708		
397		475		553		631		709		
398		476		554		632		710		
399		477		555		633	Brown Anole	711		
400		478		556		634		712		
401		479		557		635		713		
402		480		558		636		714		
403		481		559		637		715		
404		482		560		638		716		
405		483		561		639		717		
406		484		562		640		718		
407		485		563		641		719		
408		486		564		642		720		
409		487		565		643		721		
410		488		566		644		722		
411		489		567		645		723		
412		490		568		646		724		
413		491		569		647		725		
414		492		570		648		726		
415		493		571		649		727		
416		494		572		650		728		
417		495		573		651		729		
418		496		574		652		730		
419		497		575		653		731		
420		498		576		654		732		
421		499		577		655		733		
422		500		578		656		734		
423		501		579		657		735		
424		502		580		658		736		
425		503		581		659		737		
426		504		582		660		738		
427		505	Brown Anole	583		661		739		
428		506		584		662		740		
429		507		585		663		741		
430		508		586		664		742		
431		509		587		665		743		
432		510		588		666		744		
433		511		589		667		745		

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746		824		902		980		1058		
747		825		903		981		1059		
748		826		904		982		1060		
749		827		905		983		1061		
750		828		906		984		1062		
751		829		907		985		1063		
752		830		908		986		1064		
753		831		909		987		1065		
754		832		910		988		1066		
755		833		911		989		1067		
756		834		912		990		1068		
757	Brown Anole	835		913		991		1069		
758		836		914		992		1070		
759		837		915		993		1071		
760		838		916		994		1072		
761		839		917		995		1073		
762		840		918		996		1074		
763		841		919		997		1075		
764		842		920		998		1076		
765		843		921		999		1077		
766		844		922		1000		1078		
767		845		923		1001		1079		
768		846		924		1002		1080		
769		847		925		1003		1081		
770		848	Brown Anole	926		1004		1082		
771		849		927		1005		1083		
772		850		928		1006		1084		
773		851		929		1007		1085		
774		852		930		1008		1086		
775		853		931		1009		1087		
776		854		932		1010		1088		
777		855		933		1011		1089		
778		856		934		1012		1090		
779		857		935		1013		1091		
780		858		936		1014		1092		
781		859		937		1015		1093		
782		860		938		1016		1094		
783		861		939		1017		1095		
784		862		940		1018		1096		
785		863		941		1019		1097		
786		864		942		1020		1098		
787		865		943		1021		1099		
788		866		944		1022		1100		
789		867		945		1023		1101		
790		868		946		1024		1102		
791		869		947		1025		1103		
792		870		948		1026		1104		
793		871		949		1027		1105		
794		872	Three Field Mice	950		1028		1106		
795		873		951		1029		1107		
796		874		952		1030		1108		
797		875		953		1031		1109		
798		876		954		1032		1110		
799		877		955		1033		1111		
800		878		956		1034	Brown Anole	1112		
801		879		957		1035		1113		
802		880		958		1036		1114		
803		881		959		1037		1115		
804		882		960		1038		1116		
805		883		961		1039		1117		
806		884		962		1040		1118		
807		885		963		1041		1119		
808		886		964		1042		1120		
809		887		965		1043		1121		
810		888		966		1044		1122		
811		889		967		1045		1123		
812		890		968		1046		1124		
813		891		969		1047		1125		
814		892		970		1048		1126		
815		893		971		1049		1127		
816		894		972		1050		1128		
817		895		973		1051		1129		
818		896		974		1052		1130		
819		897		975		1053		1131		
820		898		976		1054		1132		
821		899		977		1055		1133		
822		900		978		1056		1134		
823		901	Brown Anole	979		1057		1135		

notes: x = positive finding write date observed
2,269 cover boards surveyed

take pictures of positive findings

March 15, 2023
Survey Start: 7:30 AM
Survey Complete: 4:50 PM

Retail Development - Holly Hill Road 2 and US 27
Polk County, Florida
Sand Skink Survey Field Data Sheet

Scientist(s): Brian Devlin, Corey Moore

1136		1214		1292		1370		1448		
1137		1215		1293		1371		1449		
1138		1216		1294		1372		1450		
1139		1217		1295		1373		1451		
1140	Six Line Race Runner Lizard	1218		1296		1374		1452		
1141		1219		1297		1375		1453		
1142		1220		1298		1376		1454		
1143		1221		1299		1377		1455		
1144		1222		1300		1378		1456		
1145		1223		1301		1379		1457		
1146		1224		1302		1380		1458		
1147		1225		1303		1381		1459		
1148		1226		1304		1382		1460		
1149		1227		1305		1383		1461		
1150		1228		1306		1384	Brown Anole	1462		
1151		1229		1307		1385		1463		
1152		1230		1308		1386		1464		
1153		1231		1309		1387		1465		
1154		1232		1310		1388		1466		
1155		1233		1311		1389		1467		
1156		1234		1312		1390		1468		
1157		1235		1313		1391		1469		
1158		1236		1314		1392		1470		
1159		1237		1315		1393		1471		
1160		1238		1316		1394		1472		
1161		1239		1317		1395		1473		
1162		1240		1318		1396		1474		
1163		1241	Six Line Race Runner Lizard	1319		1397		1475		
1164		1242		1320		1398		1476		
1165		1243		1321		1399		1477		
1166		1244		1322		1400		1478		
1167		1245		1323		1401		1479		
1168		1246		1324		1402		1480		
1169		1247		1325		1403		1481		
1170		1248		1326		1404		1482		
1171		1249		1327		1405		1483		
1172		1250		1328		1406		1484		
1173		1251		1329		1407		1485		
1174		1252		1330		1408		1486		
1175		1253		1331		1409		1487		
1176		1254		1332		1410		1488		
1177		1255		1333		1411		1489		
1178		1256		1334		1412		1490		
1179		1257		1335		1413		1491		
1180		1258		1336		1414		1492		
1181		1259		1337		1415		1493		
1182		1260		1338		1416		1494		
1183		1261		1339		1417		1495		
1184		1262		1340		1418		1496		
1185		1263		1341		1419		1497		
1186		1264	Brown Anole	1342		1420		1498		
1187		1265		1343		1421		1499		
1188		1266		1344		1422		1500		
1189		1267		1345		1423		1501		
1190		1268		1346		1424		1502	Brown Anole	
1191		1269		1347		1425		1503		
1192		1270		1348		1426		1504		
1193		1271		1349		1427		1505		
1194		1272		1350		1428		1506		
1195		1273		1351		1429		1507		
1196		1274		1352		1430		1508		
1197		1275		1353		1431		1509		
1198		1276	Brown Anole	1354		1432		1510		
1199		1277		1355		1433		1511		
1200		1278		1356		1434		1512		
1201		1279		1357		1435		1513		
1202		1280		1358		1436		1514		
1203		1281		1359		1437		1515		
1204		1282		1360		1438		1516		
1205		1283		1361		1439		1517		
1206		1284		1362		1440		1518		
1207		1285		1363		1441		1519		
1208		1286		1364		1442		1520		
1209		1287		1365		1443		1521		
1210		1288		1366		1444		1522		
1211		1289		1367		1445		1523		
1212		1290		1368		1446		1524		
1213		1291		1369		1447		1525		

notes: x = positive finding write date observed
take pictures of positive findings
2,269 cover boards surveyed

March 15, 2023
Survey Start: 7:30 AM
Survey Complete: 4:50 PM

Retail Development - Holly Hill Road 2 and US 27
Polk County, Florida
Sand Skink Survey Field Data Sheet

Scientist(s): Brian Devlin, Corey Moore

1526		1604		1682		1760		1838		
1527		1605		1683		1761		1839		
1528		1606		1684		1762		1840		
1529		1607		1685		1763		1841		
1530		1608		1686		1764		1842		
1531		1609		1687		1765		1843		
1532		1610		1688		1766		1844		
1533		1611		1689		1767		1845		
1534		1612		1690		1768		1846		
1535		1613		1691		1769		1847		
1536		1614		1692		1770		1848		
1537		1615		1693		1771		1849		
1538		1616		1694		1772		1850		
1539		1617		1695		1773		1851		
1540		1618		1696		1774		1852		
1541		1619		1697		1775		1853		
1542		1620		1698		1776		1854		
1543		1621		1699		1777		1855		
1544		1622		1700		1778		1856		
1545		1623		1701		1779		1857		
1546		1624		1702		1780		1858		
1547		1625		1703		1781		1859		
1548		1626		1704		1782		1860		
1549		1627		1705		1783		1861		
1550		1628		1706		1784		1862		
1551		1629		1707		1785		1863		
1552		1630	Brown Anole	1708		1786		1864		
1553		1631		1709		1787	Brown Anole	1865		
1554		1632		1710		1788		1866		
1555		1633		1711		1789		1867		
1556		1634		1712		1790		1868		
1557		1635		1713		1791		1869		
1558		1636		1714		1792		1870		
1559		1637		1715		1793		1871		
1560		1638		1716		1794		1872		
1561		1639		1717		1795		1873		
1562		1640		1718		1796		1874		
1563		1641		1719		1797		1875		
1564		1642		1720		1798		1876		
1565		1643		1721		1799		1877		
1566		1644		1722		1800		1878		
1567		1645		1723		1801		1879		
1568		1646		1724		1802		1880		
1569		1647		1725		1803		1881		
1570		1648		1726		1804		1882		
1571		1649		1727		1805		1883		
1572		1650		1728		1806		1884		
1573		1651		1729		1807		1885		
1574		1652		1730		1808		1886		
1575		1653		1731		1809		1887		
1576		1654		1732		1810		1888		
1577		1655		1733		1811		1889		
1578		1656		1734		1812		1890		
1579		1657		1735		1813		1891		
1580		1658		1736		1814		1892		
1581		1659		1737		1815		1893		
1582		1660		1738		1816		1894		
1583		1661		1739		1817		1895		
1584		1662		1740		1818		1896		
1585		1663		1741		1819		1897		
1586		1664		1742		1820		1898		
1587		1665		1743		1821		1899		
1588		1666		1744		1822		1900		
1589		1667		1745		1823		1901		
1590		1668		1746		1824		1902		
1591		1669		1747		1825		1903		
1592		1670		1748		1826		1904		
1593		1671		1749		1827		1905		
1594		1672		1750		1828		1906		
1595		1673		1751		1829		1907		
1596		1674		1752		1830		1908		
1597		1675		1753		1831		1909		
1598		1676		1754		1832		1910		
1599		1677		1755		1833		1911		
1600		1678		1756		1834		1912		
1601		1679		1757		1835		1913		
1602		1680		1758		1836		1914		
1603		1681		1759		1837		1915		

notes: x = positive finding write date observed
take pictures of positive findings
2,269 cover boards surveyed

March 15, 2023
Survey Start: 7:30 AM
Survey Complete: 4:50 PM

Retail Development - Holly Hill Road 2 and US 27
Polk County, Florida
Sand Skink Survey Field Data Sheet

Scientist(s): Brian Devlin, Corey Moore

1916		1994		2072		2150		2228		
1917		1995		2073		2151		2229		
1918		1996		2074		2152		2230		
1919		1997		2075		2153		2231		
1920		1998		2076		2154		2232		
1921		1999		2077		2155		2233		
1922		2000		2078		2156		2234		
1923		2001		2079		2157		2235		
1924		2002		2080		2158		2236		
1925		2003		2081		2159		2237		
1926		2004		2082		2160		2238		
1927		2005		2083		2161		2239		
1928		2006		2084		2162		2240		
1929		2007		2085		2163		2241		
1930		2008		2086		2164		2242		
1931		2009		2087		2165		2243		
1932		2010		2088		2166		2244		
1933		2011		2089		2167		2245		
1934		2012		2090		2168		2246		
1935		2013		2091		2169		2247		
1936		2014		2092		2170		2248		
1937		2015		2093		2171		2249		
1938		2016		2094		2172		2250		
1939		2017		2095		2173		2251		
1940		2018		2096		2174		2252		
1941	Six Line Race Runner Lizard	2019		2097		2175		2253		
1942		2020		2098		2176		2254		
1943		2021		2099		2177		2255		
1944		2022		2100		2178		2256		
1945		2023		2101		2179		2257		
1946		2024		2102		2180		2258		
1947		2025		2103		2181		2259		
1948		2026		2104		2182		2260		
1949		2027		2105		2183		2261		
1950		2028		2106		2184		2262		
1951		2029		2107		2185		2263		
1952		2030		2108		2186		2264		
1953		2031		2109		2187		2265		
1954		2032		2110		2188		2266		
1955		2033		2111		2189		2267		
1956		2034		2112		2190		2268		
1957		2035		2113		2191		2269		
1958		2036		2114		2192				
1959		2037		2115		2193				
1960		2038		2116		2194				
1961		2039		2117		2195				
1962		2040		2118		2196				
1963		2041		2119		2197				
1964		2042		2120		2198				
1965		2043		2121		2199				
1966		2044		2122		2200				
1967		2045		2123		2201				
1968		2046		2124		2202				
1969		2047		2125		2203				
1970		2048		2126		2204				
1971		2049		2127		2205				
1972		2050		2128		2206				
1973		2051		2129		2207				
1974		2052		2130		2208				
1975		2053		2131		2209				
1976		2054		2132		2210				
1977		2055		2133		2211				
1978		2056		2134		2212				
1979		2057		2135		2213				
1980		2058		2136		2214				
1981		2059		2137		2215				
1982		2060		2138		2216				
1983		2061		2139		2217				
1984		2062		2140		2218				
1985		2063		2141		2219				
1986		2064		2142		2220				
1987		2065		2143		2221				
1988		2066		2144		2222				
1989		2067		2145		2223				
1990		2068		2146		2224				
1991		2069		2147		2225				
1992		2070		2148		2226				
1993		2071		2149		2227				

notes: x = positive finding write date observed
2,269 cover boards surveyed

take pictures of positive findings

March 22, 2023
Survey Start: 7:15 AM
Survey Complete: 5:00 PM

Retail Development - Holly Hill Road 2 and US 27
Polk County, Florida
Sand Skink Survey Field Data Sheet

Scientists: Brian Devlin, Corey Moore, Logan Shappell, Brady Heart

CPH Job # W131163.1- Sand Skink Cover Board Survey					**Date: March 22, 2023**		**Scientist(s): Brian Devlin, Corey Moore, Logan Shappell & Brady Heart**			
Survey Start: 7:15 AM							**Survey Complete: 5:00 PM**			
Board #		**Board #**		**Board #**		**Board #**		**Board #**		
1		72		143		214		285		
2		73		144		215		286		
3		74		145		216		287		
4		75		146		217		288		
5		76		147		218		289		
6		77		148		219		290		
7		78		149		220		291		
8		79		150		221		292		
9		80		151		222		293		
10		81		152		223		294		
11		82		153		224		295		
12		83		154		225		296		
13		84		155		226		297		
14		85		156		227		298		
15		86		157		228		299		
16		87		158		229		300		
17		88		159		230		301		
18		89		160		231		302		
19		90		161		232		303		
20		91	Brown Anole	162		233		304		
21		92		163		234		305		
22		93		164		235		306		
23		94		165		236		307		
24		95		166		237		308		
25		96		167		238		309		
26		97		168		239		310		
27		98		169		240		311		
28		99		170		241		312		
29		100		171		242		313		
30		101		172		243		314		
31		102		173		244		315		
32		103		174		245		316		
33		104		175		246		317		
34		105		176		247		318		
35		106		177		248		319		
36		107		178		249		320		
37		108		179		250		321		
38		109		180		251		322		
39		110		181		252		323		
40		111		182		253		324		
41		112		183		254		325		
42		113		184		255		326		
43		114		185		256		327		
44		115		186		257		328		
45		116		187		258		329		
46		117		188		259		330		
47		118		189		260		331		
48		119		190		261		332		
49		120		191		262		333		
50		121		192		263		334	Brown Anole	
51		122		193		264		335		
52		123		194		265		336		
53		124		195		266		337		
54		125		196		267		338		
55		126		197		268		339		
56		127		198		269		340		
57		128		199		270		341		
58		129		200		271		342		
59		130		201		272		343		
60		131		202		273		344		
61		132		203		274		345		
62		133		204		275		346		
63		134		205		276		347		
64		135		206		277		348		
65		136		207		278		349		
66		137		208		279		350		
67		138		209		280		351		
68		139		210		281		352		
69		140		211		282		353		
70		141		212		283		354		
71		142		213		284		355		

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Retail Development - Holly Hill Road 2 and US 27
Polk County, Florida
Sand Skink Survey Field Data Sheet

Scientists: Brian Devlin, Corey Moore, Logan Shappell, Brady Heart

356		434		512		590		668		
357		435		513		591		669		
358		436		514		592		670		
359		437		515		593		671		
360		438		516		594		672		
361		439		517		595		673		
362		440		518		596		674		
363		441		519		597		675		
364		442		520		598		676		
365		443		521		599		677		
366		444		522		600		678		
367		445		523		601		679		
368		446		524		602		680		
369		447	Brown Anole	525		603		681		
370		448		526		604		682		
371		449		527		605		683		
372		450		528		606		684		
373		451		529		607		685		
374		452		530		608		686		
375		453		531		609		687		
376		454		532		610		688		
377		455		533		611		689		
378		456		534		612		690		
379		457		535		613		691		
380		458		536		614		692		
381		459		537		615		693		
382		460		538		616		694		
383		461		539		617		695		
384		462		540		618		696		
385		463		541		619		697		
386		464		542		620		698		
387		465		543		621		699		
388		466		544		622		700		
389		467		545		623		701		
390		468		546		624		702		
391		469		547		625		703		
392		470		548		626		704		
393		471		549		627		705		
394		472		550		628		706		
395		473		551		629		707		
396		474		552		630		708		
397		475		553		631		709		
398		476		554		632		710		
399		477		555		633		711		
400		478		556		634		712		
401		479		557		635		713		
402		480		558		636		714		
403		481		559		637		715		
404		482		560		638		716		
405		483		561		639		717		
406		484		562		640		718		
407		485		563		641		719		
408		486		564		642		720	Brown Anole	
409		487		565		643		721		
410		488		566		644		722		
411		489		567		645		723		
412		490		568		646		724		
413		491		569		647		725		
414		492		570		648		726		
415		493		571		649		727		
416		494		572		650		728		
417		495	Six Line Race Runner Lizard	573		651		729		
418		496		574		652		730		
419		497		575		653		731		
420		498		576		654		732		
421		499		577		655		733		
422		500		578		656		734		
423		501		579		657		735		
424		502		580		658		736		
425		503		581		659		737		
426		504		582		660		738		
427		505		583		661		739		
428		506		584		662		740		
429		507		585		663		741		
430		508		586		664		742		
431		509		587		665		743		
432		510		588		666		744		
433		511		589		667		745		

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2,269 cover boards surveyed

March 22, 2023
Survey Start: 7:15 AM
Survey Complete: 5:00 PM

Retail Development - Holly Hill Road 2 and US 27
Polk County, Florida
Sand Skink Survey Field Data Sheet

Scientists: Brian Devlin, Corey Moore, Logan Shappell, Brady Heart

746		824		902		980		1058		
747		825		903		981		1059		
748		826		904		982		1060		
749		827		905		983		1061		
750		828		906		984		1062		
751		829		907		985		1063		
752		830		908		986		1064		
753		831		909		987		1065		
754		832		910		988		1066		
755		833		911		989		1067		
756		834		912		990		1068		
757		835		913		991		1069		
758		836		914		992		1070		
759		837		915		993		1071		
760		838		916		994		1072		
761		839		917		995		1073		
762		840		918		996		1074		
763		841		919		997		1075		
764		842		920		998		1076		
765		843		921		999		1077		
766		844		922		1000		1078		
767		845		923		1001		1079		
768		846		924		1002		1080		
769		847		925		1003		1081		
770		848		926	Brown Anole	1004		1082		
771		849		927		1005		1083		
772		850		928		1006		1084		
773		851		929		1007		1085		
774		852		930		1008		1086		
775		853		931		1009		1087		
776		854		932		1010		1088		
777		855		933		1011		1089		
778		856		934		1012		1090		
779		857		935		1013		1091		
780		858		936		1014		1092		
781		859		937		1015		1093		
782		860		938		1016		1094		
783		861		939		1017		1095		
784		862		940		1018		1096		
785		863		941		1019		1097		
786		864		942		1020		1098		
787		865		943		1021		1099		
788		866		944		1022		1100		
789		867		945		1023		1101		
790		868		946		1024		1102		
791		869		947		1025		1103		
792		870		948		1026		1104		
793		871		949		1027	Brown Anole	1105		
794		872		950		1028		1106		
795		873		951		1029		1107		
796		874		952		1030		1108		
797		875		953		1031		1109		
798		876		954		1032		1110		
799		877		955		1033		1111		
800		878		956		1034		1112		
801		879		957		1035		1113		
802		880		958		1036		1114		
803		881		959		1037		1115		
804		882		960		1038		1116		
805		883		961		1039		1117		
806		884		962		1040		1118		
807		885		963		1041		1119		
808		886		964		1042		1120		
809		887		965		1043		1121		
810		888		966		1044		1122		
811		889		967		1045		1123		
812		890		968		1046		1124		
813		891		969		1047		1125		
814		892		970		1048		1126		
815		893		971		1049		1127		
816		894		972		1050		1128		
817		895		973		1051		1129		
818		896		974		1052		1130		
819		897		975		1053		1131		
820		898		976		1054		1132		
821		899		977		1055		1133		
822	Brown Anole	900		978		1056		1134		
823		901		979		1057		1135		

notes: x = positive finding write date observed
2,269 cover boards surveyed

take pictures of positive findings

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Retail Development - Holly Hill Road 2 and US 27
Polk County, Florida
Sand Skink Survey Field Data Sheet

Scientists: Brian Devlin, Corey Moore, Logan Shappell, Brady Heart

1136		1214		1292		1370	Brown Anole	1448		
1137		1215		1293		1371		1449		
1138		1216		1294		1372		1450		
1139		1217		1295		1373		1451		
1140		1218		1296		1374		1452		
1141		1219		1297		1375		1453		
1142		1220		1298		1376		1454		
1143		1221		1299		1377		1455		
1144		1222		1300		1378		1456		
1145		1223		1301		1379		1457		
1146		1224		1302		1380		1458		
1147		1225		1303		1381		1459		
1148		1226		1304		1382		1460		
1149		1227		1305		1383		1461		
1150		1228		1306		1384		1462		
1151		1229		1307		1385		1463		
1152		1230		1308		1386		1464		
1153		1231		1309		1387		1465		
1154		1232		1310		1388		1466		
1155		1233		1311		1389		1467		
1156		1234		1312		1390		1468		
1157		1235		1313		1391		1469		
1158		1236		1314		1392		1470		
1159		1237		1315		1393		1471		
1160		1238		1316		1394		1472		
1161		1239		1317		1395		1473		
1162		1240		1318	Brown Anole	1396		1474		
1163		1241		1319		1397		1475		
1164		1242		1320		1398		1476		
1165		1243		1321		1399		1477		
1166		1244		1322		1400		1478		
1167		1245		1323		1401		1479		
1168		1246		1324		1402		1480		
1169		1247		1325		1403		1481		
1170		1248		1326		1404		1482		
1171		1249		1327		1405		1483		
1172		1250		1328		1406		1484		
1173		1251		1329		1407		1485		
1174		1252		1330		1408		1486		
1175		1253		1331		1409		1487		
1176		1254		1332		1410		1488		
1177		1255		1333		1411		1489		
1178		1256		1334		1412		1490		
1179		1257		1335		1413		1491		
1180		1258		1336		1414		1492		
1181		1259		1337		1415		1493		
1182		1260		1338		1416		1494		
1183		1261		1339		1417		1495		
1184		1262		1340		1418		1496		
1185		1263		1341		1419		1497		
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1187		1265		1343		1421		1499		
1188		1266		1344		1422		1500		
1189		1267		1345		1423		1501		
1190		1268		1346		1424		1502		
1191		1269		1347		1425		1503		
1192		1270		1348		1426		1504		
1193		1271		1349		1427		1505		
1194		1272		1350		1428		1506		
1195		1273		1351		1429		1507		
1196		1274		1352		1430		1508		
1197		1275		1353		1431		1509		
1198		1276		1354		1432		1510		
1199		1277		1355		1433		1511		
1200		1278		1356		1434		1512		
1201		1279		1357		1435		1513		
1202		1280		1358		1436		1514		
1203		1281		1359		1437		1515		
1204		1282		1360		1438		1516		
1205		1283		1361		1439		1517		
1206		1284		1362		1440		1518		
1207		1285		1363		1441		1519		
1208		1286		1364		1442		1520		
1209		1287		1365		1443		1521		
1210		1288		1366		1444		1522		
1211		1289		1367		1445		1523		
1212		1290		1368		1446		1524		
1213		1291		1369		1447		1525		

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1526		1604		1682		1760		1838		
1527		1605		1683		1761		1839		
1528		1606		1684		1762		1840		
1529		1607		1685		1763		1841		
1530		1608		1686		1764		1842		
1531		1609		1687		1765		1843		
1532		1610		1688		1766		1844		
1533		1611		1689		1767		1845	Brown Anole	
1534		1612		1690		1768		1846		
1535		1613		1691		1769		1847		
1536		1614		1692		1770		1848		
1537		1615		1693		1771		1849		
1538		1616		1694		1772		1850		
1539		1617		1695		1773		1851		
1540		1618		1696		1774		1852		
1541		1619		1697		1775		1853		
1542		1620		1698		1776		1854		
1543		1621		1699	Brown Anole	1777		1855		
1544		1622		1700		1778		1856		
1545		1623		1701		1779		1857		
1546		1624		1702		1780		1858		
1547		1625		1703		1781		1859		
1548		1626		1704		1782		1860		
1549		1627		1705		1783		1861		
1550		1628		1706		1784		1862		
1551		1629		1707		1785		1863		
1552		1630		1708		1786		1864		
1553		1631		1709		1787		1865		
1554		1632		1710		1788		1866		
1555		1633		1711		1789		1867		
1556		1634		1712		1790		1868		
1557		1635		1713		1791		1869		
1558		1636		1714		1792		1870		
1559		1637		1715		1793		1871		
1560		1638		1716		1794		1872		
1561		1639		1717		1795		1873		
1562		1640		1718		1796		1874		
1563		1641		1719		1797		1875		
1564		1642		1720		1798		1876		
1565		1643		1721		1799		1877		
1566		1644		1722		1800		1878		
1567		1645		1723		1801		1879		
1568		1646		1724		1802		1880		
1569		1647		1725		1803		1881		
1570		1648		1726		1804		1882		
1571		1649		1727		1805		1883		
1572		1650		1728		1806		1884		
1573		1651		1729		1807		1885		
1574		1652		1730		1808		1886		
1575		1653		1731		1809		1887		
1576		1654		1732		1810		1888		
1577		1655		1733		1811		1889		
1578		1656		1734		1812		1890		
1579		1657		1735		1813		1891		
1580		1658		1736		1814		1892		
1581		1659		1737		1815		1893		
1582		1660		1738		1816		1894	Brown Anole	
1583		1661		1739		1817		1895		
1584		1662		1740		1818		1896		
1585		1663		1741		1819		1897		
1586		1664		1742		1820		1898		
1587		1665		1743		1821		1899		
1588		1666		1744		1822		1900		
1589		1667		1745		1823		1901		
1590		1668		1746		1824		1902		
1591		1669		1747		1825		1903		
1592		1670		1748		1826		1904		
1593		1671		1749		1827		1905		
1594		1672		1750		1828		1906		
1595		1673		1751		1829		1907		
1596		1674		1752		1830		1908		
1597		1675		1753		1831		1909		
1598		1676		1754		1832		1910		
1599		1677		1755		1833		1911		
1600		1678		1756		1834		1912		
1601		1679		1757		1835		1913		
1602		1680		1758		1836		1914		
1603		1681		1759		1837		1915		

notes: x = positive finding write date observed
2,269 cover boards surveyed

take pictures of positive findings

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Retail Development - Holly Hill Road 2 and US 27
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1916		1994		2072		2150		2228		
1917		1995		2073		2151		2229		
1918	Brown Anole	1996		2074		2152		2230		
1919		1997		2075		2153		2231		
1920		1998		2076		2154		2232		
1921		1999		2077		2155		2233		
1922		2000		2078		2156		2234		
1923		2001	Brown Anole	2079		2157		2235		
1924		2002		2080		2158		2236		
1925		2003		2081		2159		2237		
1926		2004		2082		2160		2238		
1927		2005		2083		2161		2239		
1928		2006		2084		2162		2240		
1929		2007		2085		2163		2241		
1930		2008		2086		2164		2242		
1931		2009		2087		2165		2243		
1932		2010		2088		2166		2244		
1933		2011		2089		2167		2245		
1934		2012		2090		2168		2246		
1935		2013		2091		2169		2247		
1936		2014		2092		2170		2248		
1937		2015		2093		2171		2249		
1938		2016		2094		2172		2250		
1939		2017		2095		2173		2251		
1940		2018		2096		2174		2252		
1941		2019		2097		2175		2253		
1942		2020		2098		2176		2254		
1943		2021		2099		2177		2255		
1944		2022		2100		2178		2256		
1945		2023		2101		2179		2257		
1946		2024		2102		2180		2258		
1947		2025		2103		2181		2259		
1948		2026		2104		2182		2260		
1949		2027		2105		2183		2261		
1950		2028		2106		2184		2262		
1951		2029		2107		2185		2263		
1952		2030		2108		2186		2264		
1953		2031		2109		2187		2265		
1954		2032		2110		2188		2266		
1955		2033		2111		2189		2267		
1956		2034		2112		2190		2268		
1957		2035		2113		2191		2269		
1958		2036		2114		2192				
1959		2037		2115		2193				
1960		2038		2116		2194				
1961		2039		2117		2195				
1962		2040		2118		2196				
1963		2041		2119		2197				
1964		2042		2120		2198				
1965		2043		2121		2199				
1966		2044		2122		2200				
1967		2045		2123		2201				
1968		2046		2124		2202				
1969		2047		2125		2203				
1970		2048		2126		2204				
1971		2049		2127		2205				
1972		2050		2128		2206				
1973		2051		2129		2207				
1974		2052		2130		2208				
1975		2053		2131		2209				
1976		2054		2132		2210				
1977		2055		2133		2211				
1978		2056		2134		2212				
1979		2057		2135		2213				
1980		2058		2136		2214				
1981		2059		2137		2215				
1982		2060		2138		2216				
1983		2061		2139		2217				
1984		2062		2140		2218				
1985		2063		2141		2219				
1986		2064		2142		2220				
1987		2065		2143		2221				
1988		2066		2144		2222				
1989		2067		2145		2223				
1990		2068		2146		2224				
1991		2069		2147		2225				
1992		2070		2148		2226				
1993		2071		2149		2227				

notes: x = positive finding write date observed
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take pictures of positive findings

PRELIMINARY ECOLOGICAL ASSESSMENT REPORT

RETAIL DEVELOPMENT AT SOUTHWEST CORNER OF HOLLY HILL GROVE ROAD 2 AND US 27

POLK COUNTY, FLORIDA

MAY 2023

Engineers
Architects
Planners
Surveyors
Landscape Architects
Traffic/Transportation
Environmental Scientists
Construction Management

Prepared by:
CPH, LLC
1117 E. Robinson Street
Orlando, Florida 32801

PRELIMINARY ECOLOGICAL ASSESSMENT REPORT
RETAIL DEVELOPMENT AT SOUTHWEST CORNER OF HOLLY HILL GROVE ROAD 2 AND US 27
POLK COUNTY, FLORIDA
MAY 2023

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1.0 INTRODUCTION

CPH, LLC (CPH), Environmental Services, conducted a preliminary ecological assessment on the proposed subject project named Retail Development at Southwest Corner of Holly Hill Grove Road 2 and US 27. The purpose of this preliminary assessment is to provide: 1) a general estimate of the type and extent of upland habitat types and confirm the extent and configuration of areas expected to fall within the wetland regulatory jurisdiction of the Florida Department of Environmental Protection (FDEP) 404 Program and Southwest Florida Water Management District (SWFWMD); 2) conduct a public database search for known or probable geographic distribution of protected species within these habitat types; 3) a preliminary review for protected wildlife (and plant) species occurrence based on direct observation during the field investigation; 4) quality of the on-site wetland habitats, if applicable; and 5) special environmental designations on, or within close proximity to, the subject project.

The 57.61-acre subject project is located in Section 30, Township 26 South, Range 27 East, Polk County, Florida (**Figure 1, Appendix A**). The subject project is bound by agricultural and residential properties to the west, Holly Hill Grove Road 2 to the north, a commercial storage facility to the south and U.S. Highway 27 to the east. Vegetation associations and landscape descriptions were identified from aerial photography, the Soil Conservation Service (SCS) *Soil Survey of Polk County, Florida* and ground truthing. There are two (2) vegetation and land use classifications and one (1) soil type mapped within the project boundariy. Vegetation and land uses are generally classified in accordance with the *Florida Land Use, Cover and Forms Classification System* (FLUCFCS) (FDOT 1999). CPH's field investigation was conducted on January 10, 2023.

2.0 METHODOLOGY

In January 2023, scientists performed pedestrian surveys of the subject project for the presence of protected flora and fauna and wetlands and surface waters. Pedestrian transects were sufficient to cover the subject project area. Prior to the reconnaissance level survey, a list of potentially occurring

protected flora and fauna was compiled based upon on-site habitat types and known or probable geographic distribution of protected species within these habitat types.

3.0 EXISTING SITE CONDITIONS

The 57.61-acre subject project area is surrounded by agricultural, residential and commercial development and roadway land uses. Holly Hill Grove Road 1 bisects the subject property in an east and west orientation. The subject project area consists of citrus groves and one roadway.

3.1 Soils

The *Soil Survey of Polk County, Florida* identifies one (1) soil map unit within the subject project area (**Figure 2**). A summary of the characteristics of this soil type, as described by the United States Department of Agriculture (USDA) Natural Resources Conservation Service (NRCS), formerly Soil Conservation Service (SCS) Soil Survey Geographic (SSURGO) database is as follows:

Candler sand, 0 to 5 percent slopes

This soil consists of excessively drained soil on uplands and knolls on flatwoods. The water table within this soil type is below 80 inches from the surface. The available water capacity is low or very low and permeability is rapid. Natural fertility and organic matter content are very low.

3.2 Vegetation and Land Use Types

There are two (2) vegetation and land use classifications mapped within the subject project area. Vegetation and land uses are generally classified in accordance with the *Florida Land Use, Cover and Forms Classification System* (FLUCFCS) (FDOT 1999). The following descriptive titles and FLUCFCS numbers assess the subject project area's vegetation and land uses and is presented on the enclosed aerial photograph (**Figure 3**).

Citrus Groves (FLUCFCS No. 221)

This land use classification describes actively maintained citrus groves. Vegetation observed included sweet orange (*Citrus sinensis*), bahia grass (*Paspalum notatum*), ragweed (*Ambrosia artemisiifolia*), Virginia pepperweed (*Lepidium virginicum*), beggar ticks (*Bidens alba*), earthsmoke (*Fumaria officinalis*), hyssopleaf sandmat (*Euphorbia hyssopifolia*), southern sandbur (*Cenchrus echinatus*), common sowthistle (*Sonchus sp.*), blue toadflax (*Linaria canadensis*), Florida tasselflower (*Emilia fosbergii*) and various weeds and grasses.

Roads and Highways (FLUCFCS No. 814)

This land use category describes a paved road (Holly Hill Grove One Road), oriented in an east-west direction, bisecting the project area. Vegetation observed included a row of Cadaga tree (*Eucalyptus torelliana*) along the road's southern right-of-way, bahia grass and various weeds and grasses.

4.0 WETLANDS & SURFACE WATERS

According to wetland delineation methodologies outlined in the *Corps of Engineers Wetland Delineation Manual* (1987), the *2008 Corps Interim Regional Supplement to the Corps Wetland Delineation Manual: Atlantic & Gulf Coastal Plain Region* and the State of Florida Unified Wetland Delineation Methodology (Section 62-340, F.A.C.), habitats classified as wetlands and surface waters were not observed within the subject project area during the field investigation.

5.0 REGULATORY CONSIDERATIONS

5.1 Southwest Florida Water Management District

The SWFWMD regulates wetlands that are isolated and those considered within or connected to "Waters of the State" pursuant to Chapter 403 of the Florida Statues, Rules 62-302 and 62-330 of the Florida Administrative Code (F.A.C.). Development activities altering wetlands and/or drainage will require a Statewide Environmental Resource Permit

(SWERP) from the SWFWMD. Different ERP Permits for various activities, General Permits and exemptions can be found in the *State of Florida Environmental Resource Permit Applicant's Handbook, Volume I*. Specific design standards, basin specific criteria and procedures can be found in the *State of Florida Environmental Resource Permit Applicant's Handbook, Volume II*.

Habitats classified as wetlands that would fall under the regulatory jurisdiction of the SWFWMD were not observed within the subject project during the field investigation.

5.2 Florida Department of Environmental Protection

5.2.1 Stormwater Pollution Prevention Plan

The U.S. Environmental Protection Agency (EPA) requires coverage under the National Pollutant Discharge Elimination System (NPDES) generic permit for discharge from large and small construction activities for any project that results in the clearing of one or more acres, pursuant to 40 CFR parts 122 and 124 and the Florida Department of Environmental Protection (FDEP), pursuant to rule 62-621.300 (4), F.A.C. The EPA has delegated responsibility to the FDEP to administer the NPDES permits for the State of Florida. In association with this permit, a Stormwater Pollution Prevention Plan (SWPPP), which will be implemented during the construction of the project, will also be required. The primary functions of the NPDES requirements are to ensure that sediment and erosion is controlled during construction of the project. The NPDES permit typically requires use of Best Management Practices to ensure compliance with water quality standards. In addition, coverage under the generic permit for discharge of produced ground water from a non-contaminated site activity must be secured for any construction-related dewatering activity pursuant to Rule 62-621.302.

5.2.2 FDEP 404 Program Permitting

The EPA has delegated responsibility to the Florida Department of Environmental Protection (FDEP) to administer dredge and fill applications within "Assumed Waters" that fall under

the jurisdiction of Section 404 within the State of Florida pursuant to rule 62-331, F.A.C., "State 404 Program". The State 404 Program rule was created to include federal requirements that were not addressed by the Florida Statewide Environmental Resource Permit (SWERP) program. The State 404 Program is a separate program from the existing SWERP program and projects within Assumed Waters will require both an SWERP and State 404 authorizations. The State 404 Program became effective on December 22, 2020. Once an application is confirmed by FDEP to included jurisdictional wetland areas, the application will be assessed to determine if those areas will require authorization for any proposed impacts per Section 404. **After a preliminary review of the subject project, areas meeting the jurisdictional definition of Assumed Waters, ("Waters of the United States" and "Adjacent Waters") pursuant to Section 404 of the Clean Water Act were not observed within the subject project area.**

6.0 PROTECTED FAUNA AND FLORA

Preliminary ecological investigation included review of published and unpublished literature concerning the subject project and surrounding area, solicitation of databases on protected species, field investigation to generally delineate and characterize the habitats and a preliminary field survey for the occurrence of protected flora and fauna.

6.1 Records Search

Prior to initiation of field work, a records review of documented wildlife observations (Wildlife Occurrence Database System) maintained by the Florida Fish and Wildlife Conservation Commission (FFWCC) was conducted. Other resources used as aids included the following: aerials, *Soil Survey of Polk County, Florida*; Florida Natural Areas Inventory (FNAI); and Official Lists of Endangered and Potentially Endangered Fauna and Flora in Florida (FFWCC). The records review did not indicate recorded observations or occurrences of protected species on the subject project (**Figure 4**). **According to the public databases, the subject project is located within the USFWS Consultation Areas for the Florida**

scrub jay, sand skink, Audubon's crested caracara and the Florida bonneted bat. The subject project is also located within a USFWS Woodstork Core Foraging Area (CFA).

6.2 Field Investigation

CPH biologists conducted a field investigation of the subject project area on January 10, 2023. General reconnaissance of the site was conducted, looking for the occurrence of federal or state-listed flora and fauna as well as general wildlife utilization.

Regulatory oversight for protected fauna and flora is the responsibility of the U.S. Fish and Wildlife Service (USFWS), FFWCC and the Florida Department of Agriculture and Consumer Services (DACS). The USFWS is the federal agency responsible for protecting the nation's fish and wildlife resources through implementation of the Endangered Species Act of 1973, as amended. ("ESA," 16 U.S.C. 1513-1543). **A federally threatened species, the sand skink (Neoseps reynoldsi) tracks were observed on the subject project. Other species (or their signs) protected under the ESA were not observed on, or within proximity to, the subject project area during the field investigation.**

The Florida Fish and Wildlife Conservation Commission (FFWCC) regulate the taking of species listed as endangered, threatened or of special concern and their nests through Rules listed in 68A-27 Florida Administrative Code. The FFWCC also provides technical assistance to other agencies that have regulatory authority over activities, which may affect fish and wildlife and their habitat. **A state listed threatened species, the gopher tortoise (*Gophers polyphemus*), protected under Rule 68A-27, Florida Administrative Code (FAC) was observed on the subject project area during the field investigation. Two (2) gopher tortoise burrows were observed and their approximate location is shown on Figure 3. Other state protected species protected under Rules 68A-27, FAC, were not observed within, or adjacent to, the subject project area during the field investigation.**

Section 581.185, Florida Statues and Chapter 5B-40, F.A.C., delegates authority to the Florida Department of Agriculture and Consumer Services (DACS) to designate and regulate

plants listed as "endangered," "commercially exploited" and "threatened." It is unlawful for an individual to harvest endangered or commercially exploited plants from the private land of another or any public land without first obtaining written permission of the landowner and a permit from DACS. It is unlawful for an individual to harvest a threatened plant from private land or public land without first obtaining written permission of the landowner. **DACS endangered and threatened plants were not observed on the subject project area during the field investigation.**

Wildlife utilization is a measure of direct observations or evidence of animals' presence (e.g. scat, tracks, dens, etc.). Potential wildlife utilization was evaluated on the basis of food sources, nesting areas, roosting areas, den areas and protective covering. During the field investigation, direct observations or signs of wildlife on the project area included mourning dove (*Zenaida macroura*), chimney swift (*Chaetura pelagica*), Carolina wren (*Thryothorus ludovicianus*), black vulture (*Coragypus atratus*), gopher tortoise (*Gopherus polyphemus*) burrows, brown anole (*Anolis sagrei*), six-lined racerunner (*Cnemidophorus sexlineatus*), pocket gopher (*Geomys pinetis*) and black-striped field mouse (*Apodemus agrarius*). The proximity to developed land, roadways, and developed nature of the citrus groves is a deterrent to significant wildlife utilization. The subject project area is not part of, or adjacent to, a wildlife corridor.

6.3 Protected Fauna and Flora Regulatory Considerations

Below is a discussion of select species or groups of wildlife that frequently affect development projects or can affect a project even though these species are not physically located on the development site.

6.3.1 Migratory Bird Treaty Act

The USFWS also administers and enforces the Migratory Bird Treaty Act (MBTA) of 1918, as amended, (16 USC 703-712) which makes it unlawful to pursue, hunt, take, capture, kill or sell birds listed therein ("migratory birds"). The statute does not discriminate between live or dead birds and also grants full protection to any bird

parts including feathers, eggs and nests. A migratory bird is any species or family of birds that live, reproduce or migrate within or across international borders at some point during their annual life cycle. The current list of birds protected under the MBTA was published in the *Federal Register* on December 12, 2022 and will become effective on February 10, 2023. In total, 1,106 bird species are protected by the MBTA. Several species protected under the MBTA were identified on, or within the vicinity of, the subject project during the field investigation, such as the chimney swift, Carolina wren, mourning dove and black vulture. **Provided construction activities do not directly kill or harm birds, their nests or eggs, development of the subject project has a low probability of violating the MBTA.**

6.3.2 Bald Eagle

The Bald and Golden Eagle Protection Act (16 U.S.C. 668-668d) and the regulations derived therefrom (50 CFR 22) state, in part, that no person shall take any bald eagle or any golden eagle, alive or dead, or any part, nest, or egg thereof with "take" meaning to purse, shoot, shoot at, poison, wound, kill, capture, trap, collect, molest or disturb. Both Federal and State laws and regulations make it unlawful to take any listed species with "take" meaning to harass, harm purse, hunt, shoot, wound, kill, trap, capture or collect, or to attempt to engage in any such conduct.

According to the Florida Audubon Society Eagle Watch database active eagle nests are not documented as occurring within subject project area (**Figure 4**). The closest documented bald eagle nest (Nest PO112) is located approximately 2.27 miles to the southwest of the project. **The presence of this nest will not be adversely affected by development of the subject project due to the distance between the nest and the project. Eagle activity was not observed within, or adjacent to, the subject project during the field investigation.**

6.3.3 Wood Stork Core Foraging Area

The wood stork (*Mycteria americana*) is listed as Endangered by the USFWS and the FFWCC. The wood stork is protected under the Endangered Species Act of 1973, as amended, 16 U.S.C. 1531 *et seq.* and Florida Chapter 68A, Florida Administrative Code. Inundated forested wetlands, cypress strands and domes, mixed hardwood swamps and sloughs provide nesting habitat. Shallow freshwater marshes, ponds, flooded pastures and ditches provide suitable foraging habitat. Woodstorks nest in colonies and will return to the same colony site for many years so long as the site and the surrounding feeding habitat continue to supply the needs for the birds. The USFWS has determined the extent of the Core Foraging Area (CFA) as approximately 15 miles, for central Florida counties, from the nesting colony. **The subject project area is located within a Wood Stork Core Foraging Area (Figure 4). Further regulatory action addressing wood stork and its habitat is not a consideration of the project as wetlands and surface waters were not observed in the project boundary.**

6.3.4 USFWS Crested Caracara Consultation Area

The crested caracara (*Caracara cheriway audubonii*) is listed as Threatened by the USFWS and FFWCC. The caracara is protected under the U.S. ESA of 1973, as amended, 16 U.S.C. 1531 *et seq*. and Florida Chapter 68A-27, F.A.C. Typical crested caracara habitat consists of large expanses of pastures, grasslands, or prairies dotted with numerous shallow ponds and sloughs and single clumps of live oaks, cabbage palms and cypress provide nesting habitat. Improved pastures, extensive networks of drainage canals, stock ponds, agricultural ditches and marshes provide foraging habitat. If suitable habitat is present or crested caracaras are reported on site the USFWS and the FFWCC typically require a property owner to conduct surveys prior to development to ensure the crested caracara receive sufficient protection in the development plan. These surveys should occur every two (2) weeks during January through April, starting by January 10th. Once these surveys are conducted, and the extent of caracara use (if any) is determined, measures can be taken to incorporate management of the caracara within the

development plan. **The subject project is located within the USFWS Crested Caracara Consultation Area (Figure 4). During the January 2023 preliminary field investigation, suitable nesting and foraging habitat was not observed within the subject project boundaries. There is a low probability that the crested caracara will be adversely affected by the development of the subject project, due to lack of suitable nesting and foraging habitat. According to the USFWS database, a caracara nest is not located in proximity to the project and none were observed during the field investigation. Should the landowner, or project owner, require written confirmation regarding the "not likely to adversely affect" determination for the crested caracara, coordination with the USFWS would be required to obtain written confirmation.**

6.3.5 Gopher Tortoise

The gopher tortoise (*Gopherus polyphemus*) is listed as a "Threatened" species by the FFWCC and is protected by state law under Chapter 68A-27, Florida Administrative Code. The gopher tortoise is found throughout Florida and is generally associated with longleaf pine and xeric oak sand hills but is also located in scrub, xeric hammock, pine flatwoods, dry prairie, coastal grasslands and dunes, mixed hardwood-pine and a variety of disturbed habitats. If the gopher tortoise is observed, or signs of the tortoise such as burrows are observed, their presence must be addressed prior to on-site construction activities. The FFWCC is the state agency responsible for overseeing the management of this species including permitting. **During the January 2023 field investigation, two (2) potentially occupied gopher tortoise burrows were observed and their approximate location is shown on Figure 3. According to FFWCC regulations, gopher tortoise surveys are valid for 90 days.**

According the FFWCC there are several options to address sites slated for development with active gopher tortoise populations. These options include avoidance, on-site relocation and off-site relocation. All FFWCC permit scenarios

will require local government approval of the development prior to permit issuance and tortoise relocation.

Avoidance - Avoidance involves developing a site that will avoid all burrows by a minimum of 25 feet and leaving enough habitat to allow the tortoise population to survive. Remaining habitat must either be managed for the gopher tortoise or be allowed to remain in its current condition. There are no permitting costs associated with this option. This option is typically not practical for projects.

On-site Relocation - On-site relocation is an option if the site has potential habitat that will remain in the post development condition that will be managed or protected for the conservation of tortoises. This option includes obtaining an On-site 10 or Fewer Burrows Permit or Conservation Permit from the FFWCC depending on the number of burrows observed and tortoises to be excavated and relocated. The permitting process typically takes 30-60 days. Once a permit is obtained the permit is valid for up to 12 months but can be extended for an additional 12 months prior to expiration. Typically, this option is not practicable for most developments.

Off-site Relocation - Off-site relocation to an FFWCC short-term or long-term recipient site is the most practical option to address the presence of the gopher tortoise on a project site. This option includes obtaining an Off-site 10 or Fewer Burrows Permit or Conservation Permit from the FFWCC by an authorized agent. The permitting process typically takes 30-60 days. Once a permit is obtained the permit is valid for up to 12 months but can be extended for an additional 6 to 12 months prior to expiration.

FFWCC Permit Fees - A flat mitigation contribution ($234 plus a convenience fee for processing a credit card transaction) from each applicant applies to the first 10 burrows (up to 5 tortoises for an on-site or off-site 10 or fewer permits) impacted on a project site. Additional mitigation for sites supporting more than 10 tortoise burrows is required. The FFWCC is charging $234 (plus a convenience fee for

processing a credit card transaction) for the first group of 10 burrows (up to five tortoises) and $351 (Long-term Protected Recipient Site) or $3,511 (Short-term Protected Recipient Site) each for the remaining burrows. The mitigation contribution fee is subject to change based on the number of tortoises captured and relocated.

Recipient Site Fees - The average fee per tortoise for a Long-term Protected Recipient Site, a fee paid to the private entity, accepting the relocated tortoises ranges from $4,000 to 7,500 per tortoise with a 50% deposit required upon issuance of a reservation letter which is required to complete the FFWCC permit application. Should additional tortoises or commensal species be found additional fees may apply. Recipient Site Fees are subject to change based on supply and demand.

Recommendations & Estimated Costs - Prior to construction activities any area proposed for disturbance must be subjected to a 100% survey with 90 days of construction start and submitted to FFWCC to process the proper permit authorization. Surveys older than 90 days are no longer considered valid by FFWCC. CPH anticipates the relocation activities to take one (1) day to address two (2) potentially occupied burrows. A breakdown of the estimated costs associated with the permitting and relocation for the project is provided on **Table No. 1** below.

Table No. 1 Estimated Gopher Tortoise Permitting & Relocation Costs

Task/Action	Estimated Cost	Comments
FFWCC Survey & Permitting	$7,000	CPH Estimate for 100% Survey & FFWCC Permit
FFWCC Permit Fee	$240	Based on 2 Potentially Occupied Burrows
Recipient Site Fee	$12,000	Based on 2 Potentially Occupied Burrows Tortoises at $6,000/tortoise
GT Relocation	$6,940	Includes excavation of 2 burrows by backhoe excavation, relocation and transportation of captured tortoises to Recipient Site, After Action Report with FFWCC

CPH recommends conducting another gopher tortoise survey at least 90 days prior to start of construction. The above information has been provided to assist with project planning and is subject to change based on the tortoise survey results and FFWCC guideline updates.

6.3.6 USFWS Sand Skink Consultation Area

The sand skink (*Neoseps reynoldsi*) and blue-tailed mole skink (*Eumeces egregius lividus*) were listed as threatened under the Endangered Species Act (ESA) in 1987. Individuals or entities intending to conduct activities that may affect listed species may lawfully incidentally take those species after consulting with the U.S. Fish and Wildlife Service (USFWS) pursuant to Section 7 or 10 of the ESA. When a project is conducted, funded or authorized by a Federal agency, listed species consultation occurs pursuant to Section 7 of the ESA. If there is no Federal nexus (e.g., federal funding or authorization), a non-Federal entity who wishes to conduct an activity may legally "take" listed species after obtaining an Incidental Take Permit (ITP) from the USFWS in accordance with Section 10 of the ESA.

No critical habitat has been designated for the sand skink or blue-tailed mole skink. However, the USFWS has delineated a "Sand Skink and Blue-tailed Mole Skink Consultation Area" based on known locations of skinks, location of skink habitat as defined by appropriate soils and elevation, and natural and developed ecosystems that are known to support sand skinks or blue-tailed mole skinks. Proposed activities within the consultation area are more likely to affect sand skinks and blue-tailed mole skinks, while activities outside the consultation area are less likely to affect skinks. The consultation area provides an initial analysis tool; it should not be considered the only factor in determining if consultation with the USFWS is required.

Both sand skinks and blue-tailed mole skinks are endemic to the sandy ridges of central Florida. Sand skinks have been documented to occur in Highlands, Lake, Marion, Orange, Osceola, Polk and Putnam Counties. Blue-tailed mole skinks seem to be restricted to the Lake Wales Ridge in Highlands, Polk and Osceola Counties.

They are generally found at, or above, elevations of 82 feet above sea level and in excessively drained, well-drained and moderately well-drained sandy soils.

According to the USFWS *Sand Skink & Blue-tailed Mole Skink Conservation Guidelines* surveys must be conducted between March 1st and May 15th. Negative survey results (no skink tracts detected obtained by surveys conducted outside of this time period will not be considered valid by the USFWS. Surveys should be conducted weekly for four (4) consecutive weeks within the survey time period to conclude that skinks are not present. Coverboards must be lifted and checked for tracks a minimum of once per week.

The subject project is located within the USFWS Sand Skink and Blue-tailed Mole Skink Consultation Area, is above the 82+ feet elevation requirement and consists entirely of soil types preferred by skinks. Sand Skink suitable habitat was observed during the field investigation and sand skinks tracks were observed along the northern project boundary. **CPH recommends further consultation with the USFWS to obtain confirmation of survey protocol and limits to determine skink presence or absence. The sand skink survey window is time sensitive. The survey window is annually from March 1st to May 1st requiring 4 weeks of field data. The USFWS consultation should occur immediately to ensure the 2023 time frames for the skink survey window are not missed.**

There are several conservation banks that have credits available to provide mitigation to compensate impact to sand skink habitat. **Table No. 2** below provides a summary of conservation bank costs, estimated ratio for credits per acre of impact and credit availability. **The sand skink survey will determine the skink habitat which requires mitigation.**

Table No. 2 Conservation Bank Credit Costs for Sand Skink Mitigation

Conservation Bank	Current Credit Cost	Required Ratio (Credits : Acres Impact)	Comments
Backbone	$20,500	2:1	7.74 credits remain available
Ancient Islands	$21,500	2:1	170 credits remain available

6.3.7 USFWS Florida Scrub-Jay Consultation Area

The Florida Scrub-Jay (*Aphelocoma coerulescens coerulescens*) is listed as a Threatened species by the USFWS through the Endangered Species Act of 1973, as amended, 16 U.S.C. 1531 *et seq*. The USFWS issues a Biological Opinion (BO) for projects and its effects on the threatened Florida scrub-jay in accordance with Section 7 or Section 10 of the Endangered Species Act of 1973, as amended (ESA) (87 stat. 884; 16 U.S.C. 1531 *et seq*.). The BO will spell out the negotiated mitigation measures taken by the project to ensure the listed species is not adversely affected. **Scrub jays and suitable scrub jay habitat were not observed on the subject project during the field investigation. According to the USFWS database, known scrub jay territory or jay sightings are not located within, or adjacent to, the subject project (Figure 4). Due to the lack of suitable habitat, further consultation with the USFWS should not be a consideration for this project unless the project owner desires to receive written confirmation of the "not likely to adversely affect" determination for the Florida scrub-jay.**

6.3.8 USFWS Florida Bonneted Bat Consultation Area

The Florida bonneted bat (*Eumops floridanus*) is designated as Endangered by the FFWCC and USFWS. In October 2019, the USFWS published the *Florida Bonneted Bat Consultation Guidelines* and incorporated *Florida Bonneted Bat Consultation Key* to aid the U.S. Army Corps of Engineers (or other Federal action agency) in making appropriate effect determinations for the Florida bonneted bat under Section 7 of the Endangered Species Act of 1973, as amended (Act) (87 Stat. 884; 16 U.S.C.1531 ci seq.). **The subject project is located within the USFWS Florida Bonneted Bat (FBB) Consultation Area** (**Figure 4**).

According to the USFWS *Florida Bonneted Bat Consultation Guidelines*, potential roosting habitat includes forest and other areas with tall, mature trees or other areas with suitable roost structures (e.g., utility poles, artificial structures). Forest is defined as all types including: pine flatwoods, scrubby flatwoods, pine rocklands, royal palm hammocks, mixed or hardwood hammocks, cypress, sand pine scrub, or other forest types. More specifically, this includes habitat in which suitable structural features for breeding and sheltering are present. In general, roosting habitat contains one or more of the following structures: tree snags, and trees with cavities, hollows, deformities, decay, crevices, or loose bark.

According to the USFWS *Florida Bonneted Bat Consultation Guidelines*, potential foraging habitat is comprised of relatively open (i.e., uncluttered or reduced numbers of obstacles, such as fewer tree branches and leaves, in the flight environment) areas to find and catch prey, and sources of drinking water. In order to find and catch prey, Florida bonneted bats forage in areas with a reduced number of obstacles. This includes: open fresh water, permanent or seasonal freshwater wetlands, within and above wetland and upland forests, wetland and upland shrub, and agricultural lands (Bailey et al. 2017). In urban and residential areas, drinking water, prey base, and suitable foraging can be found at golf courses, parking lots, and parks in addition to relatively small patches of natural habitat.

The subject project does not contain the structural features typical of Florida bonneted bat roosting habitat, defined as trees or structures with cavities or crevices, situated in close proximity to natural habitats with tall (over 33 feet) trees. Evidence of the presence of any bat species on the subject project was not observed. Suitable foraging habitat, was not observed within the project area.

Due to the lack of suitable habitat, further consultation with the USFWS should not be a consideration for this project unless the project owner desires

to receive written confirmation of the "not likely to adversely affect" determination for the Florida bonneted bat.

7.0 IMPAIRED WATERS

Under federal law the Environmental Protection Agency (EPA) requires that states develop lists of waterways to be designated as Impaired Waters. Impaired Waters are those that do not meet water quality standards set by the states as stated in subsection 303(d) of the Clean Water Act (CWA). In 1999, the Florida Watershed Restoration Act (FWRA) was approved to develop the listing criteria and methodology (Chapter 62.303, F.A.C.). Total Maximum Daily Loads (TMDL) and the science-based approach to guiding the identification and verification of listed waterways is being developed. The EPA approved Impaired Waters list is on a five (5) year rotation for assessment.

The FDEP verified the impaired waters assessment by conducting specific studies. The FDEP's most recent mapping data (September 2022) for impaired waters in the vicinity of the subject project is depicted on **Figure 5**. **The subject project is located within the Ocklawaha Watershed, Palatlakaha River Basin which has been identified as an impaired basin for dissolved oxygen. According to the FDEP mapping data (September 2022), the subject project is not located in a TMDL drainage basin (Figure 5).**

FDEP and the five water management districts intend to limit the discharge of nutrients to prevent violations of water quality standards and perceived man-induced nutrient enrichment. It is anticipated each new development project will have to demonstrate, through stormwater management design that the project will not adversely affect downstream receiving waters.

8.0 PAST REGULATORY AUTHORIZATIONS

A SWFWMD public records search was conducted for the subject project to discover what previous and/or existing regulatory approvals had occurred. The preliminary search of the SWFWMD readily

available public database did not find previous SWFWMD permit authorizations for the subject project area.

9.0 SUMMARY AND RECOMMENDATIONS

The 57.61-acre subject project is located in Section 30, Township 26 South, Range 27 East, in Polk County, Florida. The proposed project area is bound by agricultural and residential properties to the west, Holly Hill Grove Road 2 to the north, a commercial storage facility to the south and U.S. Highway 27 to the east. The existing land use is an active citrus grove.

According to wetland delineation methodologies outlined in the *Corps of Engineers Wetland Delineation Manual* (1987), the *2008 Corps Interim Regional Supplement to the Corps Wetland Delineation Manual: Atlantic & Gulf Coastal Plain Region* and the State of Florida Unified Wetland Delineation Methodology (Section 62-340.300, F.A.C.), habitats classified as wetlands and surface waters were not observed within the subject project during the field investigation.

Development activities altering wetlands and/or drainage will require a Statewide Environmental Resource Permit (SWERP) from the SWFWMD. Different ERP Permits for various activities, General Permits and exemptions can be found in the *State of Florida Environmental Resource Permit Applicant's Handbook, Volume I*. Specific design standards, basin specific criteria and procedures can be found in the *State of Florida Environmental Resource Permit Applicant's Handbook, Volume II*.

The gopher tortoise is listed as a "Threatened" species by the FFWCC and is protected by state law under Chapter 68A-27, Florida Administrative Code (FAC). Two (2) gopher tortoise burrows were observed on the project area during the January 2023 field investigation. Tortoise surveys are valid for 90 days pursuant to FFWCC regulations. CPH recommends conducting another gopher tortoise survey at least 90 days prior to construction to document tortoise burrow locations and to allow sufficient time to conduct FFWCC permitting and relocation prior to construction.

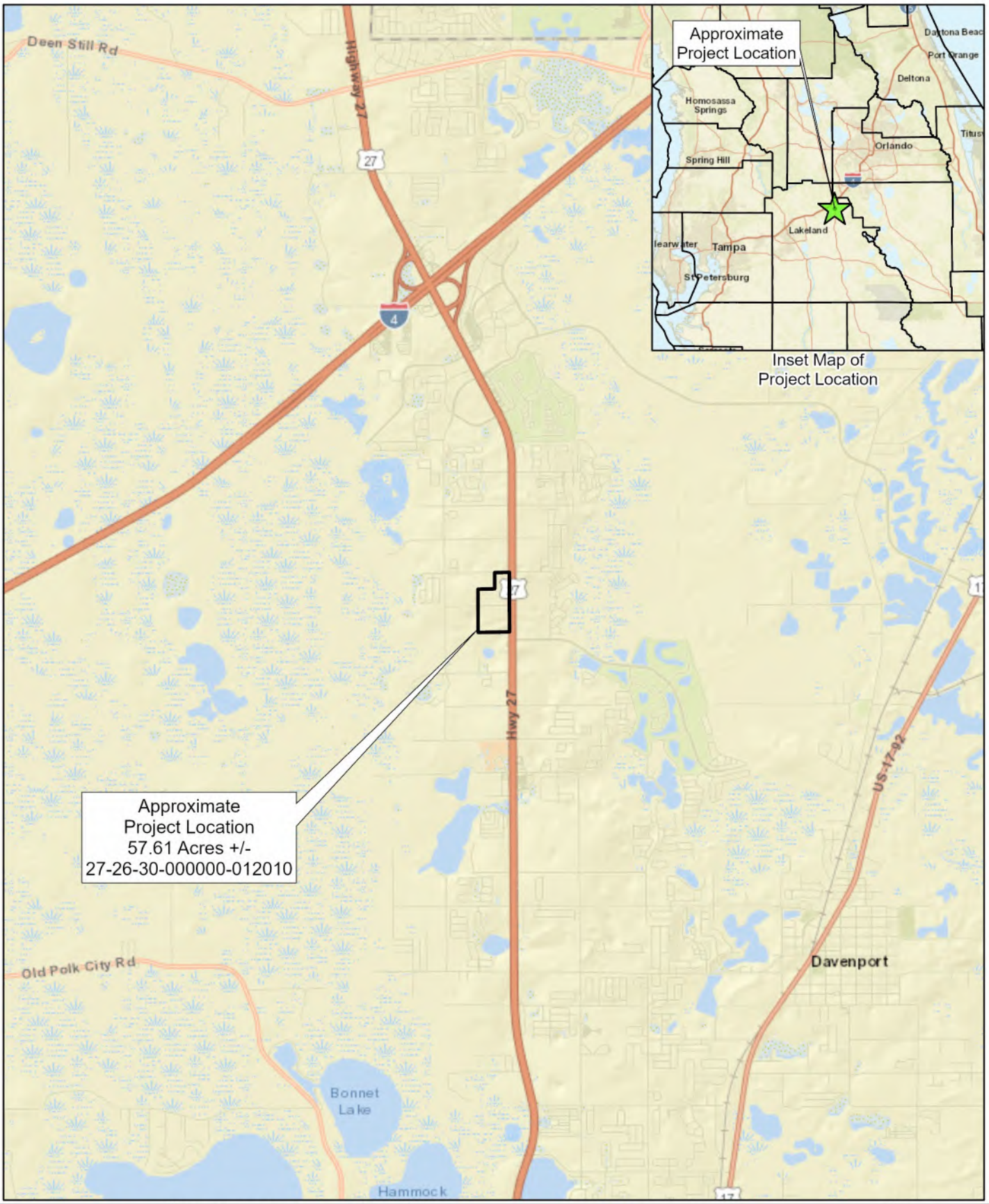
The subject project area is located within the USFWS Consultation Areas for the Florida scrub jay, sand skink, the Florida bonneted bat and Audubon's crested caracara. CPH recommends conducting an informal consultation with the USFWS to solicit their review of the existing conditions of the subject project and field investigation observations to determine if formal surveys will be required to confirm species presence or absence. The surveys for these species are time sensitive. Survey's conducted outside of the timeframes will not be accepted by the USFWS. Florida bonneted bat surveys can occur at any time of year.

The subject project is located within the USFWS Sand Skink and Blue-tailed Mole Skink Consultation Area, is above the 82+ feet elevation requirement and consists entirely of soil types preferred by skinks. Sand Skink suitable habitat was observed during the field investigation and sand skinks tracks were observed along the northern project boundary. The Backbone and Ancient Islands Conservation Bank have credits available for sand skink mitigation and are eligible to provide mitigation as the project is located with the conservation banks mitigation service area. Conducting a survey and consultation with the USFWS will determine the mitigation required to address the sand skink habitat on the subject project area. CPH recommends conducting a sand skink survey to confirm the mitigation required starting March 1, 2023.

As a preliminary assessment, the findings of this report concerning native vegetation and land use may be subject to change upon more detailed analysis. Additionally, failure to detect a listed species does not necessarily infer species absence as wildlife are mobile, exhibit seasonality of occurrence and generally have low population levels. Further, nothing in this report regarding environmental laws, rules and regulations is intended to be a legal interpretation or opinion, thus readers of this report should contact an attorney concerning any matters of law.

APPENDIX A
Figures

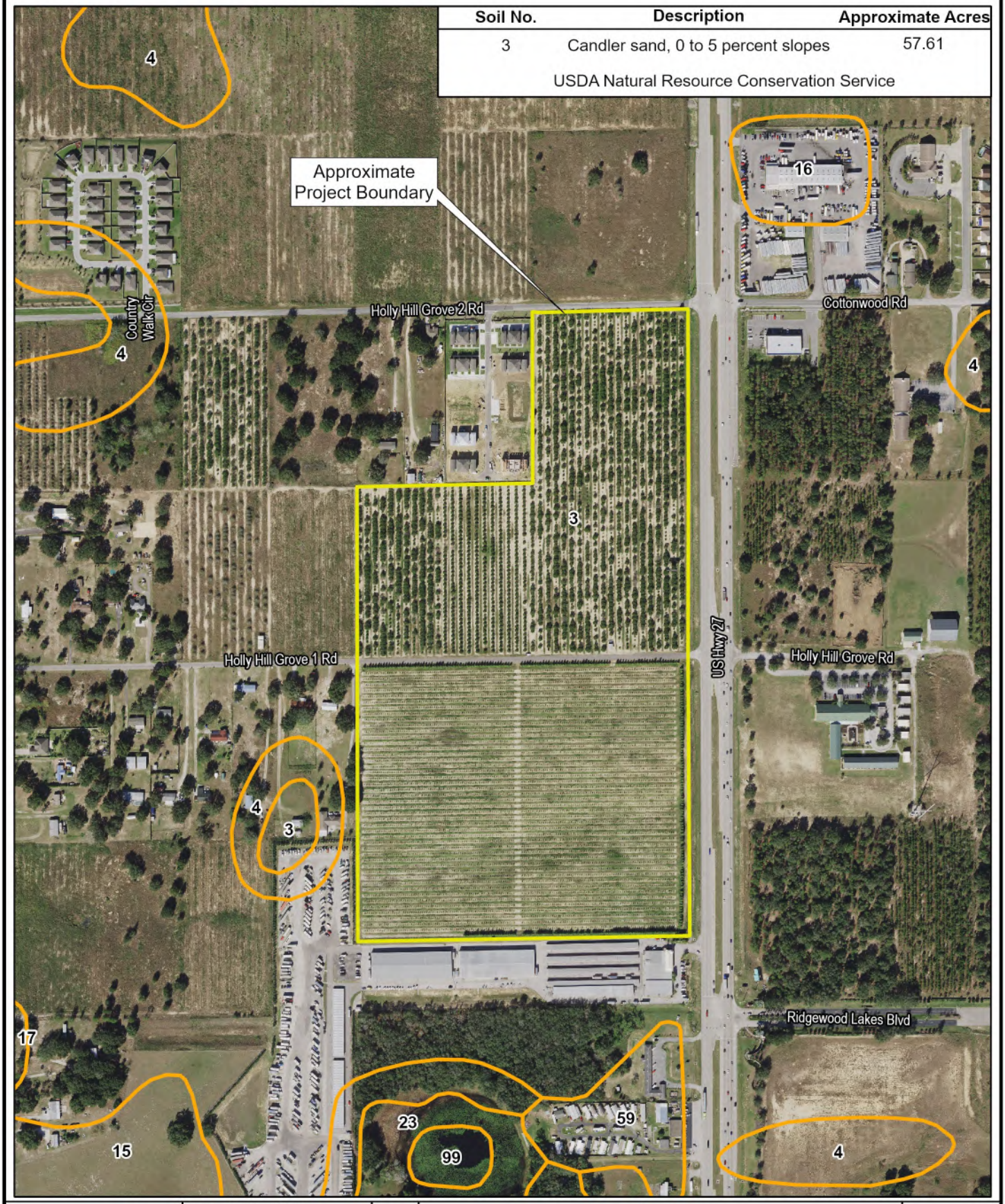
Retail Development at Southwest Corner of Holly Hill Grove Road 2 and US 27
Preliminary Ecological Assessment Report
Polk County, Florida



cph	Scale: 1 inch = 1 mile Date: 5/30/2023 Photo Date: N/A Project No. W131163.1 Biologist: CM GIS: ERR	N	LOCATION MAP RETAIL DEVELOPMENT AT SOUTHWEST CORNER OF HOLLY HILL GROVE ROAD 2 AND US 27 SECTION 30, TOWNSHIP 26 SOUTH, RANGE 27 EAST POLK COUNTY, FLORIDA	FIGURE 1

Soil No.	Description	Approximate Acres
3	Candler sand, 0 to 5 percent slopes	57.61

USDA Natural Resource Conservation Service



cph	Scale: 1 inch = 500 feet Date: 5/30/2023 Photo Date: 2020 Project No. W131163.1 Biologist: CM GIS: ERR	N

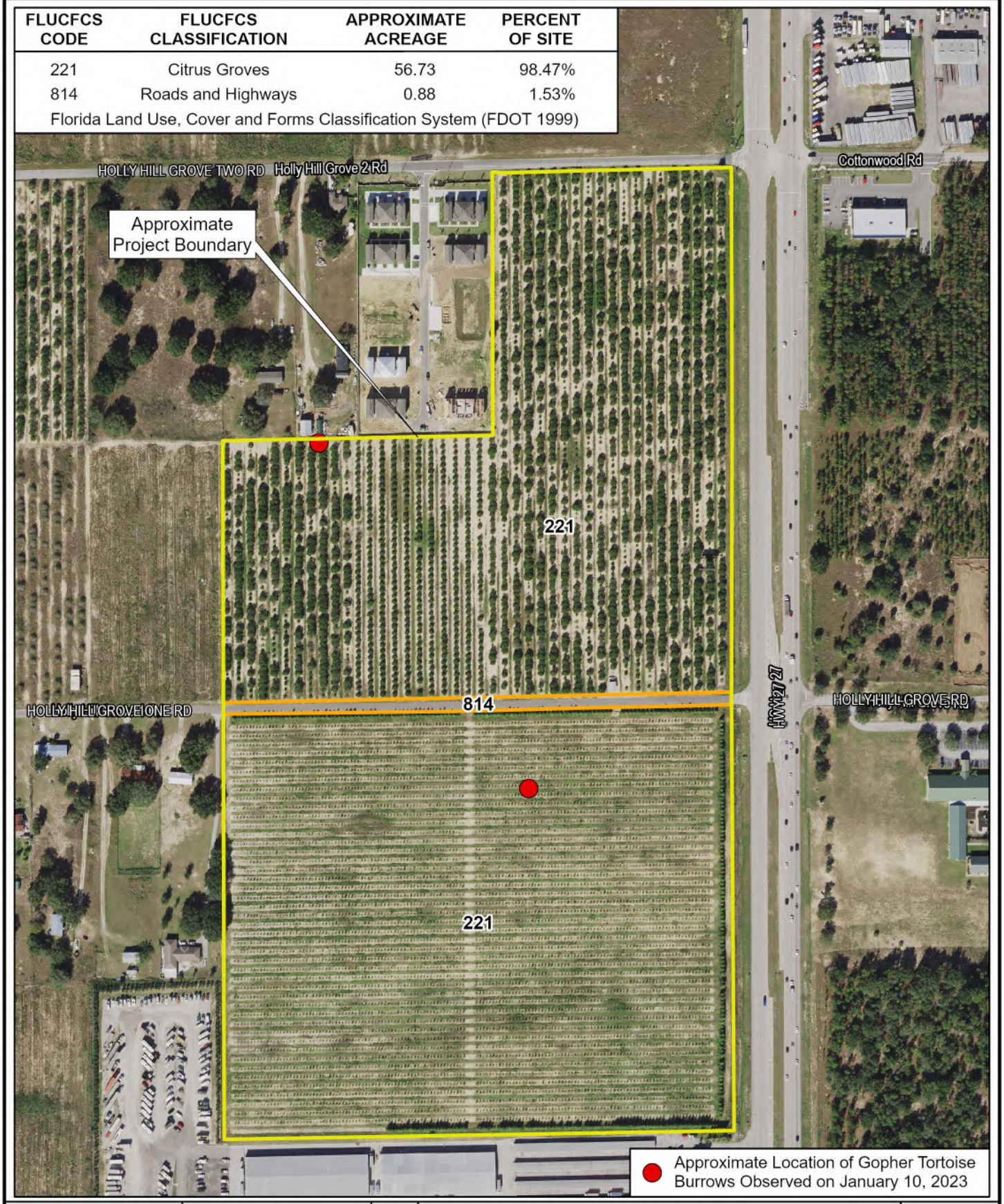
SOILS MAP

RETAIL DEVELOPMENT AT SOUTHWEST CORNER
OF HOLLY HILL GROVE ROAD 2 AND US 27
SECTION 30, TOWNSHIP 26 SOUTH, RANGE 27 EAST
POLK COUNTY, FLORIDA

FIGURE 2

FLUCFCS CODE	FLUCFCS CLASSIFICATION	APPROXIMATE ACREAGE	PERCENT OF SITE
221	Citrus Groves	56.73	98.47%
814	Roads and Highways	0.88	1.53%

Florida Land Use, Cover and Forms Classification System (FDOT 1999)



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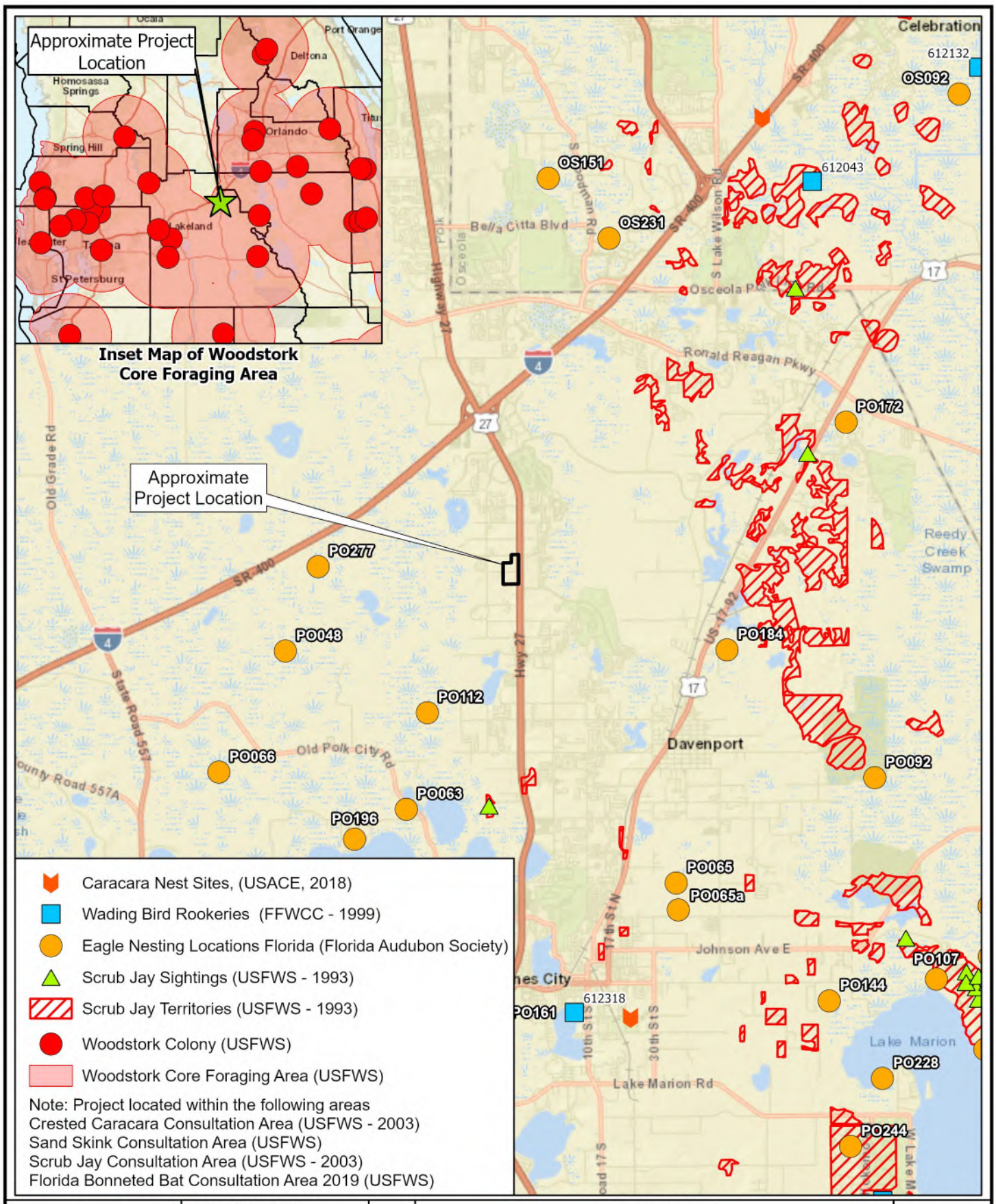
Scale: 1 inch = 325 feet
Date: 5/30/2023
Photo Date: 2020
Project No. W131163.1
Biologist: CM GIS: ERR

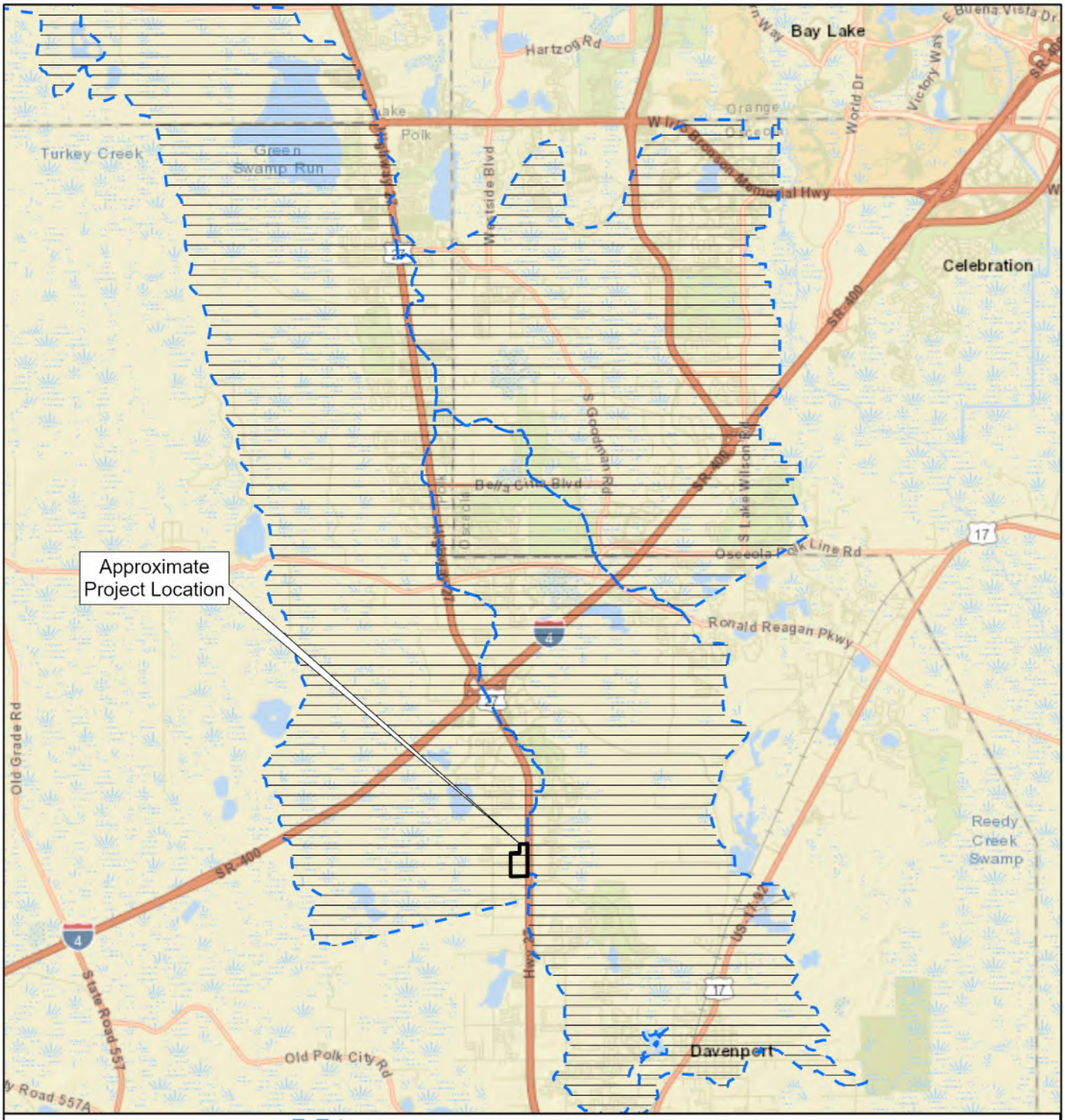
N

PRELIMINARY VEGETATION AND LAND USE MAP

RETAIL DEVELOPMENT AT SOUTHWEST CORNER
OF HOLLY HILL GROVE ROAD 2 AND US 27
SECTION 30, TOWNSHIP 26 SOUTH, RANGE 27 EAST
POLK COUNTY, FLORIDA

FIGURE 3


Approximate Project Location
Inset Map of Woodstork Core Foraging Area
Approximate Project Location
Caracara Nest Sites, (USACE, 2018)
Wading Bird Rookeries (FFWCC - 1999)
Eagle Nesting Locations Florida (Florida Audubon Society)
Scrub Jay Sightings (USFWS - 1993)
Scrub Jay Territories (USFWS - 1993)
Woodstork Colony (USFWS)
Woodstork Core Foraging Area (USFWS)
Note: Project located within the following areas
Crested Caracara Consultation Area (USFWS - 2003)
Sand Skink Consultation Area (USFWS)
Scrub Jay Consultation Area (USFWS - 2003)
Florida Bonneted Bat Consultation Area 2019 (USFWS)
Celebration
612132
OS092
612043
OS151
OS231
Bella Citta Blvd
Osceola Pkwy
Ronald Reagan Pkwy
PO172
PO277
PO048
PO112
PO066
PO063
PO196
PO184
PO092
Davenport
Reedy Creek Swamp
Old Polk City Rd
Johnson Ave E
PO065
PO065a
PO107
PO144
612318
PO161
Lake Marion
PO228
Lake Marion Rd
PO244
Old Grade Rd
SR 400
Hwy 27
US 17-92
State Road 557
County Road 557A
Scale: 1 inch = 2 mile
Date: 5/30/2023
Photo Date: N/A
Project No. W131163.1
Biologist: CM
GIS: ERR
N
SPECIES MAP
RETAIL DEVELOPMENT AT SOUTHWEST CORNER
OF HOLLY HILL GROVE ROAD 2 AND US 27
SECTION 30, TOWNSHIP 26 SOUTH, RANGE 27 EAST
POLK COUNTY, FLORIDA
FIGURE 4



FDEP Verified Impaired Water Bodies (January 2020)

WBID	OGC NUMBER	GROUP NAME	BASIN NAME	WATERBODY	PARAMETER
2883	09-2053	Ocklawaha	Palatlakaha River	Little Creek	Dissolved Oxygen
1406	09-2046	Ocklawaha	Palatlakaha River	Big Creek Reach	Dissolved Oxygen
1436	06-0525	Kissimmee River	Upper Kissimmee Planning Unit	Horseshoe Creek	Fecal Coliform
3170K	06-0547	Kissimmee River	Upper Kissimmee Planning Unit	Davenport Creek	Fecal Coliform

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Scale: 1 inch = 2 miles
Date: 5/30/2023
Photo Date: N/A
Project No. W131163.1
Biologist: CM GIS: ERR

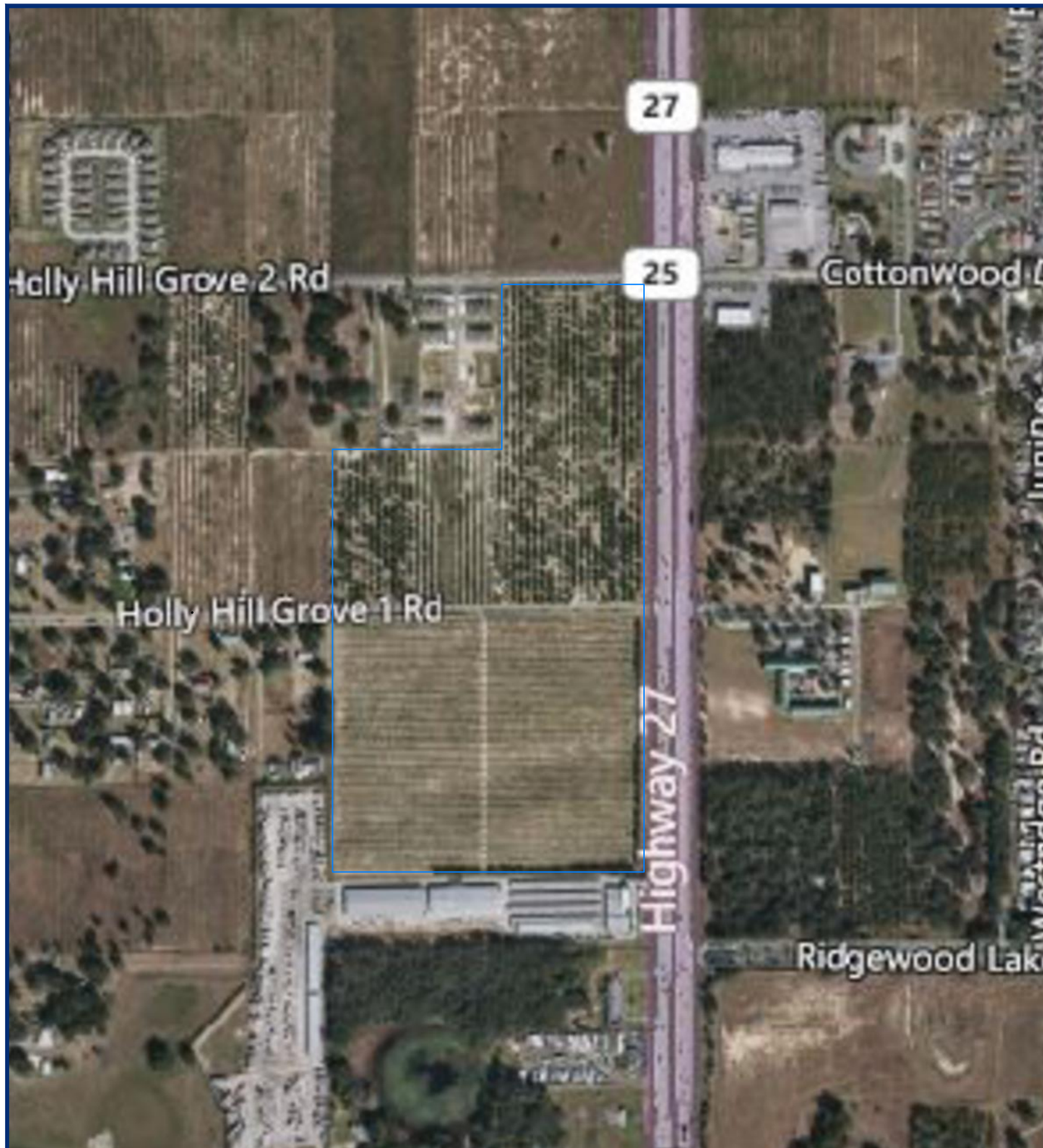
N

FDEP IMPAIRED WATERS/BASINS MAP

RETAIL DEVELOPMENT AT SOUTHWEST CORNER
OF HOLLY HILL GROVE ROAD 2 AND US 27
SECTION 30, TOWNSHIP 26 SOUTH, RANGE 27 EAST
POLK COUNTY, FLORIDA

FIGURE 5

Appendix F. Additional Maps



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Licenses:
Eng. C.O.A. No. 3215
Survey L.B. No. 7143
Arch. Lic. No. AA2600926
Lndscp. Lic. No. LC0000298

Date: 3/10/2023
Job No. xxxx
Scale: 1" = 1000'
File:

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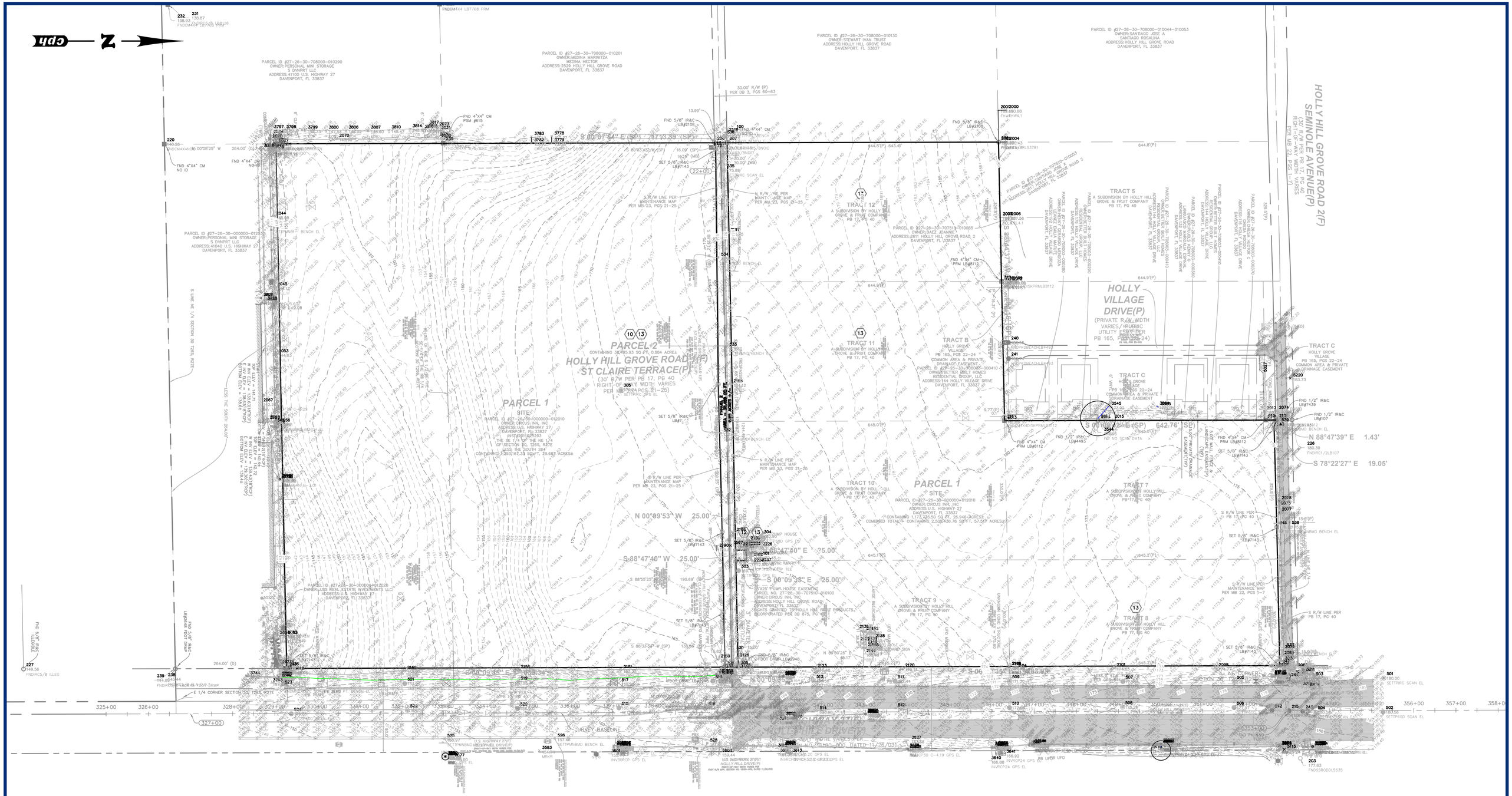
Location Map

US Highway 27, Holly Hill Grove Rd 1 & Holly Hill Grove Rd 2, Davenport, Florida



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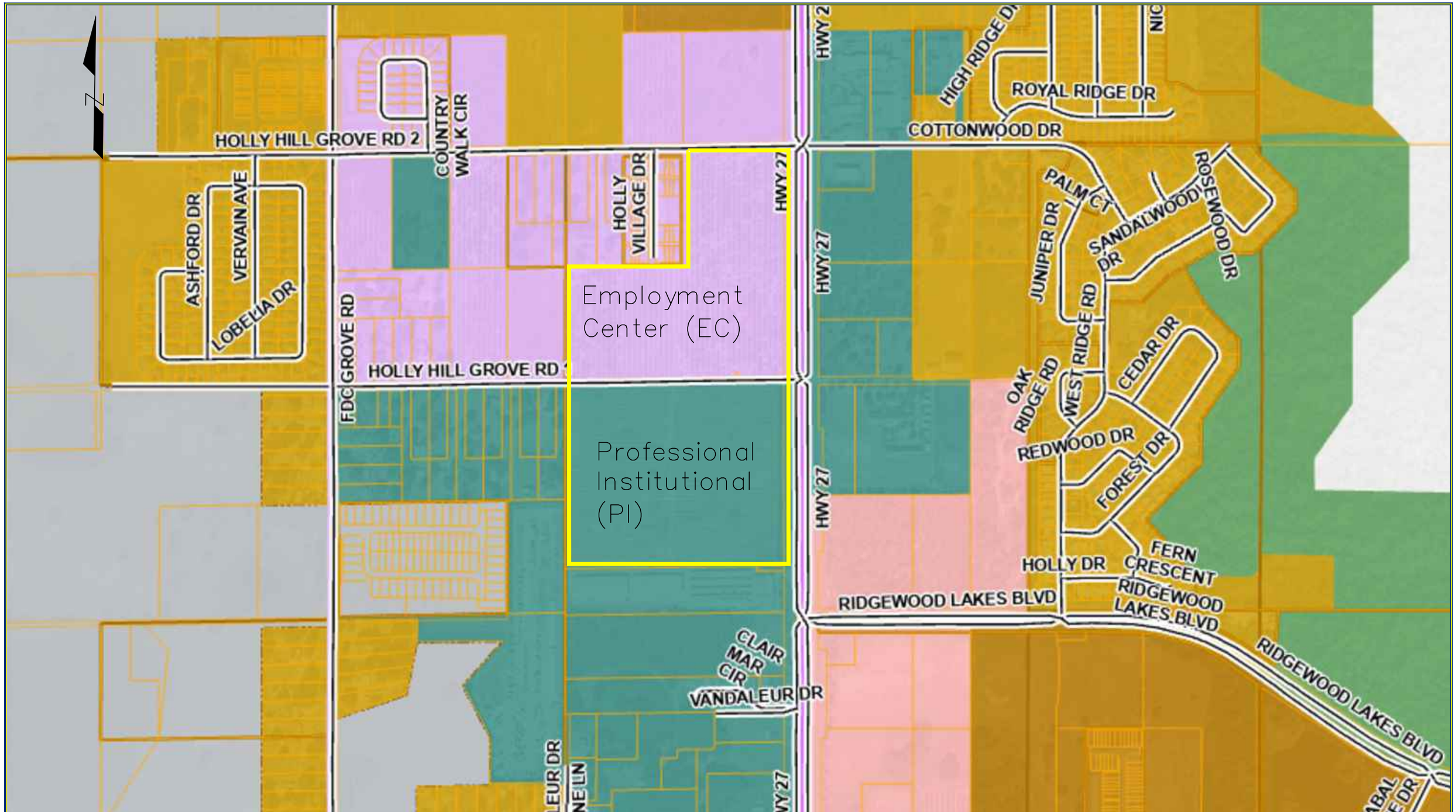
5601 Mariner St. STE 105 Tampa, Fl 33609 (813) 288-0233		© 2023	



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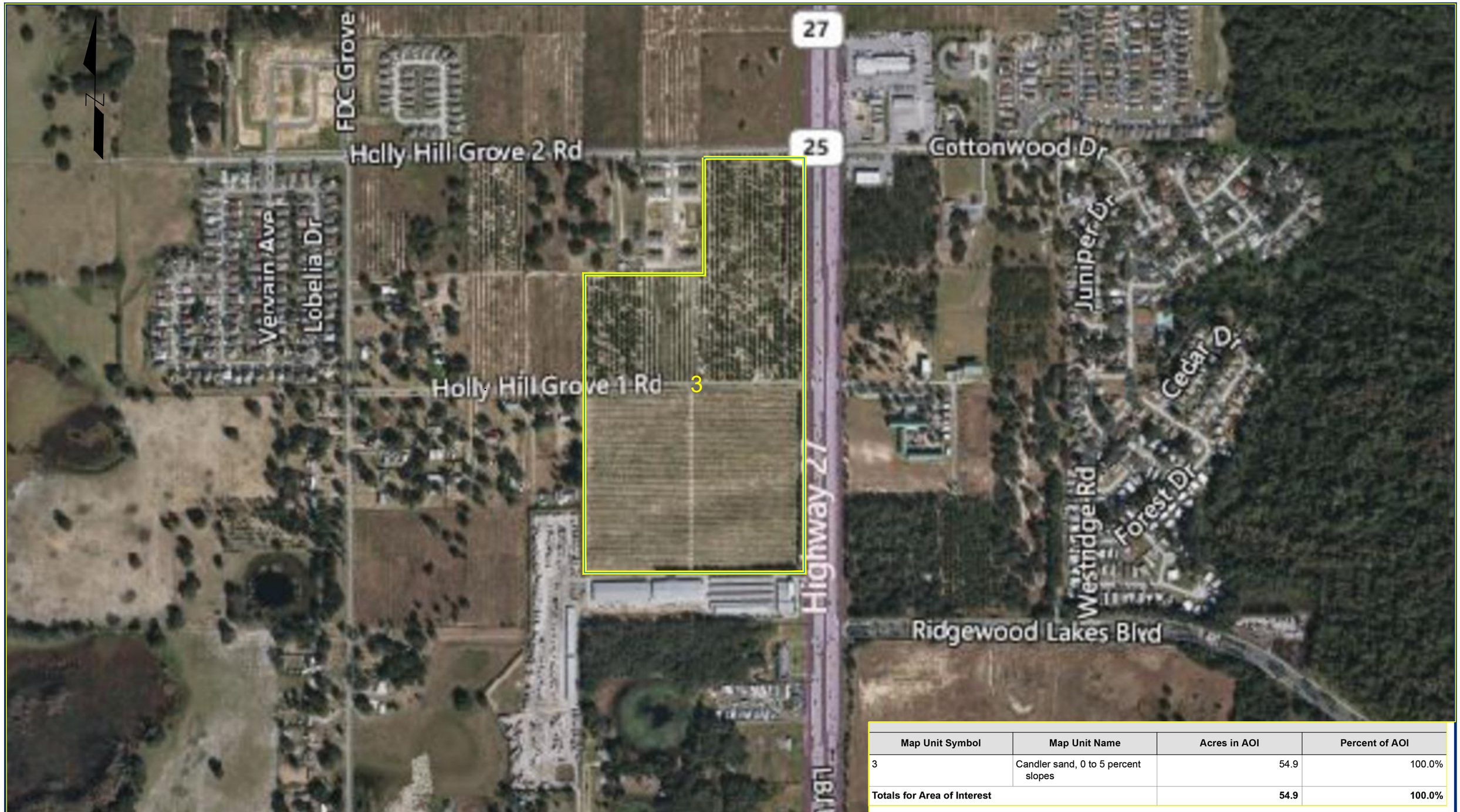
Land Use and Land District Map

US Highway 27, Holly Hill Grove Rd 1 & Holly Hill Grove Rd 2, Davenport, Florida



Map Unit Symbol	Map Unit Name	Acres in AOI	Percent of AOI
3	Candler sand, 0 to 5 percent slopes	54.9	100.0%
Totals for Area of Interest		**54.9**	**100.0%**

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File:

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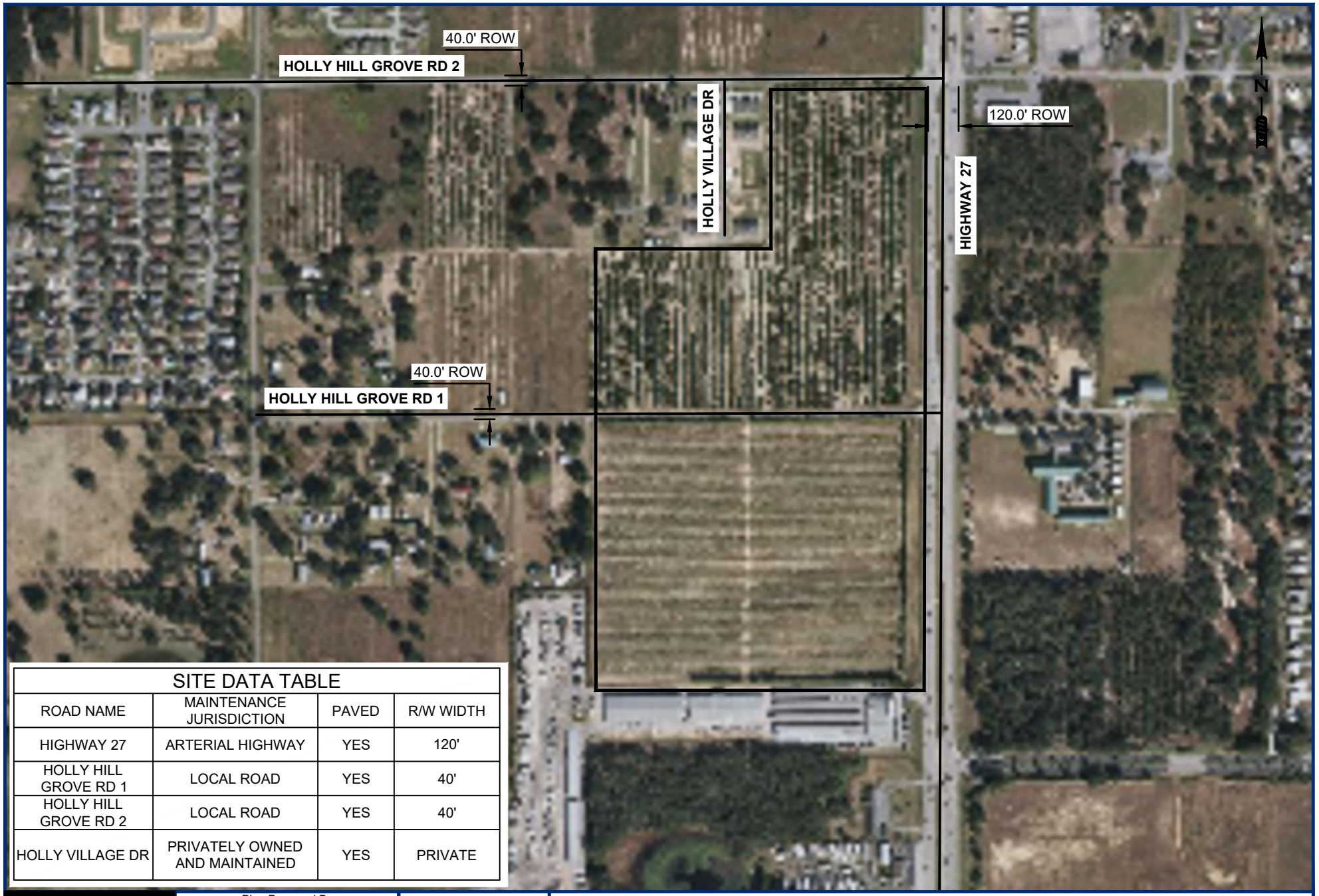
Soil Map

US Highway 27, Holly Hill Grove Rd 1 & Holly Hill Grove Rd 2, Davenport, Florida



SITE DATA TABLE			
ROAD NAME	MAINTENANCE JURISDICTION	PAVED	R/W WIDTH
HIGHWAY 27	ARTERIAL HIGHWAY	YES	120'
HOLLY HILL GROVE RD 1	LOCAL ROAD	YES	40'
HOLLY HILL GROVE RD 2	LOCAL ROAD	YES	40'
HOLLY VILLAGE DR	PRIVATELY OWNED AND MAINTAINED	YES	PRIVATE

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Job No.
Scale: 1" = 500'
File:
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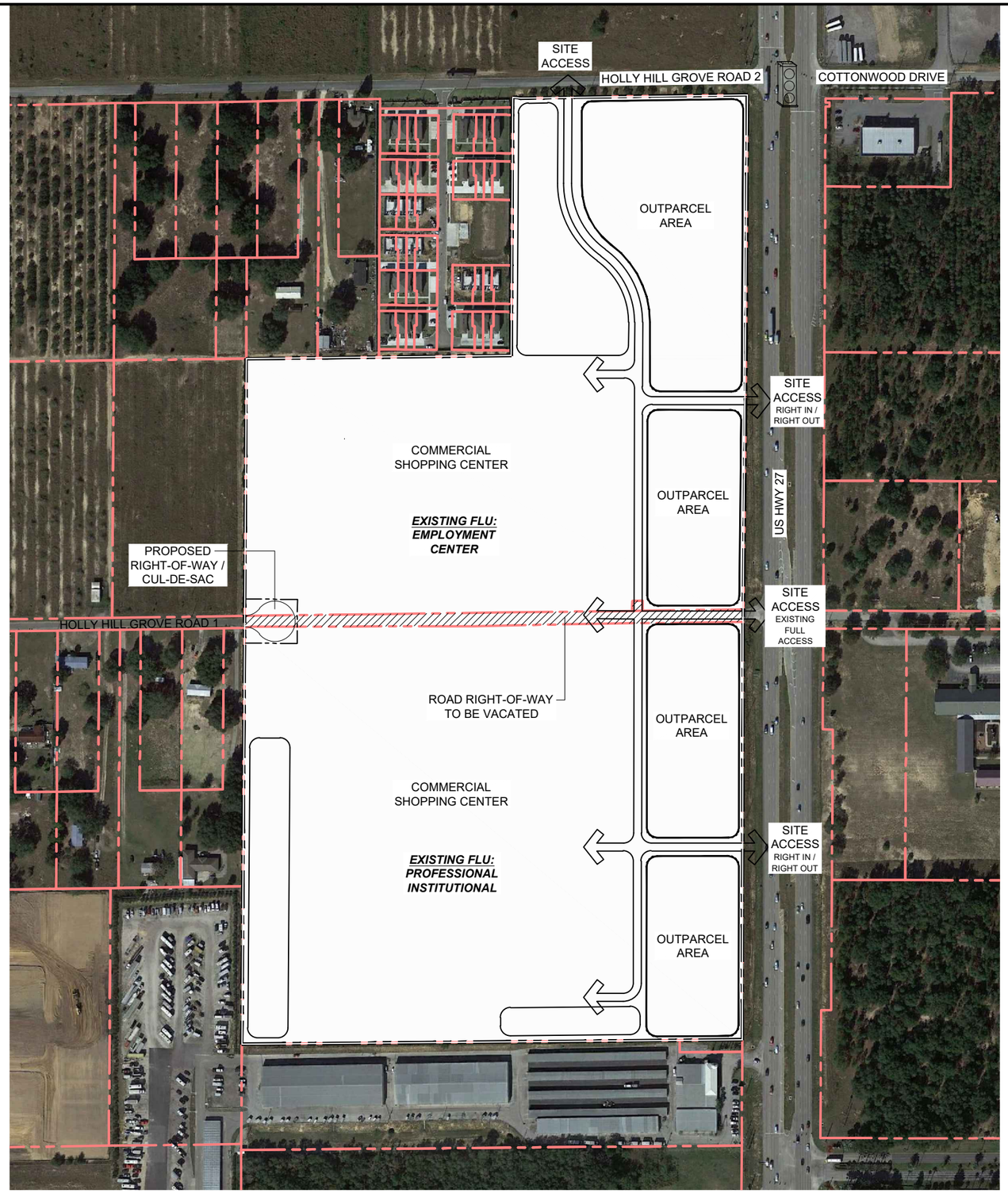
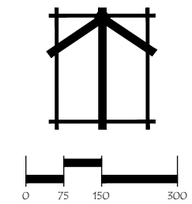
TRAFFIC MAP

US HIGHWAY 27, HOLLY HILL GROVE RD 1 & HOLLY HILL GROVE RD 2, DAVENPORT, FLORIDA





PROJECT INFORMATION

SITE AREA: ..... 57.61± AC.
EXISTING FUTURE LAND USE: ..... EMPLOYMENT CENTER (NORTH)
PROFESSIONAL INSTITUTIONAL (SOUTH)
PROPOSED USE: ..... COMMERCIAL SHOPPING CENTER WITH OUT PARCELS

OVERLAYS:
1) GREEN SWAMP AREA (WEST OF US 27)
2) RIDGE SPECIAL PROTECTION AREA
3) TRANSIT SUPPORTED DEVELOPMENT AREA
4) NORTH RIDGE SELECTED AREA PLAN

BUILDING SQUARE FOOTAGE:
SHOPPING CENTER ..... 425,000± SQFT.
OUT PARCELS ..... 67,500± SQFT.
TOTAL BUILDING AREA ..... 492,500± SQFT.

PROPOSED PARKING RATIO: ..... PER CODE

CONCEPT 1.0

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CONCEPTUAL SITE PLAN
HOLLY HILL GROVE, FLORIDA

Date: 12-1-2023
Job No.
Scale: 1" = 300'

500 West Fulton St.
Sanford, Fl. 32771
Ph: 407.322.6841
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		Scale: 1" = 100'
		File:
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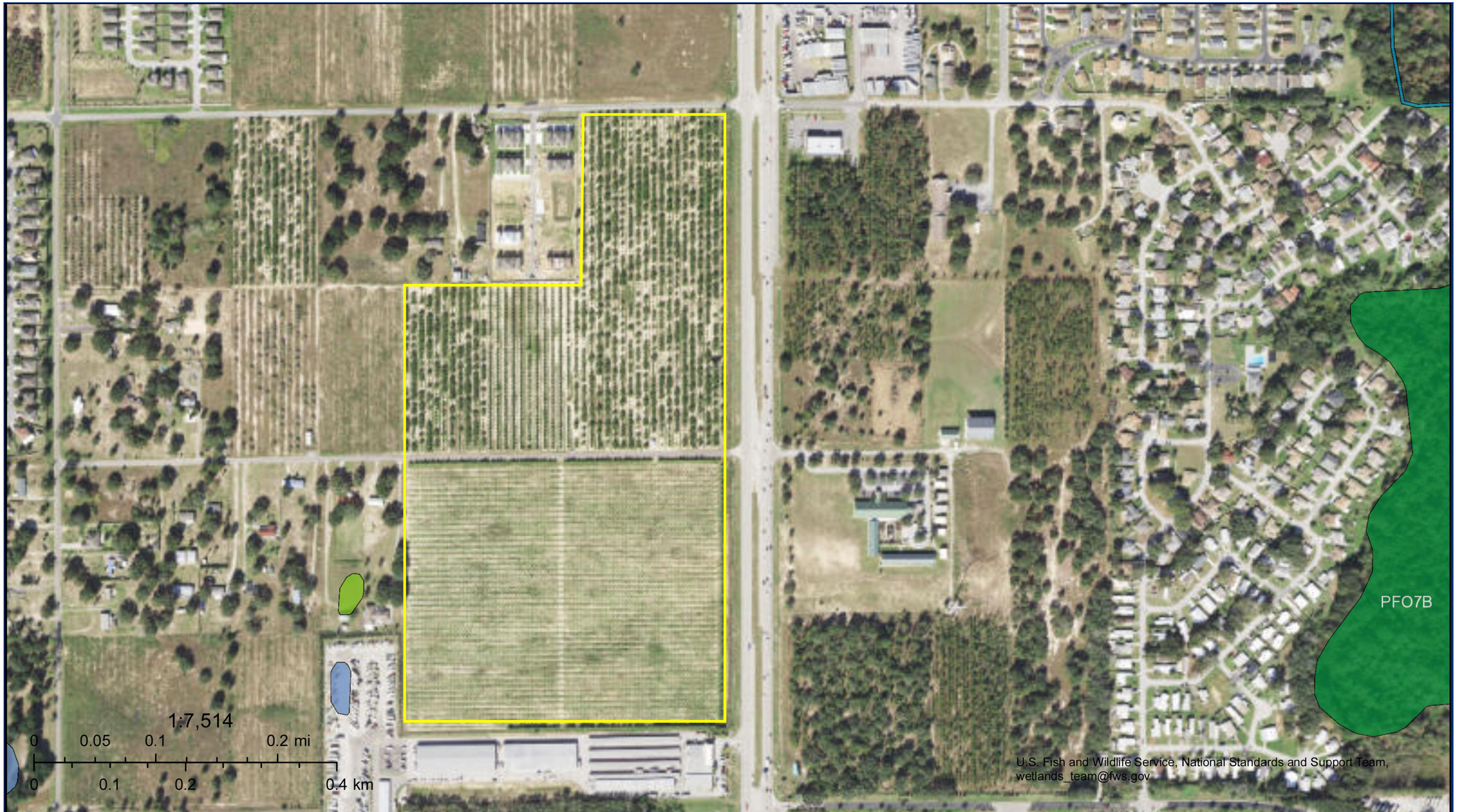
Drainage Map

US Highway 27, Holly Hill Grove Rd 1 & Holly Hill Grove Rd 2, Davenport, Florida



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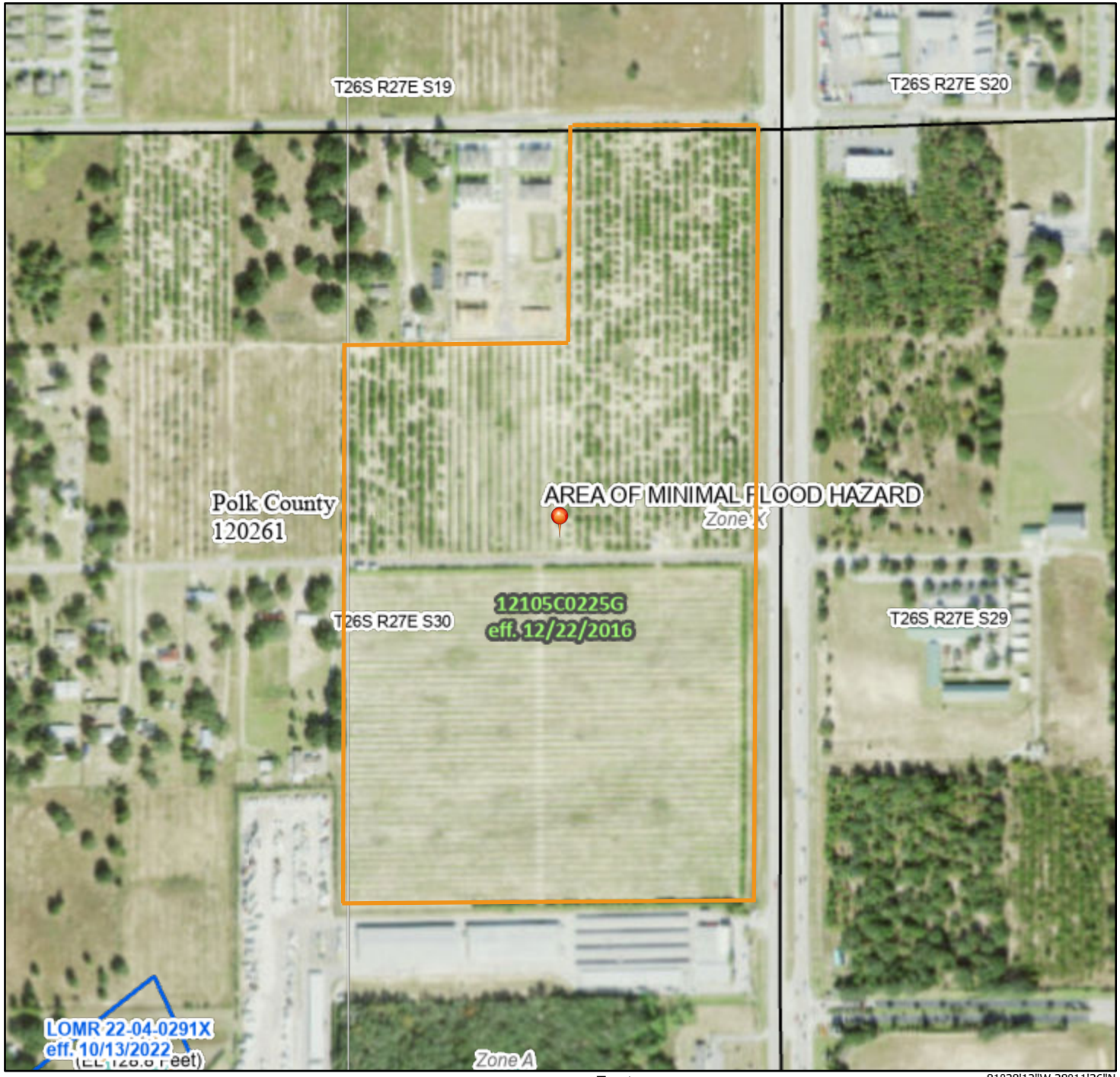
Wetland Map

US Highway 27, Holly Hill Grove Rd 1 & Holly Hill Grove Rd 2, Davenport, Florida

National Flood Hazard Layer FIRMette

FEMA

81°38'50"W 28°12'8"N



81°38'12"W 28°11'36"N

0 250 500 1,000 1,500 2,000 Feet

1:6,000

Basemap: USGS National Map: Orthoimagery: Data refreshed October, 2020

Legend

SEE FIS REPORT FOR DETAILED LEGEND AND INDEX MAP FOR FIRM PANEL LAYOUT

SPECIAL FLOOD HAZARD AREAS

- Without Base Flood Elevation (BFE) *Zone A, V, A99*
- With BFE or Depth *Zone AE, AO, AH, VE, AR*
- Regulatory Floodway

OTHER AREAS OF FLOOD HAZARD

- 0.2% Annual Chance Flood Hazard, Areas of 1% annual chance flood with average depth less than one foot or with drainage areas of less than one square mile *Zone X*
- Future Conditions 1% Annual Chance Flood Hazard *Zone X*
- Area with Reduced Flood Risk due to Levee. See Notes. *Zone X*
- Area with Flood Risk due to Levee *Zone D*

OTHER AREAS

- NO SCREEN Area of Minimal Flood Hazard *Zone X*
- Effective LOMRs
- Area of Undetermined Flood Hazard *Zone D*

GENERAL STRUCTURES

- Channel, Culvert, or Storm Sewer
- Levee, Dike, or Floodwall

OTHER FEATURES

- B 20.2 17.5 Cross Sections with 1% Annual Chance Water Surface Elevation
- 8 Coastal Transect
- 513 Base Flood Elevation Line (BFE)
- Limit of Study
- Jurisdiction Boundary
- Coastal Transect Baseline
- Profile Baseline
- Hydrographic Feature

MAP PANELS

- Digital Data Available
- No Digital Data Available
- Unmapped

N

The pin displayed on the map is an approximate point selected by the user and does not represent an authoritative property location.

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