

ACCESS MANAGEMENT ANALYSIS

KATHLEEN ROAD DEVELOPMENT

Prepared For

WAGNER PROPERTY GROUP

Prepared By



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Prepared By

LINCKS & ASSOCIATES, LLC

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State of Florida Authorization No. EB0004638

November, 2025

Project No. 25104 (25934.02.04)

This item has been electronically signed and sealed by Steve Henry, P.E. on the time and date stamp using the digital signature. Printed copies of this document are not considered signed and sealed and the signature must be verified on any electronic copies.



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INTRODUCTION

The purpose of this report is to provide an Access Management Analysis in conjunction with the development of the proposed property located west of Kathleen Road and south of Duff Road in Polk County, Florida, as shown in Figure 1.

The property is proposed to be developed for an approximately 3,700 square foot Fast Food Restaurant with Drive Thru.

The access to serve the project is proposed to be via one (1) full access to Kathleen Road.

The site plan for the project is included in the Appendix of this report.

ESTIMATED PROJECT AVERAGE DAILY TRAFFIC

The trip rates utilized in this report were obtained from the latest computerized version of “OTISS” which utilizes the Institute of Transportation Engineers’ (ITE) Trip Generation Manual, 12th Edition, 2025, as its database. Based on these trip rates, it is estimated that the proposed project would attract approximately 1,658 daily trip ends, as shown in Table 1.

Studies contained in the ITE Trip Generation Manual, 11th Edition, indicate that 50% of the restaurant trips are already present on the adjacent roadway system - passerby capture.

The passerby trip ends should not exceed 10 percent of the daily traffic on the adjacent roadways. Therefore, the new daily trip ends attracted to the proposed project would be 829 trip ends, as shown in Table 1.



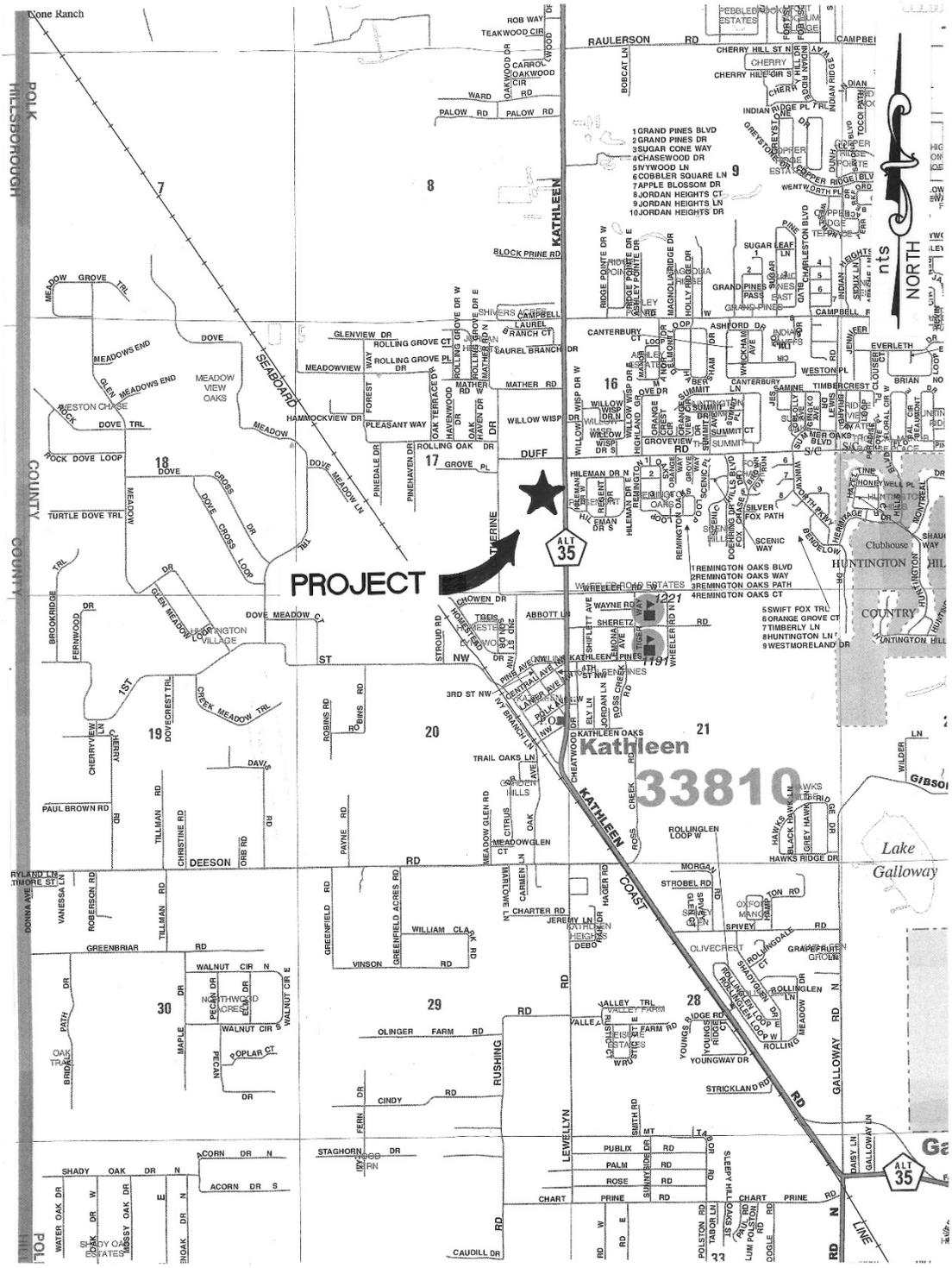


FIGURE 1
PROJECT LOCATION



TABLE 1

ESTIMATED DAILY PROJECT TRIP ENDS

<u>Land Use</u>	<u>ITE</u> <u>LUC</u>	<u>Size</u>	<u>Daily</u> <u>Trip Ends (1)</u>	<u>Passerby</u> <u>Trip Ends (2)</u>	<u>New Daily</u> <u>Trip Ends</u>
Fast Food Restaurant w/ Drive Thru	934	3,700 SF	1,658	829	829

(1) Source: ITE Trip Generation Manual, 12th Edition, 2025.

(2) Source: ITE Trip Generation Manual, 11th Edition, 2021.

- Passerby Trips: 50%
1,658 x 0.50 = 829
- The passerby capture should not exceed 10% of the adjacent street traffic.
20,978 (a) x 0.10 = 2,098 > 829
(a) PM peak hour peak season traffic on Kathleen Rd and Duff Rd
and K = 0.09.



PROJECT PEAK HOUR TRAFFIC

Again, based on the data contained in the ITE Trip Generation Manual, 12th Edition, the proposed project would attract approximately 123 trip ends during the AM peak hour with 63 inbound and 60 outbound, as shown in Table 2. During the PM peak hour, the proposed project would attract approximately 117 trip ends with 61 inbound and 56 outbound, as shown in Table 3.

As stated previously, studies contained in the ITE Trip Generation Manual, 11th Edition, indicate that a percentage of the restaurant trip ends already exist on the adjacent roadways – passerby capture. To account for this passerby capture, it was estimated that 50% of the AM and 55% of the PM peak hour project's trips are already present on the adjacent roadway system. The passerby trip ends should not exceed 10 percent of the peak hour traffic on the adjacent roadways. Therefore, the new AM peak hour trip ends attracted to the proposed project would be 61 trip ends with 31 inbound and 70 outbound, as shown in Table 2. The new PM peak hour trip ends attracted to the proposed project would be 52 trip ends with 27 inbound and 25 outbound, as shown in Table 3.

PROJECT TRIP DISTRIBUTION

The following distribution for the project traffic was estimated based on existing development and travel patterns in the vicinity of the project:

- 20% to and from the north (via Kathleen Road)



TABLE 2
ESTIMATED AM PEAK HOUR PROJECT TRIP ENDS

Land Use	ITE LUC	Size	AM Peak Hour Trip Ends (1)			Passerby Capture (2)			New AM Peak Hour Trip Ends		
			In	Out	Total	In	Out	Total	In	Out	Total
Fast Food Restaurant w/ Drive Thru	934	3,700 SF	63	60	123	32	30	62	31	30	61

(1) Source: ITE Trip Generation Manual, 12th Edition, 2025.

(2) Source: ITE Trip Generation Manual, 11th Edition, 2021.

- Passerby Trips: 50%

In: $63 \times 0.50 = 32$

Out: $60 \times 0.50 = 30$

- The passerby capture should not exceed 10% of the adjacent street traffic.
 $1,626 (a) \times 0.10 = 163 > 62$

(a) AM peak hour peak season traffic on Kathleen Rd south of Duff Rd.



TABLE 3
ESTIMATED PM PEAK HOUR PROJECT TRIP ENDS

Land Use	ITE LUC	Size	PM Peak Hour Trip Ends (1)		Passerby Capture (2)		New PM Peak Hour Trip Ends				
			In	Out	In	Out	In	Out			
Fast Food Restaurant w/ Drive Thru	934	3,700 SF	61	56	117	34	31	65	27	25	52

(1) Source: ITE Trip Generation Manual, 12th Edition, 2025.

(2) Source: ITE Trip Generation Manual, 11th Edition, 2021.

- Passerby Trips: 55%

In: $61 \times 0.55 = 34$

Out: $56 \times 0.55 = 31$

- The passerby capture should not exceed 10% of the adjacent street traffic.

$1,888 (a) \times 0.10 = 189 > 65$

(a) PM peak hour peak season traffic on Kathleen Rd south of Duff Rd.



- 30% to and from the south (via Kathleen Road)
- 40% to and from the east (via Duff Road)
- 10% to and from the west (via Duff Road)

Table 4 shows the distribution of the new AM and PM peak hour project trip ends. Figure 2 illustrates the AM peak hour project trip ends and Figure 3 illustrates the PM peak hour project trip ends on the adjacent roadways.

ADJACENT ROADWAYS

As stated previously, the project is located west of Kathleen Road and south of Duff Road in Polk County, Florida. Kathleen Road is a five (5) lane roadway in the vicinity of the project. According to the Polk County Capital Improvement Plan (CIP), there are no capacity adding improvements budgeted for construction in the vicinity of the project.

PEAK SEASON TRAFFIC

The peak season traffic utilized in this report was calculated as follows:

1. AM (7:00 to 9:00) and PM (4:00 to 6:00) peak hour turning movement counts were conducted at the following intersections:
 - Kathleen Road and Duff Road
 - Kathleen Road and 7-Eleven Access



TABLE 4
ESTIMATED PEAK HOUR PROJECT TRAFFIC DISTRIBUTION

Time Period	North (20%)		South (30%)		East (40%)		West (10%)		Total	
	In	Out	In	Out	In	Out	In	Out	In	Out
AM	6	6	9	9	13	12	3	3	31	30
PM	5	5	8	8	11	10	3	2	27	25

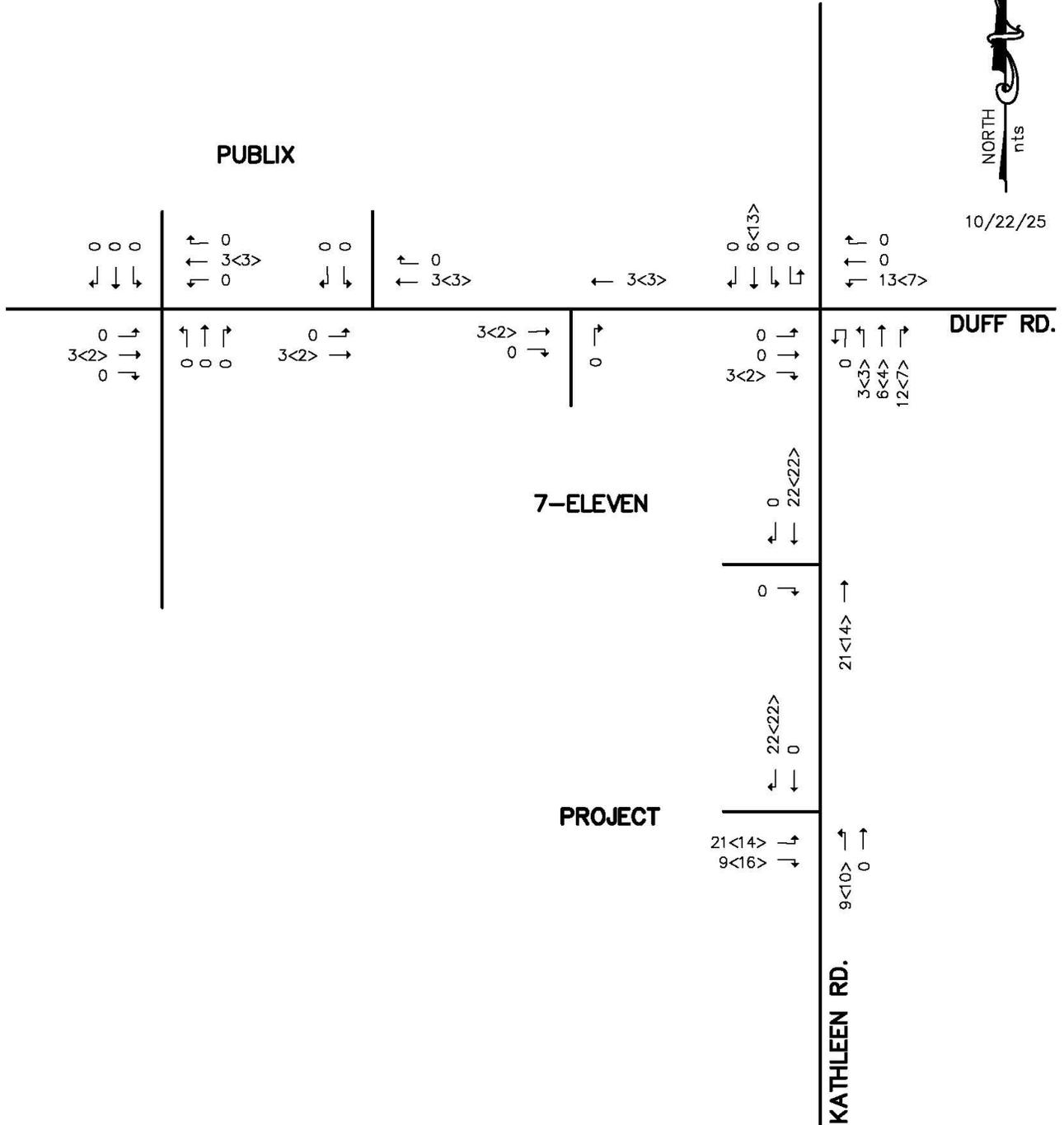


LEGEND

- 11 = NEW PROJECT TRAFFIC
- <2> = PASSERBY PROJECT TRAFFIC



10/22/25



**FIGURE 2
 AM PEAK HOUR
 PROJECT TRAFFIC**

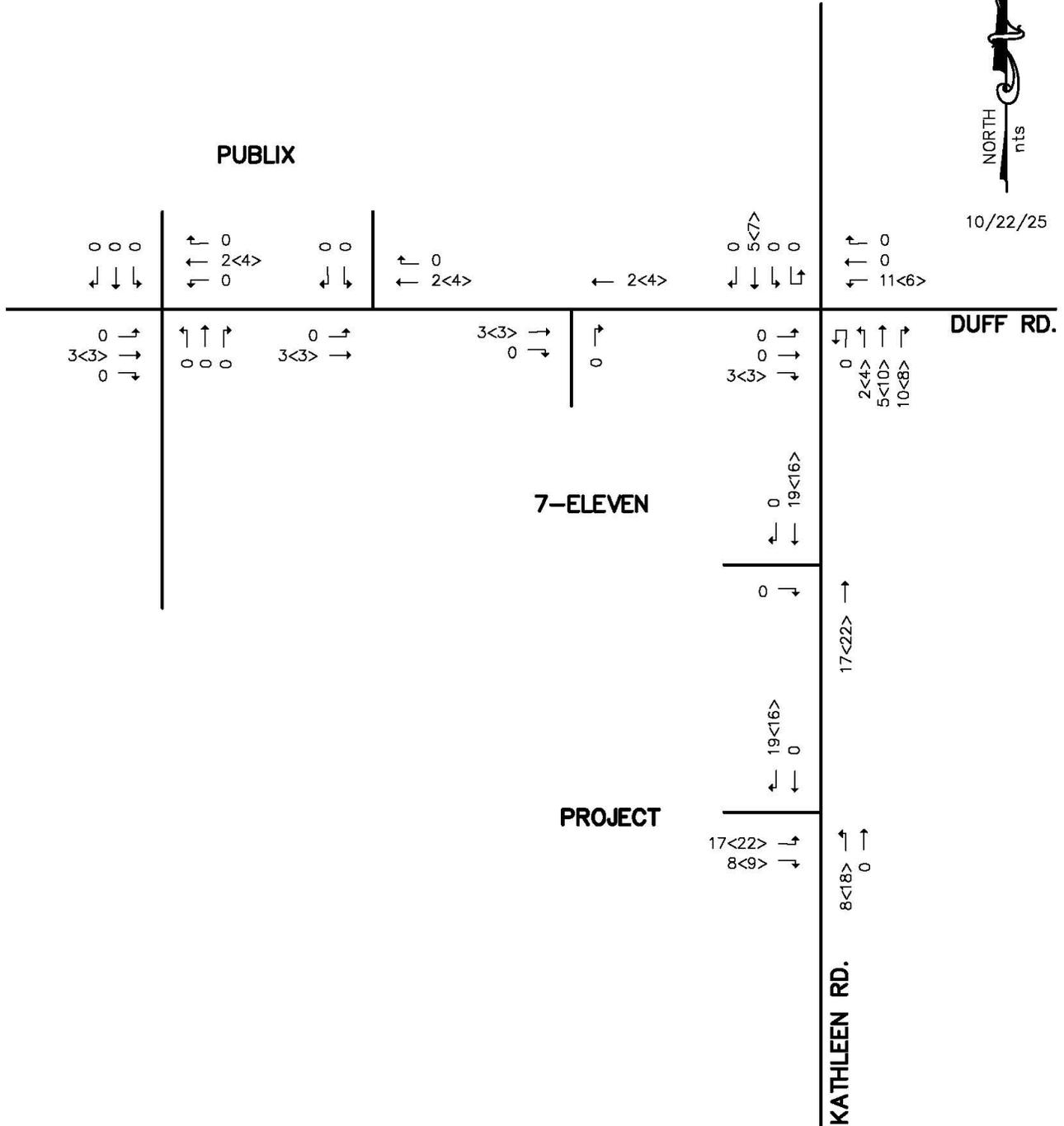


LEGEND

- 11 = NEW PROJECT TRAFFIC
- <2> = PASSERBY PROJECT TRAFFIC



10/22/25



**FIGURE 3
PM PEAK HOUR
PROJECT TRAFFIC**



- Duff Road and 7-Eleven Access
- Duff Road and Publix Shopping Center Access

Figure 4 illustrates the existing traffic.

2. The counts were adjusted to peak season based on the FDOT Peak Season Adjustment Factors for Polk County.

Figure 5 illustrates the peak season traffic. Figures 6 and 7 illustrate the peak season plus project traffic for the AM and PM peak hours, respectively.

INTERSECTION ANALYSIS

A capacity analysis was conducted for the AM and PM peak hours at the following intersections:

- Kathleen Road and Duff Road
- Kathleen Road and Project Access

The signalized intersection analysis was based on the Synchro software and the unsignalized intersection analysis was based on the Highway Capacity Software (HCS). Tables 5 and 6 summarize the results of the analysis and the results are described in the following paragraphs:

Kathleen Road and Duff Road

This intersection is currently signalized. Signalized intersection analysis indicates that all movements within the intersection should operate within the adopted delay and V/C



LEGEND

12/23 = AM/PM PEAK HOUR TRAFFIC



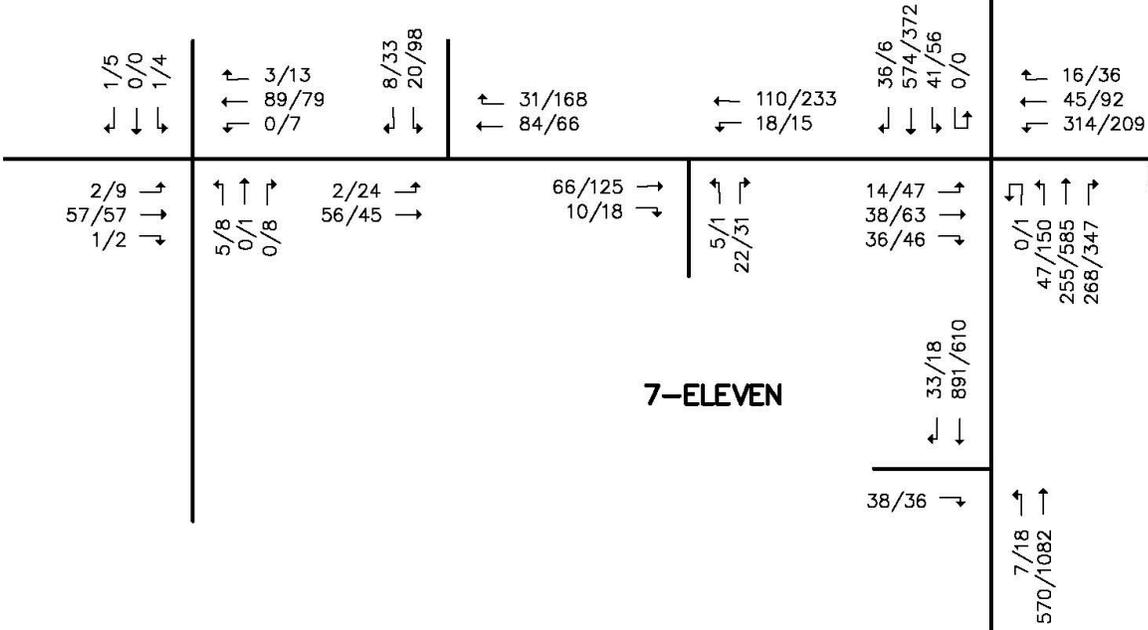
10/22/25

PUBLIX

7-ELEVEN

DUFF RD.

KATHLEEN RD.



**FIGURE 4
EXISTING TRAFFIC**



LEGEND

12/23 = AM/PM PEAK HOUR TRAFFIC



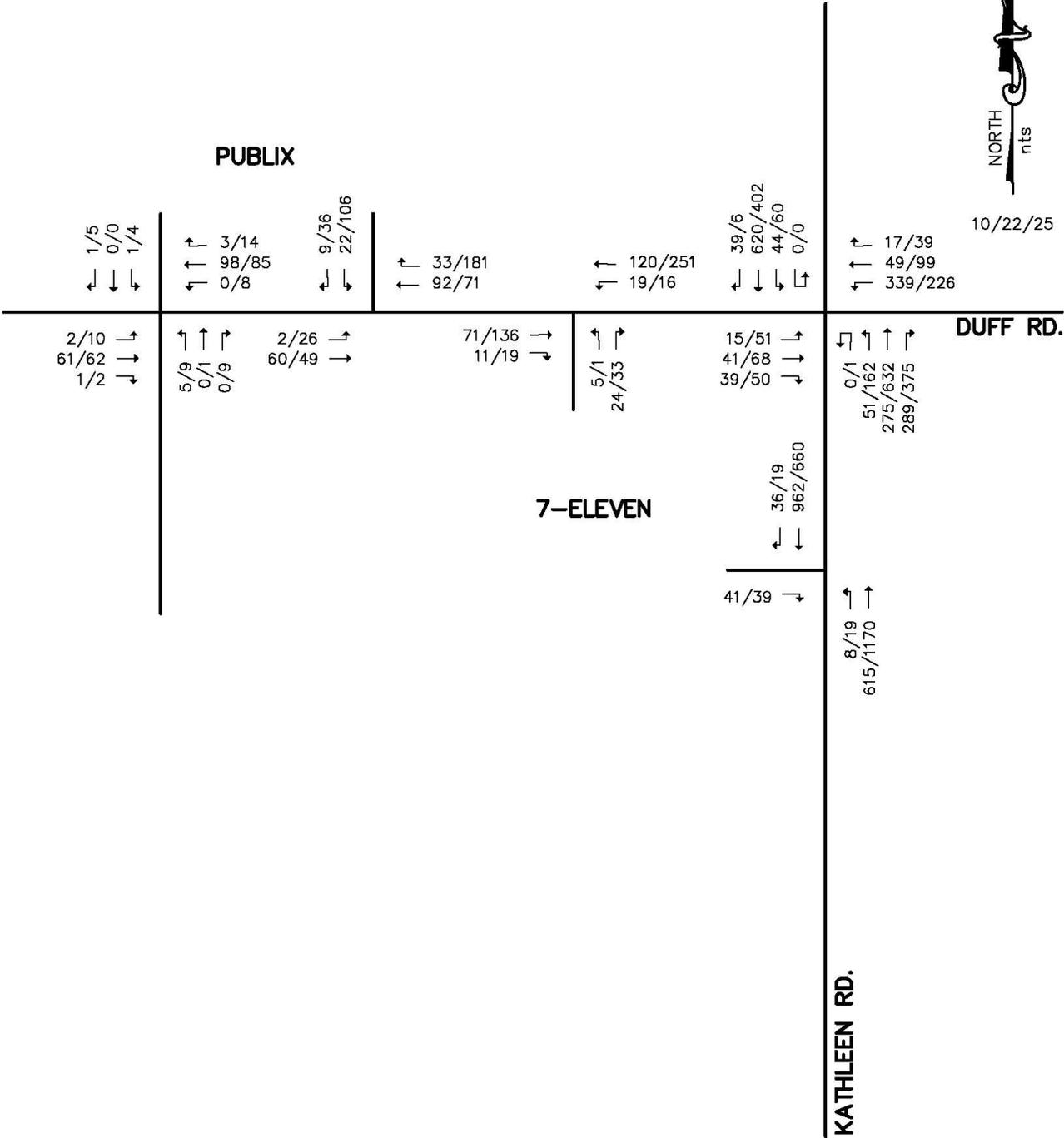
10/22/25

PUBLIX

7-ELEVEN

DUFF RD.

KATHLEEN RD.



**FIGURE 5
PEAK SEASON TRAFFIC**

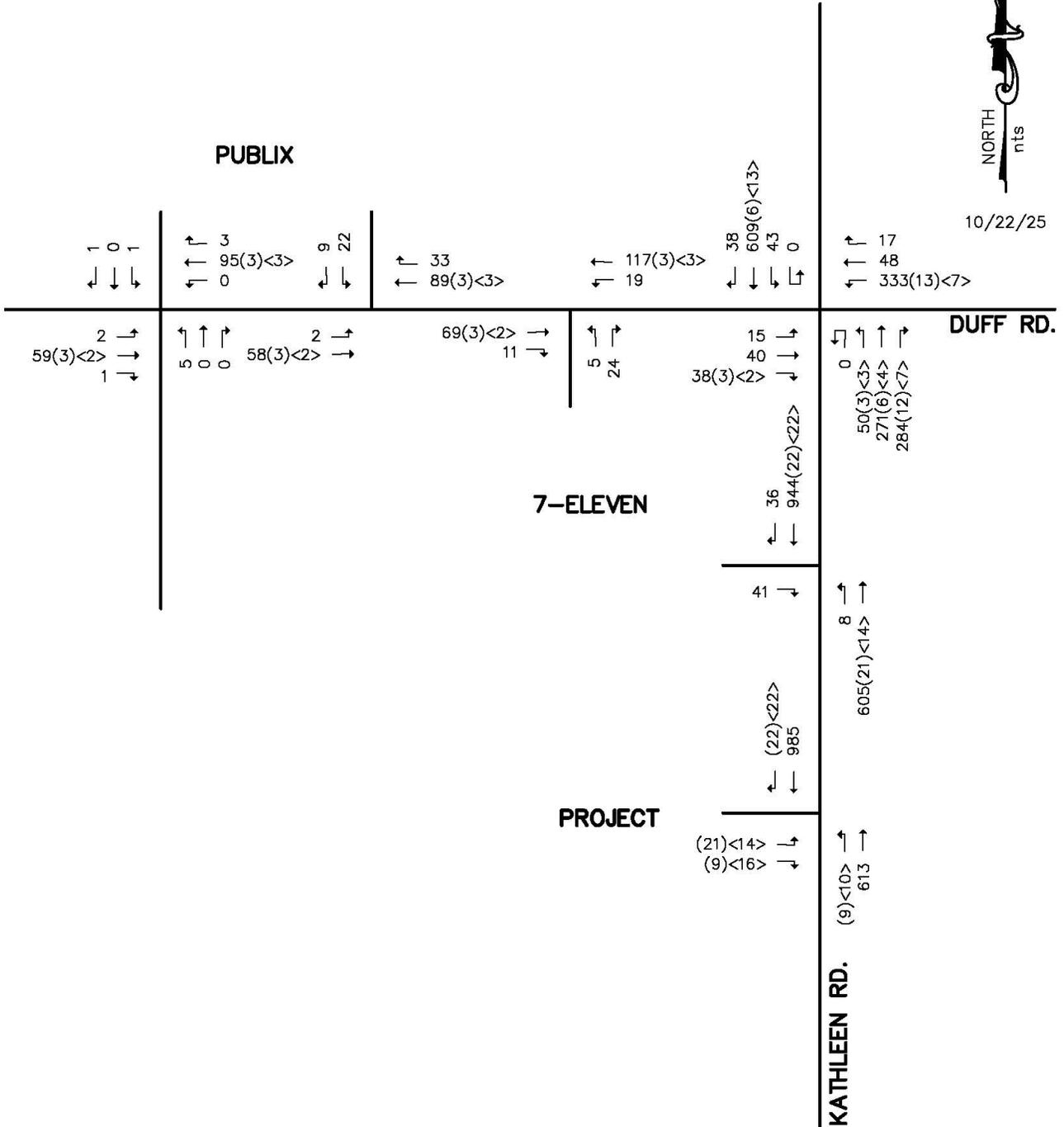


LEGEND

- 13 = PEAK SEASON TRAFFIC
- (23) = NEW PROJECT TRAFFIC
- <36> = PASSERBY PROJECT TRAFFIC



10/22/25



**FIGURE 6
AM PEAK HOUR
PEAK SEASON PLUS
PROJECT TRAFFIC**

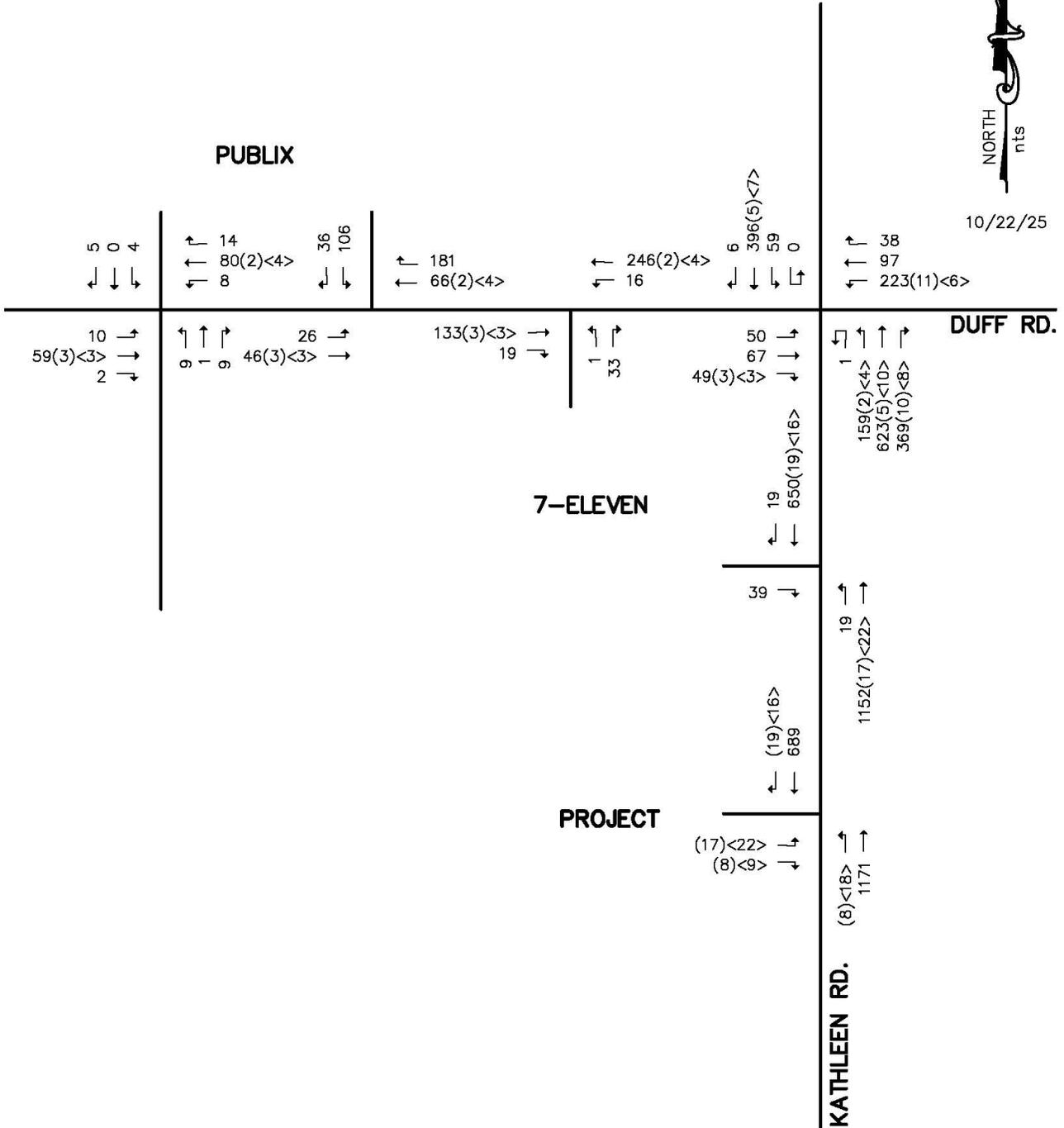


LEGEND

- 13 = PEAK SEASON TRAFFIC
- (23) = NEW PROJECT TRAFFIC
- <36> = PASSERBY PROJECT TRAFFIC



10/22/25



**FIGURE 7
PM PEAK HOUR
PEAK SEASON PLUS
PROJECT TRAFFIC**



TABLE 5
ESTIMATED INTERSECTION ANALYSIS
(SIGNALIZED)

Intersection	Movement	AM Peak Hour			PM Peak Hour								
		Peak Season Plus Project Traffic			Peak Season Plus Project Traffic								
		Left	Right	Through	Left	Right	Through						
Kathleen Rd and Duff Rd	EB	23.2	0.06	0.31	27.7	0.31	0.31	25.9	0.16	36.7	0.45	36.7	0.45
	WB	54.9	0.79	0.15	26.5	0.15	0.15	52.5	0.63	35.9	0.35	35.9	0.35
	NB	14.1	0.19	0.22	4.1	0.41	0.41	14.8	0.34	24.0	0.44	4.0	0.44
	SB	13.1	0.09	0.54	25.6	0.54	0.54	13.7	0.16	25.7	0.33	25.7	0.33



TABLE 6
ESTIMATED INTERSECTION ANALYSIS
(UN SIGNALIZED)

Intersection	Movement	AM Peak Hour			PM Peak Hour				
		Left	Through	Right	Left	Through	Right		
		Delay	V/C	Delay	V/C	Delay	V/C		
Kathleen Rd and Project Access	EB	40.2	0.39	-	-	-	-	43.7	0.40
	NB	11.1	0.03	*	*	-	*	9.5	0.03

* Free flow therefore, V/C or delay not calculated.



criteria, as shown in Table 5.

Kathleen Road and Project Access

This driveway is proposed to have full access to Kathleen Road. Based on the unsignalized intersection analysis, all movements within the intersection should operate within the adopted delay and V/C ratio criteria during the AM and PM peak hours with the peak season plus project traffic, as shown in Table 6.

ACCESS RECOMMENDATIONS

The recommendations included in this report are based on a field review of the site, the proposed site plan and the Access Management Analysis. The methodology utilized to determine the need for turn lanes was based on Section 901.3 of the Polk County Land Development Code. The access recommendations are summarized in Table 7 and described in the following paragraph:

Kathleen Road and Project Access

This driveway is proposed to have full access to Kathleen Road. According to the Polk County LDC, a Type VI access would be required for the project which would require a southbound right turn lane and a northbound left turn lane. Due to utilizing conflicts, a 49 foot southbound right turn lane is proposed. Kathleen Road is a five (5) lane roadway in the vicinity of the project with a two-way left turn lane along the project frontage. Therefore, no modification to the two-way left turn lane is required.





TABLE 7

ACCESS RECOMMENDATIONS

<u>Intersection</u>	<u>Movement</u>	<u>Volume (1)</u>	<u>Driveway Type</u>	<u>Recommended Length</u>
Kathleen Rd and Project Access	NBL	19/26	VI	(3)
	SBR	44/35	VI	(4)

- (1) See Figures 6 and 7, Peak Season plus Project Traffic, of this report.
- (2) Based on Polk County LDC.
- (3) Not recommended due to 7-Eleven Access
- (4) existing two-way left turn lane.

CONCLUSION

Based on the analysis, the project access and adjacent intersection should operate at an acceptable Level of Service. In addition, proposed geometry at the project access meets the intent of the LDC.



APPENDIX



SITE PLAN



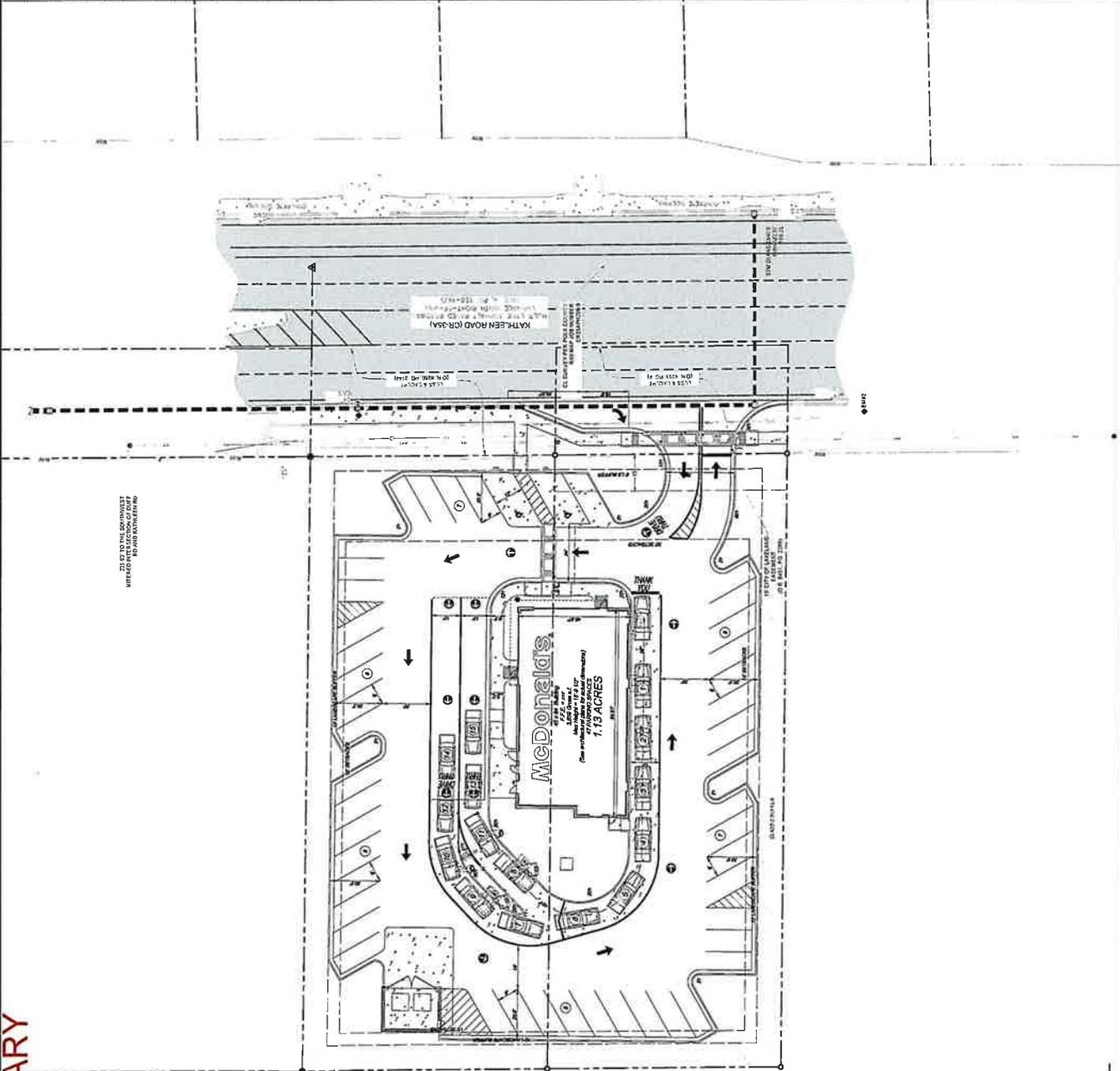
PRELIMINARY

NO.	REVISION
1	ISSUED FOR PERMITTING
2	REVISED FOR COMMENTS
3	REVISED FOR COMMENTS
4	REVISED FOR COMMENTS

SITE DESIGN CRITERIA	
CRITERIA	REQUIRED / PROPOSED
Site Address	7206-08-10 Kathleen Rd
Acres	1.13 acres
Building Type	45 x B4
Block or Block building	Block
Zoning	RS (Existing) CC (Proposed)
Front Landscape Strip Width	See Table 6'-0"
Side Landscape Strip Width	See Table 10'
Rear Landscape strip width	See Table 10'-0"
Landscaping Required Between Building and Parking?	No
Landscape Island Spacing	1/10 spaces
Landscape Island Size	N/A
Front Building Setback	35'-0"
Side Building Setback	15'-0"
Rear Building Setback	15'-0"
Does Building Require Anything Special like Port Canet?	No
80 Degree Parking Space Size	9 x 18.5
90 Degree Parking Space Size	9 x 20.5
One Way Drive Aisle Width for 90 Degree Parking Stall	22'-0"
One Way Drive Aisle Width for 60 Degree Parking Stall	18'-0"
Number of Parking Spaces	43 spaces
	47 spaces

PARKING CALCULATION: 4 SPACES PER ESTABLISHMENT + (1 SPACE PER 100 SF GFA)

LANDSCAPE BUFFER REQUIREMENTS		
LOCATION	WITH FENCE	WITHOUT FENCE
South Buffer	10' Type-C Buffer	20' Type-C Buffer
West Buffer	10' Type-C Buffer	20' Type-C Buffer
North Buffer	5' Type-C Buffer	10' Type-C Buffer
East Buffer	N/A	6' LS Strip



McDonald's USA, L.L.C.
110 North Carpenter Street, Chicago, IL 60607

McDonald's
17960619 Kathleen Road
Chicago, IL 60642
Tel: 773-398-1200
Fax: 773-398-1200
482-27-17-00000-001210
23-27-17-00000-001210
Zone: R1 (Eminent) CC
Project: 17960619 Kathleen Road

COORDINATE: 9-2381
2025 PROJECT NUMBER: MCD-25042
SHEET TITLE: CONCEPT PLAN
SHEET NUMBER: 1

ITE – TRIP GENERATION MANUAL, 11TH EDITION



PERIOD SETTING

Analysis Name :	New Analysis		No :	
Project Name :	McD - Kathleen	City:		
Date:	10/4/2025	Zip/Postal Code:		
State/Province:		Client Name:		
Country:		Edition:	Trip Generation Manual, 12th Ed	
Analyst's Name:				

Land Use	Independent Variable	Size	Time Period	Method	Entry	Exit	Total
934 - Fast-Food Restaurant with Drive-Through Window (General Urban/Suburban)	1000 Sq. Ft. GFA	3.7	Weekday	Average 448.12	829 50%	829 50%	1658

TRAFFIC REDUCTIONS

Land Use	Entry Reduction	Adjusted Entry	Exit Reduction	Adjusted Exit
934 - Fast-Food Restaurant with Drive-Through Window	0 %	829	0 %	829

EXTERNAL TRIPS

Land Use	External Trips	Pass-by%	Pass-by Trips	Non-pass-by Trips
934 - Fast-Food Restaurant with Drive-Through Window	1658	0	0	1658

ITE DEVIATION DETAILS

Weekday
 Landuse No deviations from ITE.

Methods
 Methods No deviations from ITE.

External Trips 934 - Fast-Food Restaurant with Drive-Through Window (General Urban/Suburban)
 ITE does not recommend a particular pass-by% for this case.

SUMMARY

Total Entering	829
Total Exiting	829
Total Entering Reduction	0
Total Exiting Reduction	0
Total Entering Internal Capture Reduction	0
Total Exiting Internal Capture Reduction	0
Total Entering Pass-by Reduction	0
Total Exiting Pass-by Reduction	0
Total Entering Non-Pass-by Trips	829
Total Exiting Non-Pass-by Trips	829

PERIOD SETTING

Analysis Name : New Analysis
Project Name : McD - Kathleen **No :**
Date: 10/4/2025 **City:**
State/Province: **Zip/Postal Code:**
Country: **Client Name:**
Analyst's Name: **Edition:** Trip Generation Manual, 12th Ed

Land Use	Independent Variable	Size	Time Period	Method	Entry	Exit	Total
934 - Fast-Food Restaurant with Drive-Through Window (General Urban/Suburban)	1000 Sq. Ft. GFA	3.7	Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 7 and 9 a.m.	Average 33.24	63 51%	60 49%	123

TRAFFIC REDUCTIONS

Land Use	Entry Reduction	Adjusted Entry	Exit Reduction	Adjusted Exit
934 - Fast-Food Restaurant with Drive-Through Window	0 %	63	0 %	60

EXTERNAL TRIPS

Land Use	External Trips	Pass-by%	Pass-by Trips	Non-pass-by Trips
934 - Fast-Food Restaurant with Drive-Through Window	123	0	0	123

ITE DEVIATION DETAILS

Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 7 and 9 a.m.

Landuse No deviations from ITE.

Methods No deviations from ITE.

Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 7 and 9 a.m.

External Trips 934 - Fast-Food Restaurant with Drive-Through Window (General Urban/Suburban)
ITE does not recommend a particular pass-by% for this case.

SUMMARY	
----------------	--

Total Entering	63
Total Exiting	60
Total Entering Reduction	0
Total Exiting Reduction	0
Total Entering Internal Capture Reduction	0
Total Exiting Internal Capture Reduction	0
Total Entering Pass-by Reduction	0
Total Exiting Pass-by Reduction	0
Total Entering Non-Pass-by Trips	63
Total Exiting Non-Pass-by Trips	60

PERIOD SETTING

Analysis Name : New Analysis
Project Name : McD - Kathleen **No :**
Date: 10/4/2025 **City:**
State/Province: **Zip/Postal Code:**
Country: **Client Name:**
Analyst's Name: **Edition:** Trip Generation Manual, 12th Ed

Land Use	Independent Variable	Size	Time Period	Method	Entry	Exit	Total
934 - Fast-Food Restaurant with Drive-Through Window (General Urban/Suburban)	1000 Sq. Ft. GFA	3.7	Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 4 and 6 p.m.	Average 31.6	61 52%	56 48%	117

TRAFFIC REDUCTIONS

Land Use	Entry Reduction	Adjusted Entry	Exit Reduction	Adjusted Exit
934 - Fast-Food Restaurant with Drive-Through Window	0 %	61	0 %	56

EXTERNAL TRIPS

Land Use	External Trips	Pass-by%	Pass-by Trips	Non-pass-by Trips
934 - Fast-Food Restaurant with Drive-Through Window	117	0	0	117

ITE DEVIATION DETAILS

Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 4 and 6 p.m.

Landuse No deviations from ITE.
Methods No deviations from ITE.

Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 4 and 6 p.m.

External Trips 934 - Fast-Food Restaurant with Drive-Through Window (General Urban/Suburban)
ITE does not recommend a particular pass-by% for this case.

SUMMARY

Total Entering	61
Total Exiting	56
Total Entering Reduction	0
Total Exiting Reduction	0
Total Entering Internal Capture Reduction	0
Total Exiting Internal Capture Reduction	0
Total Entering Pass-by Reduction	0
Total Exiting Pass-by Reduction	0
Total Entering Non-Pass-by Trips	61
Total Exiting Non-Pass-by Trips	56

PASSERBY TRIPS



Vehicle Pass-By Rates by Land Use

Source: ITE Trip Generation Manual, 11th Edition

Land Use Code	934									
Land Use	Fast-Food Restaurant with Drive-Through Window									
Setting	General Urban/Suburban									
Time Period	Weekday AM Peak Period									
# Data Sites	5									
Average Pass-By Rate	50%									
Pass-By Characteristics for Individual Sites										
GFA (000)	State or Province	Survey Year	# Interviews	Pass-By Trip (%)	Non-Pass-By Trips			Adj Street Peak Hour Volume	Source	
					Primary (%)	Diverted (%)	Total (%)			
1.4	Kentucky	1993	--	62	22	16	38	1407	2	
3	Kentucky	1993	--	43	14	43	57	2903	2	
3.3	--	1996	--	68	--	--	32	--	21	
3.6	Kentucky	1993	--	32	47	21	68	437	2	
4.2	Indiana	1993	--	46	23	31	54	1049	2	

Vehicle Pass-By Rates by Land Use

Source: ITE Trip Generation Manual, 11th Edition

Land Use Code	934
Land Use	Fast-Food Restaurant with Drive-Through Window
Setting	General Urban/Suburban
Time Period	Weekday PM Peak Period
# Data Sites	11
Average Pass-By Rate	55%

Pass-By Characteristics for Individual Sites

GFA (000)	State or Province	Survey Year	# Interviews	Pass-By Trip (%)	Non-Pass-By Trips			Total (%)	Adj Street Peak Hour Volume	Source
					Primary (%)	Diverted (%)	Total (%)			
1.3	Kentucky	1993	—	68	22	10	32	2055	2	
1.9	Kentucky	1993	33	67	24	9	33	2447	2	
2.8	Florida	1995	47	66	—	—	34	—	30	
2.9	Florida	1996	271	41	41	18	59	—	30	
3	Kentucky	1993	—	31	31	38	69	4250	2	
3.1	Florida	1995	28	71	—	—	29	—	30	
3.1	Florida	1996	29	38	—	—	62	—	30	
3.2	Florida	1996	202	40	39	21	60	—	30	
3.3	—	1996	—	62	—	—	38	—	21	
4.2	Indiana	1993	—	56	25	19	44	1632	2	
4.3	Florida	1994	304	62	—	—	38	—	30	

POLK COUNTY CIP



TURNING MOVEMENT COUNTS





National Data & Surveying Services

Site Code: 25-120434-001

Date: 09/09/2025

Weather: Sunny

City: Lakeland

County: Polk

Count Times: 07:00 - 09:00

16:00 - 18:00

Control: Signalized



N/S Street: Kathleen Rd

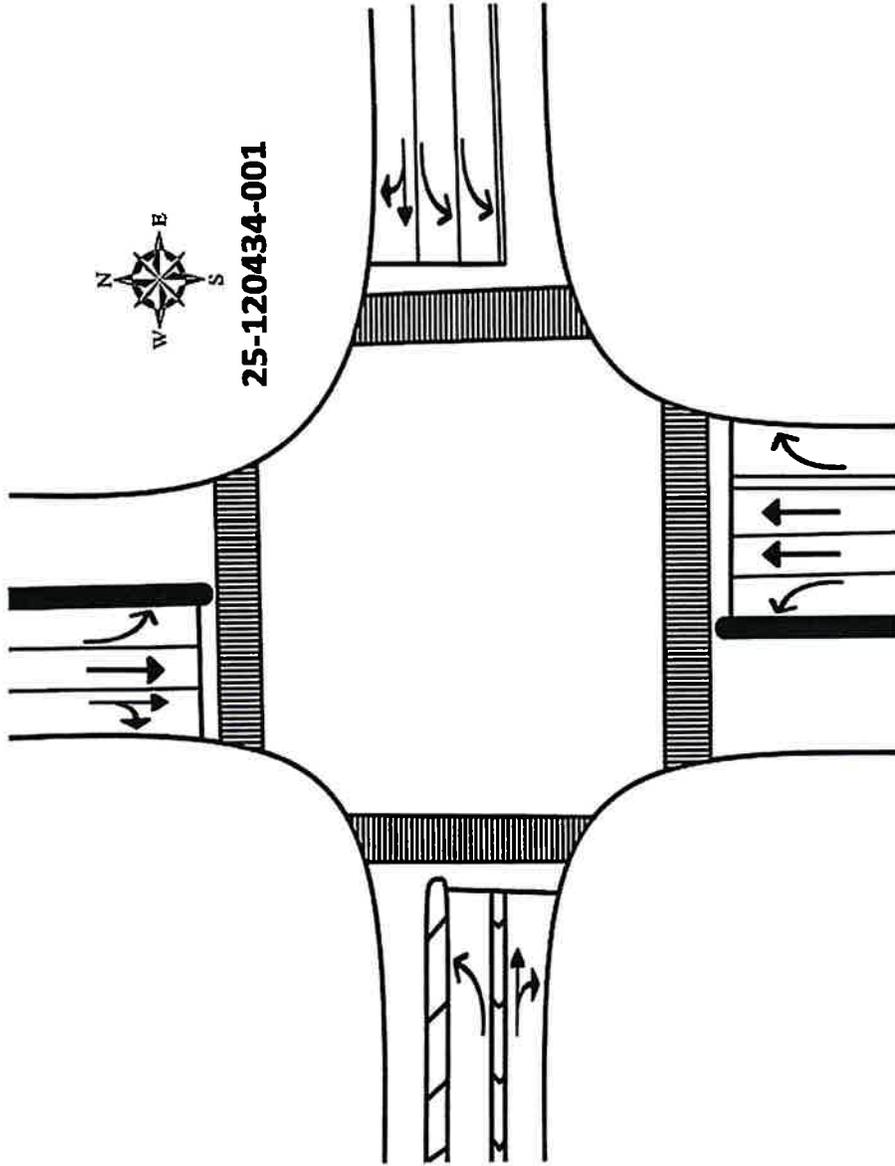
Speed: 40/45 MPH

E/W Street: Duff Rd

Speed: 30/40 MPH



25-120434-001



SIGNAL TIMING

Cycle	Phase	BOG	EOY	Signal Timing
AM	1 NL/SL	8:06:04	8:06:19	0:00:15
	SL/ST	8:06:19	8:06:33	0:00:14
	NT/ST	8:06:33	8:07:21	0:00:48
	EL/WL	8:07:21	8:07:47	0:00:26
	ET/WT	8:07:47	8:08:28	0:00:41
	2 NL/SL	8:08:28	8:08:41	0:00:13
	SL/ST	8:08:41	8:08:56	0:00:15
	NT/ST	8:08:56	8:09:44	0:00:48
	EL/WL	8:09:44	8:10:16	0:00:32
	ET/WT	8:10:16	8:10:52	0:00:36
PM	1 NL/SL	16:34:45	16:35:10	0:00:25
	NT/ST	16:35:10	16:36:00	0:00:50
	WL/WT	16:36:00	16:36:32	0:00:32
	ET/WT	16:36:32	16:37:05	0:00:33
	2 NL/SL	16:37:05	16:37:30	0:00:25
	NT/ST	16:37:30	16:38:22	0:00:52
	EL/WL	16:38:22	16:38:47	0:00:25
	ET/WT	16:38:47	16:39:23	0:00:36

National Data & Surveying Services

Intersection Turning Movement Count

Location: Kathleen Rd & Duff Rd
 City: Lakeland
 Control: Signalized

Project ID: 25-120434-001
 Date: 9/9/2025

Data - Cars

NS/EW Streets:	Kathleen Rd				Kathleen Rd				Duff Rd				Duff Rd									
	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND									
AIM	NL	NT	NR	NU	0	SL	ST	SR	SU	0	EL	ET	ER	EU	0	WL	WT	WR	WU	0	TOTAL	
7:00 AM	2	49	33	0	2	2	148	3	0	3	3	7	0	0	0	81	6	1	0	0	0	338
7:15 AM	3	46	61	0	7	156	12	0	0	5	12	14	0	0	107	10	2	0	0	0	0	435
7:30 AM	22	62	107	0	17	123	15	0	0	4	10	7	0	0	75	14	5	0	0	0	0	461
7:45 AM	12	64	58	0	12	114	5	0	0	1	11	4	0	0	47	14	5	0	0	0	0	347
8:00 AM	16	43	53	0	2	95	4	0	0	6	8	3	0	0	67	12	7	0	0	0	0	316
8:15 AM	12	51	49	0	7	74	3	0	0	4	9	6	0	0	47	14	7	0	0	0	0	283
8:30 AM	7	58	31	0	11	86	3	0	0	4	4	10	0	0	44	11	6	0	0	0	0	275
8:45 AM	20	42	36	0	6	75	1	0	0	8	10	3	0	0	44	10	8	0	0	0	0	263
TOTAL VOLUMES :	94	415	428	0	64	871	46	0	0	35	67	54	0	0	512	91	41	0	0	0	0	2718
APPROACH %'s :	10.03%	44.29%	45.68%	0.00%	6.52%	88.79%	4.69%	0.00%	0.00%	22.44%	42.95%	34.62%	0.00%	0.00%	79.50%	1.41%	6.37%	0.00%	0.00%	0.00%	0.00%	0.857
PEAK HR :	39	221	259	0	38	541	35	0	0	13	36	32	0	0	310	44	13	0	0	0	0	1581
PEAK HR VOL :	0.443	0.863	0.605	0.000	0.559	0.867	0.583	0.000	0.000	0.650	0.750	0.571	0.000	0.000	0.724	0.786	0.650	0.000	0.000	0.000	0.000	0.857
PEAK HR FACTOR :	0.679				0.877				0.653				0.771									

NS/EW Streets:	Kathleen Rd				Kathleen Rd				Duff Rd				Duff Rd									
	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND									
AIM	NL	NT	NR	NU	0	SL	ST	SR	SU	0	EL	ET	ER	EU	0	WL	WT	WR	WU	0	TOTAL	
4:00 PM	31	115	90	0	11	80	2	0	0	12	12	14	0	0	62	22	8	0	0	0	0	459
4:15 PM	39	139	65	0	14	75	1	0	0	11	12	11	0	0	56	17	13	0	0	0	0	453
4:30 PM	38	152	86	1	14	79	3	0	0	8	21	10	0	0	44	14	7	0	0	0	0	477
4:45 PM	36	123	82	0	20	91	1	0	0	14	14	12	0	0	62	14	6	0	0	0	0	485
5:00 PM	37	128	74	0	13	90	1	0	0	8	15	10	0	0	54	28	9	0	0	0	0	467
5:15 PM	35	161	92	0	8	84	1	0	0	12	21	8	0	0	38	18	12	0	0	0	0	490
5:30 PM	39	151	91	1	14	89	3	0	0	12	13	14	0	0	51	21	9	0	0	0	0	508
5:45 PM	33	119	80	0	14	103	2	0	0	11	14	13	0	0	48	11	6	0	0	0	0	454
TOTAL VOLUMES :	288	1088	660	2	108	691	14	0	0	88	122	92	0	0	415	155	70	0	0	0	0	3793
APPROACH %'s :	14.13%	53.39%	32.38%	0.10%	13.28%	84.99%	1.72%	0.00%	0.00%	29.14%	40.40%	30.46%	0.00%	0.00%	64.84%	24.22%	10.94%	0.00%	0.00%	0.00%	0.00%	0.960
PEAK HR :	147	563	339	1	55	354	6	0	0	46	63	44	0	0	205	91	36	0	0	0	0	1950
PEAK HR VOL :	0.942	0.874	0.921	0.250	0.688	0.973	0.500	0.000	0.000	0.821	0.750	0.786	0.000	0.000	0.827	0.813	0.750	0.000	0.000	0.000	0.000	0.960
PEAK HR FACTOR :	0.911				0.926				0.933				0.902									

National Data & Surveying Services

Intersection Turning Movement Count

Location: Kathleen Rd & Duff Rd
 City: Lakeland
 Control: Signalized

Project ID: 25-120434-001
 Date: 9/9/2025

Data - HT

NS/EW Streets:	Kathleen Rd						Kathleen Rd						Duff Rd					
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			EASTBOUND			WESTBOUND		
AM	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL	
7:00 AM	2	4	2	0	1	7	0	0	0	0	0	0	0	0	1	0	0	20
7:15 AM	1	8	1	0	0	3	0	0	0	0	1	0	0	2	0	0	0	16
7:30 AM	3	12	3	0	0	5	1	0	0	2	0	0	1	0	2	0	0	29
7:45 AM	2	10	3	0	2	18	0	0	1	18	0	0	0	0	0	0	0	38
8:00 AM	0	9	2	0	0	3	0	0	0	1	1	0	1	0	0	0	0	17
8:15 AM	1	9	2	0	2	5	0	0	1	0	0	0	2	0	0	0	0	22
8:30 AM	1	6	3	0	0	11	1	0	0	0	1	0	0	1	0	0	0	24
8:45 AM	2	7	1	0	1	10	0	0	0	1	2	0	1	0	0	0	0	25
TOTAL VOLUMES :	12	65	17	0	6	62	2	0	2	4	8	0	8	2	3	0	0	191
APPROACH %'s :	12.77%	69.15%	18.09%	0.00%	8.57%	88.57%	2.86%	0.00%	14.29%	28.57%	57.14%	0.00%	61.54%	15.38%	23.08%	0.00%		
PEAK HR :	8	34	9	0	3	33	1	0	1	2	4	0	4	1	3	0	0	103
PEAK HR VOL :	0.667	0.708	0.750	0.000	0.375	0.458	0.250	0.000	0.250	0.250	0.500	0.000	0.500	0.250	0.375	0.000	0.000	0.678
PEAK HR FACTOR :	0.708																	

NS/EW Streets:	Kathleen Rd						Kathleen Rd						Duff Rd					
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			EASTBOUND			WESTBOUND		
PM	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12
4:15 PM	1	10	2	0	0	9	0	0	0	0	1	0	1	0	1	0	0	25
4:30 PM	3	10	4	0	0	5	0	0	1	1	0	0	0	1	0	0	0	25
4:45 PM	1	3	4	0	1	5	0	0	0	0	0	0	2	0	0	0	0	16
5:00 PM	1	5	1	0	0	6	0	0	1	0	1	0	1	0	0	0	0	16
5:15 PM	1	3	0	0	0	6	0	0	0	0	0	0	1	1	0	0	12	
5:30 PM	0	1	3	0	0	1	0	0	0	0	1	0	0	0	0	0	6	
5:45 PM	0	2	1	0	0	4	0	0	0	0	0	0	0	0	0	0	7	
TOTAL VOLUMES :	7	38	16	0	1	38	0	0	2	3	3	0	7	2	2	0	0	119
APPROACH %'s :	11.48%	62.30%	26.23%	0.00%	2.56%	97.44%	0.00%	0.00%	25.00%	37.50%	37.50%	0.00%	63.64%	18.18%	18.18%	0.00%		
PEAK HR :	3	12	8	0	1	18	0	0	1	0	2	0	4	1	0	0	0	50
PEAK HR VOL :	0.750	0.600	0.500	0.000	0.250	0.750	0.000	0.000	0.250	0.000	0.500	0.000	0.500	0.250	0.000	0.000	0.000	0.781
PEAK HR FACTOR :	0.719																	

National Data & Surveying Services

Intersection Turning Movement Count

Location: Kathleen Rd & Duiff Rd
 City: Lakeland
 Control: Signalized

Project ID: 25-120434-001
 Date: 9/9/2025

Data - Bikes

NS/JEW Streets:	Kathleen Rd				Kathleen Rd				Duiff Rd				Duiff Rd				
	NORTHBOUND		SOUTHBOUND		SOUTHBOUND		EASTBOUND		EASTBOUND		WESTBOUND		WESTBOUND				
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
7:30 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	2
APPROACH %'s :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	100.00%	0.000%	0.000%	0.000%	100.00%	0.000%	0.000%	0.500
PEAK HR :	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	2
PEAK HR VOL :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.250	0.000	0.000	0.500
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.250	0.000	0.000	0.500
PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
4:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
5:30 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES :	0	1	1	0	0	0	0	0	0	1	0	0	2	0	0	0	5
APPROACH %'s :	0.000%	50.00%	50.00%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	100.00%	0.000%	0.000%	100.00%	0.000%	0.000%	0.000%	0.750
PEAK HR :	0	1	1	0	0	0	0	0	0	1	0	0	2	0	0	0	3
PEAK HR VOL :	0.000	0.250	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.250	0.000	0.000	0.000	0.750
PEAK HR FACTOR :	0.000	0.250	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.250	0.000	0.000	0.000	0.750

National Data & Surveying Services
Intersection Turning Movement Count

Location: Kathleen Rd & Duff Rd
City: Lakeland

Project ID: 25-120434-001
Date: 9/9/2025

Data - Pedestrians (Crosswalks)

NS/EW Streets:	Kathleen Rd		Kathleen Rd		Duff Rd		Duff Rd		TOTAL
	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	
7:00 AM	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	1	0	0	0	0	0	1
7:30 AM	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	1	0	0	0	0	0	1
8:15 AM	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES :	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
APPROACH %'s :	0	0	2	0	0	0	0	0	2
PEAK HR :	100.00%		0.00%						
PEAK HR VOL :	07:00 AM - 08:00 AM								TOTAL
PEAK HR FACTOR :	0	0	1	0	0	0	0	0	1
	0.250		0.250						0.250

NS/EW Streets:	Kathleen Rd		Kathleen Rd		Duff Rd		Duff Rd		TOTAL
	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	
4:00 PM	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	1	0	0	0	0	1
5:00 PM	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0
5:45 PM	1	1	0	0	0	0	0	0	2
TOTAL VOLUMES :	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
APPROACH %'s :	1	1	0	1	0	0	0	0	3
PEAK HR :	50.00%		100.00%						
PEAK HR VOL :	04:45 PM - 05:45 PM								TOTAL
PEAK HR FACTOR :	0	0	0	1	0	0	0	0	1
	0.250		0.250						0.250



National Data & Surveying Services

Site Code: 25-120434-002

Date: 09/09/2025

Weather: Sunny

City: Lakeland

County: Polk

Count Times: 07:00 - 09:00

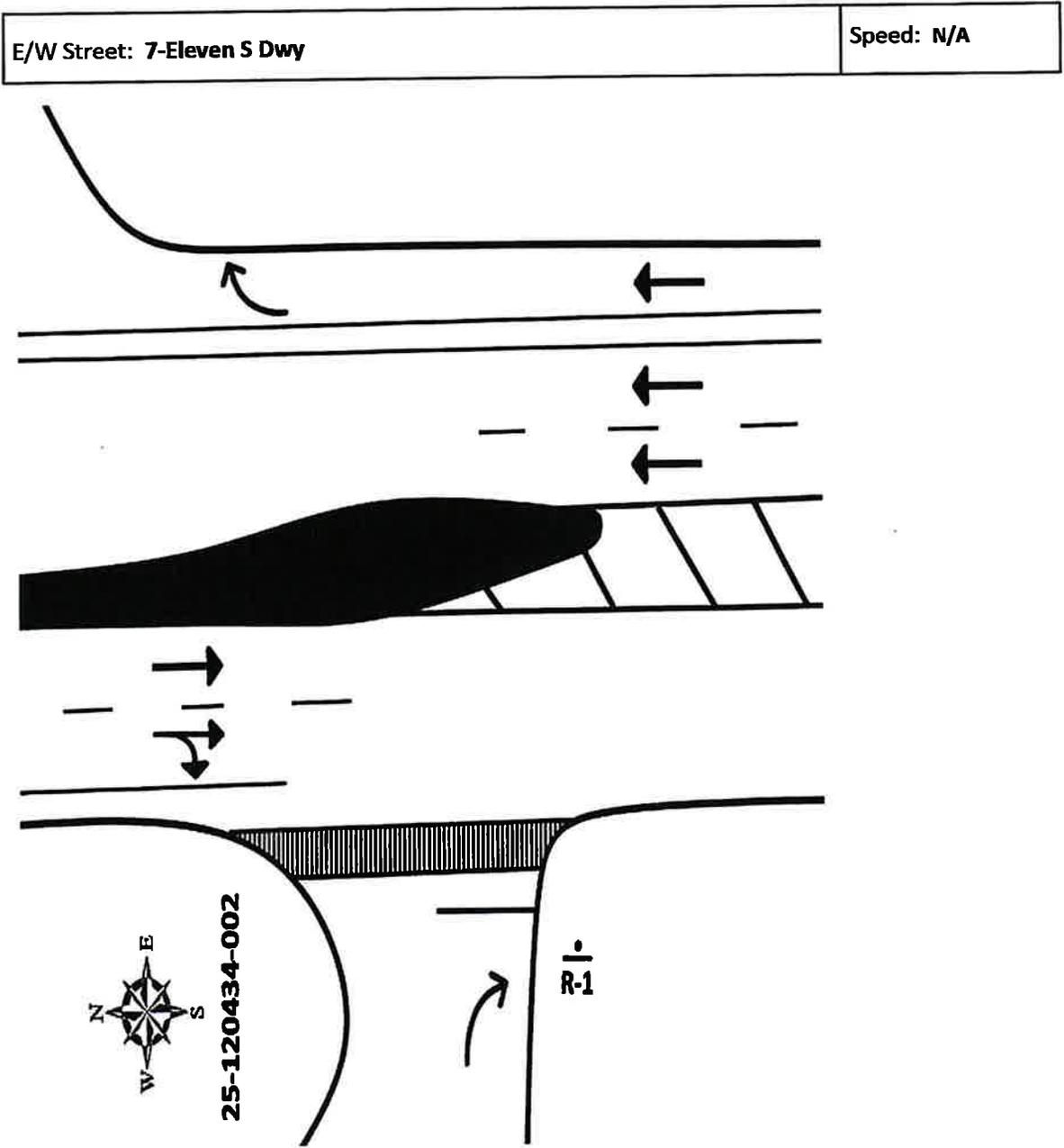
16:00 - 18:00

Control: 1-Way Stop(EB)



N/S Street: Kathleen Rd

Speed: 40/45 MPH

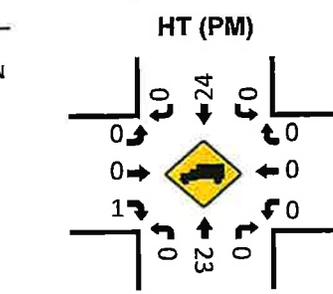
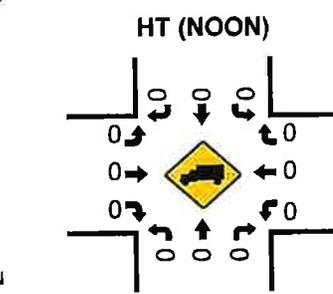
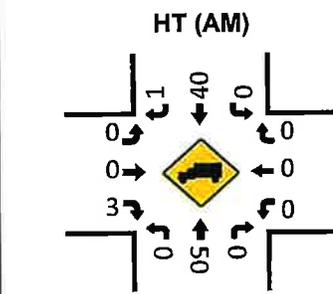
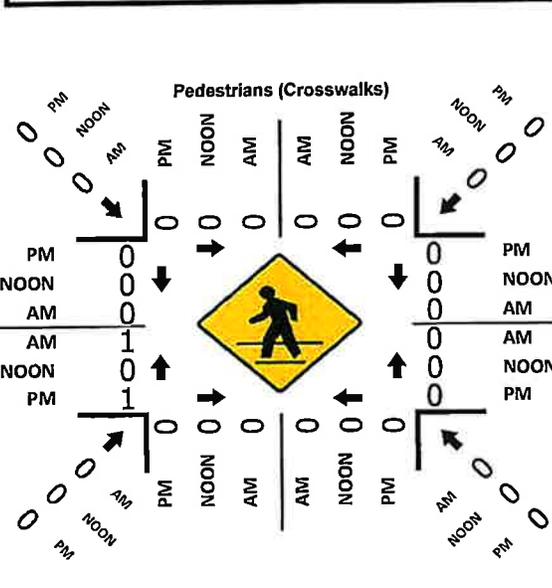
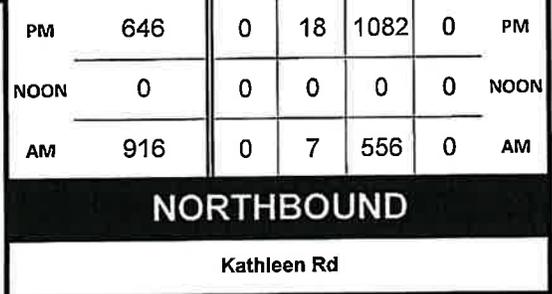
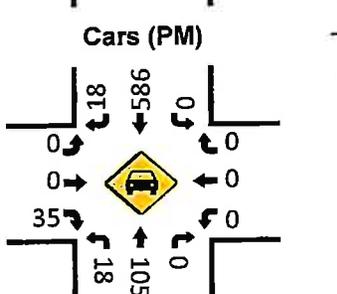
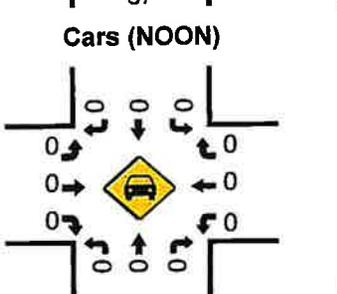
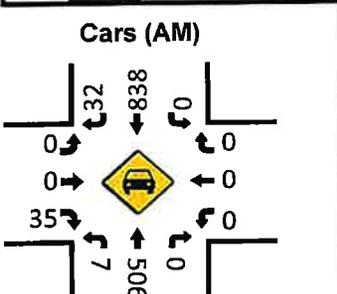
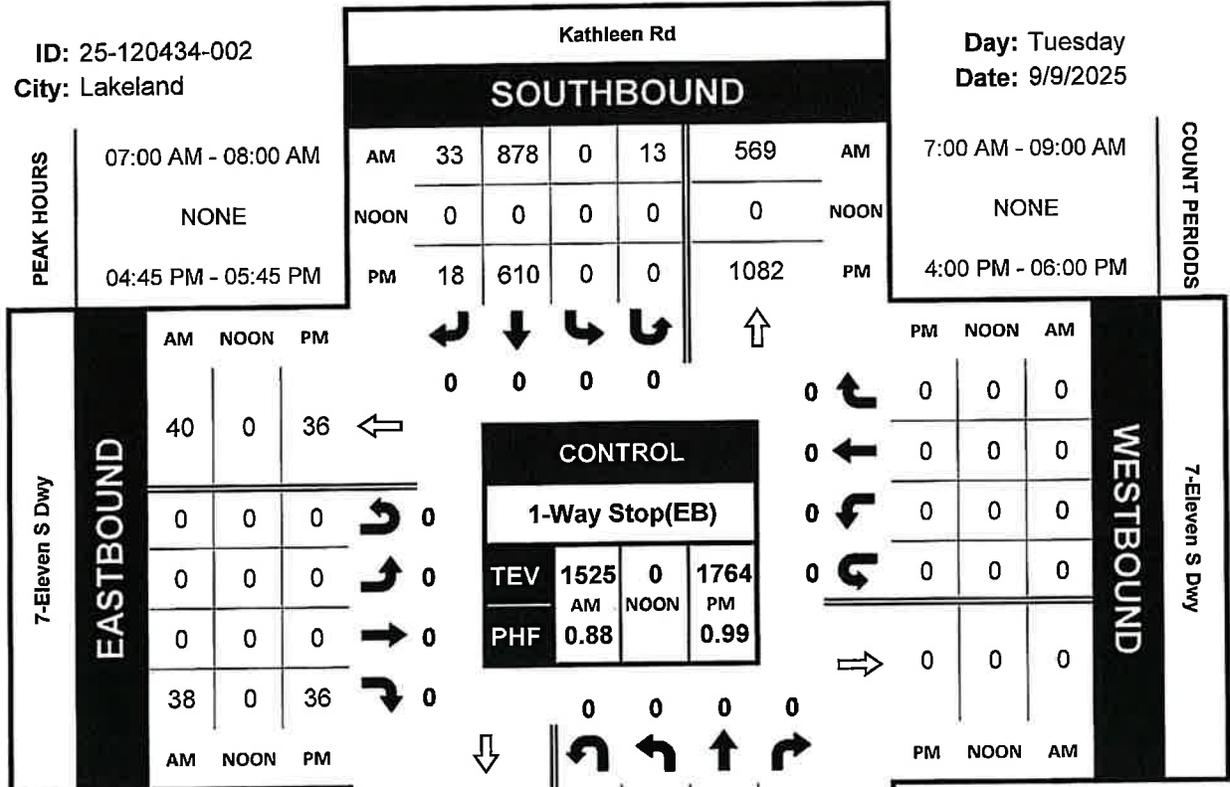


Kathleen Rd & 7-Eleven S Dwy

Peak Hour Turning Movement Count

ID: 25-120434-002
City: Lakeland

Day: Tuesday
Date: 9/9/2025



National Data & Surveying Services

Intersection Turning Movement Count

Location: Kathleen Rd & 7-Eleven S Dwy
 City: Lakeland
 Control: 1-Way Stop(EB)

Project ID: 25-120434-002
 Date: 9/9/2025

Data - Total

NS/EW Streets:	Kathleen Rd										Kathleen Rd										7-Eleven S Dwy										7-Eleven S Dwy									
	NORTHBOUND					SOUTHBOUND					NORTHBOUND					SOUTHBOUND					EASTBOUND					WESTBOUND					EASTBOUND					WESTBOUND				
	NL	NT	NR	NU	SL	ST	SR	SU	TL	TR	SL	ST	SR	SU	TL	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL							
AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
7:00 AM	0	93	0	0	0	0	232	3	0	0	0	264	16	6	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
7:15 AM	3	128	0	0	0	0	264	16	6	0	0	202	9	0	0	0	0	0	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
7:30 AM	1	199	0	0	0	0	202	9	0	0	0	180	5	0	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
7:45 AM	3	136	0	0	0	0	180	5	0	0	0	163	5	0	0	0	0	0	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
8:00 AM	6	126	0	0	0	0	129	7	0	0	0	129	7	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
8:15 AM	2	126	0	0	0	0	129	7	0	0	0	135	8	1	0	0	0	0	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
8:30 AM	1	100	0	0	0	0	135	8	1	0	0	131	6	1	0	0	0	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
8:45 AM	4	108	0	0	0	0	131	6	1	0	0	131	6	1	0	0	0	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
TOTAL VOLUMES :	20	1016	0	0	0	0	1436	15	0	0	0	1436	15	0	0	0	0	0	71	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
APPROACH %'s :	1.93%	98.07%	0.00%	0.00%	0.00%	0.00%	95.10%	3.91%	0.99%	0.00%	0.00%	95.10%	3.91%	0.99%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%						
PEAK HR :	7	556	0	0	0	0	878	33	13	0	0	878	33	13	0	0	0	38	0	0	0	0	0	0	0	0	0	38	0	0	0	0	0	0	0					
PEAK HR VOL :	0.583	0.698	0.000	0.000	0.000	0.000	0.831	0.516	0.464	0.000	0.000	0.831	0.516	0.464	0.000	0.000	0.000	0.679	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.679	0.000	0.000	0.000	0.000	0.000	0.000	0.000						
PEAK HR FACTOR :																																								

National Data & Surveying Services

Intersection Turning Movement Count

Location: Kathleen Rd & 7-Eleven S Dwy
City: Lakeland
Control: 1-Way Stop(EB)

Project ID: 25-120434-002
Date: 9/9/2025

Data - Cars

NS/EW Streets:	Kathleen Rd										7-Eleven S Dwy						7-Eleven S Dwy					
	NORTHBOUND					SOUTHBOUND					EASTBOUND			WESTBOUND			EASTBOUND			WESTBOUND		
AM	NL	NT	NR	NU	0	SL	ST	SR	SU	0	EL	ET	ER	EU	0	WL	WT	WR	WU	0	TOTAL	
7:00 AM	0	86	0	0	0	0	223	3	0	0	0	0	5	0	0	0	0	0	0	0	0	317
7:15 AM	3	117	0	0	0	0	258	16	6	0	0	0	12	0	0	0	0	0	0	0	0	412
7:30 AM	1	182	0	0	0	0	197	8	7	0	0	0	4	0	0	0	0	0	0	0	0	399
7:45 AM	3	121	0	0	0	0	160	5	0	0	0	0	14	0	0	0	0	0	0	0	0	303
8:00 AM	6	115	0	0	0	0	158	5	0	0	0	0	2	0	0	0	0	0	0	0	0	286
8:15 AM	2	114	0	0	0	0	123	6	0	0	0	0	11	0	0	0	0	0	0	0	0	256
8:30 AM	1	90	0	0	0	0	125	6	1	0	0	0	8	0	0	0	0	0	0	0	0	231
8:45 AM	4	98	0	0	0	0	120	6	1	0	0	0	9	0	0	0	0	0	0	0	0	238
TOTAL VOLUMES :	20	923	0	0	0	0	1364	55	15	0	0	0	65	0	0	0	0	0	0	0	0	2442
APPROACH %'s :	2.12%	97.88%	0.00%	0.00%	0.00%	0.00%	95.12%	3.84%	1.05%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.868
PEAK HR :	07:00 AM - 08:00 AM																					
PEAK HR VOL :	7	506	0	0	0	0	838	32	13	0	0	0	35	0	0	0	0	0	0	0	0	1431
PEAK HR FACTOR :	0.583	0.695	0.000	0.000	0.000	0.000	0.812	0.500	0.464	0.000	0.000	0.000	0.625	0.000	0.625	0.000	0.000	0.000	0.000	0.000	0.000	0.868
	0.701 0.788																					

NS/EW Streets:	Kathleen Rd										7-Eleven S Dwy						7-Eleven S Dwy					
	NORTHBOUND					SOUTHBOUND					EASTBOUND			WESTBOUND			EASTBOUND			WESTBOUND		
PM	NL	NT	NR	NU	0	SL	ST	SR	SU	0	EL	ET	ER	EU	0	WL	WT	WR	WU	0	TOTAL	
4:00 PM	3	254	0	0	0	0	150	6	0	0	0	0	8	0	0	0	0	0	0	0	0	421
4:15 PM	5	238	0	0	0	0	138	2	0	0	0	0	5	0	0	0	0	0	0	0	0	388
4:30 PM	5	267	0	0	0	0	128	8	0	0	0	0	7	0	0	0	0	0	0	0	0	415
4:45 PM	7	244	0	0	0	0	158	5	0	0	0	0	13	0	0	0	0	0	0	0	0	427
5:00 PM	3	248	0	0	0	0	145	8	0	0	0	0	11	0	0	0	0	0	0	0	0	415
5:15 PM	4	296	0	0	0	0	130	1	0	0	0	0	4	0	0	0	0	0	0	0	0	435
5:30 PM	4	271	0	0	0	0	153	4	0	0	0	0	7	0	0	0	0	0	0	0	0	439
5:45 PM	6	228	0	0	0	0	151	9	0	0	0	0	7	0	0	0	0	0	0	0	0	401
TOTAL VOLUMES :	37	2046	0	0	0	0	1153	43	0	0	0	0	62	0	0	0	0	0	0	0	0	3341
APPROACH %'s :	1.78%	98.22%	0.00%	0.00%	0.00%	0.00%	96.40%	3.60%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.977
PEAK HR :	04:45 PM - 05:45 PM																					
PEAK HR VOL :	18	1059	0	0	0	0	586	18	0	0	0	0	35	0	0	0	0	0	0	0	0	1716
PEAK HR FACTOR :	0.643	0.894	0.000	0.000	0.000	0.000	0.927	0.563	0.000	0.000	0.000	0.000	0.673	0.000	0.673	0.000	0.000	0.000	0.000	0.000	0.000	0.977
	0.898 0.926																					

National Data & Surveying Services
Intersection Turning Movement Count

Location: Kathleen Rd & 7-Eleven S Dwy
City: Lakeland

Project ID: 25-120434-002
Date: 9/9/2025

Data - Pedestrians (Crosswalks)

NS/EW Streets:	Kathleen Rd		Kathleen Rd		7-Eleven S Dwy		7-Eleven S Dwy	
	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
7:00 AM	0	0	0	0	0	0	1	0
7:15 AM	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0
TOTAL VOLUMES :	EB	WB	EB	WB	NB	SB	NB	SB
	0	0	0	0	0	0	1	0
APPROACH %'s :							100.00%	0.00%
PEAK HR :							1	0
PEAK HR VOL :							0.250	0.250
PEAK HR FACTOR :								
							TOTAL	TOTAL
							1	1
								0.250

NS/EW Streets:	Kathleen Rd		Kathleen Rd		7-Eleven S Dwy		7-Eleven S Dwy	
	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
4:00 PM	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	1	0
5:30 PM	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0
TOTAL VOLUMES :	EB	WB	EB	WB	NB	SB	NB	SB
	0	0	0	0	0	0	1	0
APPROACH %'s :							100.00%	0.00%
PEAK HR :							1	0
PEAK HR VOL :							0.250	0.250
PEAK HR FACTOR :								
							TOTAL	TOTAL
							1	1
								0.250



National Data & Surveying Services

Site Code: 25-120434-003

Date: 09/09/2025

Weather: Sunny

City: Lakeland

County: Polk

Count Times: 07:00 - 09:00

16:00 - 18:00

Control: 1-Way Stop(NB)

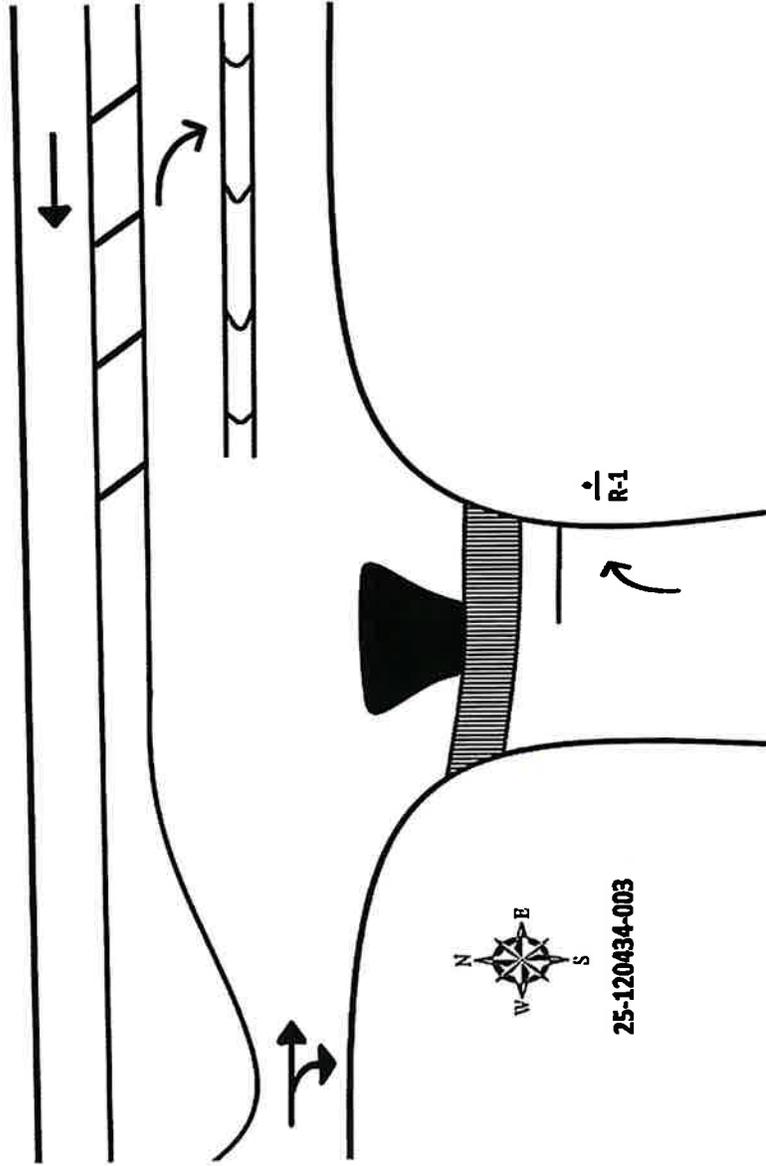


N/S Street: 7-Eleven N Dwy

Speed: N/A

E/W Street: Duff Rd

Speed: 30/40 MPH



National Data & Surveying Services

Intersection Turning Movement Count

Location: 7-Eleven N Dwy & Duff Rd
 City: Lakeland
 Control: 1-Way Stop(NB)

Project ID: 25-120434-003
 Date: 9/9/2025

Data - Total

NS/EW Streets:	7-Eleven N Dwy						Duff Rd						Duff Rd					
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			WESTBOUND			TOTAL		
AM	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL	
7:00 AM	0	0	3	0	0	0	0	0	0	15	2	0	0	2	12	0	0	34
7:15 AM	2	0	9	0	0	0	0	0	0	21	2	0	0	4	21	0	0	59
7:30 AM	2	0	6	0	0	0	0	0	0	17	2	0	0	6	50	0	0	83
7:45 AM	1	0	4	0	0	0	0	0	0	13	4	0	0	6	27	0	0	55
8:00 AM	1	0	5	0	0	0	0	0	0	15	1	0	0	3	29	0	0	54
8:15 AM	1	0	7	0	0	0	0	0	0	13	3	0	0	4	26	0	0	54
8:30 AM	0	0	4	0	0	0	0	0	0	15	4	0	0	5	19	0	0	47
8:45 AM	0	0	10	0	0	0	0	0	0	14	3	0	0	5	28	0	0	60
TOTAL VOLUMES :	7	0	48	0	0	0	0	0	0	123	21	0	0	35	212	0	0	446
APPROACH %'s :	12.73%	0.00%	87.27%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	85.42%	14.58%	0.00%	0.00%	14.17%	85.83%	0.00%	0.00%	
PEAK HR :	6	0	24	0	0	0	0	0	0	66	9	0	0	19	127	0	0	251
PEAK HR VOL :	0.750	0.000	0.667	0.000	0.000	0.000	0.000	0.000	0.000	0.786	0.563	0.000	0.000	0.792	0.635	0.000	0.000	0.756
PEAK HR FACTOR :											0.815				0.652			

NS/EW Streets:	7-Eleven N Dwy						Duff Rd						Duff Rd					
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			WESTBOUND			TOTAL		
PM	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL	
4:00 PM	0	0	13	0	0	0	0	0	0	27	7	0	0	6	52	0	0	105
4:15 PM	2	0	8	0	0	0	0	0	0	26	6	0	0	3	54	0	1	100
4:30 PM	0	0	15	0	0	0	0	0	0	28	5	0	0	5	54	0	0	107
4:45 PM	0	0	9	0	0	0	0	0	0	31	4	0	0	3	57	0	0	104
5:00 PM	1	0	8	0	0	0	0	0	0	26	6	0	0	3	66	0	0	110
5:15 PM	0	0	9	0	0	0	0	0	0	31	4	0	0	6	50	0	0	100
5:30 PM	0	0	5	0	0	0	0	0	0	36	4	0	0	3	59	0	0	107
5:45 PM	0	0	8	0	0	0	0	0	0	31	1	0	0	3	40	0	0	83
TOTAL VOLUMES :	3	0	75	0	0	0	0	0	0	236	37	0	0	32	432	0	1	816
APPROACH %'s :	3.85%	0.00%	96.15%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	86.45%	13.55%	0.00%	0.00%	6.88%	92.90%	0.00%	0.22%	
PEAK HR :	1	0	31	0	0	0	0	0	0	124	18	0	0	15	232	0	0	421
PEAK HR VOL :	0.250	0.000	0.861	0.000	0.000	0.000	0.000	0.000	0.000	0.861	0.750	0.000	0.000	0.625	0.879	0.000	0.000	0.957
PEAK HR FACTOR :											0.888				0.895			

National Data & Surveying Services

Intersection Turning Movement Count

Location: 7-Eleven N Dwy & Duff Rd
City: Lakeland
Control: 1-Way Stop(NB)
Project ID: 25-120434-003
Date: 9/9/2025

Data - Cars

NS/EW Streets:	7-Eleven N Dwy						7-Eleven N Dwy						Duff Rd						
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	NU	SR	SU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	0	0	2	0	0	0	0	0	0	0	0	14	2	0	2	9	0	0	29
7:15 AM	2	0	9	0	0	0	0	0	0	0	0	20	2	0	3	21	0	0	57
7:30 AM	2	0	5	0	0	0	0	0	0	0	0	15	1	0	5	47	0	0	75
7:45 AM	1	0	3	0	0	0	0	0	0	0	0	13	4	0	6	25	0	0	52
8:00 AM	1	0	5	0	0	0	0	0	0	0	0	13	1	0	3	29	0	0	52
8:15 AM	1	0	7	0	0	0	0	0	0	0	0	12	3	0	4	25	0	0	52
8:30 AM	0	0	4	0	0	0	0	0	0	0	0	13	4	0	4	17	0	0	42
8:45 AM	0	0	10	0	0	0	0	0	0	0	0	12	2	0	5	26	0	0	55
TOTAL VOLUMES :	7	0	45	0	0	0	0	0	0	0	0	112	19	0	32	199	0	0	414
APPROACH %'s :	13.46%	0.00%	86.54%	0.00%	0.00%	0.00%	0.00%	85.50%	14.50%	0.00%	0.00%	86.15%	0.00%	0.00%	13.85%	86.15%	0.00%	0.00%	0.00%
PEAK HR :	6	0	22	0	0	0	0	61	8	0	0	0.763	0.500	0.000	0.708	0.649	0.000	0.000	0.787
PEAK HR VOL :	0.750	0.000	0.611	0.000	0.000	0.000	0.000	0.763	0.500	0.000	0.000	0.763	0.500	0.000	0.708	0.649	0.000	0.000	0.787
PEAK HR FACTOR :			0.636					0.784				0.784			0.668				0.668

NS/EW Streets:	7-Eleven N Dwy						7-Eleven N Dwy						Duff Rd						
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	NU	SR	SU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	13	0	0	0	0	0	0	0	0	25	7	0	6	52	0	0	103
4:15 PM	2	0	8	0	0	0	0	0	0	0	0	25	6	0	3	53	0	1	98
4:30 PM	0	0	14	0	0	0	0	0	0	0	0	27	5	0	5	50	0	0	101
4:45 PM	0	0	9	0	0	0	0	0	0	0	0	30	4	0	3	56	0	0	102
5:00 PM	1	0	7	0	0	0	0	0	0	0	0	26	6	0	3	65	0	0	108
5:15 PM	0	0	9	0	0	0	0	0	0	0	0	31	4	0	6	48	0	0	98
5:30 PM	0	0	5	0	0	0	0	0	0	0	0	35	4	0	3	59	0	0	106
5:45 PM	0	0	8	0	0	0	0	0	0	0	0	31	1	0	3	40	0	0	83
TOTAL VOLUMES :	3	0	73	0	0	0	0	230	37	0	0	230	37	0	32	423	0	1	799
APPROACH %'s :	3.95%	0.00%	96.05%	0.00%	0.00%	0.00%	0.00%	86.14%	13.86%	0.00%	0.00%	86.14%	13.86%	0.00%	7.02%	92.76%	0.00%	0.22%	0.22%
PEAK HR :	1	0	30	0	0	0	0	122	18	0	0	0.871	0.750	0.000	0.625	0.877	0.000	0.000	0.958
PEAK HR VOL :	0.250	0.000	0.833	0.000	0.000	0.000	0.000	0.871	0.750	0.000	0.000	0.871	0.750	0.000	0.625	0.877	0.000	0.000	0.958
PEAK HR FACTOR :			0.861					0.897				0.897			0.893				0.893

National Data & Surveying Services

Intersection Turning Movement Count

Location: 7-Eleven N Dwy & Duff Rd
 City: Lakeland
 Control: 1-Way Stop(NB)
 Project ID: 25-120434-003
 Date: 9/9/2025

Data - HT

NS/EW Streets:	7-Eleven N Dwy						Duff Rd						Duff Rd						
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			WESTBOUND			WESTBOUND			
	NL	NT	NR	NU	SR	SU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	3	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	2
7:30 AM	0	0	1	0	0	0	0	0	0	0	0	2	1	0	3	0	0	0	8
7:45 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	3
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	2
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	1	2	0	0	5
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	2	0	0	5
TOTAL VOLUMES :	0	0	3	0	0	0	0	0	0	0	0	11	2	0	3	13	0	0	32
APPROACH %'s :	0.00%	0.00%	100.00%	0.00%			0.00%	84.62%	15.38%	0.00%	0.00%	0.00%	0.250	0.00%	18.75%	81.25%	0.00%	0.00%	
PEAK HR :	0	0	2	0	0	0	0	5	1	0	0	0.625	0.250	0.00%	2	5	0	0	15
PEAK HR VOL :	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.625	0.250	0.000	0.500	0.417	0.000	0.000	0.469
PEAK HR FACTOR :			0.500					0.500	0.500			0.500	0.500		0.438	0.438			

NS/EW Streets:	7-Eleven N Dwy						Duff Rd						Duff Rd						
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			WESTBOUND			WESTBOUND			
	NL	NT	NR	NU	SR	SU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	2
4:30 PM	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	4	0	0	6
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	2
5:00 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	2
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES :	0	0	2	0	0	0	0	6	0	0	0	6	0	0	0	9	0	0	17
APPROACH %'s :	0.00%	0.00%	100.00%	0.00%			0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	
PEAK HR :	0	0	1	0	0	0	0	2	0	0	0	0.500	0.000	0.000	0	4	0	0	7
PEAK HR VOL :	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.500	0.000	0.000	0.000	0.500	0.000	0.000	0.875
PEAK HR FACTOR :			0.250					0.500	0.500			0.500	0.500		0.500	0.500			

National Data & Surveying Services

Intersection Turning Movement Count

Location: 7-Eleven N Dwy & Duff Rd
 City: Lakeland
 Control: 1-Way Stop(NB)

Project ID: 25-120434-003
 Date: 9/9/2025

Data - Bikes

NS/EW Streets:	7-Eleven N Dwy						Duff Rd						Duff Rd					
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			WESTBOUND			TOTAL		
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL	
AM																		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	2
TOTAL VOLUMES :	1	0	0	0	0	0	0	0	0	1	1	0	0	1	0	0	0	4
APPROACH %'s :	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	50.00%	50.00%	0.00%	0.00%	100.00%	100.00%	0.00%	0.00%	0.500
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	2
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.500
	0.250																	
PM																		
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH %'s :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
	0.000																	

National Data & Surveying Services
Intersection Turning Movement Count

Location: 7-Eleven N Dwy & Duff Rd
City: Lakeland

Project ID: 25-120434-003
Date: 9/9/2025

Data - Pedestrians (Crosswalks)

NS/EW Streets:	7-Eleven N Dwy		7-Eleven N Dwy		Duff Rd		Duff Rd		TOTAL
	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	
AM									
7:00 AM	0	0	0	1	0	0	0	0	1
7:15 AM	0	0	1	0	0	0	0	0	1
7:30 AM	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	1	0	0	0	0	0	1
8:15 AM	0	0	0	0	0	1	0	0	1
8:30 AM	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES :	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
APPROACH %'s :	0	0	2	1	0	1	0	0	4
PEAK HR :	66.67%		33.33%		0.00%		100.00%		
PEAK HR VOL :	07:15 AM - 08:15 AM		0		0		0		TOTAL
PEAK HR FACTOR :	0		0		0		0		2
	0.500		0.500		0.500		0.500		0.500

NS/EW Streets:	7-Eleven N Dwy		7-Eleven N Dwy		Duff Rd		Duff Rd		TOTAL
	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	
PM									
4:00 PM	0	0	1	0	0	0	0	0	1
4:15 PM	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	1	0	0	0	0	1
4:45 PM	0	0	0	1	0	0	0	0	1
5:00 PM	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	1	0	0	0	0	1
5:30 PM	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES :	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
APPROACH %'s :	0	0	1	3	0	0	0	0	4
PEAK HR :	04:45 PM - 05:45 PM		25.00%		75.00%		0.00%		
PEAK HR VOL :	0		0		2		0		TOTAL
PEAK HR FACTOR :	0		0.500		0.500		0.500		2
	0		0.500		0.500		0.500		0.500

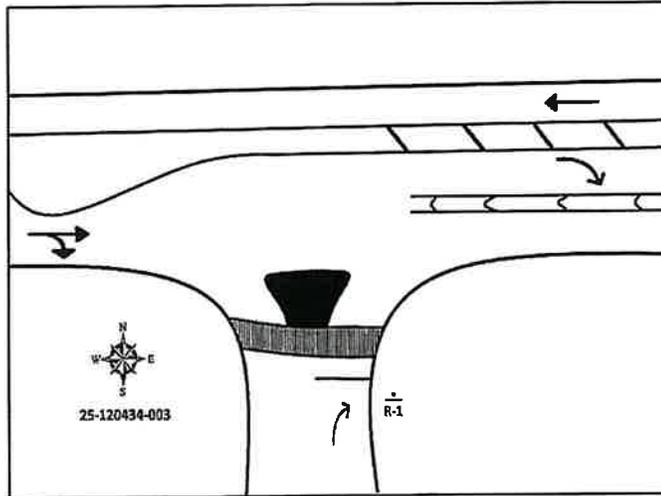
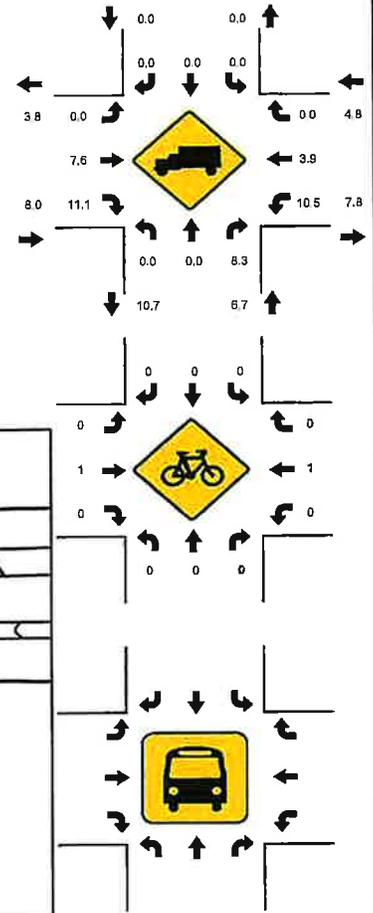
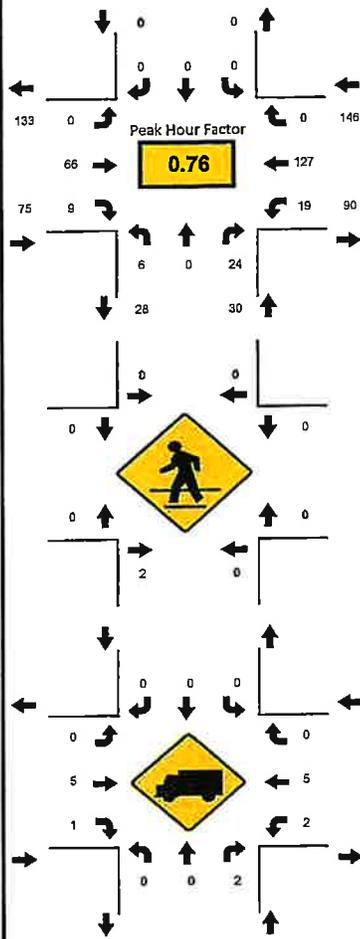
LOCATION: 7-Eleven N Dwy & Duff Rd
 CITY/STATE: Lakeland, FL

PROJECT ID: 25-120434-003
 DATE: Tue, Sep 09, 2025

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



National Data & Surveying Services

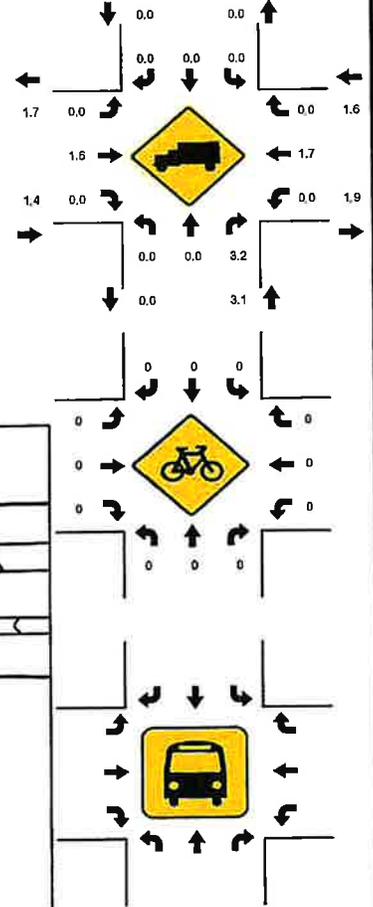
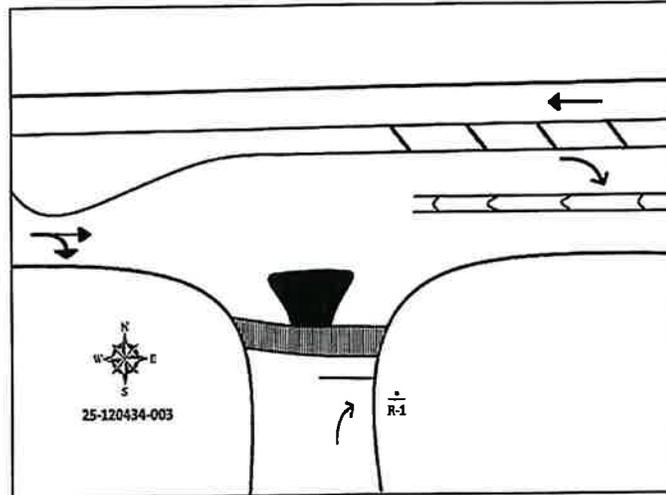
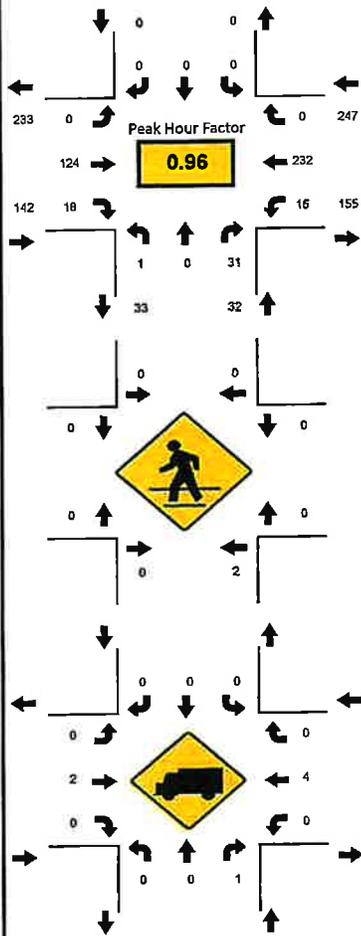
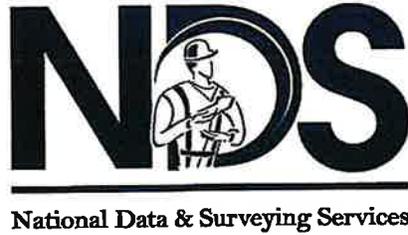


15-Min Count Period Beginning At	7-Eleven N Dwy Northbound					7-Eleven N Dwy Southbound					Duff Rd Eastbound					Duff Rd Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
7:00 AM	0	0	3	0		0	0	0	0		0	15	2	0		2	12	0	0		34	231
7:15 AM	2	0	9	0		0	0	0	0		0	21	2	0		4	21	0	0		59	251
7:30 AM	2	0	6	0		0	0	0	0		0	17	2	0		6	50	0	0		83	246
7:45 AM	1	0	4	0		0	0	0	0		0	13	4	0		6	27	0	0		55	210
8:00 AM	1	0	5	0		0	0	0	0		0	15	1	0		3	29	0	0		54	215
8:15 AM	1	0	7	0		0	0	0	0		0	13	3	0		4	26	0	0		54	161
8:30 AM	0	0	4	0		0	0	0	0		0	15	4	0		5	19	0	0		47	107
8:45 AM	0	0	10	0		0	0	0	0		0	14	3	0		5	28	0	0		60	60
Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total	
All Vehicles	8	0	36	0		0	0	0	0		0	84	16	0		24	200	0	0		368	
Heavy Trucks	0	0	4	0		0	0	0	0		0	8	4	0		4	12	0	0		32	
Pedestrians		4					0					0					0				4	
Bicycles	0	0	0	0		0	0	0	0		0	4	0	0		0	4	0	0		8	
Buses																					0	
Stopped Buses																					0	

LOCATION: 7-Eleven N Dwy & Duff Rd
 CITY/STATE: Lakeland, FL

PROJECT ID: 25-120434-003
 DATE: Tue, Sep 09, 2025

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



15-Min Count Period Beginning At	7-Eleven N Dwy Northbound					7-Eleven N Dwy Southbound					Duff Rd Eastbound					Duff 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	0	0	13	0		0	0	0	0		0	27	7	0		6	52	0	0		105	416
4:15 PM	2	0	8	0		0	0	0	0		0	26	6	0		3	54	0	1		100	421
4:30 PM	0	0	15	0		0	0	0	0		0	28	5	0		5	54	0	0		107	421
4:45 PM	0	0	9	0		0	0	0	0		0	31	4	0		3	57	0	0		104	421
5:00 PM	1	0	8	0		0	0	0	0		0	26	6	0		3	66	0	0		110	400
5:15 PM	0	0	9	0		0	0	0	0		0	31	4	0		6	50	0	0		100	290
5:30 PM	0	0	5	0		0	0	0	0		0	36	4	0		3	59	0	0		107	190
5:45 PM	0	0	8	0		0	0	0	0		0	31	1	0		3	40	0	0		83	83
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	4	0	36	0		0	0	0	0		0	144	24	0		24	264	0	0		496	
Heavy Trucks	0	0	4	0		0	0	0	0		0	4	0	0		0	8	0	0		16	
Pedestrians	0	4	0	0		0	0	0	0		0	0	0	0		0	0	0	0		4	
Bicycles	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		0	
Buses	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		0	
Stopped Buses	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		0	



National Data & Surveying Services

Site Code: 25-120434-004

Date: 09/09/2025

Weather: Sunny

City: Lakeland

County: Polk

Count Times: 07:00 - 09:00

16:00 - 18:00

Control: 1-Way Stop(SB)

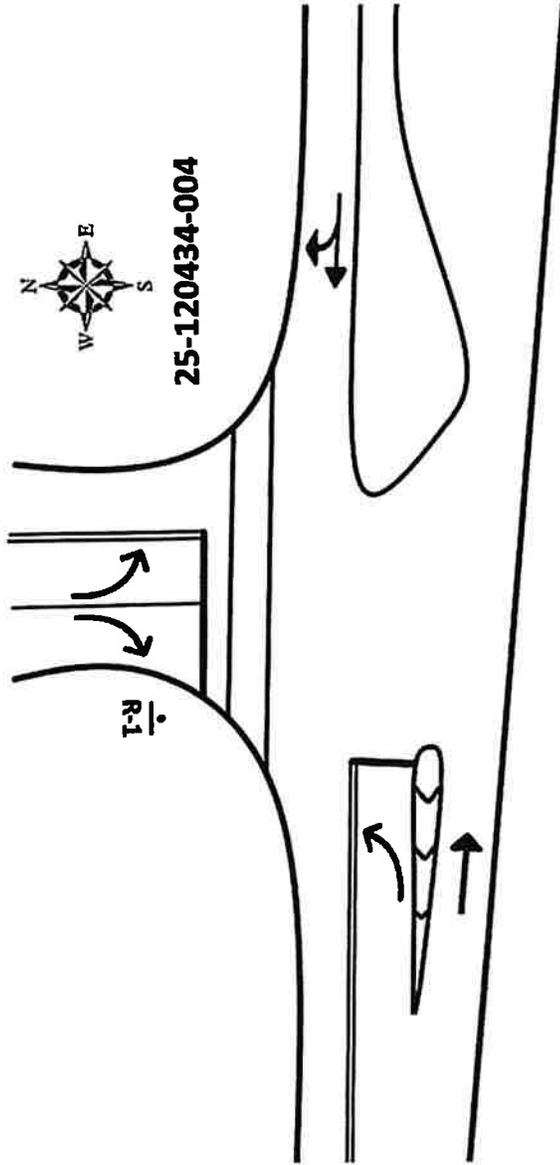


N/S Street: Publix Super Market at Kathleen Square E Dwy

Speed: N/A

E/W Street: Duff Rd

Speed: 30/40 MPH



National Data & Surveying Services

Intersection Turning Movement Count

Location: Publix Super Market at Kathleen Square E Dwy & Duff Rd
City: Lakeland
Control: 1-Way Stop(SB)

Project ID: 25-120434-004
Date: 9/9/2025

Data - HT

NS/EW Streets:	Publix Super Market at Kathleen Square E										Publix Super Market at Kathleen Square E										Duff Rd									
	Dwy					Dwy					Duff Rd					Duff Rd					Duff Rd									
AM	NORTHBOUND					SOUTHBOUND					EASTBOUND					WESTBOUND					TOTAL									
	NL	NT	NR	NU	0	SL	ST	SR	SU	0	EL	ET	ER	EU	0	WL	WT	WR	WU	0	TOTAL									
7:00 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2	1	0	0	4									
7:15 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2	1	0	0	1									
7:30 AM	0	0	0	0	0	1	0	0	0	0	2	0	0	0	0	0	2	1	0	0	6									
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2									
8:00 AM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2									
8:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	2									
8:30 AM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	0	0	0	4									
8:45 AM	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	1	1	0	0	5									
TOTAL VOLUMES :	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	10	3	0	0	26									
APPROACH %'s :	0	0	0	0	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	76.92%	23.08%	0.00%	0.00%										
PEAK HR :	0	0	0	0	0	1	0	0	0	0	5	0	0	0	0	4	1	1	0	0	11									
PEAK HR VOL :	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.625	0.000	0.000	0.000	0.000	0.500	0.250	0.000	0.000	0.000	0.458									
PEAK HR FACTOR :					0.250	0.000	0.000	0.000	0.000	0.000	0.625	0.000	0.000	0.000	0.000	0.500	0.250	0.000	0.000	0.000	0.458									

NS/EW Streets:	Publix Super Market at Kathleen Square E										Publix Super Market at Kathleen Square E										Duff Rd									
	Dwy					Dwy					Duff Rd					Duff Rd					Duff Rd									
PM	NORTHBOUND					SOUTHBOUND					EASTBOUND					WESTBOUND					TOTAL									
	NL	NT	NR	NU	0	SL	ST	SR	SU	0	EL	ET	ER	EU	0	WL	WT	WR	WU	0	TOTAL									
4:00 PM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2									
4:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	2									
4:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	2	2	0	0	5									
4:45 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	2									
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1									
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2									
5:30 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1									
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0									
TOTAL VOLUMES :	0	0	0	0	0	4	0	0	0	0	2	0	0	0	0	0	6	3	0	0	15									
APPROACH %'s :	0	0	0	0	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	66.67%	33.33%	0.00%	0.00%										
PEAK HR :	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	3	1	1	0	0	6									
PEAK HR VOL :	0.000	0.000	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.375	0.250	0.000	0.000	0.000	0.750									
PEAK HR FACTOR :					0.500	0.000	0.000	0.000	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.375	0.250	0.000	0.000	0.000	0.750									

National Data & Surveying Services
Intersection Turning Movement Count

Location: Publix Super Market at Kathleen Square E Dwy & Duff Rd **Project ID:** 25-120434-004
City: Lakeland **Date:** 9/9/2025

Data - Pedestrians (Crosswalks)

NS/EW Streets:	Publix Super Market at Kathleen Square E Dwy		Publix Super Market at Kathleen Square E Dwy		Duff Rd		Duff Rd		TOTAL
	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	
7:00 AM	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES :	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
	0	0	0	0	0	0	0	0	0
APPROACH %'s :									
PEAK HR :	07:15 AM - 08:15 AM								
PEAK HR VOL :	0								
PEAK HR FACTOR :	0								

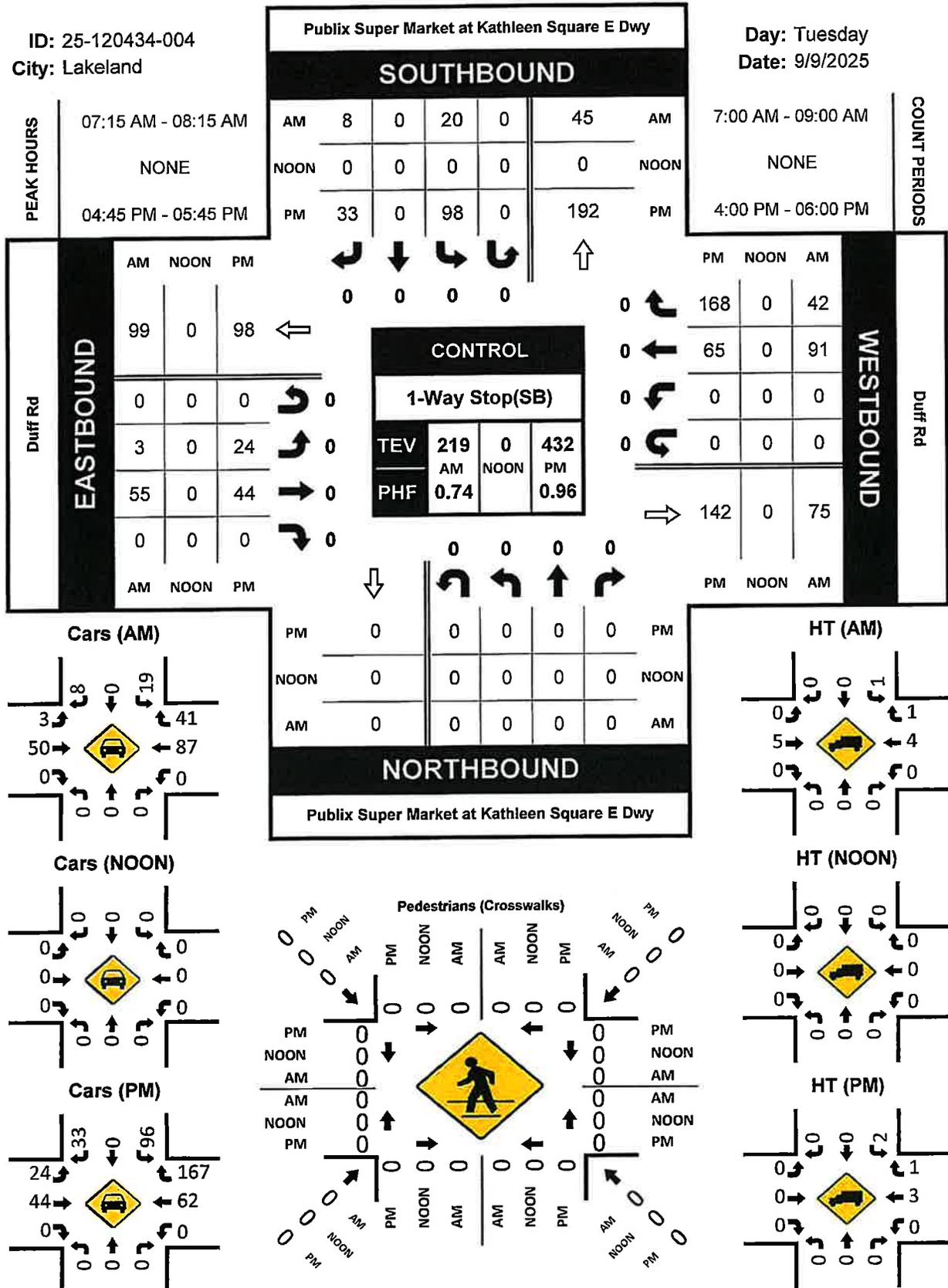
NS/EW Streets:	Publix Super Market at Kathleen Square E Dwy		Publix Super Market at Kathleen Square E Dwy		Duff Rd		Duff Rd		TOTAL
	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	
4:00 PM	0	0	0	0	0	0	0	2	2
4:15 PM	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES :	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
	0	0	0	0	0	0	0	2	2
APPROACH %'s :	0.00% 100.00%								
PEAK HR :	04:45 PM - 05:45 PM								
PEAK HR VOL :	0								
PEAK HR FACTOR :	0								

Publix Super Market at Kathleen Square E Dwy & Duff Rd

Peak Hour Turning Movement Count

ID: 25-120434-004
City: Lakeland

Day: Tuesday
Date: 9/9/2025



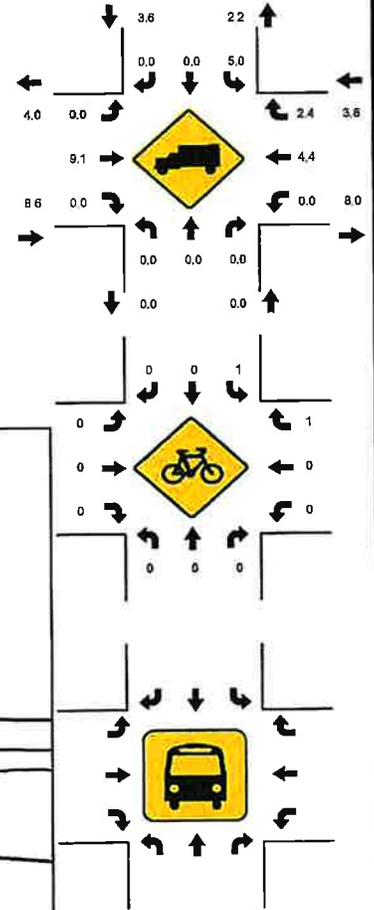
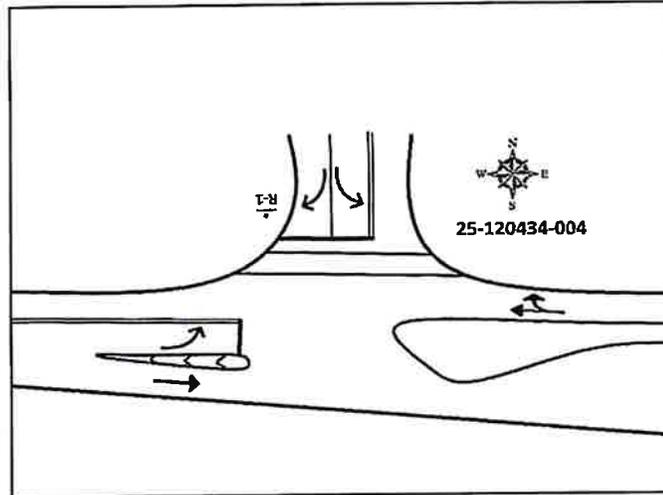
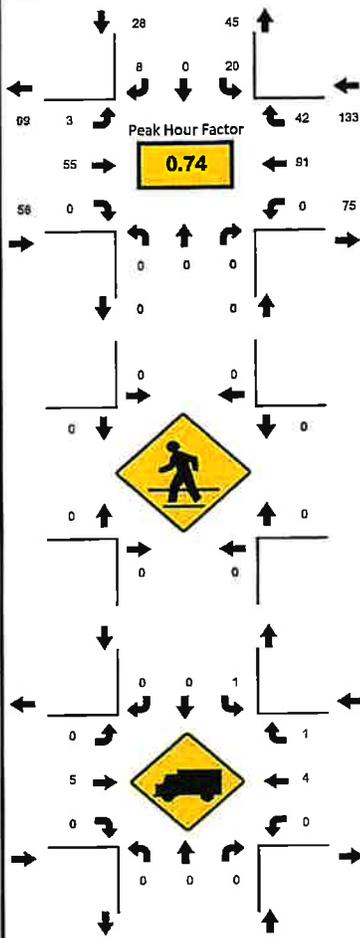
LOCATION: Publix Super Market at Kathleen Square E Dwy & Duff Rd
 CITY/STATE: Lakeland, FL

PROJECT ID: 25-120434-004
 DATE: Tue, Sep 09, 2025

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



National Data & Surveying Services



15-Min Count Period Beginning At	Super Market at Kathleen Square Northbound					Super Market at Kathleen Square Southbound					Duff Rd Eastbound					Duff 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	0	0	0	0	0	6	0	1	0	0	1	10	0	0	0	0	8	4	0	0	30	200
7:15 AM	0	0	0	0	0	5	0	0	0	0	1	18	0	0	0	0	19	4	0	0	47	219
7:30 AM	0	0	0	0	0	5	0	3	0	0	0	14	0	0	0	0	38	14	0	0	74	215
7:45 AM	0	0	0	0	0	4	0	4	0	0	0	13	0	0	0	0	19	9	0	0	49	183
8:00 AM	0	0	0	0	0	8	0	1	0	0	2	10	0	0	0	0	15	15	0	0	49	184
8:15 AM	0	0	0	0	0	5	0	1	0	0	1	11	0	0	0	0	11	14	0	0	43	135
8:30 AM	0	0	0	0	0	9	0	1	0	0	1	10	0	0	0	0	14	7	0	0	42	92
8:45 AM	0	0	0	0	0	7	0	2	0	0	1	12	0	0	0	0	12	16	0	0	50	50
Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total	
All Vehicles	0	0	0	0	0	24	0	16	0	0	8	72	0	0	0	0	152	60	0	0		332
Heavy Trucks	0	0	0	0	0	4	0	0	0	0	0	8	0	0	0	0	8	4	0	0	24	
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Bicycles	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	4	0	0	8	
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Stopped Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

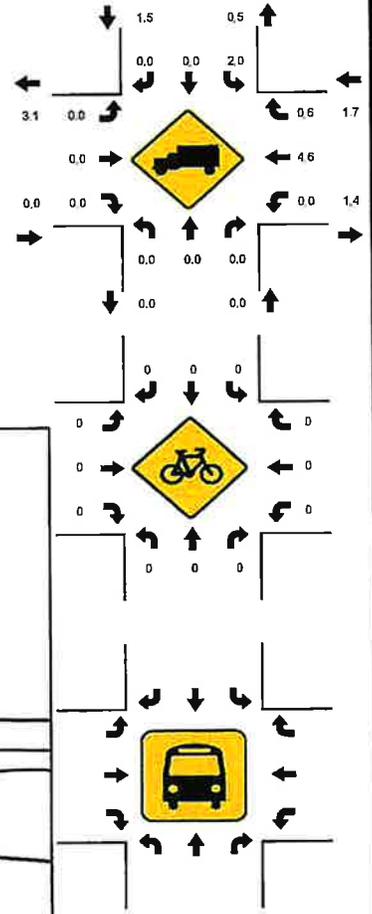
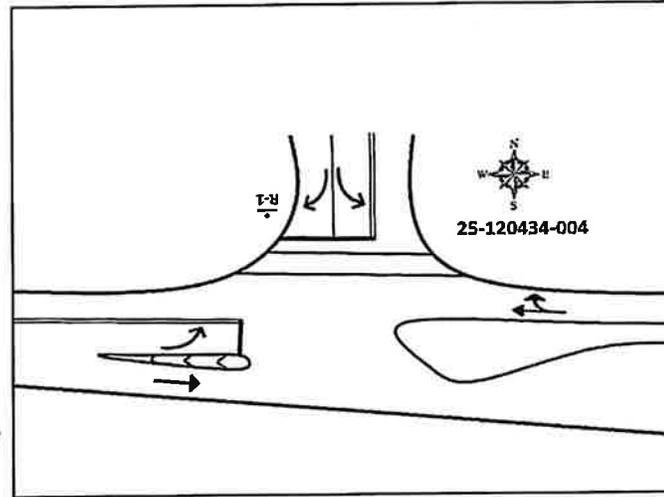
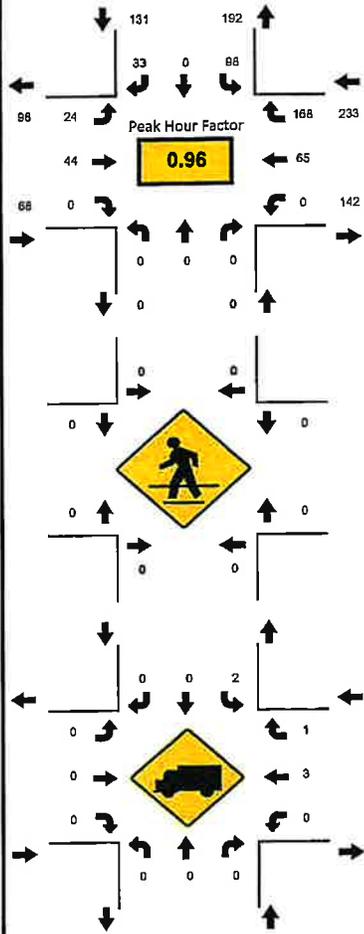
LOCATION: Publix Super Market at Kathleen Square E Dwy & Duff Rd
 CITY/STATE: Lakeland, FL

PROJECT ID: 25-120434-004
 DATE: Tue, Sep 09, 2025

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



National Data & Surveying Services



15-Min Count Period Beginning At	Super Market at Kathleen Square Northbound					Super Market at Kathleen Square Southbound					Duff Rd Eastbound					Duff 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	0	0	0	0	0	19	0	6	0	0	5	14	0	0	0	0	14	38	0	0	96	411
4:15 PM	0	0	0	0	0	19	0	7	0	0	6	13	0	0	0	0	19	37	0	0	101	428
4:30 PM	0	0	0	0	0	19	0	12	0	0	8	14	0	0	0	0	17	37	0	0	107	430
4:45 PM	0	0	0	0	0	23	0	9	0	0	6	12	0	0	0	0	18	39	0	0	107	432
5:00 PM	0	0	0	0	0	21	0	6	0	0	8	11	0	0	0	0	17	50	0	0	113	414
5:15 PM	0	0	0	0	0	22	0	13	0	0	5	13	0	0	0	0	10	40	0	0	103	301
5:30 PM	0	0	0	0	0	32	0	5	0	0	5	8	0	0	0	0	20	39	0	0	109	198
5:45 PM	0	0	0	0	0	22	0	8	0	0	9	10	0	0	0	0	12	28	0	0	89	89
Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total	
All Vehicles	0	0	0	0	0	128	0	52	0	0	32	52	0	0	0	0	80	200	0	0		544
Heavy Trucks	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	8	4	0	0	16	
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Stopped Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	



National Data & Surveying Services

Site Code: 25-120434-005

Date: 09/09/2025

Weather: Sunny

City: Lakeland

County: Polk

Count Times: 07:00 - 09:00

16:00 - 18:00

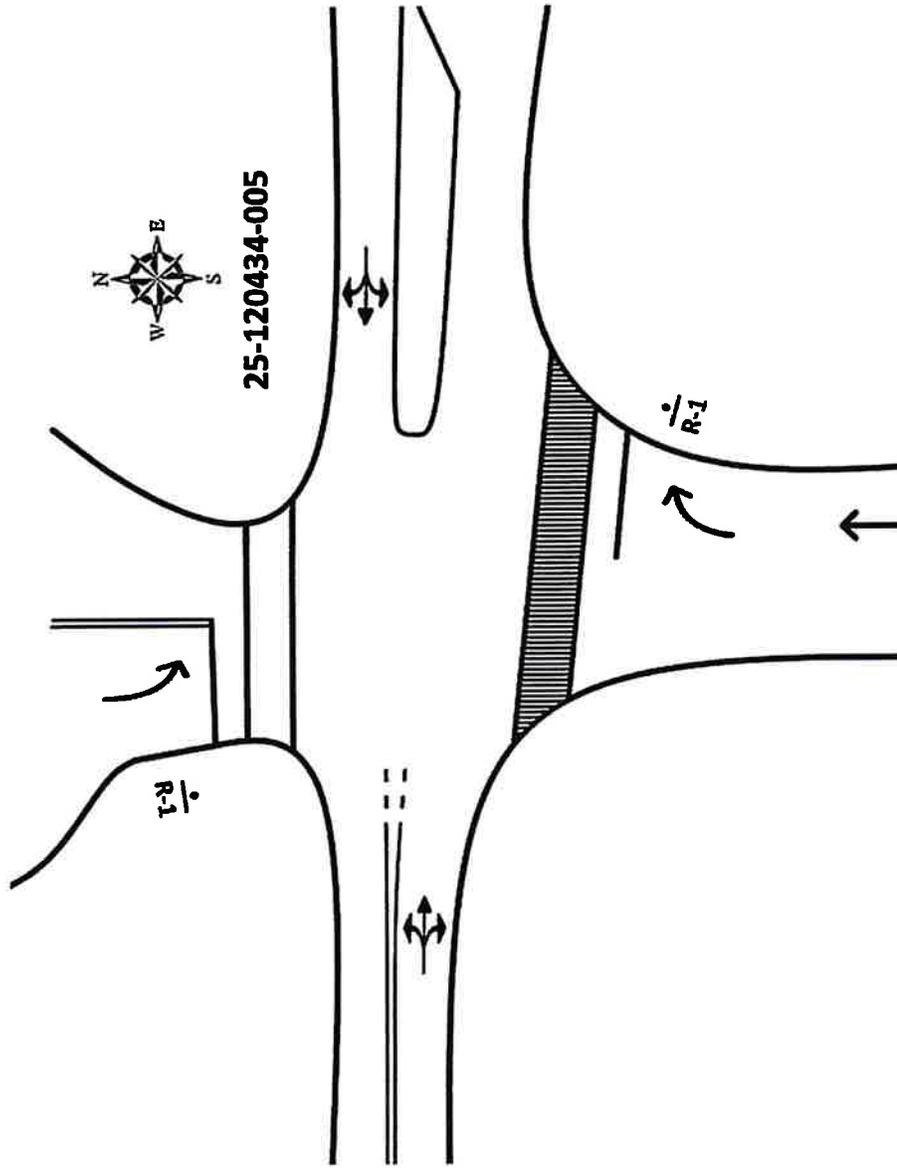
Control: 2-Way Stop(NB/SB)



N/S Street: Publix Super Market at Kathleen Square W Dwy/D's Ace Hardware Speed: N/A
#6 Dwy

E/W Street: Duff Rd

Speed: 30/40 MPH



National Data & Surveying Services

Intersection Turning Movement Count

Location: Publix Super Market at Kathleen Square W Dwy/D's Ace Hardware #6 Dwy & Duff Rd
 City: Lakeland
 Control: 2-Way Stop(NB/SB)

Project ID: 25-120434-005
 Date: 9/9/2025

Data - Total

NS/EW Streets:	Publix Super Market at Kathleen Square W Dwy/D's Ace Hardware #6 Dwy										Publix Super Market at Kathleen Square W Dwy/D's Ace Hardware #6 Dwy										Duff Rd									
	NORTHBOUND					SOUTHBOUND					EASTBOUND					WESTBOUND					EASTBOUND					WESTBOUND				
	NL	NT	NR	NU	0	SL	ST	SR	SU	0	EL	ET	ER	EU	0	WL	WT	WR	WU	0	EL	ET	ER	EU	0	WL	WT	WR	WU	0
AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	2	0	0	0	0	1	0	0	0	0	1	18	0	0	0	0	19	0	0	0	0	7	2	0	0	0	19	0	0	0
7:30 AM	1	0	0	0	0	0	0	1	0	0	0	14	0	0	0	0	40	1	0	0	0	40	1	0	0	0	40	1	0	0
7:45 AM	2	0	0	0	0	0	0	0	0	0	1	14	1	0	0	0	22	0	0	0	0	22	0	0	0	0	22	0	0	0
8:00 AM	3	0	0	0	0	1	0	0	0	0	0	10	0	0	0	1	16	0	0	0	0	16	0	0	0	0	16	0	0	0
8:15 AM	1	0	0	0	0	1	0	0	0	0	0	11	0	0	0	0	11	1	0	0	0	11	1	0	0	0	11	1	0	0
8:30 AM	2	0	1	0	0	0	0	0	0	0	1	10	0	0	0	3	12	0	0	0	0	12	0	0	0	0	12	0	0	0
8:45 AM	1	0	0	0	0	0	0	0	0	0	0	13	0	0	0	1	13	0	0	0	0	13	0	0	0	0	13	0	0	0
TOTAL VOLUMES :	12	0	1	0	0	3	0	1	0	0	3	101	1	0	0	5	140	4	0	0	5	140	4	0	0	5	140	4	0	0
APPROACH %'s :	92.31%	0.00%	7.69%	0.00%	0.00%	75.00%	0.00%	25.00%	0.00%	0.00%	2.86%	96.19%	0.95%	0.00%	0.00%	3.36%	93.96%	2.58%	0.00%	0.00%	3.36%	93.96%	2.58%	0.00%	0.00%	3.36%	93.96%	2.58%	0.00%	0.00%
PEAK HR VOL :	8	0	0	0	0	2	0	1	0	0	2	56	1	0	0	1	97	1	0	0	1	97	1	0	0	1	97	1	0	0
PEAK HR FACTOR :	0.667	0.000	0.000	0.000	0.000	0.500	0.000	0.250	0.000	0.000	0.500	0.778	0.250	0.000	0.000	0.250	0.606	0.250	0.000	0.000	0.250	0.606	0.250	0.000	0.000	0.250	0.606	0.250	0.000	0.000

National Data & Surveying Services

Intersection Turning Movement Count

Location: Publix Super Market at Kathleen Square W Dwy/D's Ace Hardware #6 Dwy & Duff Rd
 City: Lakeland
 Control: 2-Way Stop(NB/SB)
 Project ID: 25-120434-005
 Date: 9/9/2025

Data - HT

NS/EW Streets:	Publix Super Market at Kathleen Square W Dwy/D's Ace Hardware #6 Dwy												Publix Super Market at Kathleen Square W Dwy/D's Ace Hardware #6 Dwy																							
	NORTHBOUND						SOUTHBOUND						EASTBOUND						WESTBOUND																	
	NL	NT	NR	NU	0	0	SL	ST	SR	SU	0	0	EL	ET	ER	EU	0	0	WL	WT	WR	WU	0	0	WL	WT	WR	WU	0	0						
AM																																				
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	1	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	1	1	0	0	0	0	1	1	0	0	0	0	1	1	0	0	0	
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	
8:00 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:30 AM	2	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	0	0	0	0	0	2	0	0	0	0	0	2	0	0	0	0	
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	
TOTAL VOLUMES :	3	0	0	0	0	0	1	0	0	0	0	0	0	10	0	0	0	0	6	4	0	0	0	0	6	4	0	0	0	0	6	4	0	0	0	
APPROACH %'s :	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	60.00%	40.00%	0.00%	0.00%	0.00%	0.00%	60.00%	40.00%	0.00%	0.00%	0.00%	0.00%	60.00%	40.00%	0.00%	0.00%	0.00%	
PEAK HR :	07:15 AM - 08:15 AM																																			
PEAK HR VOL :	1	0	0	0	0	0	1	0	0	0	0	0	0	4	0	0	0	0	3	1	0	0	0	0	3	1	0	0	0	0	3	1	0	0	0	
PEAK HR FACTOR :	0.250	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.750	0.250	0.000	0.000	0.000	0.000	0.750	0.250	0.000	0.000	0.000	0.000	0.750	0.250	0.000	0.000	0.000	
	0.250 0.500																																			
PM																																				
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	0	0	0	0	0	2	0	0	0	0	
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	4	1	0	0	0	0	4	1	0	0	0	0	4	1	0	0	0	
APPROACH %'s :	04:15 PM - 05:15 PM																																			
PEAK HR :	04:15 PM - 05:15 PM																																			
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	1	1	0	0	0	0	1	1	0	0	0	0	2	1	0	0	0	
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.500	0.000	0.000	0.000	0.250	0.500	0.250	0.000	0.000	0.000	0.250	0.500	0.250	0.000	0.000	0.000	0.250	0.500	0.250	0.000	0.000	0.000	
	0.000 0.500																																			

National Data & Surveying Services

Intersection Turning Movement Count

Location: Publix Super Market at Kathleen Square W Dwy/Di's Ace Hardware #6 Project ID: 25-120434-005
 City: Lakeland Date: 9/9/2025

Data - Pedestrians (Crosswalks)

NS/EW Streets:	Publix Super Market at Kathleen Square W		Publix Super Market at Kathleen Square W		Duff Rd		Duff Rd		TOTAL
	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	
7:00 AM	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	1	1	0	0	0	0	2
7:30 AM	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	1	0	0	0	0	0	1
8:00 AM	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0
8:45 AM	1	0	0	0	0	0	0	0	1
TOTAL VOLUMES :	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
APPROACH %'s :	1	0	2	1	0	0	0	0	4
PEAK HR :	100.00%	0.00%	66.67%	33.33%					
PEAK HR VOL :	0	0	2	1	0	0	0	0	3
PEAK HR FACTOR :			0.500	0.250					0.375

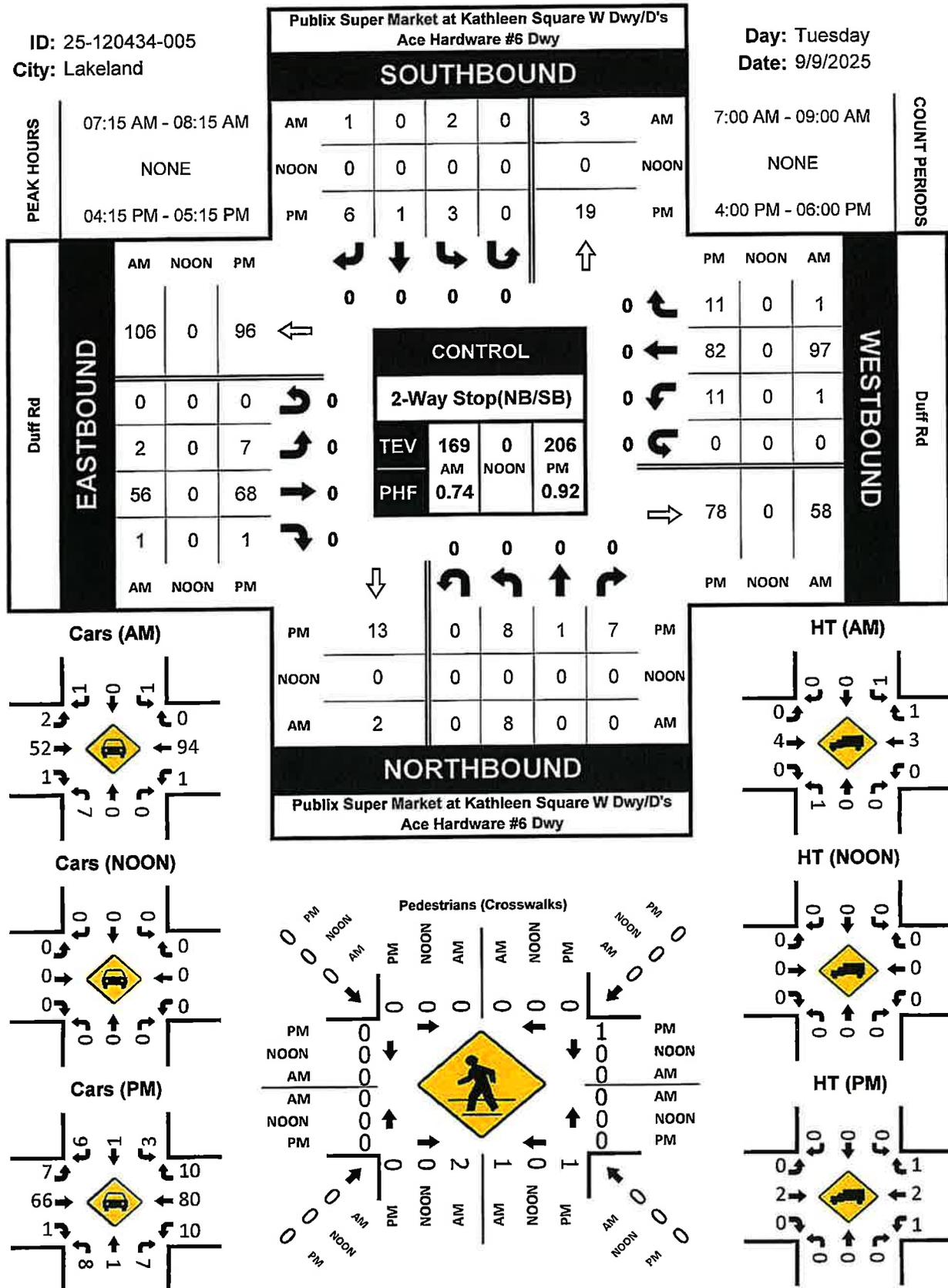
NS/EW Streets:	Publix Super Market at Kathleen Square W		Publix Super Market at Kathleen Square W		Duff Rd		Duff Rd		TOTAL
	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	
4:00 PM	1	0	1	1	0	0	0	1	4
4:15 PM	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	1	0	0	1
4:45 PM	0	0	0	1	0	0	0	0	1
5:00 PM	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	1	1	0	0	0	2
5:30 PM	0	0	1	0	0	0	0	0	1
5:45 PM	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES :	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
APPROACH %'s :	1	0	2	3	1	1	0	1	9
PEAK HR :	100.00%	0.00%	40.00%	60.00%	50.00%	50.00%	0.00%	100.00%	
PEAK HR VOL :	0	0	0	1	0	1	0	0	2
PEAK HR FACTOR :				0.250		0.250			0.500

Publix Super Market at Kathleen Square W Dwy/D's Ace Hardware #6 Dwy & Duff Rd

Peak Hour Turning Movement Count

ID: 25-120434-005
City: Lakeland

Day: Tuesday
Date: 9/9/2025



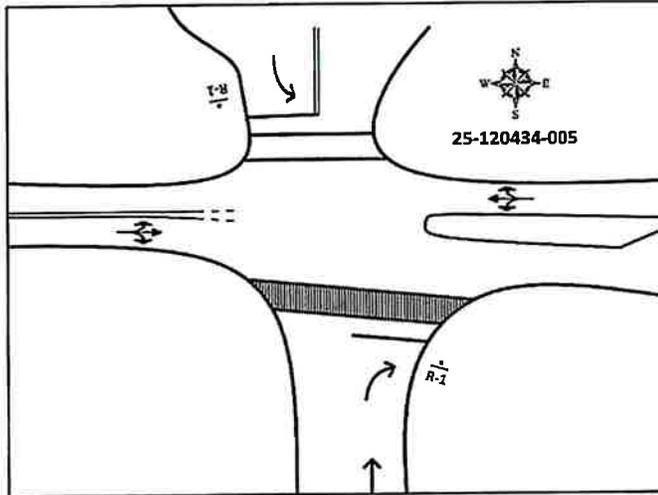
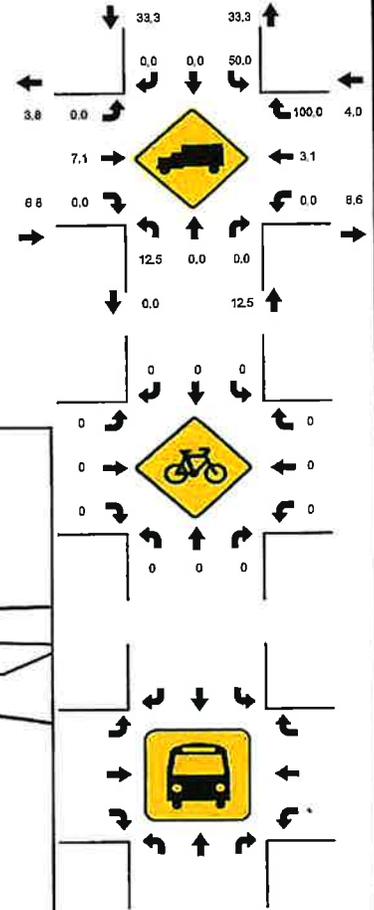
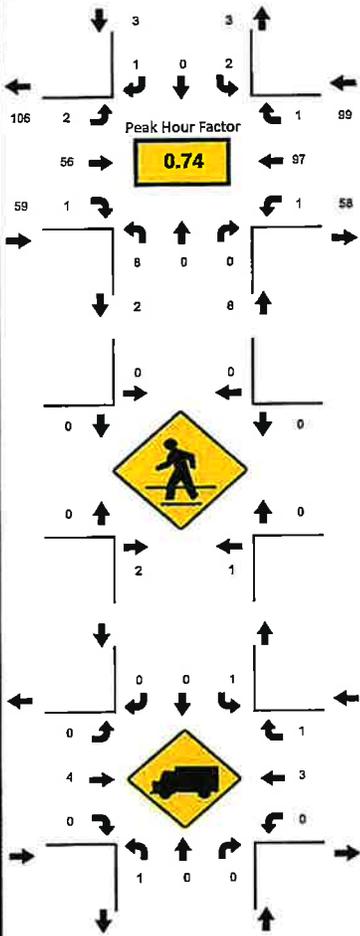
LOCATION: Publix Super Market at Kathleen Square W Dwy/D's Ace Hardware #6 Dwy & Duff Rd
 CITY/STATE: Lakeland, FL

PROJECT ID: 25-120434-005
 DATE: Tue, Sep 09, 2025

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



National Data & Surveying Services



15-Min Count Period Beginning At	at Kathleen Square W Dwy/D's A Northbound					at Kathleen Square W Dwy/D's A Southbound					Duff Rd Eastbound					Duff 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	0	0	0	0	0	0	0	0	0	0	0	11	0	0	0	0	7	2	0	0	20	158
7:15 AM	2	0	0	0	0	1	0	0	0	0	1	18	0	0	0	0	19	0	0	0	41	169
7:30 AM	1	0	0	0	0	0	0	1	0	0	0	14	0	0	0	0	40	1	0	0	57	153
7:45 AM	2	0	0	0	0	0	0	0	0	0	1	14	1	0	0	0	22	0	0	0	40	125
8:00 AM	3	0	0	0	0	1	0	0	0	0	0	10	0	0	0	1	16	0	0	0	31	113
8:15 AM	1	0	0	0	0	1	0	0	0	0	0	11	0	0	0	0	11	1	0	0	25	82
8:30 AM	2	0	1	0	0	0	0	0	0	0	1	10	0	0	0	3	12	0	0	0	29	57
8:45 AM	1	0	0	0	0	0	0	0	0	0	0	13	0	0	0	1	13	0	0	0	28	28
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	12	0	0	0	0	4	0	4	0	0	4	72	4	0	0	4	160	4	0	0	268	
Heavy Trucks	4	0	0	0	0	4	0	0	0	0	0	8	0	0	0	0	4	4	0	0	24	
Pedestrians		8					0					0					0				8	
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Buses																					0	
Stopped Buses																					0	

FDOT PEAK SEASON ADJUSTMENT FACTORS



2024 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
 CATEGORY: 1600 POLK COUNTYWIDE

MOCF: 0.96
 PSCF

WEEK	DATES	SF	PSCF
1	01/01/2024 - 01/06/2024	0.99	1.03
2	01/07/2024 - 01/13/2024	1.01	1.05
3	01/14/2024 - 01/20/2024	1.04	1.08
4	01/21/2024 - 01/27/2024	1.02	1.06
5	01/28/2024 - 02/03/2024	1.00	1.04
6	02/04/2024 - 02/10/2024	0.99	1.03
* 7	02/11/2024 - 02/17/2024	0.97	1.01
* 8	02/18/2024 - 02/24/2024	0.96	1.00
* 9	02/25/2024 - 03/02/2024	0.96	1.00
*10	03/03/2024 - 03/09/2024	0.95	0.99
*11	03/10/2024 - 03/16/2024	0.94	0.98
*12	03/17/2024 - 03/23/2024	0.95	0.99
*13	03/24/2024 - 03/30/2024	0.95	0.99
*14	03/31/2024 - 04/06/2024	0.96	1.00
*15	04/07/2024 - 04/13/2024	0.96	1.00
*16	04/14/2024 - 04/20/2024	0.97	1.01
*17	04/21/2024 - 04/27/2024	0.98	1.02
*18	04/28/2024 - 05/04/2024	0.98	1.02
*19	05/05/2024 - 05/11/2024	0.99	1.03
20	05/12/2024 - 05/18/2024	1.00	1.04
21	05/19/2024 - 05/25/2024	1.01	1.05
22	05/26/2024 - 06/01/2024	1.01	1.05
23	06/02/2024 - 06/08/2024	1.02	1.06
24	06/09/2024 - 06/15/2024	1.03	1.07
25	06/16/2024 - 06/22/2024	1.03	1.07
26	06/23/2024 - 06/29/2024	1.04	1.08
27	06/30/2024 - 07/06/2024	1.04	1.08
28	07/07/2024 - 07/13/2024	1.05	1.09
29	07/14/2024 - 07/20/2024	1.05	1.09
30	07/21/2024 - 07/27/2024	1.05	1.09
31	07/28/2024 - 08/03/2024	1.04	1.08
32	08/04/2024 - 08/10/2024	1.04	1.08
33	08/11/2024 - 08/17/2024	1.03	1.07
34	08/18/2024 - 08/24/2024	1.03	1.07
35	08/25/2024 - 08/31/2024	1.04	1.08
36	09/01/2024 - 09/07/2024	1.04	1.08
37	09/08/2024 - 09/14/2024	1.04	1.08
38	09/15/2024 - 09/21/2024	1.04	1.08
39	09/22/2024 - 09/28/2024	1.03	1.07
40	09/29/2024 - 10/05/2024	1.03	1.07
41	10/06/2024 - 10/12/2024	1.02	1.06
42	10/13/2024 - 10/19/2024	1.01	1.05
43	10/20/2024 - 10/26/2024	1.00	1.04
44	10/27/2024 - 11/02/2024	0.99	1.03
45	11/03/2024 - 11/09/2024	0.99	1.03
46	11/10/2024 - 11/16/2024	0.98	1.02
47	11/17/2024 - 11/23/2024	0.98	1.02
48	11/24/2024 - 11/30/2024	0.98	1.02
49	12/01/2024 - 12/07/2024	0.99	1.03
50	12/08/2024 - 12/14/2024	0.99	1.03
51	12/15/2024 - 12/21/2024	0.99	1.03
52	12/22/2024 - 12/28/2024	1.01	1.05
53	12/29/2024 - 12/31/2024	1.04	1.08

* PEAK SEASON

04-MAR-2025 16:32:51

830UPD

1_1600_PKSEASON.TXT

SIGNAL TIMINGS



Station : 1168 - Kathleen_Duff (Standard File)

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Walk		7		7		7		7								
Ped Clearance		15		20		15		20								
Min Green	7	20	7	15	7	20	7	15	5	5	5	5	5	5	5	5
Passage	3	4	3	3	3	4	3	3	1	1	1	1	1	1	1	1
Max1	20	45	15	30	20	45	20	30	25	25	25	25	25	25	25	25
Max2									50	50	50	50	50	50	50	50
Yellow	3.6	4.8	3.4	4.4	3.6	4.8	3.4	3.7	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Red	3	2.4	3.4	3.7	3	2.4	3.3	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															
Auto Entry																
Auto Exit																
Non Act1																
Non Act2																
Lock Call		ON				ON			ON							
Min Recall		ON			ON	ON										
Max Recall		ON				ON										
Ped Recall																
Soft Recall																
Dual Entry		ON		ON		ON		ON								
Sim Gap Enable	ON															
Guar Passage																
Rest In Walk																
Cond Service																
Add Init Calc																
Bike Clear																

Preemption

Channel	1	2	3	4	5	6
Lock Input	ON	ON	ON	ON	ON	ON
Override Flash	ON	ON	ON	ON	ON	ON
Override Higher	ON	ON	ON	ON	ON	ON
Flash Dwell	ON	ON				
Link						
Delay						
Min Duration			3	3	3	3
Min Green			5	5	5	5
Min Walk						
Ped Clear			20	20	20	20
Track Green						
Min Dwell			20	25	20	25
Max Presence						
Track R1						
Track R2						
Track R3						
Track R4						
Dwell Ped1						
Exit R1						
Exit R2						
Exit R3						
Exit R4						

Preempt LP

Channel	1	2	3	4
Min				
Max				
Type				
Platoon Rx				
Cond Lockout				
Coord in Preempt				
Platoon Tx				
Lock				
Begin Mode	SKIP	SKIP	SKIP	SKIP
Priority P1				
Priority P2				
Priority P3				
Priority P4				
Max Lockout				
Ext Dwell				
Ant Arrival				
Max Grn 1				
Max Grn 2				
Max Grn 3				
Max Grn 4				
Max Grn 5				
Max Grn 6				
Max Grn 7				
Max Grn 8				
Max Grn 9				
Max Grn 10				
Max Grn 11				
Max Grn 12				
Max Grn 13				
Max Grn 14				
Max Grn 15				
Max Grn 16				
Headway Group				
Queue Jump				
Headway Time				
TX Time				
PP Hold Time				

PP Tx Phase 1				
PP Tx Phase 2				
PP Tx Phase 3				
PP Tx Phase 4				

INTERSECTION ANALYSIS



Timings

3: KATHLEEN RD & DUFF RD

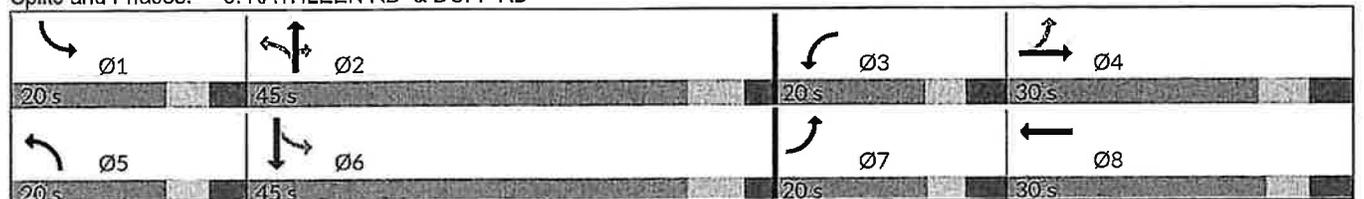
10/22/2025



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	50	67	55	240	97	38	166	638	387	59	408	6
Future Volume (vph)	50	67	55	240	97	38	166	638	387	59	408	6
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Shared Lane Traffic (%)												
Turn Type	pm+pt	NA		Prot	NA		pm+pt	NA	Perm	pm+pt	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4						2		2	6		
Detector Phase	7	4		3	8		5	2	2	1	6	
Switch Phase												
Minimum Initial (s)	7.0	15.0		7.0	15.0		7.0	20.0	20.0	7.0	20.0	
Minimum Split (s)	13.7	26.1		13.8	25.4		13.6	27.2	27.2	13.6	27.2	
Total Split (s)	20.0	30.0		20.0	30.0		20.0	45.0	45.0	20.0	45.0	
Total Split (%)	17.4%	26.1%		17.4%	26.1%		17.4%	39.1%	39.1%	17.4%	39.1%	
Yellow Time (s)	3.4	4.4		3.4	3.7		3.6	4.8	4.8	3.6	4.8	
All-Red Time (s)	3.3	3.7		3.4	3.7		3.0	2.4	2.4	3.0	2.4	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.7	8.1		6.8	7.4		6.6	7.2	7.2	6.6	7.2	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	None		None	None		None	Max	Max	None	Max	
Act Effct Green (s)	24.7	15.3		11.9	22.9		53.9	44.1	44.1	46.1	37.9	
Actuated g/C Ratio	0.24	0.15		0.11	0.22		0.51	0.42	0.42	0.44	0.36	
v/c Ratio	0.16	0.45		0.63	0.35		0.34	0.44	0.44	0.16	0.33	
Control Delay (s/veh)	25.9	36.7		52.5	35.9		14.8	24.0	4.0	13.7	25.7	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay (s/veh)	25.9	36.7		52.5	35.9		14.8	24.0	4.0	13.7	25.7	
LOS	C	D		D	D		B	C	A	B	C	
Approach Delay (s/veh)		33.5			46.5			16.2			24.2	
Approach LOS		C			D			B			C	

Intersection Summary	
Cycle Length: 115	
Actuated Cycle Length: 104.8	
Natural Cycle: 85	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.63	
Intersection Signal Delay (s/veh): 24.4	Intersection LOS: C
Intersection Capacity Utilization 69.1%	ICU Level of Service C
Analysis Period (min) 15	

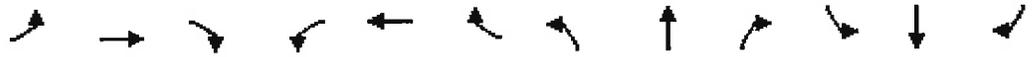
Splits and Phases: 3: KATHLEEN RD & DUFF RD



Timings

3: KATHLEEN RD & DUFF RD

10/22/2025



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	15	40	43	353	48	17	56	281	303	43	628	38
Future Volume (vph)	15	40	43	353	48	17	56	281	303	43	628	38
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Shared Lane Traffic (%)												
Turn Type	pm+pt	NA		Prot	NA		pm+pt	NA	Perm	pm+pt	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4						2		2	6		
Detector Phase	7	4		3	8		5	2	2	1	6	
Switch Phase												
Minimum Initial (s)	7.0	15.0		7.0	15.0		7.0	20.0	20.0	7.0	20.0	
Minimum Split (s)	13.7	26.1		13.8	25.4		13.6	27.2	27.2	13.6	27.2	
Total Split (s)	20.0	30.0		20.0	30.0		20.0	45.0	45.0	20.0	45.0	
Total Split (%)	17.4%	26.1%		17.4%	26.1%		17.4%	39.1%	39.1%	17.4%	39.1%	
Yellow Time (s)	3.4	4.4		3.4	3.7		3.6	4.8	4.8	3.6	4.8	
All-Red Time (s)	3.3	3.7		3.4	3.7		3.0	2.4	2.4	3.0	2.4	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.7	8.1		6.8	7.4		6.6	7.2	7.2	6.6	7.2	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	None		None	None		None	Max	Max	None	Max	
Act Effct Green (s)	19.5	15.4		14.3	25.7		45.7	39.2	39.2	45.1	38.9	
Actuated g/C Ratio	0.20	0.16		0.15	0.27		0.48	0.41	0.41	0.47	0.41	
v/c Ratio	0.06	0.31		0.79	0.15		0.19	0.22	0.41	0.09	0.54	
Control Delay (s/veh)	23.2	27.7		54.9	26.5		14.1	21.4	4.1	13.1	25.6	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay (s/veh)	23.2	27.7		54.9	26.5		14.1	21.4	4.1	13.1	25.6	
LOS	C	C		D	C		B	C	A	B	C	
Approach Delay (s/veh)		27.0			50.5			12.6			24.8	
Approach LOS		C			D			B			C	

Intersection Summary

Cycle Length: 115

Actuated Cycle Length: 95.6

Natural Cycle: 85

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.79

Intersection Signal Delay (s/veh): 26.5

Intersection LOS: C

Intersection Capacity Utilization 58.8%

ICU Level of Service B

Analysis Period (min) 15

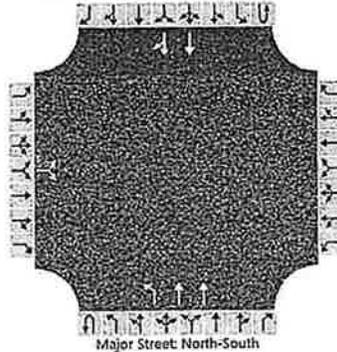
Splits and Phases: 3: KATHLEEN RD & DUFF RD

Ø1 20 s	Ø2 45 s	Ø3 20 s	Ø4 30 s
Ø5 20 s	Ø6 45 s	Ø7 20 s	Ø8 30 s

HCS Two-Way Stop-Control Report

General Information		Site Information	
Analyst	KE	Intersection	KATHLEEN RD & ACCESS
Agency/Co.	LINCKS & ASSOCIATES	Jurisdiction	POLK CO.
Date Performed	10/22/2025	East/West Street	
Analysis Year	2025	North/South Street	
Time Analyzed	AM PEAK HOUR	Peak Hour Factor	0.92
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	PEAK SEASON PLUS PROJECT TRAFFIC		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound				
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R	
Movement																	
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6	
Number of Lanes		0	1	0		0	0	0	0	1	2	0	0	0	2	0	
Configuration			LR							L	T				T	TR	
Volume (veh/h)		35		25					0	19	613				985	44	
Percent Heavy Vehicles (%)		3		3					3	3							
Proportion Time Blocked																	
Percent Grade (%)		0															
Right Turn Channelized																	
Median Type Storage		Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		7.5		6.9						4.1						
Critical Headway (sec)		6.86		6.96						4.16						
Base Follow-Up Headway (sec)		3.5		3.3						2.2						
Follow-Up Headway (sec)		3.53		3.33						2.23						

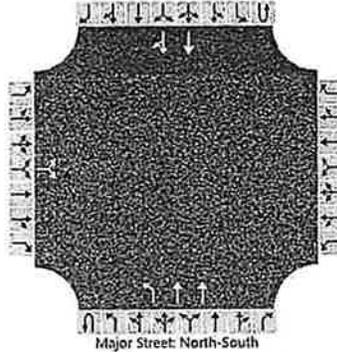
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			65							21								
Capacity, c (veh/h)			166							614								
v/c Ratio			0.39							0.03								
95% Queue Length, Q ₉₅ (veh)			1.7							0.1								
95% Queue Length, Q ₉₅ (ft)			43.5							2.6								
Control Delay (s/veh)			40.2							11.1								
Level of Service (LOS)			E							B								
Approach Delay (s/veh)		40.2									0.3							
Approach LOS		E									A							

HCS Two-Way Stop-Control Report

General Information		Site Information	
Analyst	KE	Intersection	KATHLEEN RD & ACCESS
Agency/Co.	LINCKS & ASSOCIATES	Jurisdiction	POLK CO.
Date Performed	10/22/2025	East/West Street	
Analysis Year	2025	North/South Street	
Time Analyzed	PM PEAK HOUR	Peak Hour Factor	0.92
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	PEAK SEASON PLUS PROJECT TRAFFIC		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound				
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R	
Movement																	
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6	
Number of Lanes		0	1	0		0	0	0	0	1	2	0	0	0	2	0	
Configuration			LR							L	T				T	TR	
Volume (veh/h)		39		17					0	26	1171				689	35	
Percent Heavy Vehicles (%)		3		3					3	3							
Proportion Time Blocked																	
Percent Grade (%)		0															
Right Turn Channelized																	
Median Type Storage		Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		7.5		6.9						4.1							
Critical Headway (sec)		6.86		6.96						4.16							
Base Follow-Up Headway (sec)		3.5		3.3						2.2							
Follow-Up Headway (sec)		3.53		3.33						2.23							

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			61							28							
Capacity, c (veh/h)			152							822							
v/c Ratio			0.40							0.03							
95% Queue Length, Q ₉₅ (veh)			1.7							0.1							
95% Queue Length, Q ₉₅ (ft)			43.5							2.6							
Control Delay (s/veh)			43.7							9.5							
Level of Service (LOS)			E							A							
Approach Delay (s/veh)		43.7								0.2							
Approach LOS		E								A							

POLK COUNTY LDC



Section 705 - Access to County Transportation System (Rev. 7/10/18 - Ord. 18-047; 7/25/01 - Ord. 01- 57; Rev. 12-08-03 Ord. 03-69

This Section establishes standards for the vehicular ingress and egress from public and private roads in order to promote pedestrian and vehicular safety, minimize congestion, promote roadway aesthetics, provide for safe ingress and egress for emergency vehicles and maintain the functional capacity of roads in Polk County.

A. Minimum Access and Frontage (Rev. 7/10/18 - Ord. 18-047; 03/190/08 - Ord. 08-004; 2/11/02 - Ord. 02-07)

A tract of land to be used for residential or non-residential purposes shall have:

1. Legal access to a paved County road; and
2. Except as otherwise provided herein, direct frontage on a paved road accepted by the County for maintenance which includes:
 - a. **NON-RESIDENTIAL DEVELOPMENT** - A non-residential development may meet minimum access and frontage requirements through the provision of a County approved, paved private internal service road that gives access to a paved County road and is maintained through a maintenance agreement, easement agreement or other similar agreement;
 - b. **RESIDENTIAL DEVELOPMENT** - A residential development may meet minimum access and frontage requirements as follows:
 - i. Through platted private roads, constructed to county standards, which provide access to a paved county road, and whose maintenance and upkeep are provided for by a homeowners association, property - owners association, or other similar organization;
 - ii. Through platted public roads constructed to County standards and accepted by Polk County for maintenance and upkeep;
 - or
 - iii. Through a legally established easement consistent with the requirements outlined in Section 705 B.
- c. For multi-family developments, a County approved, paved private internal service road can provide access between common areas and a paved county road. The maintenance of said service road must be covered under a maintenance agreement, easement agreement, or other similar agreement.

B. Residential Access Through Easement (Added 07/10/18 - Ord. 18-047)

1. An easement providing access to a residential lot from a paved road meeting County standards shall meet the following requirements; the easement shall:
 - a.

Provide access for no more than four lots subject to other density, minimum lot size requirements and any other applicable requirements of this Code;

- b. Have a minimum width of 20 feet;
 - c. Not exceed 0.25 miles (1,320 feet) in length;
 - d. Provide for sufficient ingress and egress for fire trucks, ambulances, police cars and emergency vehicles; and
 - e. Be supported by the joinder and consent of all fee owners under easements to the use of the easement by the subject parcel(s). If joinders are provided for the easement, it shall be accompanied by an ownership and encumbrance report based on the legal description of the easement. In lieu of joinders, an applicant may provide a legal opinion from a licensed Florida attorney stating a lot has legal access, along with supporting documentation.
2. When creating a parcel that will be accessed solely via an easement as provided for herein, the parent tract (prior to subdividing) shall directly front on a public or private paved road meeting County standards. If the parent parcel fronts an unpaved road that is maintained by the County and the road is less than 0.25 miles (1,320 feet) in length, this shall also suffice as direct frontage.
 3. The provisions as outlined in subsection B.1 above shall not be eligible for lots created as part of large unrecorded subdivisions where infrastructure was not constructed, as documented herein this Code.
 4. Access provided solely via an easement shall not be permitted in undeveloped recorded subdivisions where infrastructure does not exist, commonly referred to as "paper plats."
 5. Access provided solely via easement shall not be permitted in the Green Swamp Area of Critical State Concern.
 6. Lot(s) gaining access solely via an easement pursuant to this Section shall be subject to a Level 1 Review and be provided written approval of same prior to obtaining a building permit.
 7. Waivers to Section 705 B. (subsections 1.a. [number of lots] and 1.c. and 2. only) may be granted by the Board of County Commissioners pursuant to a Level 4 Review and subject to the waiver provisions in Section 932 of this Code.

C. Types of Ingress and Egress (Rev. 2/11/02 - Ord. 02-07)

Intersection ^[1] design standards vary based on the estimated amount of traffic entering and exiting through a development site entrance according to the most recent ITE ^[2] manual. The following standards apply to all roads within unincorporated Polk County and all County maintained roads within municipal boundaries where the cumulative traffic generation at a driveway or roadway

intersection exceeds 90 AADT or 20 parking spaces. These standards are graphically depicted in Appendix A of this Code. The applicable Intersection types are as follows:

1. A Type I intersection is required for new or reconstructed roads and non-residential driveways serving less than 500 AADT and less than 100 parking spaces. (see figure A.10) However, a 12' lane on the opposite side of the centerline is not required for developments of less than 250 AADT and less than 50 parking spaces.
2. A Type II intersection is required for new or reconstructed roads and non-residential driveways serving more than 499 AADT or 99 parking spaces, but less than 1,000 AADT and 200 parking spaces. Type II design varies depending on posted speed. (see figure A.11)
3. A Type III intersection is required for new or reconstructed roads and non-residential driveways serving more than 999 AADT or 199 parking spaces, but less than 1,500 AADT and 300 parking spaces. Type III design varies depending on posted speed. (see figure A.12)
4. A Type IV intersection is required for new or reconstructed roads and non-residential driveways serving more than 1,499 AADT or 299 parking spaces. Type IV design varies depending on posted speed. (see figure A.13)
5. A Type V intersection is required for new or reconstructed roads and non-residential driveways accessing a divided highway where the development is serving more than 500 AADT or 100 parking spaces, but less than 1,000 AADT and 200 parking spaces. Type V design varies depending on posted speed. (see figure A.14)
6. A Type VI intersection is required for new or reconstructed roads and non-residential driveways accessing a divided highway where the development is serving more than 1,000 AADT or 200 parking spaces. Type VI design varies depending on posted speed. (see figure A.15)
7. All lanes of collector and arterial roadways shall be a minimum of 12 feet in width for the length of intersection construction.
8. Where an intersection occurs on a roadway that is identified to be below its designated level of service standard, intersection standards shall be increased as required by the County Engineer.
9. Intersection standards are based upon the cumulative amount of AADT passing through an individual ingress and egress point. Additional phases within a residential development, increases in parking spaces, or increases in AADT on an existing intersection may require that intersection to be redeveloped to greater standards.

The requirements of this section are minimum standards. The results of traffic studies may indicate the need for a higher standard of intersection construction, but shall not enable lower standards than the minimum requirements.

11. Where a development's sole access is a local residential road, and the roadway is part of a longer route that is interconnected with other collector or arterial roads and it serves multiple properties, the County Engineer may require intersection improvements to meet collector road standards based on future volumes, function, and or safety.
12. Due to roadway conditions including, but not limited to, site distance, pavement width, clear recovery, and terrain, higher intersection standards may be required by the County Engineer.

D. Access to Substandard Roads (Rev. 2/11/02 - Ord. 02-07)

Development sites accessing a collector or arterial roadway that is substandard due to pavement width shall increase the pavement width to 24 feet in both directions and equally on both sides of the road along the existing roadway right-of-way for a distance as specified in Table 7.4b from the end of intersection construction.

E. Substandard Right-of-Way Width (Rev. 01/07/14 - Ord 14-004; Rev. 9/13/06 - Ord. 06-047; Rev. 2/11/02 - Ord. 02-07)

Land, to be developed for residential purposes or non residential developments generating 27 or more new vehicle trips per day adjacent to an existing County road where right-of-way is deficient shall dedicate or deed additional right-of way from the centerline of the existing County road along the entire frontage of the development site at a width to meet the following requirements:

1. 40 feet from the centerline of two (2) lane collector roads constructed with a Rural Section (no curb); and
2. 30 feet from the centerline of two (2) lane collector roads constructed with a Village Section (depressed curb) and an Urban Section (curb and gutter).

Table 7.4b (Rev. 2/11/02 - Ord. 02-07)

Length of Pavement Width Improvement

(Both Directions From the End of Intersection Construction, Both Sides of Roadway)

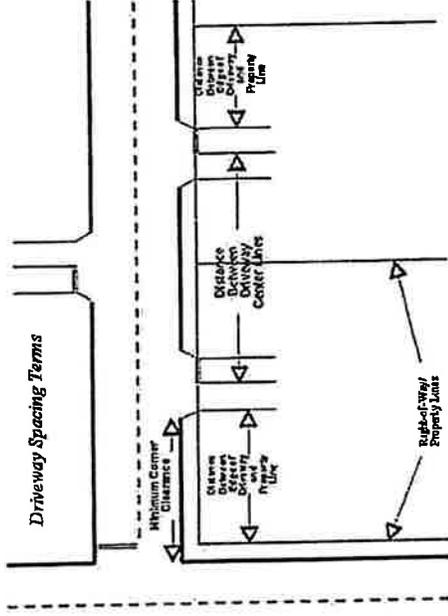
	Posted Speed				
	35 mph or less	40 mph	45 mph	50 mph	55 mph and greater
Distance widened to 24' beyond Intersection Improvements if pavement is currently 20' wide or better	70'	80'	90'	100'	110'
Distance widened to 24' beyond Intersection Improvements if pavement is currently less than 20' wide ³	105'	120'	135'	150'	165'
³ Use 35' per 1' to determine specific lengths for roads that are greater than 18' in current width.					

F. Driveway Permits (Revised 5/20/09 - Ord. 09-023)

1. A driveway permit shall be obtained from the County prior to the installation of any access to a County maintained road, in the following situations:
 - a. The alteration of an existing driveway, the issuance of a construction permit or mobile home set-up permit, or a new driveway on a County maintained road is proposed;
 - b. Where the use of any building, structure, or premises is increased through addition of dwelling units, gross floor area, seating capacity, or other units related to trip generation;
 - c. Prior to final development approval of any other development requesting direct access to a County maintained road, even when Polk County has no jurisdiction over the development;
 - d. A temporary driveway permit must be obtained for construction access to a County maintained road.

- e. Bona fide agricultural uses which receive an agricultural exemption shall comply with all requirements except paving.
2. A driveway permit is not required for:
 - a. Driveways designed and approved on subdivision plans, when constructed or bonded as part of the subdivision construction, prior to plat approval. Such subdivision plans must show a typical detail of the access required to serve each lot.
 - b. Building permit applications for accessory structures to an existing residence where no additional driveway is needed.
 - c. If approved on construction plans per Section 704.
 - d. Paved residential driveway surfaces on local roads with curb and gutter, Miami curb or asphalt wings, constructed after the effective date of this Code.
 - e. On existing driveways without culverts where no change to driveways are made.
3. Driveway permit applications and the applicable fee shall be submitted as follows:
 - a. All driveway permit applications for single-family, duplex, triplexes, quadruplexes, and all agricultural uses, including temporary driveway permit applications, shall be submitted to the Building Division.
 - b. All driveway permit applications for uses not included in Section 705 A.3.a, including temporary driveway permit applications, shall be submitted to the Land Development Division.
 - c. Any permits required by FDOT may serve in lieu of a Polk County driveway permit. A letter from FDOT will satisfy this requirement for existing driveways.
 - d. Driveways to roads under FDOT jurisdiction and driveways to be located on a County road within 0.25 mile of a limited access right-of-way fence shall comply with FDOT Administrative Rule 14-96 and 14-97.

Figure 7.1 Residential and Non-Residential Driveway and Intersection Spacing Measurements⁽¹⁾(Rev. 8/28/02 - Ord. 0256)



(1) See Table 7.5 and 7.6

4. Driveway permits shall be issued along with Final Development Plan approval. Building permits for buildings on any Final Development Plan shall not be issued until necessary driveway permits have been issued. No Certificate of Occupancy shall be issued until the required driveway has been constructed in accordance with these regulations.

G. Residential Driveway Location- Single-Family, Duplex, Triplex, and Quadruplex

1. The number and placement of driveways allowed for each parcel shall be determined using the following criteria:
 - a. All parcels shall be allowed one, two-way driveway or a pair of one-way driveways, except for those properties further restricted by a subdivision plat or a Final Development Plan;
 - b. A third access point may be allowed for properties with at least two times the frontage as provided for in Section 822. Right-in only and right-out only driveways shall be used for this additional access;
 - c. The minimum distance between two-way driveway center lines shall be in accordance with Table 7.5;

Table 7.5 Residential Driveway Standards*(3)

Roadway Classification	Forty or less AADT
Minimum Distance Between Driveway Center Lines	

Arterial, Principal	(1)
Arterial, Minor	100'
Collector, Urban	100'
Collector, Rural Major	100'
Collector, Rural Minor	100'
Local, Commercial	100'
Minimum Distance Between Edge of Driveway and Property Line⁽²⁾	
Arterial, Principal	n/a
Arterial, Minor	n/a
Collector, Urban	n/a
Collector, Rural Major	n/a
Collector, Rural Minor	n/a
Local, Commercial	n/a
Minimum Corner Clearance	

Arterial, Principal	(1)
Arterial, Minor	(1)
Collector, Urban	60'
Collector, Rural Major	60'
Collector, Rural Minor	60'
Local, Commercial	60'
Local, Residential	6'

(1) Undesirable uses on roads of this classification, generally not permitted.

(2) This distance is measured from the right-of-way line.

(3) See Figure 7.1 Residential and Non-Residential Driveway and Intersection Spacing Measurements.

* General Notes: Does not apply to FDOT accessed roads and Lots-of-Record. The minimum distance from the intersecting edge of pavement to nearest edge of driveway (corner clearance). Corner clearance shall be measured from the edge of road to the edge of driveway along the right-of-way line. Local residential roads within platted subdivisions are exempt from Table 7.5.

d. The minimum distance between a two-way driveway centerline and a one-way driveway centerline on one parcel shall be in accordance with Table 7.5;

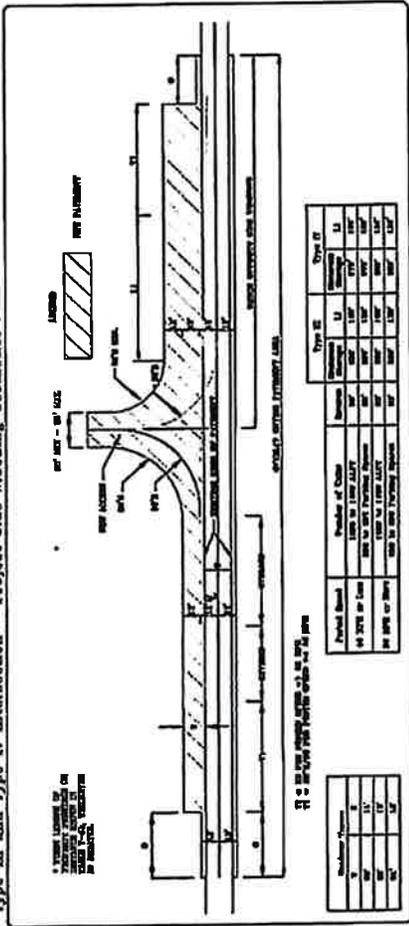
e. No driveways are to be constructed within intersections;

f. No driveways are to be constructed within turn lanes, or tapers unless no other access is available;

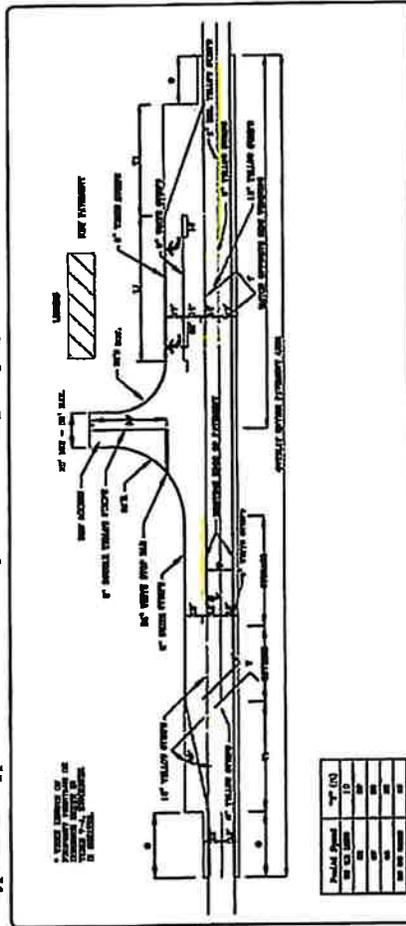
The minimum distance between the driveway and any adjacent property line without a cross-access easement shall be in accordance with Table 7.5.

2. Driveways near intersections shall be located to provide for stacking and protection of left turn movements. The minimum distance from the intersecting edge of pavement to nearest edge of driveway (corner clearance) shall be in accordance with Table 7.5. Return radii of driveway or intersecting roads are not included in this measurement.
 3. Acceleration, deceleration, and turning lanes shall conform to the construction standards contained in Appendix A Technical Standards Manual.
 4. All driveways shall be constructed within the limits of the frontage boundary of the property or development they serve.
 5. Mitered end sections added to existing residential driveway culverts may encroach the frontage boundary of an adjacent property.
- H. **Non-Residential Driveway Location, including Multi-Family Structures of 5 Dwelling Units or More (Rev. 3/25/03 - Ord. 03-26; 7/25/01 - Ord. 01-57)**
1. Non-residential driveways shall not be permitted on a local road when it results in traffic from a collector or arterial road to pass residentially used or designated property.
 2. Out-parcels for shopping, office, or industrial centers shall be limited to internal access to the center unless otherwise approved as part of a master development plan.
 3. The number and placement of driveways allowed for each parcel shall be determined using the following criteria:
 - a. All parcels shall be allowed one two-way driveway or may be allowed a pair of one-way driveways, except for those properties restricted by subdivision plat or a Final Development Plan.
 - b. The minimum distance between two-way driveway center lines shall be in accordance with Table 7.6.
 - c. The minimum distance between a two-way driveway centerline and a one-way driveway centerline on one parcel shall be in accordance with Table 7.6.
 - d. No driveways are to be constructed within intersections.
 - e. No driveways are to be constructed within turn lanes, or tapers unless no other access is available.
 - f. The minimum distance between the driveway and any adjacent property line without a cross-access easement shall be in accordance with Table 7.6.

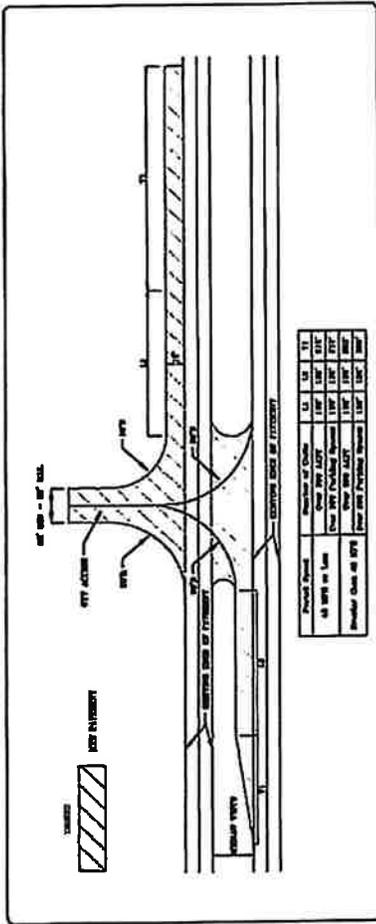
Figure A12
 Type III and Type IV Intersection - Project Side Widening Geometric Plan



Type III and Type IV Intersection - Project Side Widening Striping Plan



Type V Intersection (Divided Highway) Geometric Plan



Type V Intersection (Divided Highway) Striping Plan

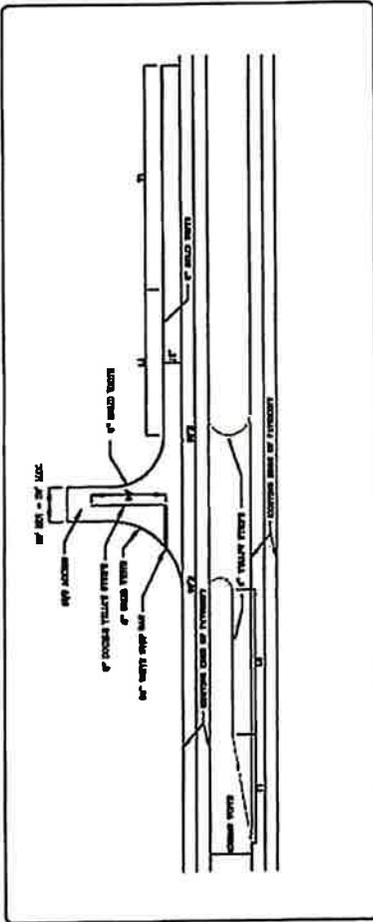
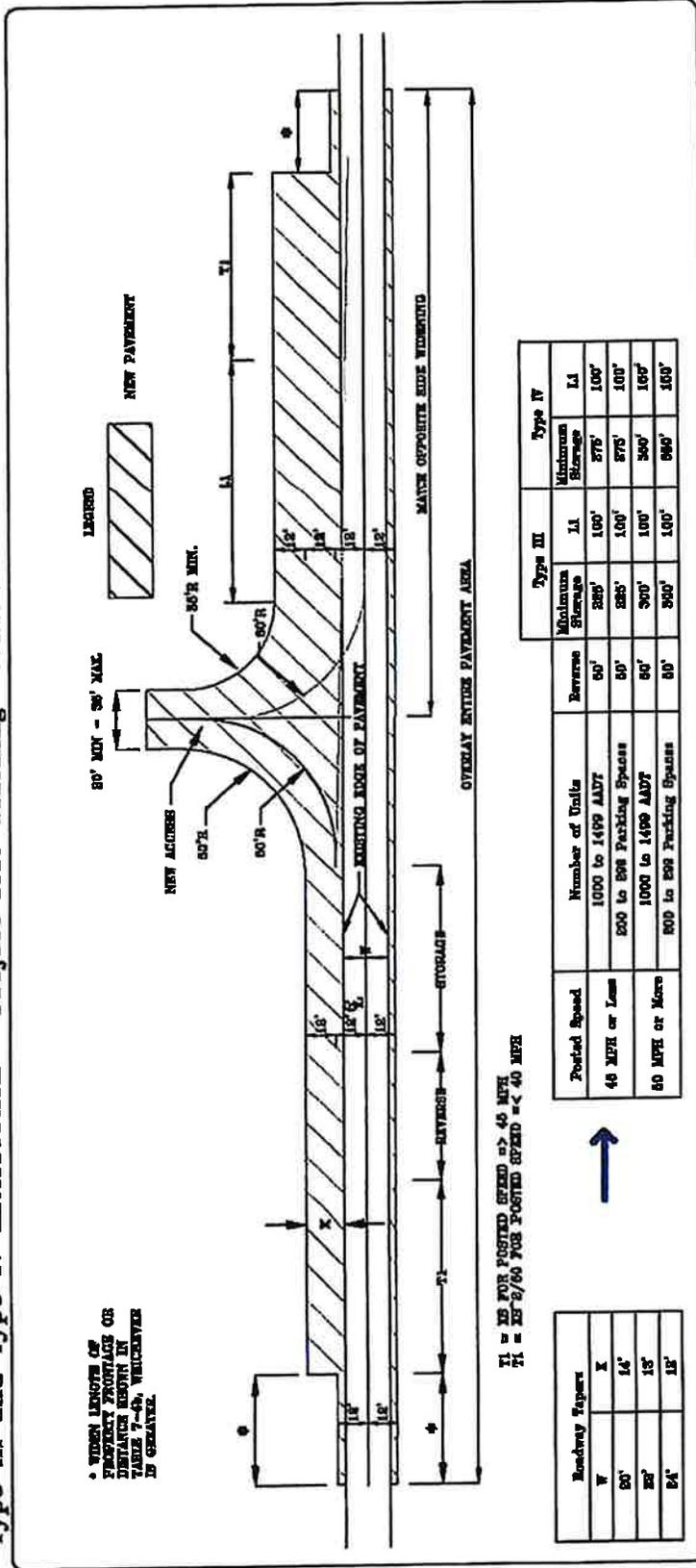
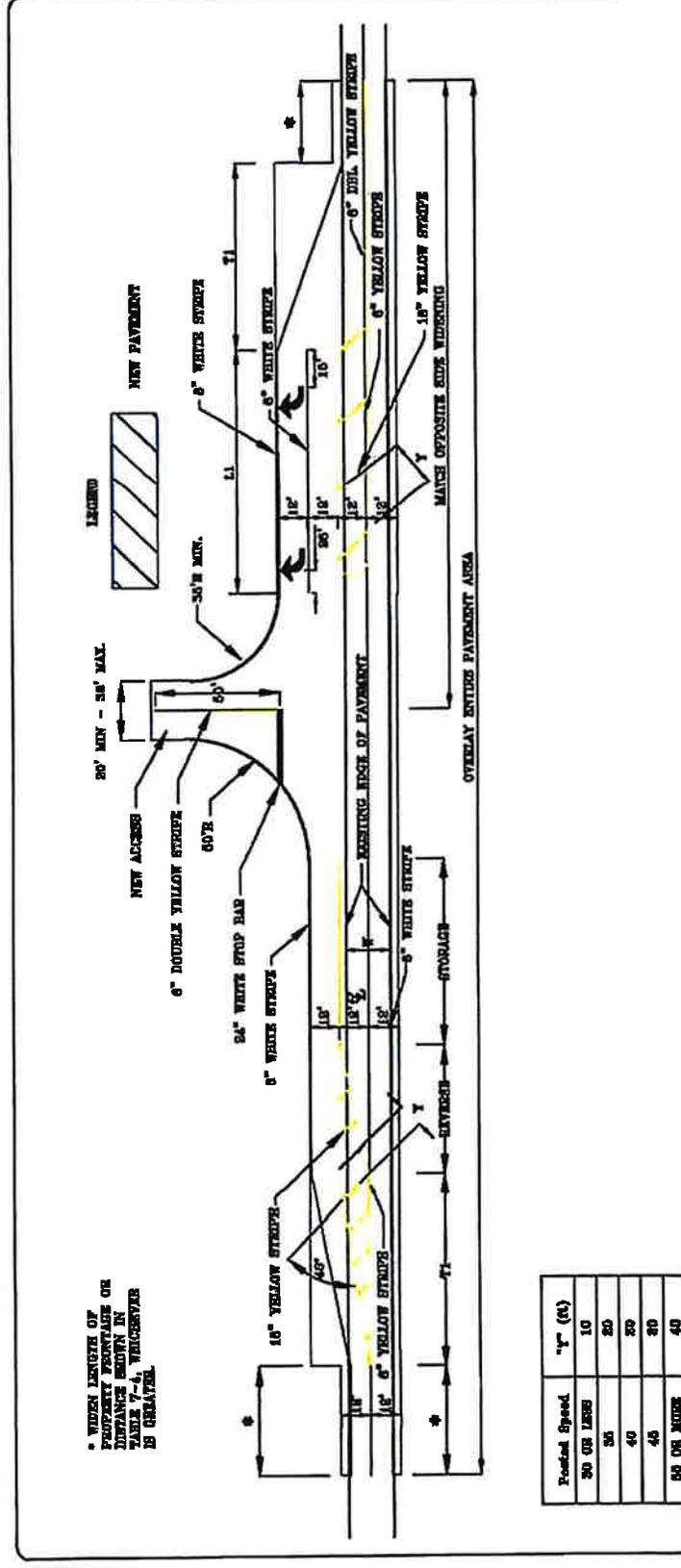


Figure A12
Type III and Type IV Intersection - Project Side Widening Geometric Plan



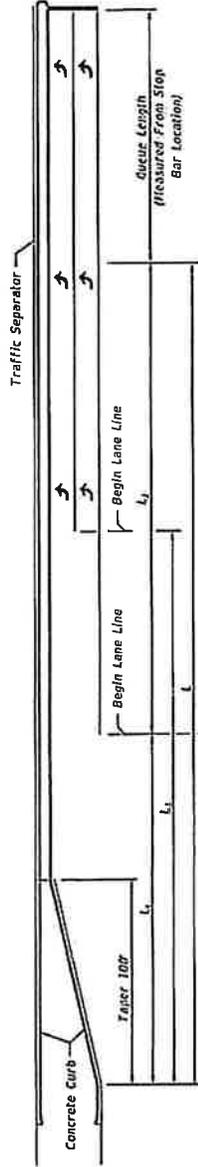
Type III and Type IV Intersection - Project Side Widening Striping Plan



FDOT DESIGN MANUAL EXHIBIT 212-1

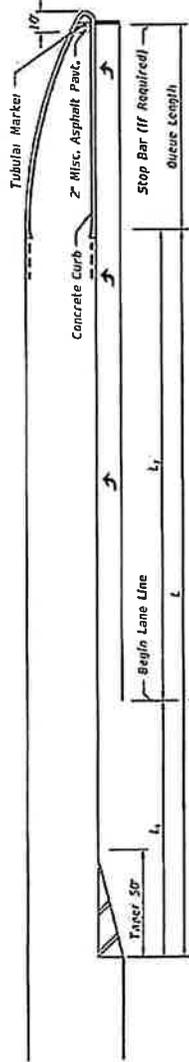


MEDIAN TURN LANES MINIMUM DECELERATION LENGTHS



Brakes Applied After Turning
Vehicle Clears Through Lane;
Entry Speed:
10 mph Below Design Speed
For Low Speed Roadways
Average Running Speed For
High Speed Roadways

DOUBLE LEFT TURN



Brakes Applied After Turning
Vehicle Clears Through Lane;
Entry Speed:
10 mph Below Design Speed
For Low Speed Roadways
Average Running Speed For
High Speed Roadways

SINGLE LEFT TURN

MEDIAN TURN LANES					
Design Speed (mph)	Entry Speed (mph)	Clearance Distance L_1 (ft.)	Brakes To Stop Distance L_2 (ft.)	Total Decel. Distance L (ft.)	Clearance Distance L_3 (ft.)
25	15	70	25	95	90
30	20	70	50	120	100
35	25	70	75	145	110
40	30	80	75	155	120
45	35	85	100	185	135
50	44	105	185	290	160
55	48	125	225	350	195
60	52	145	260	405	230
65	55	170	290	460	270
70	58	200	325	525	300

NOTE:
1) For C3 Context Classification roadways with Design Speeds of 50 mph, the following values may be used under constrained conditions:
- Entry Speed of 40 mph
- Brake to stop distance (L_2) of 135 ft.
- Total deceleration distance (L) of 240 ft.

2) For RRR Projects with Design Speeds of 50 mph and Entry Speeds of 40 mph, existing brake to stop distances (L_2) of 135 ft. and total deceleration distances (L) of 240 ft. may be retained.

NOT TO SCALE