

Major Traffic Study

in support of a
Comprehensive Plan Amendment
for submittal to
Polk County

Retail Center with Outparcels

US Hwy 27 & Cottonwood Dr/Holly Hill Grove Rd 2
Polk County, Florida

January 2024

CPH Project W131163



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64104

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1/17/24

Date

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Introduction

A Large-Scale Comprehensive Plan Amendment is proposed for an area of 57.61 acres located on US Highway 27 and Holly Hill Grove Road 2 in Davenport, Florida. A retail center with outparcels is proposed for the site.

The site is located within the North Ridge Selected Area Plan (SAP) which dictates development criteria for the area. The existing site is vacant and consists of two future land use (FLU) designations. The northern section is designated as an employment center (ECX) and the southern section is designated as professional institutional (PIX).

These FLU designations will need to be brought under the single FLU designation of ECX for the development. The proposed development will also require a vacation of right-of-way for Holly Hill Grove Road 1. Holly Hill Grove Road 1 is proposed to become a directional access (right-in/right-out/left-in) driveway for the retail center with outparcels. **Figure 1** illustrates the project location, and **Concept 1.0** is a conceptual site plan of the proposed development.

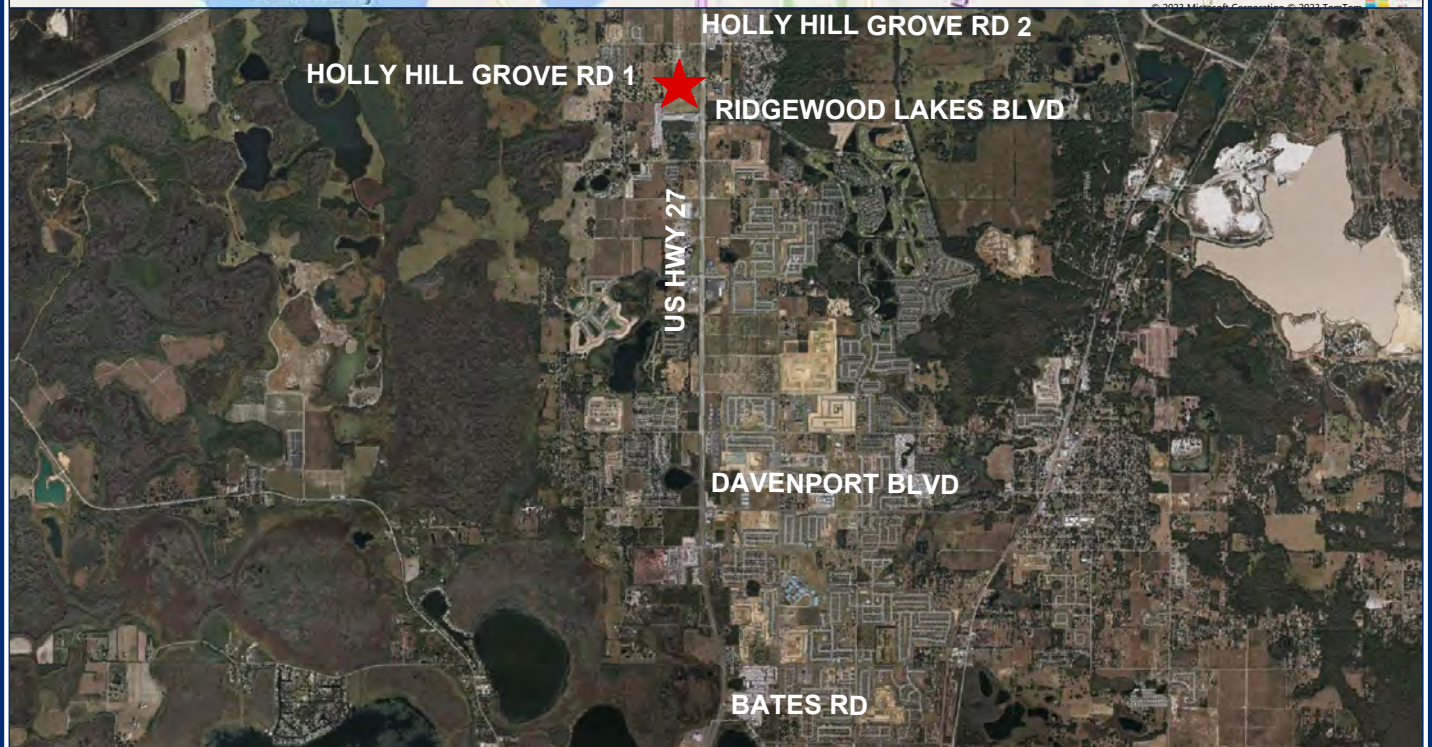
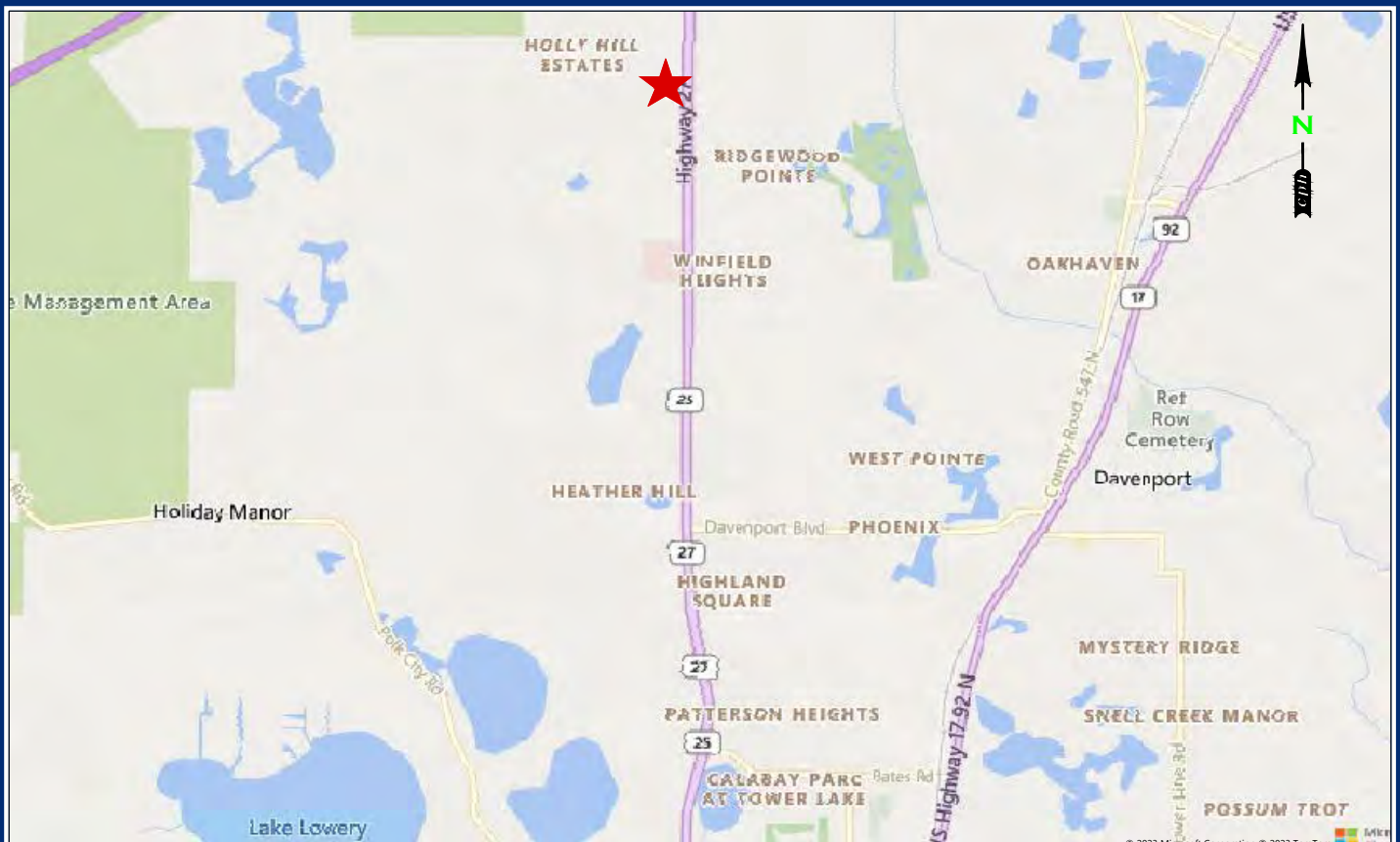
Access to the site is proposed through the following driveways:

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

The anticipated project build-out date is 2026.

Traffic Impact Area

The adjacent road segments were analyzed using Polk County's Standard Transportation Model (FSUTMS) models to determine where project traffic consumed 5% or more of the planning capacity of surrounding roadway segments. Upon discussion with FDOT and Polk County, manual adjustments were made to the distribution of project traffic to more accurately reflect real-world traffic conditions. A roadway study area was created to include all segments which are adjacent to the site and/or where project traffic consumes 5% or more of planning capacity, based on *Polk County Transportation Planning Organization's (TPO) 2022 Roadway Network Database* (see **Appendix I**). Due to the presence of exclusive right-turn lanes along US Hwy 27, a capacity increase was applied based on the FDOT 2023 Q/LOS handbook guidelines. The roadway study area is summarized in **Table 1**. The FSUTMS model runs of project trips are included in **Appendix J**.

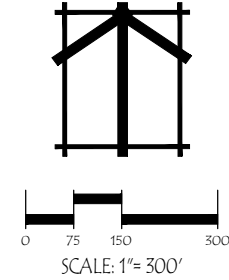
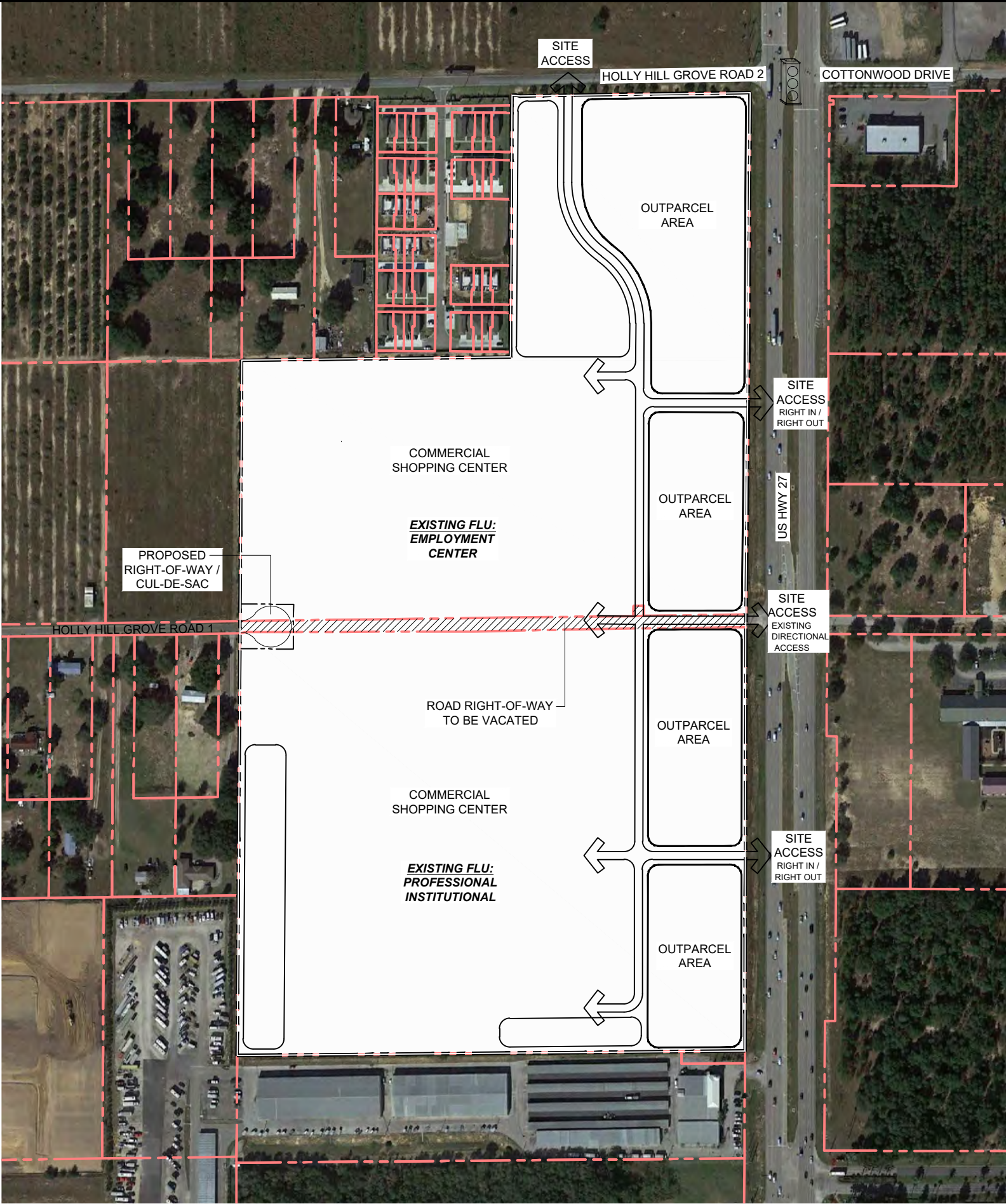


★ PROJECT LOCATION

FIGURE 1
RETAIL CENTER WITH OUTPARCELS
DAVENPORT, POLK COUNTY, FLORIDA



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



PROJECT INFORMATION

SITE AREA:	57.61± AC.
EXISTING FUTURE LAND USE:	EMPLOYMENT CENTER (NORTH) PROFESSIONAL INSTITUTIONAL (SOUTH)
PROPOSED USE:	COMMERCIAL SHOPPING CENTER WITH OUT PARCELS
OVERLAYS:	1) GREEN SWAMP AREA (WEST OF US 27) 2) RIDGE SPECIAL PROTECTION AREA 3) TRANSIT SUPPORTED DEVELOPMENT AREA 4) NORTH RIDGE SELECTED AREA PLAN
BUILDING SQUARE FOOTAGE:	
SHOPPING CENTER	425,000± SQFT.
OUT PARCELS	67,500± SQFT.
TOTAL BUILDING AREA	492,500± SQFT.
PROPOSED PARKING RATIO:	PER CODE

Table 1
Roadway Study Area

Roadway Segment	From	To	2021 AADT	LOS Standard	Link Number	Peak Hour Capacity at LOS Std ^{1 2}	2022 Peak Hour Volume ₁	Currently Deficient	PM Pk Project Traffic Assign %	PM Pk Project Traffic (Enter = 947) (Exit = 961)	Project Traffic Capacity Consumption
US Hwy 27	Bates Rd	CR 547	54,000	D	5114N	3,171	2,479	No	32%	303	9.6%
					5114S	3,171	2,381	No	32%	308	9.7%
	Interstate 4	CR 54 (Reagan Pkwy)	30,500	D	5111N	3,171	1,345	No	23%	221	7.0%
					5111S	3,171	1,400	No	43%	407	12.8%
	CR 547	Interstate 4	57,900	D	5110N	3,171	2,658	No	48%	461	14.5%
					5110S	3,171	2,553	No	50%	481	15.2%
	CR 17 (Polk City Rd)	Bates Rd	49,000	D	5109N	3,171	2,249	No	21%	199	6.3%
					5109S	3,171	2,161	No	21%	202	6.4%
CR 54 (Reagan Pkwy)	US 27	Champions Gate Blvd	23,100	D	4039E	1,800	806	No	12%	115	6.4%
					4039W	1,800	839	No	12%	114	6.3%
Heller Brother Blvd	FDC Grove Rd	US 27	2,900	D	8408E	1,630	133	No	3%	28	1.7%
					8408W	1,630	128	No	3%	29	1.8%
Holly Hill Rd	CR 547	US 27	6,100	D	8316N	790	213	No	1%	10	1.2%
					8316S	790	222	No	1%	9	1.2%
North Blvd W	US 27	Holly Hill Road	5,400	E	8322E	790	196	No	1%	10	1.2%
					8322W	790	189	No	1%	9	1.2%
CR 547 (Jackson Hwy/Bay St)	US 27	CR 547 (Lee Jackson Hwy)	13,500	D	4053E	790	490	No	9%	86	10.9%
					4053W	790	471	No	9%	85	10.8%
Patterson Rd	US 27	10th St N	5,400	D	8327E	790	248	No	4%	38	4.8%
					8327W	790	238	No	4%	38	4.9%
Bates Rd	US 27	US 17/92	13,000	D	8207E	790	573	No	6%	58	7.3%
					8207W	790	597	No	6%	57	7.2%
US Hwy 17/92 (Seventeenth St)	CR 580 (Johnson Ave E)	CR 547	15,600	D	5022N	880	545	No	8%	76	8.6%
					5022S	880	567	No	8%	77	8.7%
CR 17	CR 557	US 27	11,500	D	4029E	790	528	No	4%	38	4.8%
					4029W	790	507	No	4%	38	4.9%
US 17/92	Pomelo St	US 27	23,000	D	5017N	2,000	836	No	8%	76	3.8%
					5017S	2,000	803	No	8%	77	3.8%

¹ Information from 2022 Polk County TPO Roadway Network Database
² US 27 Capacity change based upon 2023 FDOT Q/LOS Handbook service volumes increase for exclusive right-turn lanes

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

Intersections:

- US Hwy 27 & Holly Hill Grove Road 2 [Unsignalized]
- US Hwy 27 & Holly Hill Grove Road 1 [Unsignalized]
- US Hwy 27 & Ridgewood Lakes Boulevard [Signalized]
- US Hwy 27 & Davenport Boulevard (CR 547) [Signalized]
- US Hwy 27 & Bates Road [Signalized]

Roadway Segments:

- US Hwy 27 – CR 54 (Reagan Parkway) to CR 17 (Polk City Road)
- CR 54 (Reagan Parkway) – US Hwy 27 to Champion Gate Blvd
- Davenport Boulevard (CR 547) – US Hwy 27 to CR 547 (Lee Jackson Hwy)
- Bates Road – US Hwy 27 to US 17/92
- US 17/92 (Seventeenth St) – CR 580 to CR 547

Existing Conditions

Data Collection

Turning movement counts were collected on Tuesday, June 16, 2023, from 7:00 AM – 9:00 AM and 4:00 PM – 6:00 PM. Field data collection summary sheets are included in **Appendix A**. Counts for Ridgewood Lakes Boulevard & US Hwy 27 were collected from the *Ridgewood Lakes Commercial* Traffic Impact Analysis conducted by *Kimley-Horn and Associates, Inc.* See **Appendix A** for field data collection summary sheets and data obtained from the previous Traffic Impact Analysis.

All existing traffic counts were seasonally adjusted using the 2022 Peak Season Correction Factor (PSCF) published by the Florida Department of Transportation for Polk County. The Polk County 2022, report for Hwy US 27 recommends a PSCF of 1.12 for the week of field data collection. Traffic volumes at Ridgewood Lakes Boulevard & US Hwy 27 provided in the *Ridgewood Lakes Commercial* Traffic Impact Analysis were adjusted to match existing traffic counts using the same growth rate (4.1%) meant to establish background traffic conditions. **Figure 2** illustrates the existing traffic volumes. Worksheets calculations adjusting field data using the PSCF and growth rate are included in **Appendix B**, and signal timings obtained from Polk County are included in **Appendix C**.

Intersection Analysis

Intersection analyses were performed at the study intersections for the AM and PM Peak periods based on methodology outlined in *Highway Capacity Manual, 7th Edition* (HCM 7th) using Synchro (version 12) software. It should be noted, U-turn movements were treated as left turns for analysis purposes due to limitations with HCM 7th.

Table 2 summarizes the intersection capacity analysis for the AM and PM Peak Periods. HCM reports for existing conditions are included in **Appendix D**.

Analysis results indicate that all study intersections operate at an overall level of service (LOS) D or better apart from US Hwy 27 & Holly Hill Grove Rd 2 during the PM Peak. In addition, results indicate deficiencies at the following intersections under existing conditions:

US Hwy 27 & Holly Hill Grove Rd 2 [Unsignalized]

- During AM and PM peak hours, the eastbound and westbound approaches experience delays consistent with other minor approaches along principal arterials with significant through traffic.

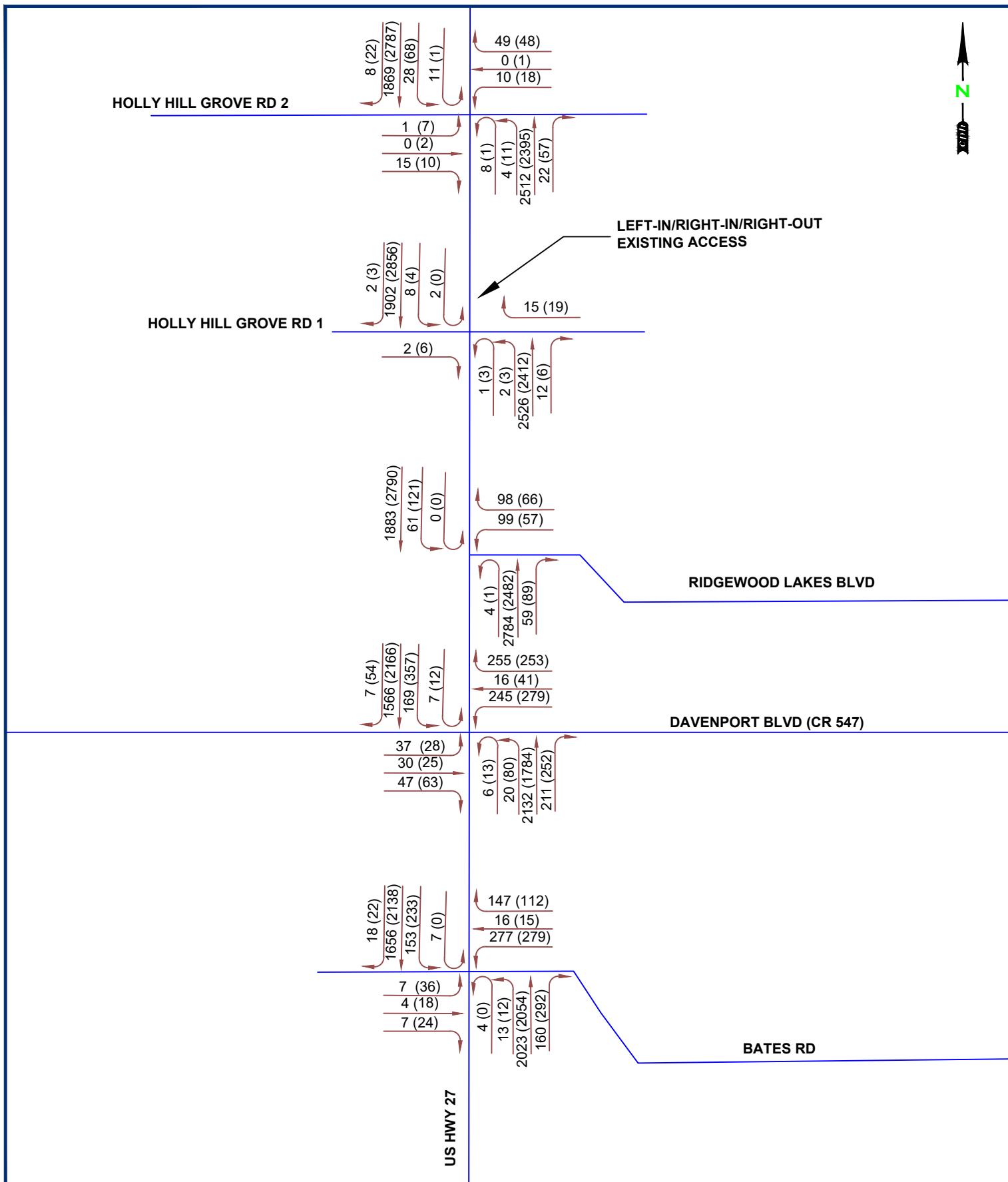


Table 2
Existing Conditions - Level of Service

Intersection [Traffic Control Type]	Peak Hour	Intersection Overall LOS (Delay in sec)	Approach Conditions		
			Approach	LOS	Delay (sec)
US Hwy 27 & Holly Hill Grove Rd 2 [Unsignalized]	AM	C (31.2)	EB	F	155.1
			WB	F	> 300.0
			NB	A	0.1
			SB	A	2.7
	PM	F (92.4)	EB	F	> 300.0
			WB	F	> 300.0
			NB	A	0.7
			SB	A	7.7
US Hwy 27 & Holly Hill Grove Rd 1 (Proposed Driveway 3) [Unsignalized]	AM	A (0.3)	EB	C	22.3
			WB	E	37.6
			NB	A	0.0
			SB	A	0.4
	PM	A (0.3)	EB	E	48.2
			WB	E	37.7
			NB	A	0.2
			SB	A	0.1
US Hwy 27 & Ridgewood Lakes Blvd [Signalized]	AM	B (10.4)	WB	D	45.2
			NB	B	11.8
			SB	A	4.9
	PM	B (13.9)	WB	D	45.9
			NB	B	17.9
			SB	A	6.1
US Hwy 27 & Davenport Blvd [Signalized]	AM	C (31.4)	EB	D	50.3
			WB	E	63.6
			NB	C	30.2
			SB	C	22.3
	PM	D (42.1)	EB	D	47.7
			WB	E	71.9
			NB	D	45.6
			SB	C	32.4
US Hwy 27 & Bates Rd [Signalized]	AM	D (37.3)	EB	E	78.8
			WB	E	74.3
			NB	D	36.3
			SB	C	29.0
	PM	D (37.3)	EB	E	77.7
			WB	E	80.0
			NB	D	35.9
			SB	C	30.1

Background Conditions

Growth

Project construction is anticipated to be completed by 2026. After discussion with Polk County, it was determined that either historical growth rate or development approved vested trips would be applied for background growth conditions, based on whichever generated more total vehicle trips. Historical traffic volumes obtained from the *FDOT Online Traffic Information Database* were used to estimate background growth. Volumes from 2013 to 2022 were utilized. Based on the growth analysis, the area has experienced a 4.1% growth rate over the past ten years.

Traffic impact analysis reports were provided by Polk County for three approved developments within the project vicinity. The reports were reviewed to determine if development approved vested trips were higher than the historical growth rate. The traffic impact analysis reports are as follows: *JD Project – Haven at Davenport (Prepared by TMC)*, *Cottonwood Retail (Prepared by Kimley-Horn)*, and *Ridgewood Lakes Commercial (Prepared by Kimley-Horn)*.

It was determined that the 4.1% growth rate was greater than the combined vested trips, therefore the growth rate was applied to generate background traffic conditions for 2026.

Background growth calculations are included in **Appendix E**.

Future Improvements

Based on review of Polk TPO's Transportation Improvement Program (TIP) and FDOT's Five-Year Work Program, there are no capacity-related improvements to intersections or roadways within the project study area funded for constructed by 2026.

The *Cottonwood Retail* Traffic Impact Analysis does recommend signaling the intersection of Holly Hill Grove Rd 2/Cottonwood Rd & US Hwy 27 by 2026. Although, this proposed improvement has not been included in either Polk TPO's TIP or FDOT's Five-Year Work program.

As previously mentioned, Holly Hill Grove Road 1 is proposed to be vacated as part of the project site development. Existing traffic volumes indicate 13 or less vehicles trips utilizing Holly Hill Grove Road 1 during either peak hour, resulting in minimal impact to the surrounding roadways. Therefore, vehicle trips utilizing Holly Hill Grove Road 1 were shifted to Holly Hill Grove Road 2 in the future conditions analysis. See **Appendix B** for turning movement worksheets outlining adjustments made to vehicle trips on both roads.

Intersection Analysis

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

HCM results indicate that all study intersections are anticipated to operate at an overall LOS E or better under background conditions except for US Hwy 27 & Holly Hill Grove Road 2. With that said, results indicate deficiencies at the following intersections under background conditions:

US Hwy 27 & Holly Hill Grove Rd 2 [Unsignalized]

- Consistent with existing conditions, significant delays are anticipated for the minor approaches (eastbound and westbound) during both peak hours.
- Similar to existing conditions, the overall intersection is anticipated to operate at LOS F during the PM peak hour.

US Hwy 27 & Holly Hill Grove Rd 1 [Unsignalized]

- Delays on the minor approaches (eastbound and westbound) consistent with other minor approaches along principal arterials with significant through traffic are anticipated during the PM peak hour.

US Hwy 27 & Davenport Blvd [Signalized]

- The westbound approach is anticipated to operate at LOS F during both peak hours.

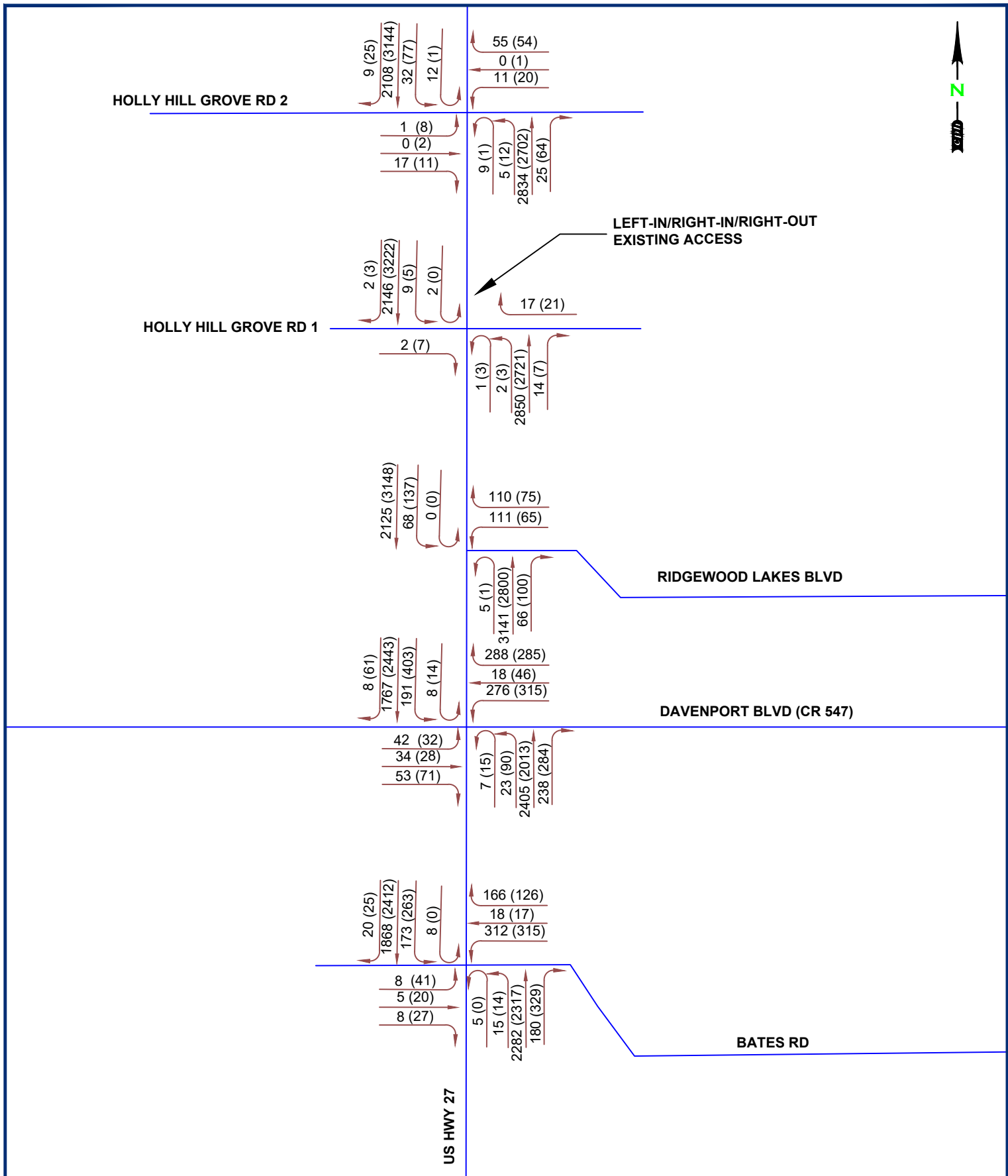


Table 3
Background Conditions - Level of Service

Intersection [Traffic Control Type]	Peak Hour	Intersection Overall LOS (Delay in sec)	Approach Conditions		
			Approach	LOS	Delay (sec)
US Hwy 27 & Holly Hill Grove Rd 2 [Unsignalized]	AM	C (28.4)	EB	F	142.3
			WB	F	>300.0
			NB	A	0.2
			SB	A	6.4
	PM	F (>300.0)	EB	F	>300.0
			WB	F	>300.0
			NB	A	1.3
			SB	C	18.0
US Hwy 27 & Holly Hill Grove Rd 1 (Proposed Driveway 3) [Unsignalized]	AM	A (0.5)	EB	D	26.1
			WB	F	50.6
			NB	A	0.0
			SB	A	0.6
	PM	A (0.6)	EB	F	66.9
			WB	F	51.0
			NB	A	0.5
			SB	A	0.2
US Hwy 27 & Ridgewood Lakes Blvd [Signalized]	AM	B (15.8)			
			WB	D	45.1
			NB	C	20.9
	PM	C (23.3)	SB	A	5.5
			WB	D	50.7
			NB	D	35.0
US Hwy 27 & Davenport Blvd [Signalized]	AM	D (40.9)	SB	B	11.8
			EB	E	68.3
			WB	F	120.2
			NB	C	34.9
	PM	E (69.5)	SB	C	23.8
			EB	E	75.8
			WB	F	229.5
			NB	D	35.1
US Hwy 27 & Bates Rd [Signalized]	AM	D (45.2)	SB	E	62.0
			EB	E	78.8
			WB	E	63.8
			NB	D	55.0
	PM	E (58.5)	SB	C	28.7
			EB	E	79.8
			WB	E	71.7
			NB	E	76.0
			SB	D	38.4

Project Traffic

Trip Generation

Trip generation for the retail center was calculated using the most recent rates and equations presented in the Institute of Transportation Engineer's (ITE) Trip Generation Manual, 11th Edition. Internal capture was not applied to provide a conservative analysis. Pass-by capture was applied to the external trips using the rates recommend by the Institute of Transportation Engineer's Trip Generation 11th Edition. **Table 4** summarizes the trip generation calculations. Detailed calculations from the OTISS Trip Generation Software are included in **Appendix G**.

The project is anticipated to generate 936 net new trips during the AM Peak Hour and 1,908 net new trips during the PM Peak Hour.

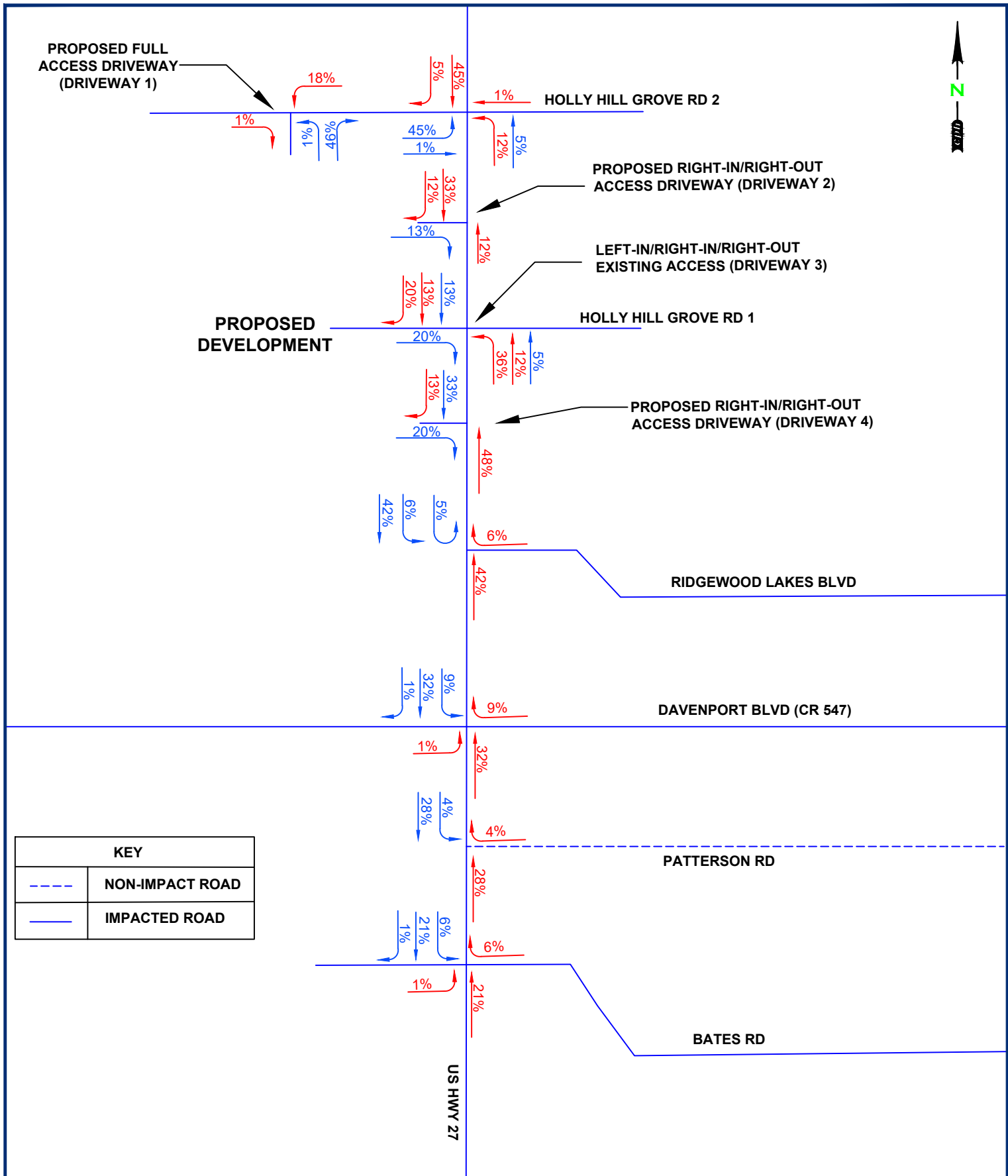
Project Trip Distribution and Assignment

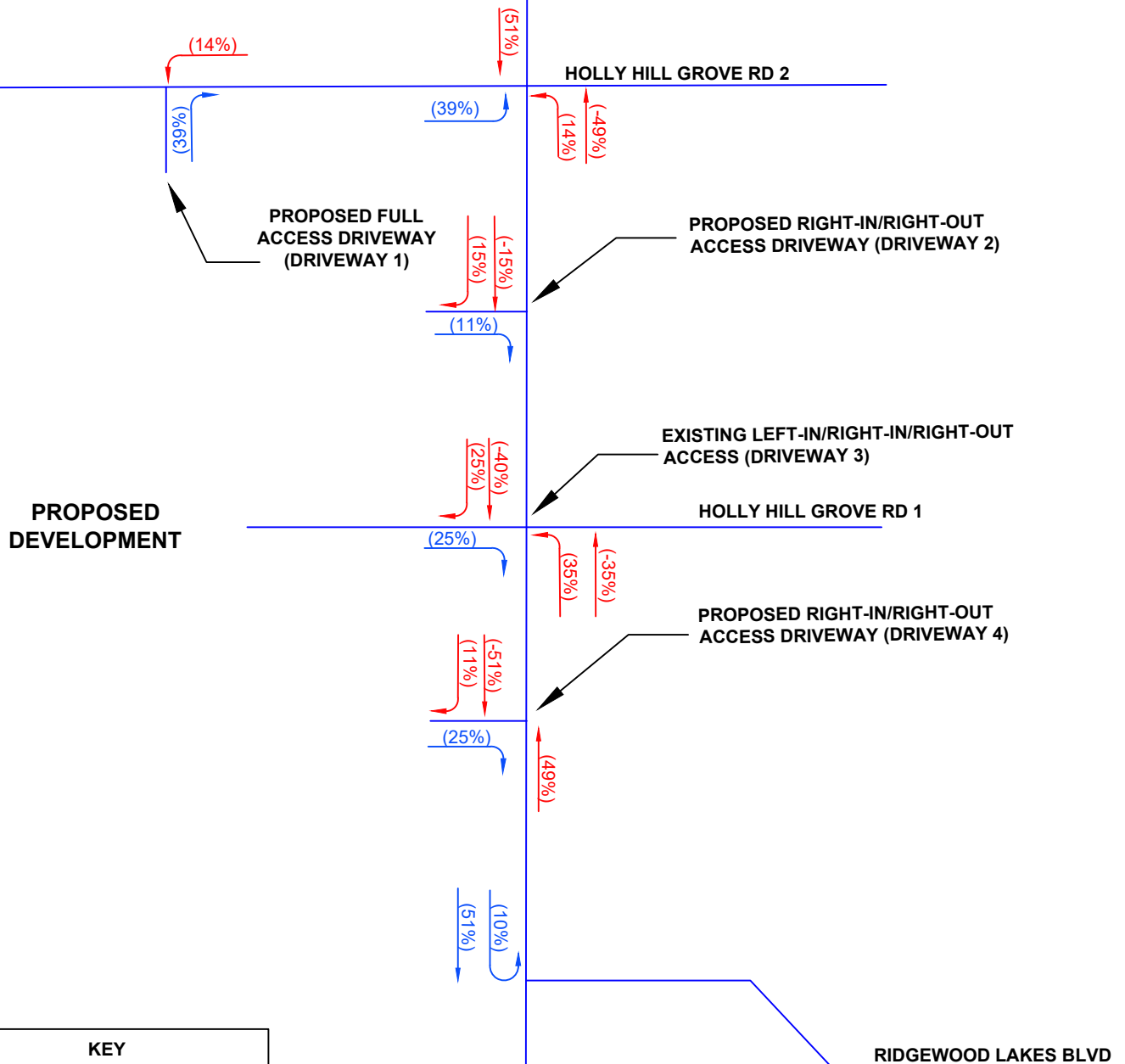
Project traffic distribution was initially prepared based upon the Polk County Standard Transportation Model (FSUTMS) to determine project trip distribution and assignment, per Polk County TPO Guidelines. As previously mentioned, manual adjustments were made to the model to more closely reflect real-world traffic conditions.

Figure 4 represents the proposed project trip distribution based on adjustments made to the FSUTMS model. **Figure 5** represents the pass-by trip distribution. **Figures 6A and 6B** illustrates the project trip assignment for the AM and PM Peak periods. Note that roadways outside of the traffic impact area (labeled as "non-impact roads") are included in the following figures to keep trip distribution consistent with the FSUTMS model. FSUTMS model results are included in **Appendix J**.

Table 4**Total Trip Generation**

Scenario	Land Use Type (Size)	Trip Types	AM Peak Hour			PM Peak Hour		
			Entry	Exit	Total	Entry	Exit	Total
Proposed Zoning & Land Use	813 - Free-Standing Discount Superstore (252.50 KSF)	Gross Trips	263	207	470	536	558	1,094
		ITE Pass-by Rate	0%			28%		
		Pass-by Trips	0	0	0	150	156	306
	945 - Gasoline Service Station (16-24 VFP/2.94 KSF)	Gross Trips	134	134	268	116	116	232
		ITE Pass-by Rate	76%			75%		
		Pass-by Trips	102	102	204	87	87	174
	857 - Discount Club (189 KSF)	Gross Trips	92	59	151	396	396	792
		ITE Pass-by Rate	0%			0%		
		Pass-by Trips	0	0	0	0	0	0
	934 - Fast-Food Restaurant with Drive-Through (8.00 KSF)	Gross Trips	182	175	357	137	127	264
		ITE Pass-by Rate	49%			50%		
		Pass-by Trips	89	86	175	68	63	132
	821 - Shopping Plaza No Supermarket (40.00 KSF)	Gross Trips	43	26	69	102	106	208
		ITE Pass-by Rate	0%			34%		
		Pass-by Trips	0	0	0	35	36	71
Total Gross Trips			714	601	1,315	1,287	1,303	2,590
Total Pass-by Trips			-191	-188	-379	-340	-342	-682
Total Net New Trips			523	413	936	947	961	1,908





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

TRAFFIC FLOW DIRECTION

(PASS-BY)

ENTER

EXIT



Plan Prepared By:
CPH, LLC.
Licenses:
Eng. C.O.A. No. 3215
Survey L.B. No. 7143
Arch. Lic. No. AA2600926
Lndscp. Lic. No. LC0000298

Date: 1/3/2024

Job No.W131163

Scale: NTS

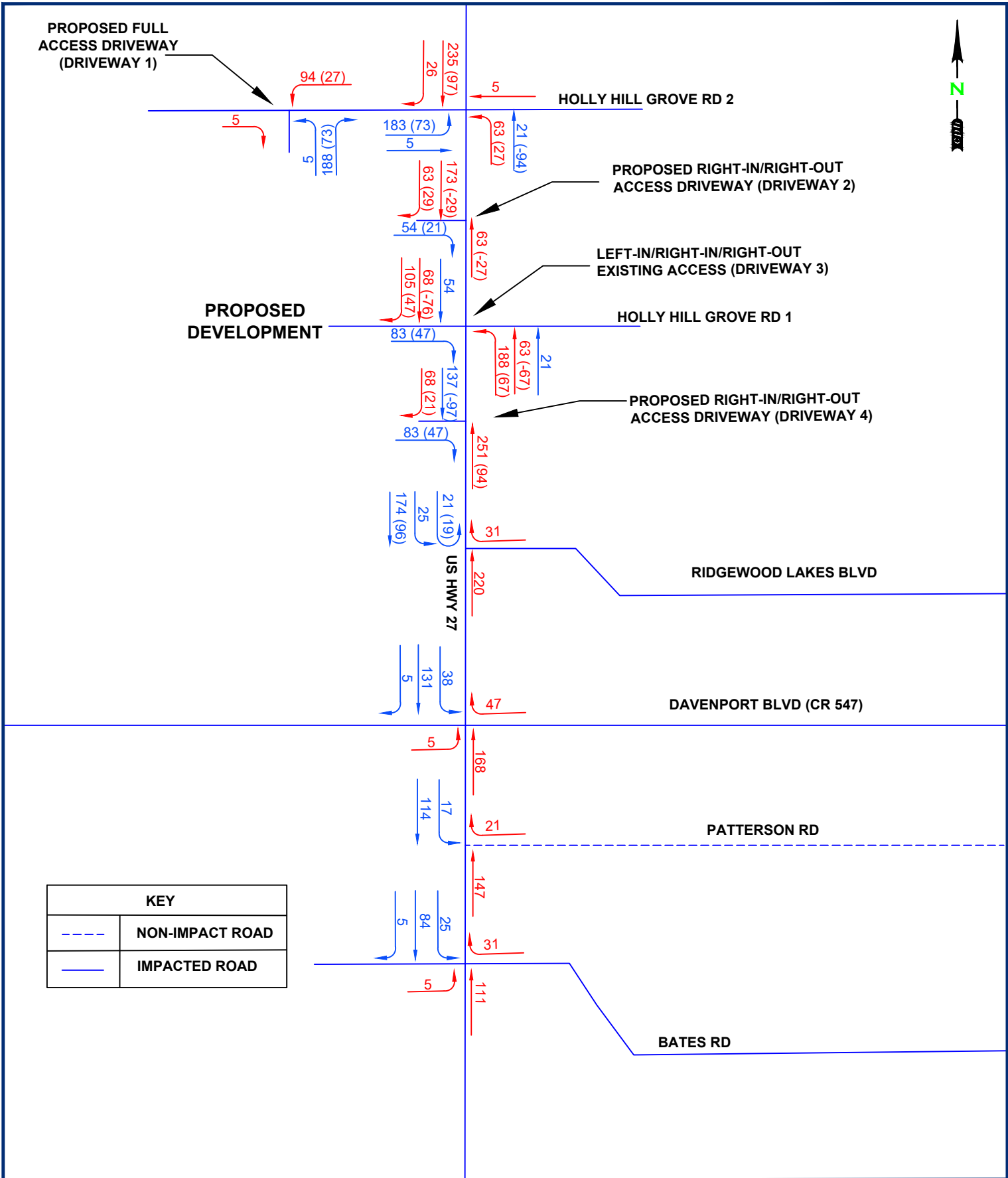
File:

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

www.cphcorp.com

5601 Mariner St. STE 105 Tampa, FL 33609 (813) 288-0233



Plan Prepared By:
CPH, LLC.

Licenses:
Eng. C.O.A. No. 3215
Survey L.B. No. 7143
Arch. Lic. No. AA2600926
Lndscp. Lic. No. LC0000298

Date: 1/3/2024

Job No. W131163

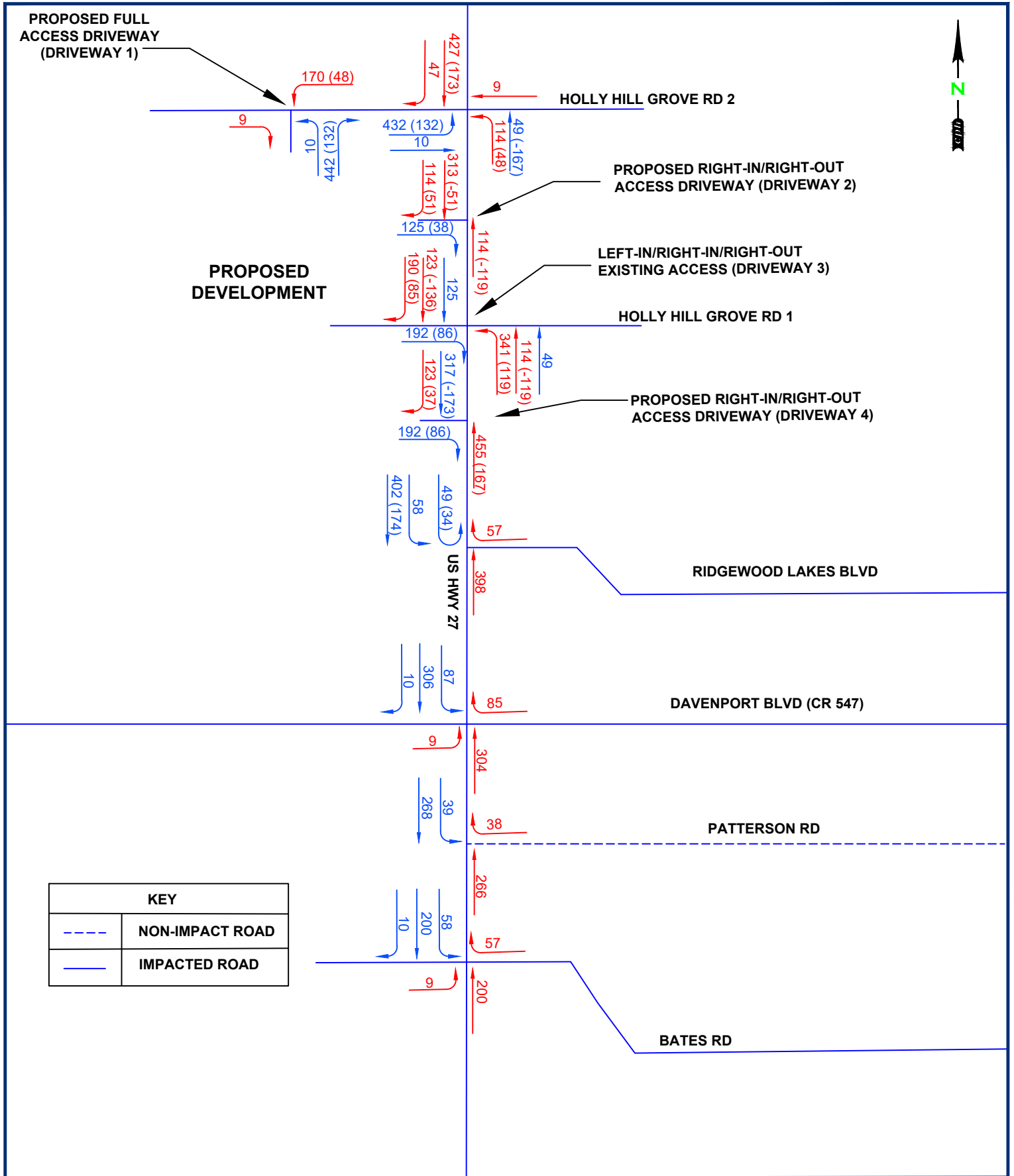
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FIGURE 6A - TRAFFIC ASSIGNMENT A.M.

RETAIL WITH OUTPARCELS

DAVENPORT, POLK COUNTY, FLORIDA



Future Conditions Analysis

Project trips were added to the background volumes to analyze future conditions. Note that trips utilizing Holly Hill Grove Road 1 were shifted to Holly Hill Grove Road 2 for the intersection analysis. Turning movement worksheets are included in **Appendix B. Figure 7** illustrates the total future traffic volumes including project traffic.

Intersection Analysis

Intersection analysis was performed using the same methods applied for existing and background conditions analysis. **Table 5** summarize the intersection capacity analysis for the AM and PM Peak Period. HCM reports for future conditions are included in **Appendix H**.

Improvements were made at study intersections to address background and future condition deficiencies. While most of the study intersections operate at acceptable LOS with improvements, further monitoring may be required at some intersections to determine the need for improvements in the future. With that said, analysis results indicate deficiencies at the following intersections under future traffic conditions after improvements:

US Hwy 27 & Holly Hill Grove Rd 2 [Proposed Signalization]

- Improvements made include signalizing the intersection, providing dual left eastbound turn lanes, and protected-permissive phasing for left turn movements on the eastbound, southbound, and northbound approaches.
- While the improved intersection is anticipated to operate acceptably during the AM peak, the PM peak is anticipated to operate at LOS F. Future monitoring may be warranted to determine if real-world traffic conditions meet the need for additional improvements.

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

- Future monitoring of traffic conditions may be warranted to determine if real-world traffic conditions meet the need for additional improvements.

US Hwy 27 & Ridgewood Lakes Blvd [Signalized]

- Signal timing adjustments during the PM peak hour are anticipated to address deficiencies under future traffic conditions.

US Hwy 27 & Davenport Blvd [Signalized]

- Signal timing adjustments were made for both the AM and PM peak hours.
- Under the PM peak, signal timing adjustments were made, although improvements could only allow for the major approaches to operate at acceptable LOS. Future monitoring may be warranted to determine if real-world traffic conditions meet the need for additional improvements.
- Signal timing adjustments during the AM peak hour are anticipated to address deficiencies under future traffic conditions.

US Hwy 27 & Bates Rd [Signalized]

- Signal timing adjustments during the PM peak hour are anticipated to address deficiencies under future traffic conditions.

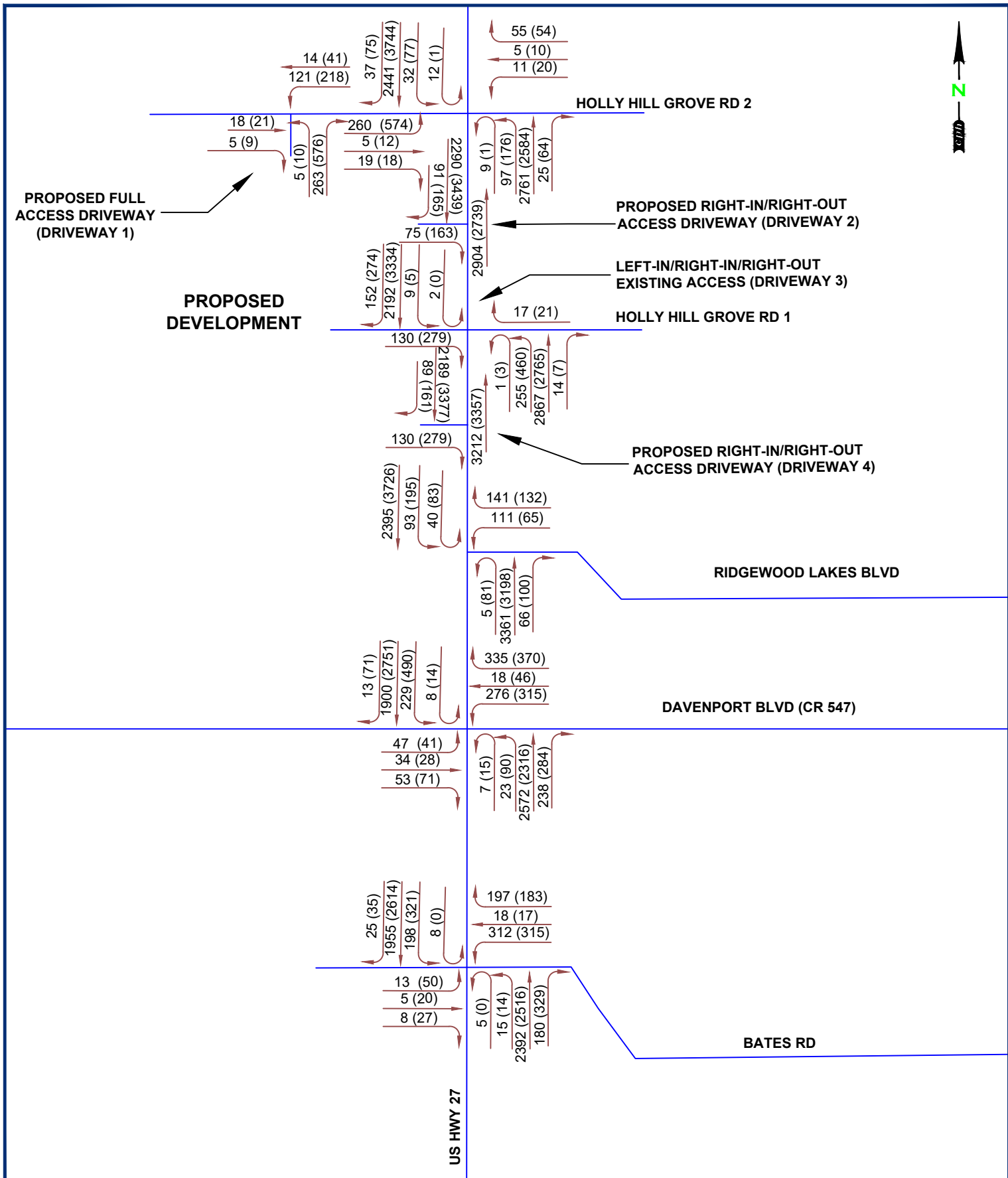


Table 5
Future Conditions - Level of Service

Intersection [Traffic Control Type]	Peak Hour	Intersection Overall LOS (Delay in sec)	Approach Conditions			Improvements	Intersection Overall LOS (Delay in sec)	Approach Conditions		
			Approach	LOS	Delay (sec)			Approach	LOS	Delay (sec)
US Hwy 27 & Holly Hill Grove Rd 2 [Unsignalized]	AM	F (>300.0)	EB	F	>300.0	Signalization with Exclusive Eastbound Dual Left turn lanes. Protected- permissive EB left-turn phasing. Protected NB/SB left-turn phasing	C (21.6)	EB	D	38.3
			WB	F	>300.0			WB	C	29.1
			NB	C	16.1			NB	C	21.5
			SB	A	4.6			SB	B	19.6
	PM	F (>300.0)	EB	F	>300.0		F (126.6)	EB	E	70.9
			WB	F	>300.0			WB	E	67.9
			NB	F	>300.0			NB	E	73.8
			SB	C	11.8			SB	F	174.8
US Hwy 27 & Holly Hill Grove Rd 1 (Proposed Driveway 3) [Unsignalized]	AM	F (60.6)	EB	F	82.7	Future monitoring required to determine need for improvements.	F (60.6)	EB	F	82.7
			WB	F	51.3			WB	F	51.3
			NB	F	104.8			NB	F	104.8
			SB	A	0.6			SB	A	0.6
	PM	F (>300.0)	EB	F	>300.0		F (>300.0)	EB	F	>300.0
			WB	F	53.3			WB	F	53.3
			NB	F	>300.0			NB	F	>300.0
			SB	A	0.2			SB	A	0.2
US Hwy 27 & Ridgewood Lakes Blvd [Signalized]	AM	D (45.8)								
			WB	D	46.7					
			NB	E	73.7					
			SB	A	7.9					
	PM	F (101.2)				Signal Timing Adjustments	E (59.7)			
			WB	E	56.5			WB	E	71.6
			NB	F	176.4			NB	E	58.3
US Hwy 27 & Davenport Blvd [Signalized]	AM	D (54.2)	SB	D	41.4	Signal Timing Adjustments	E (61.9)	SB	E	60.2
			EB	F	113.3			EB	E	59.2
			WB	F	157.9			WB	E	77.7
			NB	D	49.6			NB	E	77.7
	PM	F (98.3)	SB	C	26.3		F (95.7)	SB	D	36.5
			EB	F	102.5			EB	F	102.5
			WB	F	286.5			WB	F	286.5
			NB	D	45.1			NB	E	68.5
US Hwy 27 & Bates Rd [Signalized]	AM	E (57.8)	SB	F	99.9			SB	E	75.4
			EB	E	77.9					
			WB	E	69.6					
			NB	E	78.6					
	PM	F (83.3)	SB	C	30.0	Signal Timing Adjustments	E (69.5)	EB	E	79.0
			EB	F	80.4			WB	E	73.8
			WB	E	77.6			NB	E	71.2
			NB	F	121.6			SB	E	66.8
			SB	D	47.4					

Roadway Capacity Analysis

A generalized PM peak hour roadway capacity analysis was performed for road segments included in the traffic impact area where project traffic exceeded 5% or more of the capacity for the established level of service to determine existing, background, and future (total buildout) conditions.

Existing volumes for all road segments were collected from the *Polk TPO 2022 Roadway Network Database* (See **Appendix I**). Background traffic volumes were generated using the 4.1% annual growth rate used for intersection capacity analysis. Future (total buildout) conditions were determined by applying PM peak project traffic to background PM peak hour volumes. **Tables 6A-6C** detail roadway capacity analysis results for existing, background, future (total buildout) conditions.

Roadway capacity analysis results indicate that all sections included in the traffic impact area are anticipated to be operate acceptably under existing and background conditions. Under future (total buildout) conditions, the segment of US Hwy 27 from CR 547 to I-4, and the northbound link of US Hwy 27 from Bates Road to CR 547 are anticipated to operate over capacity.

Arterial Level of Service Analysis

An arterial level of service analysis was conducted for the impacted segments of US Hwy 27 under future (total buildout) conditions using Synchro v12 to determine if the segments anticipated to be over capacity would operate at an acceptable level of service.

Synchro analysis results indicate both the northbound and southbound segments of US Hwy 27 are anticipated to operate at LOS D or better under future (total buildout) PM peak conditions based on average arterial speed, travel time, and signal delay between study intersections. See **Appendix K** for arterial analysis worksheets.

Table 6A
Existing Roadway Capacity Analysis

Roadway Segment	From	To	LOS Standard	Link Number	Peak Hour Capacity at LOS Std ¹	2023 Existing PM Pk Volumes ^{1 2}	2023 Existing PM Pk V/C Ratio	Existing PM Pk LOS	Currently Deficient?
US Hwy 27	Bates Rd	CR 547	D	5114N	3,171	2,581	0.81	C	No
				5114S	3,171	2,479	0.78	C	No
	Interstate 4	CR 54	D	5111N	3,171	1,400	0.44	C	No
				5111S	3,171	1,457	0.46	C	No
	CR 547	Interstate 4	D	5110N	3,171	2,767	0.87	C	No
				5110S	3,171	2,658	0.84	C	No
	CR 17 (Polk City Rd)	Bates Rd	D	5109N	3,171	2,341	0.74	C	No
				5109S	3,171	2,250	0.71	C	No
	US 17/92	CR 17 (Polk City Rd)	D	5108N	3,171	2,341	0.74	C	No
				5108S	3,171	2,250	0.71	C	No
CR 547 (Jackson Hwy/Bay St)	US 27	CR 547 (Lee Jackson Hwy)	D	4053E	790	510	0.65	C	No
				4053W	790	490	0.62	C	No
CR 54 (Reagan Pkwy)	US 27	Champions Gate Blvd	D	4039E	1,800	839	0.47	C	No
				4039W	1,800	873	0.49	C	No
US Hwy 17/92 (Seventeenth St)	CR 580 (Johnson Ave E)	CR 547	D	5022N	880	567	0.64	C	No
				5022S	880	590	0.67	C	No
Bates Rd	US 27	US 17/92	D	8207E	790	596	0.76	C	No
				8207W	790	621	0.79	C	No

¹ Information from 2022 Polk County TPO Roadway Network Database. US 27 Capacity change based upon 2023 FDOT Q/LOS Handbook service volumes increase for exclusive right-turn lanes.

² 4.1% growth rate applied to existing volumes from Polk TPO 2022 Network Database

Table 6B
Background (2026) Roadway Capacity Analysis

Roadway Segment	From	To	Link Number	Peak Hour Capacity at LOS Std ¹	2023 Existing PM Pk Volumes ^{1 2}	2026 Background PM Pk Volumes ²	2026 Background PM Pk V/C Ratio	2026 PM Pk Background LOS	Anticipated Deficiency?
US Hwy 27	Bates Rd	CR 547	5114N	3,171	2,581	2,911	0.92	C	No
			5114S	3,171	2,479	2,796	0.88	C	No
	Interstate 4	CR 54	5111N	3,171	1,400	1,580	0.50	C	No
			5111S	3,171	1,457	1,644	0.52	C	No
	CR 547	Interstate 4	5110N	3,171	2,767	3,121	0.98	D	No
			5110S	3,171	2,658	2,998	0.95	C	No
	CR 17 (Polk City Rd)	Bates Rd	5109N	3,171	2,341	2,641	0.83	C	No
			5109S	3,171	2,250	2,538	0.80	C	No
	US 17/92	CR 17 (Polk City Rd)	5108N	3,171	2,341	2,641	0.83	C	No
			5108S	3,171	2,250	2,538	0.80	C	No
CR 547 (Jackson Hwy/Bay St)	US 27	CR 547 (Lee Jackson Hwy)	4053E	790	510	575	0.73	C	No
			4053W	790	490	553	0.70	C	No
CR 54 (Reagan Pkwy)	US 27	Champions Gate Blvd	4039E	1,800	839	947	0.53	C	No
			4039W	1,800	873	985	0.55	C	No
US Hwy 17/92 (Seventeenth St)	CR 580 (Johnson Ave E)	CR 547	5022N	880	567	640	0.73	C	No
			5022S	880	590	666	0.76	C	No
Bates Rd	US 27	US 17/92	8207E	790	596	673	0.85	C	No
			8207W	790	621	701	0.89	C	No

¹ Information from 2022 Polk County TPO Roadway Network Database. US 27 Capacity change based upon 2023 FDOT Q/LOS Handbook service volumes increase for exclusive right-turn lanes.

² 4.1% growth rate applied to existing and background (2026) volumes obtained from Polk TPO 2022 Network Database

Table 6C
Total Buildout (2026) Roadway Capacity Analysis

Roadway Segment	From	To	Link Number	Peak Hour Capacity at LOS Std ¹	2026 Background PM Pk Volumes ^{1 2}	PM Pk Project Traffic Assign %	PM Pk Project Traffic (Enter = 947) (Exit = 961)	2026 Total PM Pk Volumes	2026 Total V/C Ratio	2026 Total LOS	Anticipated Deficiency?
US Hwy 27	Bates Rd	CR 547	5114N	3,171	2,911	32%	303	3214	1.01	E	Yes
			5114S	3,171	2,796	32%	308	3104	0.98	D	No
	Interstate 4	CR 54 (Reagan Pkwy)	5111N	3,171	1,580	23%	221	1801	0.57	C	No
			5111S	3,171	1,644	43%	407	2051	0.65	C	No
	CR 547	Interstate 4	5110N	3,171	3,121	48%	461	3583	1.13	E	Yes
			5110S	3,171	2,998	50%	481	3479	1.10	E	Yes
	CR 547 (Jackson Hwy/Bay St)	CR 17 (Polk City Rd)	5109N	3,171	2,641	21%	199	2840	0.90	C	No
			5109S	3,171	2,538	21%	202	2740	0.86	C	No
		CR 547 (Lee Jackson Hwy)	4053E	790	575	9%	86	662	0.84	C	No
			4053W	790	553	9%	85	638	0.81	C	No
CR 54 (Reagan Pkwy)	US 27	Champions Gate Blvd	4039E	1,800	947	12%	115	1062	0.59	C	No
			4039W	1,800	985	12%	114	1099	0.61	C	No
US Hwy 17/92 (Seventeenth St)	CR 580 (Johnson Ave E)	CR 547	5022N	880	640	8%	76	716	0.81	C	No
			5022S	880	666	8%	77	743	0.84	C	No
Bates Rd	US 27	US 17/92	8207E	790	673	6%	58	731	0.92	C	No
			8207W	790	701	6%	57	758	0.96	C	No

¹ Information from 2022 Polk County TPO Roadway Network Database. US 27 Capacity change based upon 2023 FDOT Q/LOS Handbook service volumes increase for exclusive right-turn lanes.

² 4.1% growth rate applied to background (2026) volumes obtained from Polk TPO 2022 Network Database

Site Access

Access to the project site is proposed via the following driveways:

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

Development parcels within the project site area will be connected to one another and project driveways through an internal roadway system. Detailed site access analysis will be conducted at the time of site-plan level approval.

Conclusions

This major traffic study was conducted to determine the impacts associated with a proposed retail center development located southwest of Holly Hill Grove Road 1 & US Hwy 27 in Polk County, Florida. Analysis was conducted assuming all future land use within the development area will be unified under the designation of employment center (ECX) as well as the vacation of Holly Hill Grove Road 2 to become a driveway access point for the development site. It should be noted existing traffic utilizing Holly Hill Grove Road 2 was shifted to Holly Hill Grove Road 1 for intersection analysis.

The proposed retail with outparcels is anticipated to generate 936 net new trips during the AM Peak Hour and 1,908 net new trips during the PM Peak Hour based on trip generation rates from ITE's Trip Generation Manual, 11th Edition. Project trips were distributed along the surrounding roadway network using the Polk County's Standard Transportation Model with manual adjustments made to reflect real-world traffic conditions.

Intersection capacity analyses were conducted for existing, background, and future conditions within the established project study area. To address deficiencies under background and future conditions, the following recommendations are made for impacted intersections:

US Hwy 27 & Holly Hill Grove Rd 2

- Signalization
- Provide dual left eastbound turn lanes and protected-permissive phasing for left turn movements on the eastbound, southbound, and northbound approaches.
- Future monitoring may be warranted to determine if real-world traffic conditions meet the need for additional improvements.

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

- Future monitoring of traffic conditions may be warranted to determine if real-world traffic conditions meet the need for additional improvements.

US Hwy 27 & Ridgewood Lakes Blvd

- Signal timing adjustments during the PM peak hour under future traffic conditions.

US Hwy 27 & Davenport Blvd

- Signal timing adjustments for both the AM and PM peak hours under future traffic conditions.
- Future monitoring may be warranted to determine if real-world traffic conditions meet the need for additional improvements.

US Hwy 27 & Bates Rd

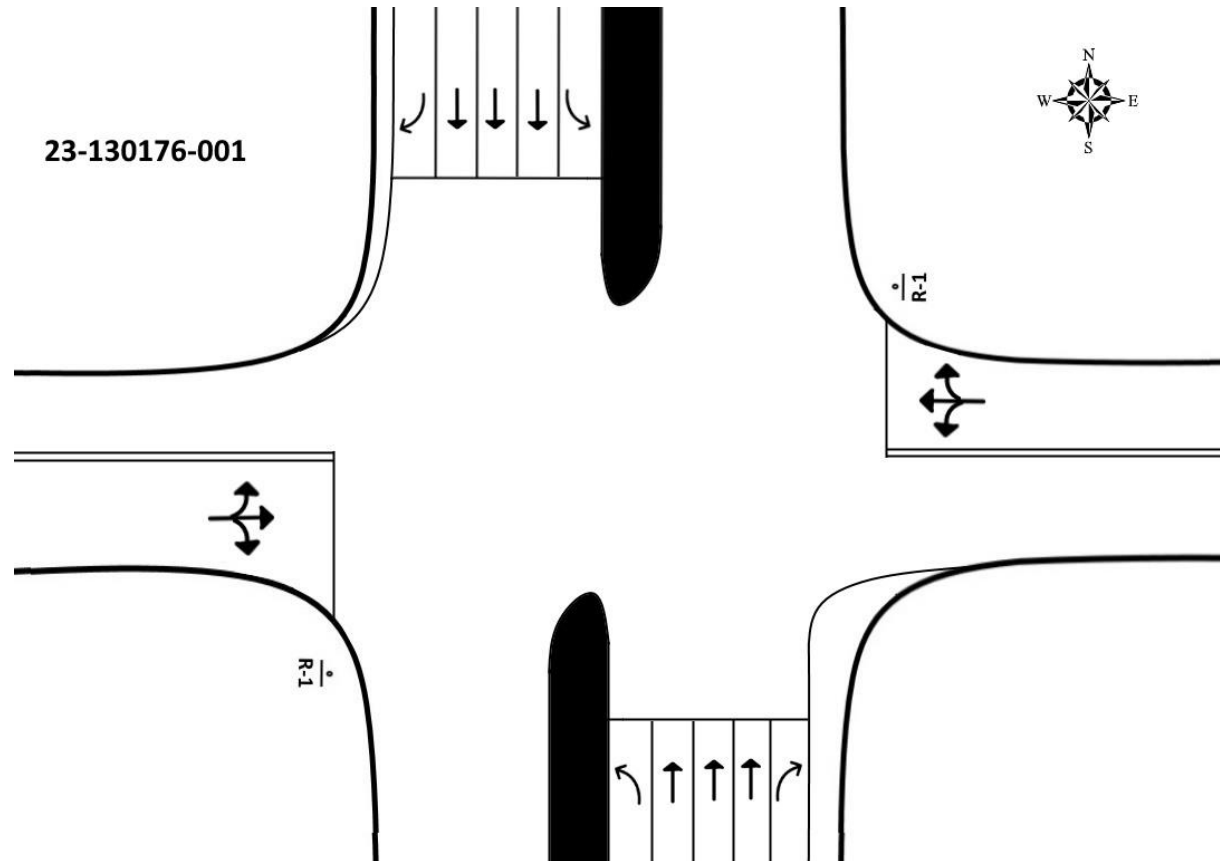
- Signal timing adjustments during the PM peak hour under future traffic conditions.

Roadway capacity analysis of roadway segments within the project traffic impact area was conducted for existing, background, and future conditions. Although, all segments are anticipated to operate acceptably under existing and background conditions, The segment of US Hwy 27 from CR 547 to I-4, and the northbound link of US Hwy 27 from Bates Road to CR 547 are anticipated to operate over capacity under future conditions.

An arterial level of service analysis of US Hwy 27 within the project study area revealed that the impacted roadway segments are anticipated to continue to operate at a LOS D or better under future conditions.

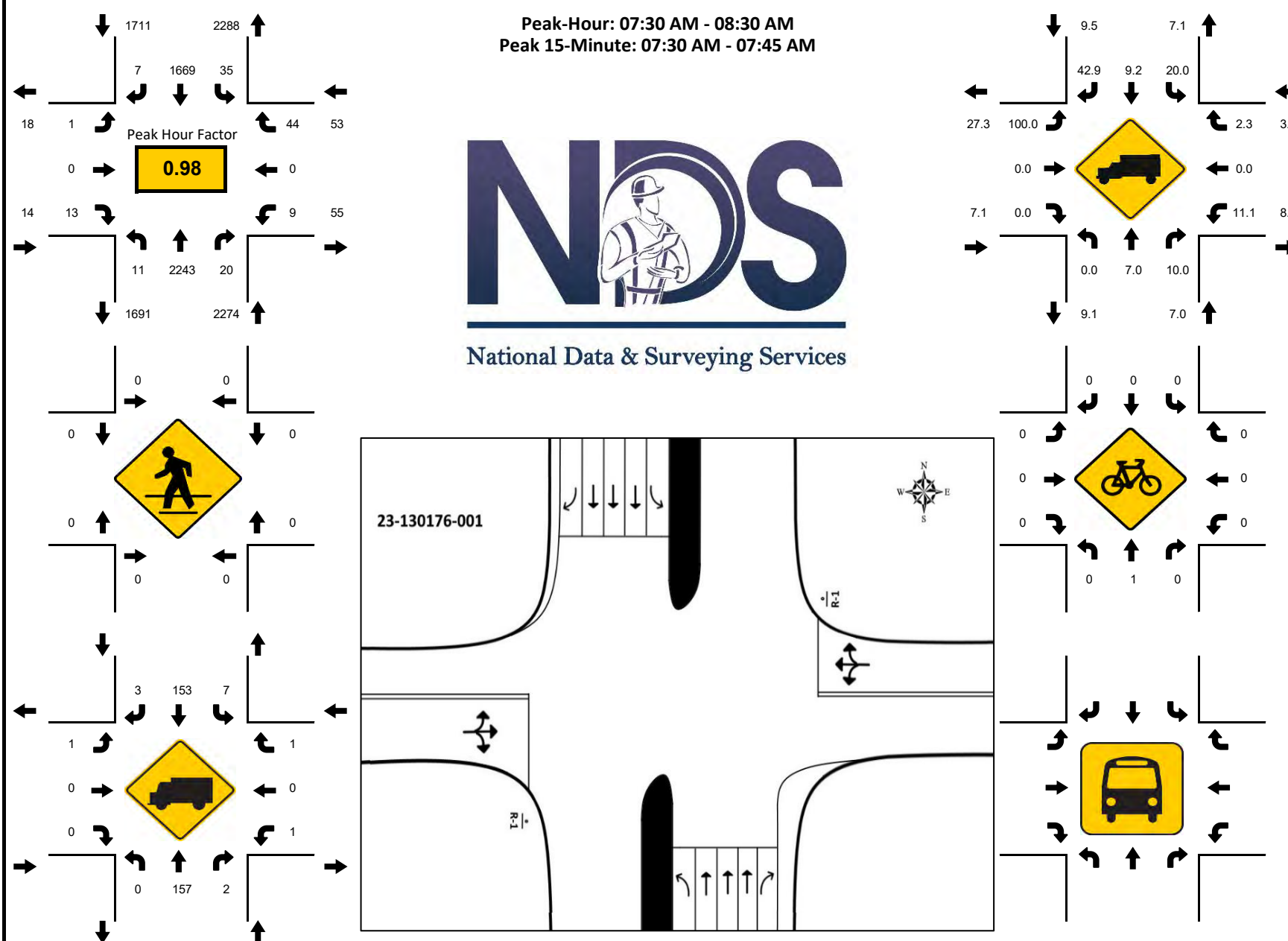
APPENDIX A

EXISTING TRAFFIC COUNTS

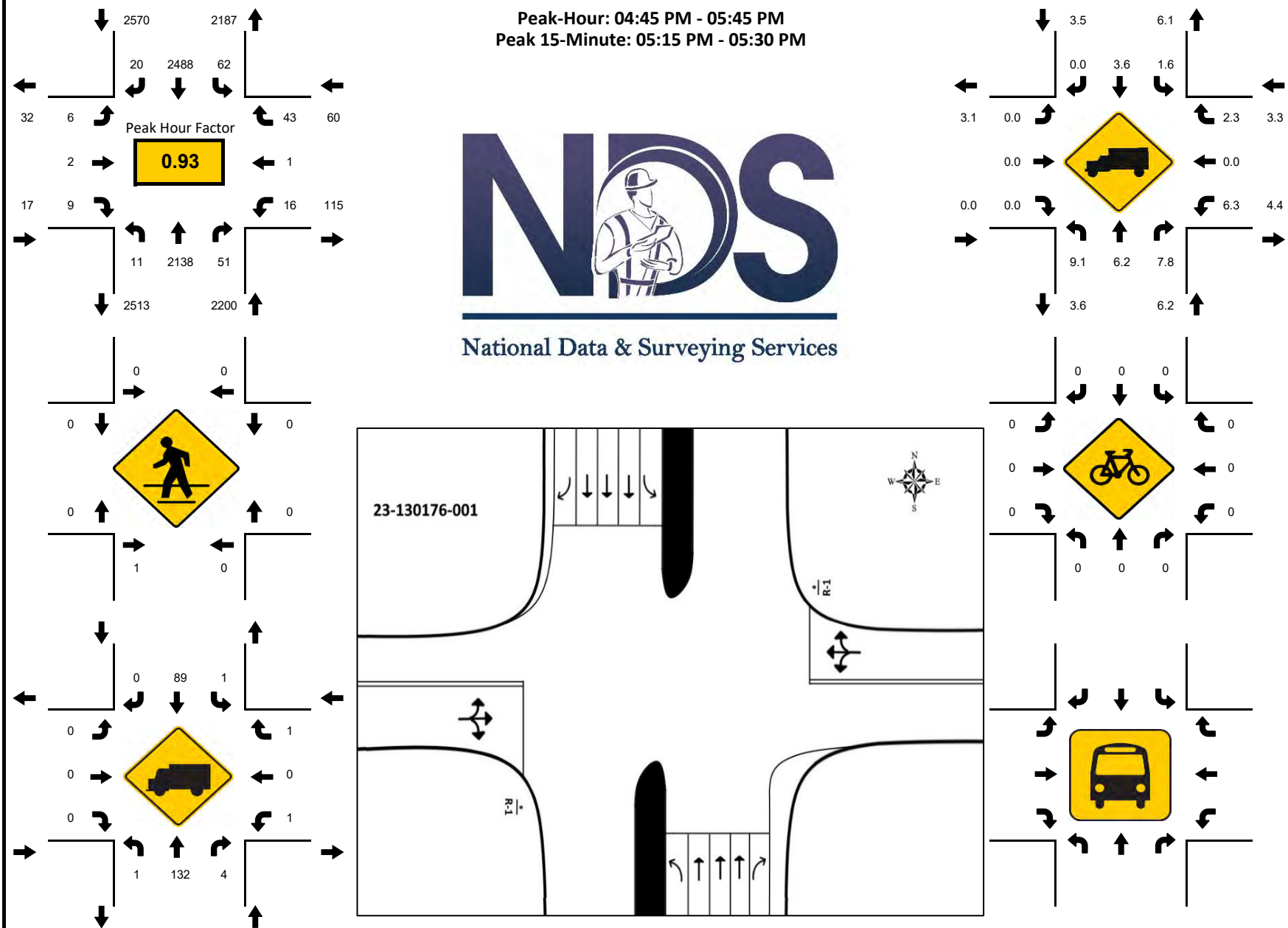


Speed: 25/30 MPH

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DATE: Tue, Jun 13, 2023

[illegible]

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

[illegible]



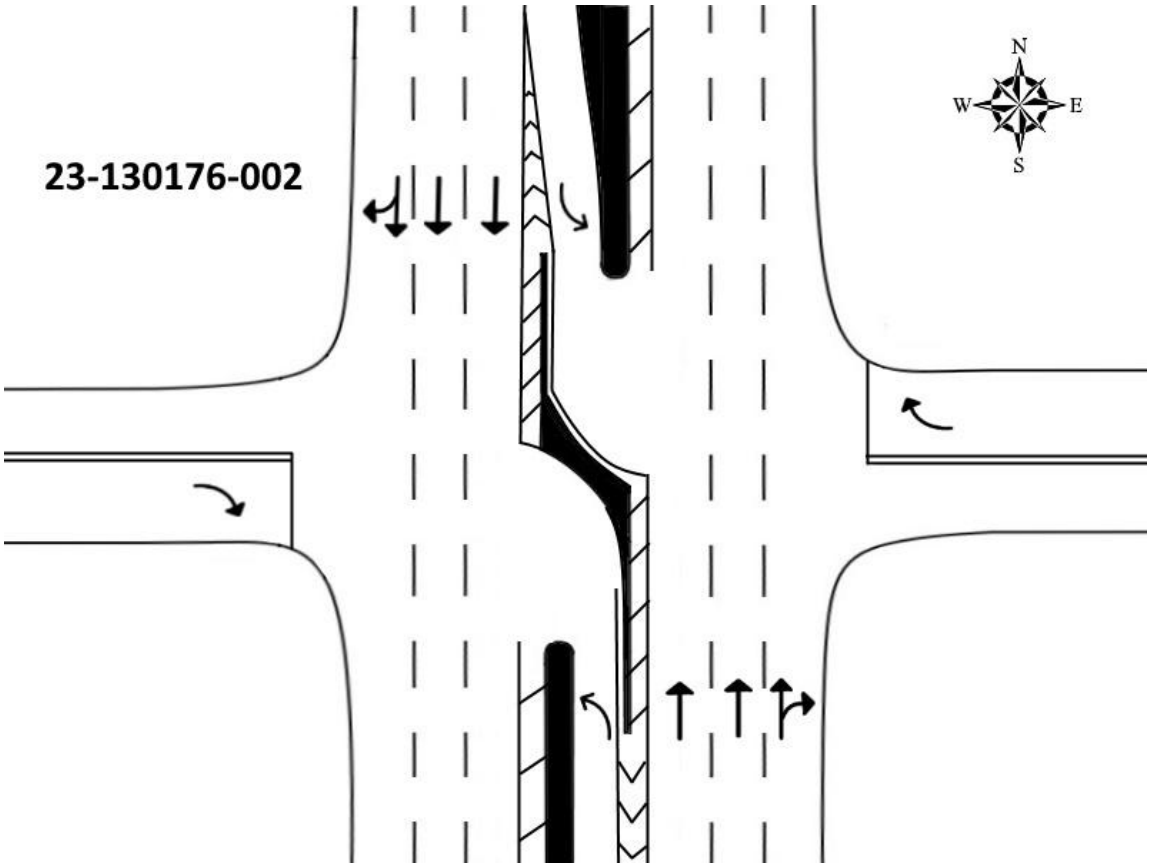
National Data & Surveying Services

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



N/S Street: US HWY 27

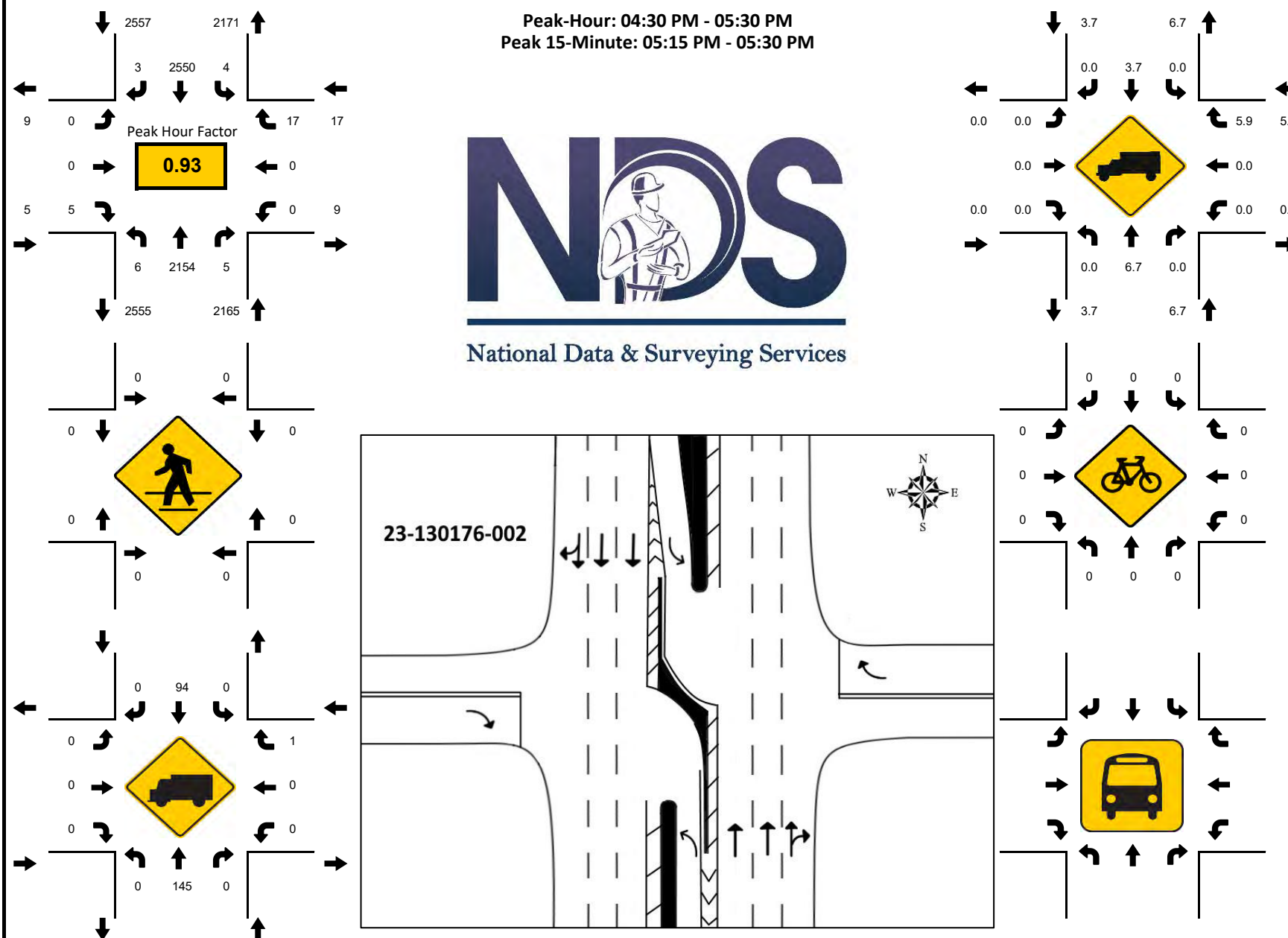
Speed: 55 MPH



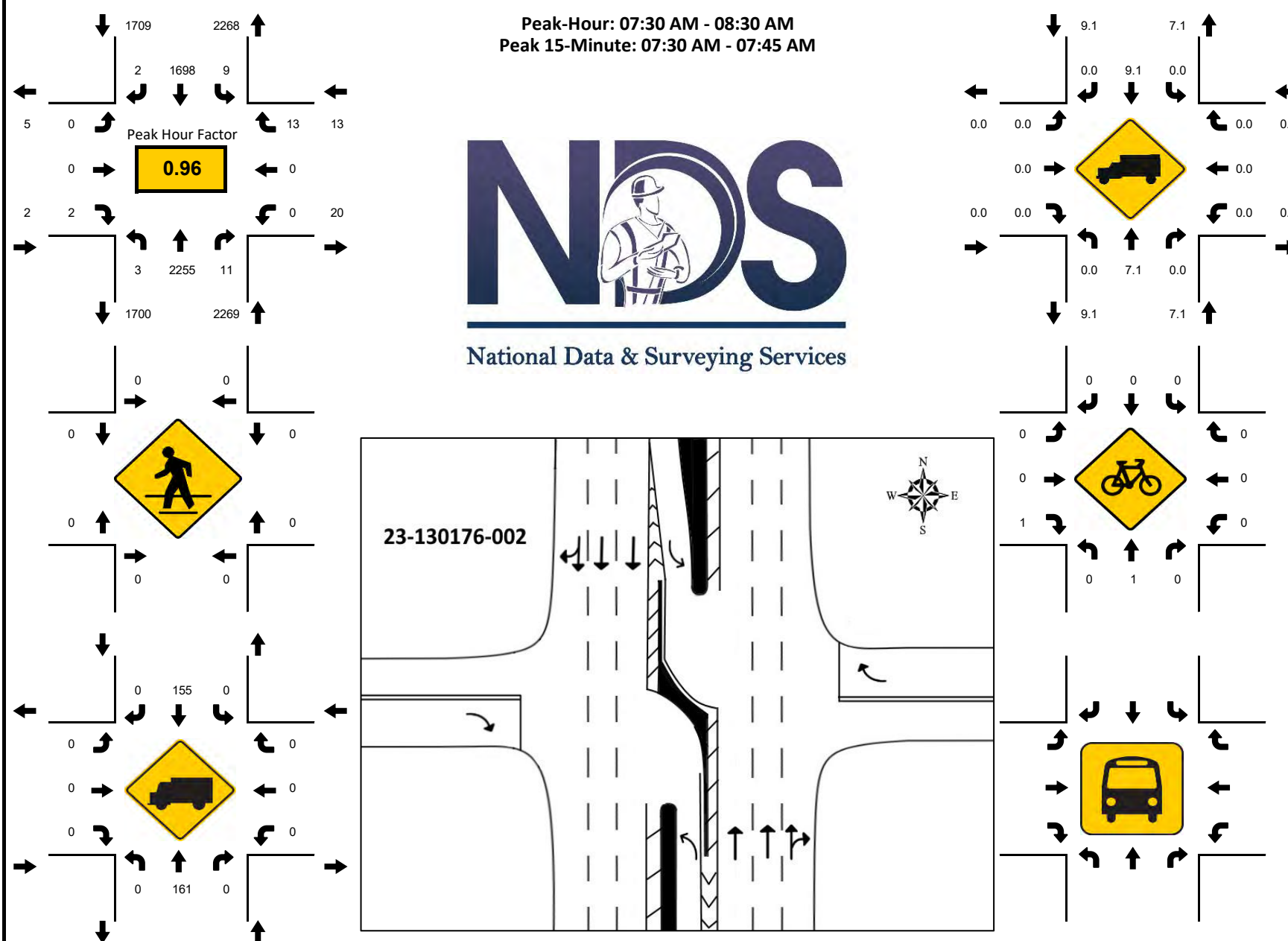
E/W Street: Holly Hill Grove Rd 1

Speed: N/A

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

[illegible]

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

[illegible]

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

Date: **06/13/2023**

Weather: **Sunny**

City: **Haines City**

County: **Polk**

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

16:00 - 18:00

Control: **Signalized**

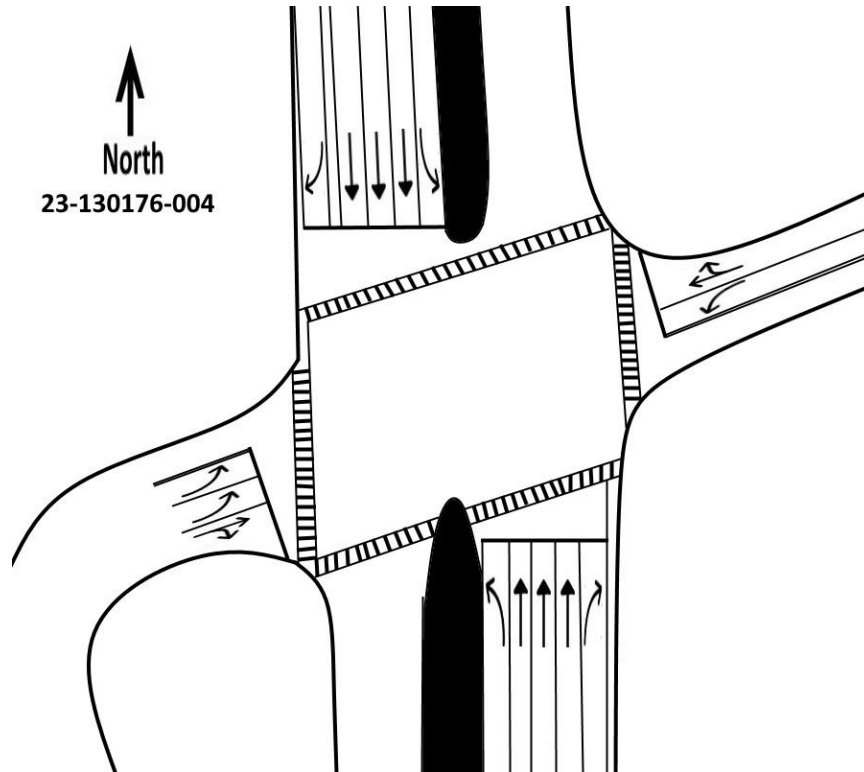
SIGNAL TIMING

AM

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

PM

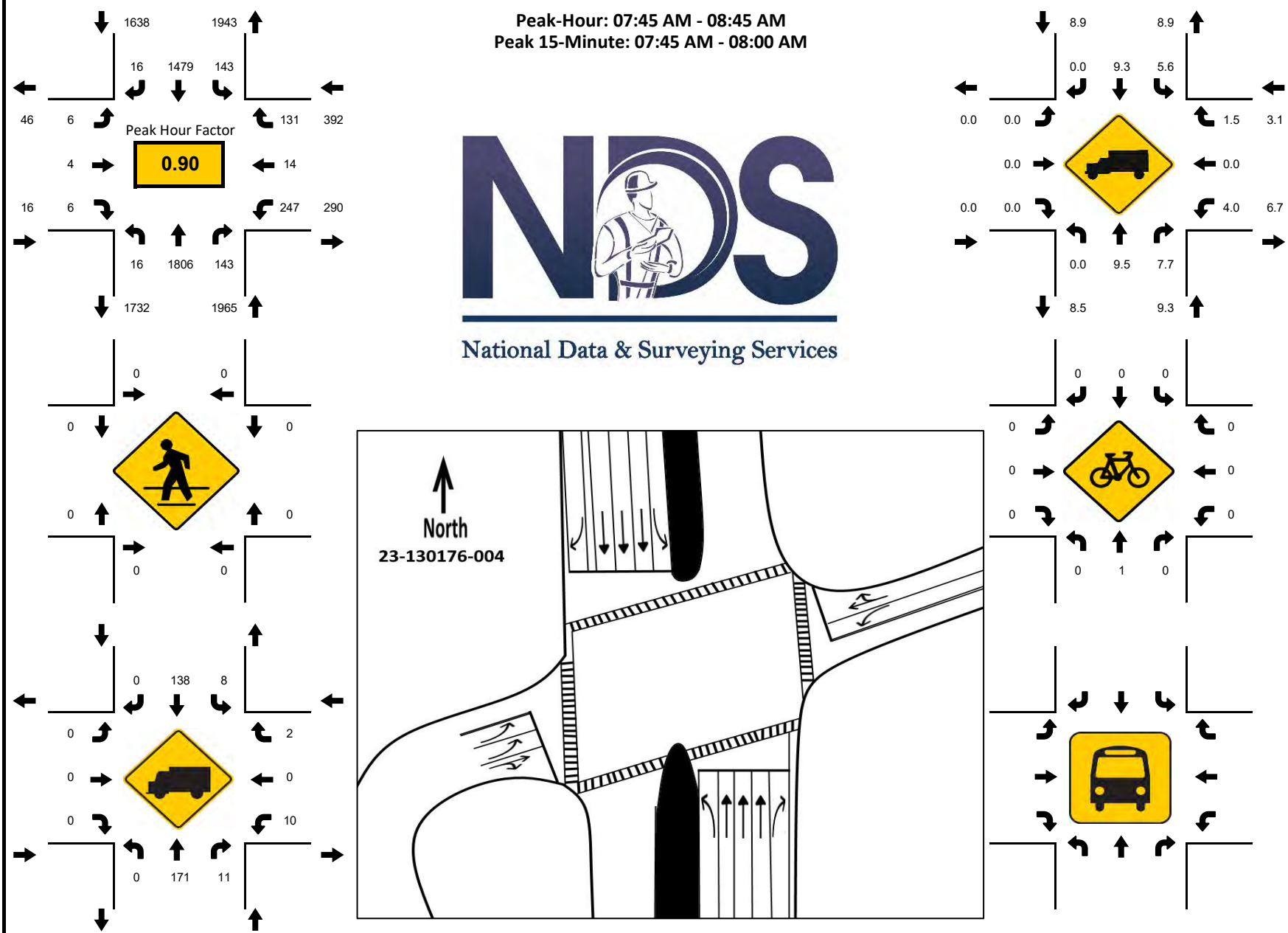
PHASES	1	2	3
NL/NT	00:21	-	00:26
NT/ST	01:33	02:26	01:51
SL/ST	00:42	00:41	00:41
EL/ET	00:17	-	00:17
WL/WT	00:45	00:55	01:10
ET/WT	-	00:19	-



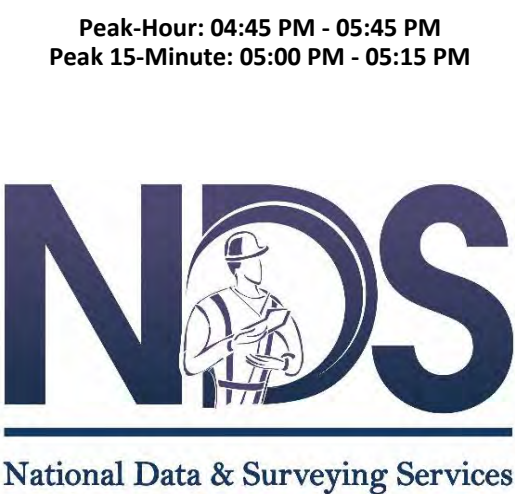
E/W Street: **Bates Rd**

Speed: **40 MPH**

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

[illegible]

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

[illegible]



National Data & Surveying Services



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

Speed: **55 MPH**

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

Date: **06/13/2023**

Weather: **Sunny**

City: **Davenport**

County: **Polk**

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

16:00 - 18:00

Control: **Signalized**

SIGNAL TIMING

AM

PHASES

1

2

3

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

PM

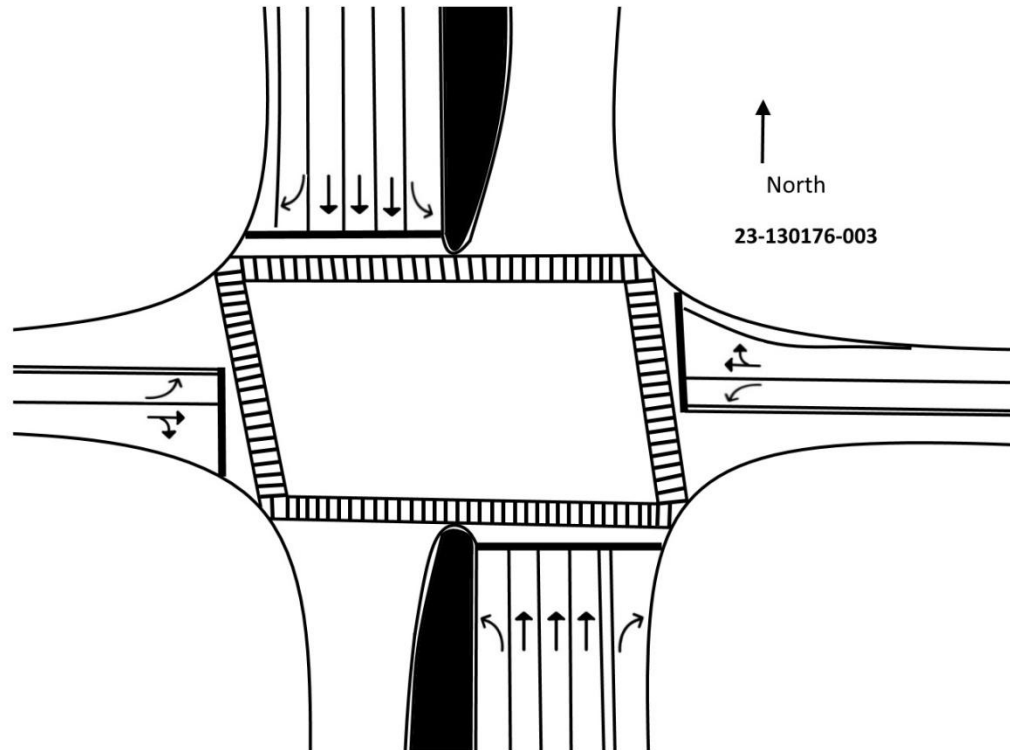
PHASES

1

2

3

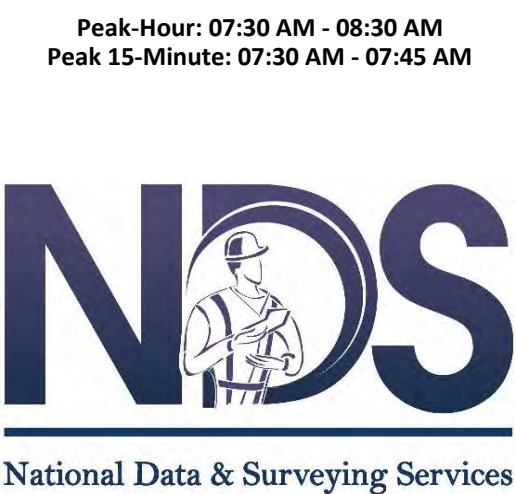
NL/SL	00:22	00:29	00:29
SL/ST	00:36	00:21	00:08
NT/ST	01:37	01:23	01:35
ET/WT	00:47	00:48	00:34



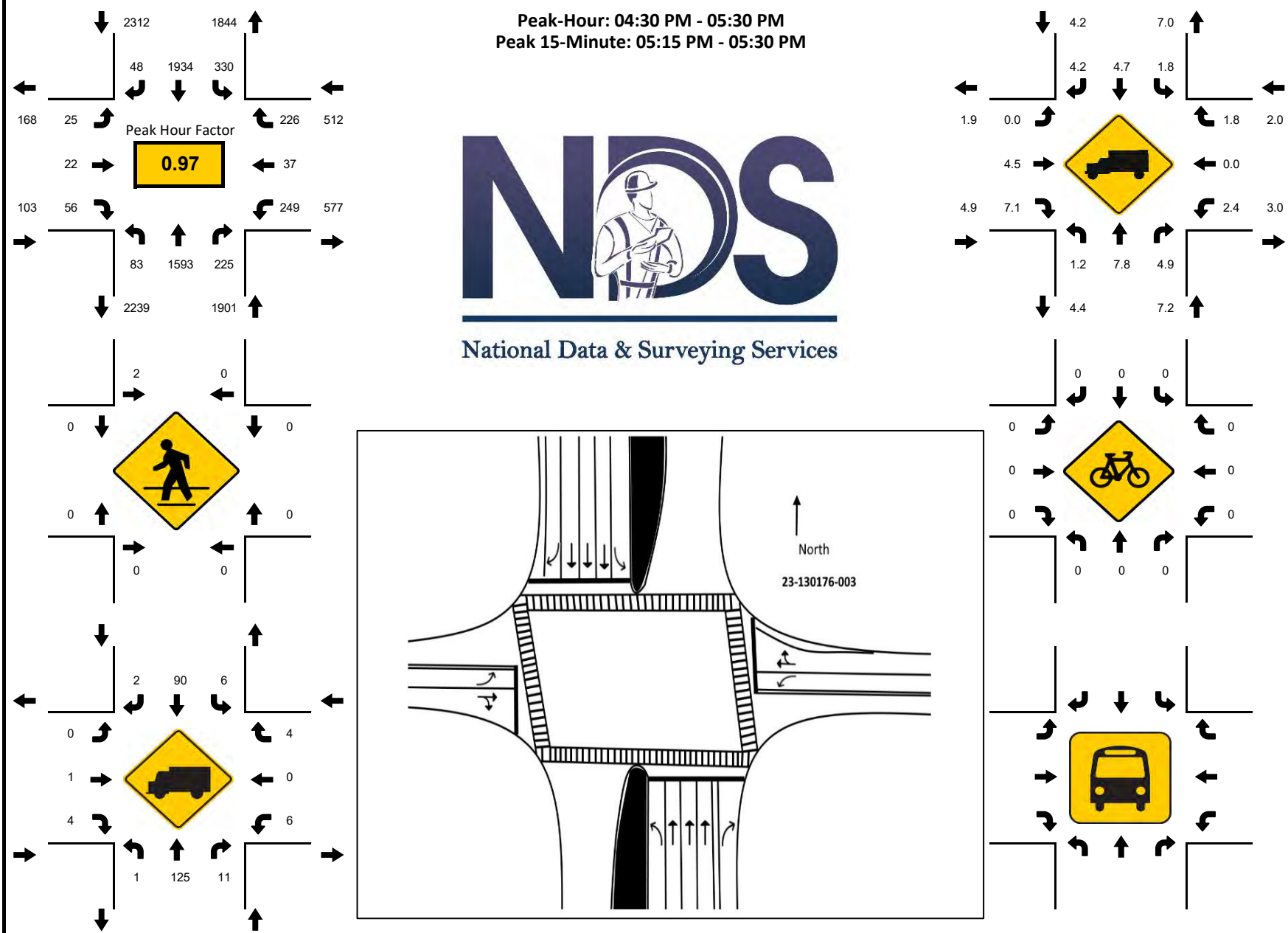
E/W Street: **Sanders Rd/Davenport Blvd**

Speed: **45 MPH**

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

[illegible]

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

[illegible]

APPENDIX B

TURNING MOVEMENT WORKSHEETS

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

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

* PEAK SEASON

23-FEB-2023 09:11:19

830UPD

1_1603_PKSEASON.TXT

TRAFFIC VOLUMES FOR PROPOSED PROJECT AT STUDY INTERSECTIONS

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

"EXISTING TRAFFIC"		EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBU	NBT	NBR	SBL	SBU	SBT	SBR	
Raw Turning Movements		1	0	13	9	0	44	4	7	2243	20	25	10	1669	7	
100th Highest Hour Factor		1.120	1.120	1.120	1.120	1.120	1.120	1.120	1.120	1.120	1.120	1.120	1.120	1.120	1.120	
EXISTING PEAK SEASON		1	0	15	10	0	49	4	8	2512	22	28	11	1869	8	
"BACKGROUND TRAFFIC"		EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBU	NBT	NBR	SBL	SBU	SBT	SBR	
Years To Buildout		3	3	3	3	3	3	3	3	3	3	3	3	3	3	
Yearly Growth Rate		4.1%	4.1%	4.1%	4.1%	4.1%	4.1%	4.1%	4.1%	4.1%	4.1%	4.1%	4.1%	4.1%	4.1%	
BACKGROUND TRAFFIC GROWTH		0	0	2	1	0	6	1	1	322	3	4	1	239	1	
NON-PROJECT TRAFFIC		1	0	17	11	0	55	5	9	2834	25	32	12	2108	9	
"VACATED ROW TRIPS"		EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBU	NBT	NBR	SBL	SBU	SBT	SBR	TOTAL
ADDED TRIPS		0	0	2	0	0	0	2	0	0	0	0	0	0	2	6
"PROJECT TRAFFIC"		EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBU	NBT	NBR	SBL	SBU	SBT	SBR	TOTAL
LAND USE	TRIP TYPE	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBU	NBT	NBR	SBL	SBU	SBT	SBR	TOTAL
Proposed Project	%Pass-By - Enter							14%		-49%				51%		
	Pass - By - Enter	0	0	0	0	0	0	27	0	-94	0	0	0	97	0	31
	%Pass-By - Exit	39%														
	Pass - By - Exit	73	0	0	0	0	0	0	0	0	0	0	0	0	0	73
	% New Trips - Enter					1%		12%						45%	5%	
	New Trips - Enter	0	0	0	0	5	0	63	0	0	0	0	0	235	26	329
	% New Trips - Exit	45%	1%							5%						
New Trips - Exit	186	5	0	0	0	0	0	0	21	0	0	0	0	0	212	
TOTAL PROJECT TRAFFIC		259	5	0	0	5	0	90	0	-73	0	0	0	333	26	645
TOTAL TRAFFIC		260	5	19	11	5	55	97	9	2761	25	32	12	2441	37	

Project Traffic	Entering	523
	Exiting	413
Pass By Traffic	Entering	191
	Exiting	188

TRAFFIC VOLUMES FOR PROPOSED PROJECT AT STUDY INTERSECTIONS

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

"EXISTING TRAFFIC"		EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBU	NBT	NBR	SBL	SBU	SBT	SBR	
Raw Turning Movements		6	2	9	16	1	43	10	1	2138	51	61	1	2488	20	
100th Highest Hour Factor		1.120	1.120	1.120	1.120	1.120	1.120	1.120	1.120	1.120	1.120	1.120	1.120	1.120	1.120	
EXISTING PEAK SEASON		7	2	10	18	1	48	11	1	2395	57	68	1	2787	22	
"BACKGROUND TRAFFIC"		EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBU	NBT	NBR	SBL	SBU	SBT	SBR	
Years To Buildout		3	3	3	3	3	3	3	3	3	3	3	3	3	3	
Yearly Growth Rate		4.1%	4.1%	4.1%	4.1%	4.1%	4.1%	4.1%	4.1%	4.1%	4.1%	4.1%	4.1%	4.1%	4.1%	
BACKGROUND TRAFFIC GROWTH		1	0	1	2	0	6	1	0	307	7	9	0	357	3	
NON-PROJECT TRAFFIC		8	2	11	20	1	54	12	1	2702	64	77	1	3144	25	
"VACATED ROW TRIPS"		EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBU	NBT	NBR	SBL	SBU	SBT	SBR	TOTAL
ADDED TRIPS		0	0	7	0	0	0	3	0	0	0	0	0	0	3	13
"PROJECT TRAFFIC"		EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBU	NBT	NBR	SBL	SBU	SBT	SBR	TOTAL
LAND USE	TRIP TYPE	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBU	NBT	NBR	SBL	SBU	SBT	SBR	TOTAL
Proposed Project	%Pass-By - Enter							14%		-49%				51%		
	Pass - By - Enter	0	0	0	0	0	0	48	0	-167	0	0	0	173	0	54
	%Pass-By - Exit	39%														
	Pass - By - Exit	133	0	0	0	0	0	0	0	0	0	0	0	0	0	133
	% New Trips - Enter					1%		12%						45%	5%	
	New Trips - Enter	0	0	0	0	9	0	114	0	0	0	0	0	426	47	597
	% New Trips - Exit	45%	1%							5%						
New Trips - Exit	433	10	0	0	0	0	0	0	49	0	0	0	0	0	492	
TOTAL PROJECT TRAFFIC		566	10	0	0	9	0	161	0	-118	0	0	0	600	47	1276
TOTAL TRAFFIC		574	12	18	20	10	54	176	1	2584	64	77	1	3744	75	

Project Traffic	Entering	947
	Exiting	961
Pass By Traffic	Entering	340
	Exiting	342

TRAFFIC VOLUMES FOR PROPOSED PROJECT AT STUDY INTERSECTIONS

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

"EXISTING TRAFFIC"		EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBU	NBT	NBR	SBL	SBU	SBT	SBR	
Raw Turning Movements		0	0	2	0	0	13	2	1	2255	11	7	2	1698	2	
100th Highest Hour Factor		1.120	1.120	1.120	1.120	1.120	1.120	1.120	1.120	1.120	1.120	1.120	1.120	1.120	1.120	
EXISTING PEAK SEASON		0	0	2	0	0	15	2	1	2526	12	8	2	1902	2	
"BACKGROUND TRAFFIC"		EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBU	NBT	NBR	SBL	SBU	SBT	SBR	
Years To Buildout		3	3	3	3	3	3	3	3	3	3	3	3	3	3	
Yearly Growth Rate		4.1%	4.1%	4.1%	4.1%	4.1%	4.1%	4.1%	4.1%	4.1%	4.1%	4.1%	4.1%	4.1%	4.1%	
BACKGROUND TRAFFIC GROWTH		0	0	0	0	0	2	0	0	324	2	1	0	244	0	
NON-PROJECT TRAFFIC		0	0	2	0	0	17	2	1	2850	14	9	2	2146	2	
"VACATED ROW TRIPS"		EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBU	NBT	NBR	SBL	SBU	SBT	SBR	TOTAL
NEGATED TRIPS		0	0	-2	0	0	0	-2	0	0	0	0	0	0	-2	-6
"PROJECT TRAFFIC"		EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBU	NBT	NBR	SBL	SBU	SBT	SBR	TOTAL
LAND USE	TRIP TYPE	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBU	NBT	NBR	SBL	SBU	SBT	SBR	TOTAL
Proposed Project	%Pass-By - Enter							35%		-35%				-40%	25%	
	Pass - By - Enter	0	0	0	0	0	0	67	0	-67	0	0	0	-76	48	-29
	%Pass-By - Exit			25%												
	Pass - By - Exit	0	0	47	0	0	0	0	0	0	0	0	0	0	0	47
	% New Trips - Enter							36%		12%				13%	20%	
	New Trips - Enter	0	0	0	0	0	0	188	0	63	0	0	0	68	105	424
	% New Trips - Exit			20%						5%				13%		
New Trips - Exit	0	0	83	0	0	0	0	0	21	0	0	0	54	0	158	
TOTAL PROJECT TRAFFIC		0	0	130	0	0	0	255	0	17	0	0	0	46	152	600
TOTAL TRAFFIC		0	0	130	0	0	17	255	1	2867	14	9	2	2192	152	

Project Traffic	Entering	523
	Exiting	413
Pass By Traffic	Entering	191
	Exiting	188

TRAFFIC VOLUMES FOR PROPOSED PROJECT AT STUDY INTERSECTIONS

INTERSECTION: US Hwy 27 & Holly Hill Grove Rd 1 (Proposed Directional Driveway 3)
 COUNT DATE: 6/13/2023
 TIME PERIOD: 4:30 PM - 5:30 PM
 PEAK HOUR FACTOR: 0.930

"EXISTING TRAFFIC"		EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBU	NBT	NBR	SBL	SBU	SBT	SBR	
Raw Turning Movements		0	0	5	0	0	17	3	3	2154	5	4	0	2550	3	
100th Highest Hour Factor		1.120	1.120	1.120	1.120	1.120	1.120	1.120	1.120	1.120	1.120	1.120	1.120	1.120	1.120	
EXISTING PEAK SEASON		0	0	6	0	0	19	3	3	2412	6	4	0	2856	3	
"BACKGROUND TRAFFIC"		EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBU	NBT	NBR	SBL	SBU	SBT	SBR	
Years To Buildout		3	3	3	3	3	3	3	3	3	3	3	3	3	3	
Yearly Growth Rate		4.1%	4.1%	4.1%	4.1%	4.1%	4.1%	4.1%	4.1%	4.1%	4.1%	4.1%	4.1%	4.1%	4.1%	
BACKGROUND TRAFFIC GROWTH		0	0	1	0	0	2	0	0	309	1	1	0	366	0	
NON-PROJECT TRAFFIC		0	0	7	0	0	21	3	3	2721	7	5	0	3222	3	
"VACATED ROW TRIPS"		EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBU	NBT	NBR	SBL	SBU	SBT	SBR	TOTAL
NEGATED TRIPS		0	0	-7	0	0	0	-3	0	0	0	0	0	0	-3	-13
"PROJECT TRAFFIC"		EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBU	NBT	NBR	SBL	SBU	SBT	SBR	TOTAL
LAND USE	TRIP TYPE	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBU	NBT	NBR	SBL	SBU	SBT	SBR	TOTAL
Proposed Project	%Pass-By - Enter							35%		-35%				-40%	25%	
	Pass - By - Enter	0	0	0	0	0	0	119	0	-119	0	0	0	-136	85	-51
	%Pass-By - Exit			25%						-119				-136	85	-51
	Pass - By - Exit	0	0	86	0	0	0	0	0	0	0	0	0	0	0	86
	% New Trips - Enter							36.00%		12.00%				13.00%	20.00%	
	New Trips - Enter	0	0	0	0	0	0	341	0	114	0	0	0	123	189	767
	% New Trips - Exit			20%						5%				13%		
New Trips - Exit	0	0	193	0	0	0	0	0	49	0	0	0	125	0	367	
TOTAL PROJECT TRAFFIC		0	0	279	0	0	0	460	0	44	0	0	0	112	274	1169
TOTAL TRAFFIC		0	0	279	0	0	21	460	3	2765	7	5	0	3334	274	

Project Traffic	Entering	947
	Exiting	961
Pass By Traffic	Entering	340
	Exiting	342

TRAFFIC VOLUMES FOR PROPOSED PROJECT AT STUDY INTERSECTIONS

INTERSECTION: US Hwy 27 & Ridgewood Lakes Blvd
 COUNT DATE: 8/11/2021
 TIME PERIOD: 7:30 AM - 8:30 AM
 PEAK HOUR FACTOR: 0.950

"EXISTING TRAFFIC" (DO NOT USE)		EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBU	NBT	NBR	SBL	SBU	SBT	SBR
Raw Turning Movements		0	0	0	88	0	87	4	0	2494	52	54	0	1687	0
100th Highest Hour Factor		1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030
EXISTING PEAK SEASON		0	0	0	91	0	90	4	0	2569	54	56	0	1738	0
"ADJUSTED EXISTING TRAFFIC"		EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBU	NBT	NBR	SBL	SBU	SBT	SBR
Years To Buildout		2	2	2	2	2	2	2	2	2	2	2	2	2	2
Yearly Growth Rate		4.1%	4.1%	4.1%	4.1%	4.1%	4.1%	4.1%	4.1%	4.1%	4.1%	4.1%	4.1%	4.1%	4.1%
TRAFFIC GROWTH		0	0	0	8	0	8	0	0	215	5	5	0	145	0
EXISTING TRAFFIC		0	0	0	99	0	98	4	0	2784	59	61	0	1883	0
"BACKGROUND TRAFFIC"		EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBU	NBT	NBR	SBL	SBU	SBT	SBR
Years To Buildout		5	5	5	5	5	5	5	5	5	5	5	5	5	5
Yearly Growth Rate		4.1%	4.1%	4.1%	4.1%	4.1%	4.1%	4.1%	4.1%	4.1%	4.1%	4.1%	4.1%	4.1%	4.1%
BACKGROUND TRAFFIC GROWTH		0	0	0	20	0	20	1	0	572	12	12	0	387	0
NON-PROJECT TRAFFIC		0	0	0	111	0	110	5	0	3141	66	68	0	2125	0
"PROJECT TRAFFIC"															
LAND USE	TRIP TYPE	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBU	NBT	NBR	SBL	SBU	SBT	SBR
Proposed Project	%Pass-By - Enter														
	Pass - By - Enter	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	%Pass-By - Exit												10%	51%	
	Pass - By - Exit	0	0	0	0	0	0	0	0	0	0	0	19	96	0
	% New Trips - Enter						6%			42%					
	New Trips - Enter	0	0	0	0	0	31	0	0	220	0	0	0	0	0
	% New Trips - Exit											6%	5%	42%	
New Trips - Exit		0	0	0	0	0	0	0	0	0	0	25	21	174	0
TOTAL PROJECT TRAFFIC		0	0	0	0	0	31	0	0	220	0	25	40	270	0
TOTAL TRAFFIC		0	0	0	111	0	141	5	0	3361	66	93	40	2395	0

Project Traffic	Entering	523
	Exiting	413
Pass By Traffic	Entering	191
	Exiting	188

TRAFFIC VOLUMES FOR PROPOSED PROJECT AT STUDY INTERSECTIONS

INTERSECTION: US Hwy 27 & Ridgewood Lakes Blvd
 COUNT DATE: 8/11/2021
 TIME PERIOD: 4:30 PM - 5:30 PM
 PEAK HOUR FACTOR: 0.940

"EXISTING TRAFFIC" (DO NOT USE)	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBU	NBT	NBR	SBL	SBU	SBT	SBR
Raw Turning Movements	0	0	0	51	0	59	1	0	2223	80	109	0	2500	0
100th Highest Hour Factor	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030

EXISTING PEAK SEASON	0	0	0	53	0	61	1	0	2290	82	112	0	2575	0
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"ADJUSTED EXISTING TRAFFIC"	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBU	NBT	NBR	SBL	SBU	SBT	SBR
Years To Buildout	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Yearly Growth Rate	4.1%	4.1%	4.1%	4.1%	4.1%	4.1%	4.1%	4.1%	4.1%	4.1%	4.1%	4.1%	4.1%	4.1%
TRAFFIC GROWTH	0	0	0	4	0	5	0	0	192	7	9	0	215	0

EXISTING TRAFFIC	0	0	0	57	0	66	1	0	2482	89	121	0	2790	0
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"BACKGROUND TRAFFIC"	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBU	NBT	NBR	SBL	SBU	SBT	SBR
Years To Buildout	5	5	5	5	5	5	5	5	5	5	5	5	5	5
Yearly Growth Rate	4.1%	4.1%	4.1%	4.1%	4.1%	4.1%	4.1%	4.1%	4.1%	4.1%	4.1%	4.1%	4.1%	4.1%
BACKGROUND TRAFFIC GROWTH	0	0	0	12	0	14	0	0	510	18	25	0	573	0

NON-PROJECT TRAFFIC	0	0	0	65	0	75	1	0	2800	100	137	0	3148	0
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"PROJECT TRAFFIC"		EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBU	NBT	NBR	SBL	SBU	SBT	SBR	TOTAL
LAND USE	TRIP TYPE															
Proposed Project	%Pass-By - Enter															
	Pass - By - Enter	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	%Pass-By - Exit											10%	51%			
	Pass - By - Exit	0	0	0	0	0	0	0	0	0	0	34	174	0	0	209
	% New Trips - Enter						6%			42%						
	New Trips - Enter	0	0	0	0	0	57	0	0	398	0	0	0	0	0	455
	% New Trips - Exit											6%	5%	42%		
TOTAL PROJECT TRAFFIC		0	0	0	0	0	57	0	0	398	0	58	83	578	0	1174

TOTAL TRAFFIC	0	0	0	65	0	132	1	0	3198	100	195	83	3726	0
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Project Traffic	Entering	947
	Exiting	961
Pass By Traffic	Entering	340
	Exiting	342

TRAFFIC VOLUMES FOR PROPOSED PROJECT AT STUDY INTERSECTIONS

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

"EXISTING TRAFFIC"	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBU	NBT	NBR	SBL	SBU	SBT	SBR
Raw Turning Movements	33	27	42	219	14	228	18	5	1904	188	151	6	1398	6
100th Highest Hour Factor	1.120	1.120	1.120	1.120	1.120	1.120	1.120	1.120	1.120	1.120	1.120	1.120	1.120	1.120

EXISTING PEAK SEASON	37	30	47	245	16	255	20	6	2132	211	169	7	1566	7
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"BACKGROUND TRAFFIC"	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBU	NBT	NBR	SBL	SBU	SBT	SBR
Years To Buildout	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Yearly Growth Rate	4.1%	4.1%	4.1%	4.1%	4.1%	4.1%	4.1%	4.1%	4.1%	4.1%	4.1%	4.1%	4.1%	4.1%
BACKGROUND TRAFFIC GROWTH	5	4	6	31	2	33	3	1	273	27	22	1	201	1

NON-PROJECT TRAFFIC	42	34	53	276	18	288	23	7	2405	238	191	8	1767	8
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"PROJECT TRAFFIC"		EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBU	NBT	NBR	SBL	SBU	SBT	SBR	TOTAL
LAND USE	TRIP TYPE															
Proposed Project	%Pass-By - Enter															
	Pass - By - Enter	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	%Pass-By - Exit															
	Pass - By - Exit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	% New Trips - Enter	1%					9%			32%						
	New Trips - Enter	5	0	0	0	0	47	0	0	167	0	0	0	0	0	220
	% New Trips - Exit											9%		32%	1%	
TOTAL PROJECT TRAFFIC		5	0	0	0	0	47	0	0	167	0	38	0	133	5	396
TOTAL TRAFFIC		47	34	53	276	18	335	23	7	2572	238	229	8	1900	13	

Project Traffic	Entering	523
	Exiting	413
Pass By Traffic	Entering	191
	Exiting	188

TRAFFIC VOLUMES FOR PROPOSED PROJECT AT STUDY INTERSECTIONS

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

"EXISTING TRAFFIC"	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBU	NBT	NBR	SBL	SBU	SBT	SBR
Raw Turning Movements	25	22	56	249	37	226	71	12	1593	225	319	11	1934	48
100th Highest Hour Factor	1.120	1.120	1.120	1.120	1.120	1.120	1.120	1.120	1.120	1.120	1.120	1.120	1.120	1.120

EXISTING PEAK SEASON	28	25	63	279	41	253	80	13	1784	252	357	12	2166	54
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"BACKGROUND TRAFFIC"	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBU	NBT	NBR	SBL	SBU	SBT	SBR
Years To Buildout	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Yearly Growth Rate	4.1%	4.1%	4.1%	4.1%	4.1%	4.1%	4.1%	4.1%	4.1%	4.1%	4.1%	4.1%	4.1%	4.1%
BACKGROUND TRAFFIC GROWTH	4	3	8	36	5	32	10	2	229	32	46	2	277	7

NON-PROJECT TRAFFIC	32	28	71	315	46	285	90	15	2013	284	403	14	2443	61
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"PROJECT TRAFFIC"		EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBU	NBT	NBR	SBL	SBU	SBT	SBR	TOTAL
LAND USE	TRIP TYPE															
Proposed Project	%Pass-By - Enter															
	Pass - By - Enter	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	%Pass-By - Exit															
	Pass - By - Exit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	% New Trips - Enter	1%					9%			32%						
	New Trips - Enter	9	0	0	0	0	85	0	0	303	0	0	0	0	0	398
	% New Trips - Exit											9%		32%	1%	
TOTAL PROJECT TRAFFIC		9	0	0	0	0	85	0	0	303	0	87	0	308	10	405
TOTAL TRAFFIC		41	28	71	315	46	370	90	15	2316	284	490	14	2751	71	

Project Traffic	Entering	947
	Exiting	961
Pass By Traffic	Entering	340
	Exiting	342

TRAFFIC VOLUMES FOR PROPOSED PROJECT AT STUDY INTERSECTIONS

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

"EXISTING TRAFFIC"	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBU	NBT	NBR	SBL	SBU	SBT	SBR
Raw Turning Movements	6	4	6	247	14	131	12	4	1806	143	137	6	1479	16
100th Highest Hour Factor	1.120	1.120	1.120	1.120	1.120	1.120	1.120	1.120	1.120	1.120	1.120	1.120	1.120	1.120

EXISTING PEAK SEASON	7	4	7	277	16	147	13	4	2023	160	153	7	1656	18
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"BACKGROUND TRAFFIC"	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBU	NBT	NBR	SBL	SBU	SBT	SBR
Years To Buildout	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Yearly Growth Rate	4.1%	4.1%	4.1%	4.1%	4.1%	4.1%	4.1%	4.1%	4.1%	4.1%	4.1%	4.1%	4.1%	4.1%
BACKGROUND TRAFFIC GROWTH	1	1	1	35	2	19	2	1	259	20	20	1	212	2

NON-PROJECT TRAFFIC	8	5	8	312	18	166	15	5	2282	180	173	8	1868	20
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"PROJECT TRAFFIC"		EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBU	NBT	NBR	SBL	SBU	SBT	SBR	TOTAL
LAND USE	TRIP TYPE															
Proposed Project	%Pass-By - Enter															
	Pass - By - Enter	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	%Pass-By - Exit															
	Pass - By - Exit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	% New Trips - Enter	1%					6%			21%						
	New Trips - Enter	5	0	0	0	0	31	0	0	110	0	0	0	0	0	146
	% New Trips - Exit											6%		21%	1%	
TOTAL PROJECT TRAFFIC		5	0	0	0	0	31	0	0	110	0	25	0	87	5	263
TOTAL TRAFFIC		13	5	8	312	18	197	15	5	2392	180	198	8	1955	25	

Project Traffic	Entering	523
	Exiting	413
Pass By Traffic	Entering	191
	Exiting	188

TRAFFIC VOLUMES FOR PROPOSED PROJECT AT STUDY INTERSECTIONS

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

"EXISTING TRAFFIC"	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBU	NBT	NBR	SBL	SBU	SBT	SBR
Raw Turning Movements	32	16	21	249	13	100	11	0	1834	261	208	0	1909	20
100th Highest Hour Factor	1.120	1.120	1.120	1.120	1.120	1.120	1.120	1.120	1.120	1.120	1.120	1.120	1.120	1.120

EXISTING PEAK SEASON	36	18	24	279	15	112	12	0	2054	292	233	0	2138	22
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"BACKGROUND TRAFFIC"	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBU	NBT	NBR	SBL	SBU	SBT	SBR
Years To Buildout	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Yearly Growth Rate	4.1%	4.1%	4.1%	4.1%	4.1%	4.1%	4.1%	4.1%	4.1%	4.1%	4.1%	4.1%	4.1%	4.1%
BACKGROUND TRAFFIC GROWTH	5	2	3	36	2	14	2	0	263	37	30	0	274	3

NON-PROJECT TRAFFIC	41	20	27	315	17	126	14	0	2317	329	263	0	2412	25
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"PROJECT TRAFFIC"		EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBU	NBT	NBR	SBL	SBU	SBT	SBR	TOTAL
LAND USE	TRIP TYPE															
Proposed Project	%Pass-By - Enter															
	Pass - By - Enter	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	%Pass-By - Exit															
	Pass - By - Exit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	% New Trips - Enter	1%					6%			21%						
	New Trips - Enter	9	0	0	0	0	57	0	0	199	0	0	0	0	0	265
	% New Trips - Exit											6%		21%	1%	
TOTAL PROJECT TRAFFIC		9	0	0	0	0	57	0	0	199	0	58	0	202	10	535
TOTAL TRAFFIC		50	20	27	315	17	183	14	0	2516	329	321	0	2614	35	

Project Traffic	Entering	947
	Exiting	961
Pass By Traffic	Entering	340
	Exiting	342

TRAFFIC VOLUMES FOR PROPOSED PROJECT AT STUDY INTERSECTIONS

INTERSECTION: Full Access Driveway & Holly Hill Grove Road 2 (Driveway 1)
 COUNT DATE: N/A
 TIME PERIOD: 07:45 AM - 08:45 AM
 PEAK HOUR FACTOR: 0.920

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

EXISTING PEAK SEASON		16			12									
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"BACKGROUND TRAFFIC"	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBU	NBT	NBR	SBL	SBU	SBT	SBR
Years To Buildout	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Yearly Growth Rate	4.1%	4.1%	4.1%	4.1%	4.1%	4.1%	4.1%	4.1%	4.1%	4.1%	4.1%	4.1%	4.1%	4.1%
BACKGROUND TRAFFIC GROWTH		2			2									

NON-PROJECT TRAFFIC		18			14									
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"PROJECT TRAFFIC"		EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBU	NBT	NBR	SBL	SBU	SBT	SBR	TOTAL
LAND USE	TRIP TYPE															
Proposed Project	%Pass-By - Enter				14%											
	Pass - By - Enter	0	0	0	27	0	0	0	0	0	0	0	0	0	0	27
	%Pass-By - Exit										39%					
	Pass - By - Exit	0	0	0	0	0	0	0	0	0	73	0	0	0	0	73
	% New Trips - Enter			1%	18%											
	New Trips - Enter	0	0	5	94	0	0	0	0	0	0	0	0	0	0	99
	% New Trips - Exit							1%			46%					
TOTAL PROJECT TRAFFIC		0	0	5	121	0	0	5	0	0	263	0	0	0	0	394
TOTAL TRAFFIC		0	18	5	121	14	0	5	0	0	263	0	0	0	0	

Project Traffic	Entering	523
	Exiting	413
Pass By Traffic	Entering	191
	Exiting	188

TRAFFIC VOLUMES FOR PROPOSED PROJECT AT STUDY INTERSECTIONS

INTERSECTION: Full Access Driveway & Holly Hill Grove Road 2 (Driveway 1)
 COUNT DATE: N/A
 TIME PERIOD: 4:45 PM - 5:45 PM
 PEAK HOUR FACTOR: 0.920

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

EXISTING PEAK SEASON		19			36									
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"BACKGROUND TRAFFIC"	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBU	NBT	NBR	SBL	SBU	SBT	SBR
Years To Buildout	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Yearly Growth Rate	4.1%	4.1%	4.1%	4.1%	4.1%	4.1%	4.1%	4.1%	4.1%	4.1%	4.1%	4.1%	4.1%	4.1%
BACKGROUND TRAFFIC GROWTH		2			5									

NON-PROJECT TRAFFIC		21			41									
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"PROJECT TRAFFIC"		EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBU	NBT	NBR	SBL	SBU	SBT	SBR	TOTAL
LAND USE	TRIP TYPE															
Proposed Project	%Pass-By - Enter				14%											
	Pass - By - Enter	0	0	0	48	0	0	0	0	0	0	0	0	0	0	48
	%Pass-By - Exit										39%					
	Pass - By - Exit	0	0	0	0	0	0	0	0	0	133	0	0	0	0	133
	% New Trips - Enter			1%	18%											
	New Trips - Enter	0	0	9	170	0	0	0	0	0	0	0	0	0	0	180
	% New Trips - Exit							1%			46%					
TOTAL PROJECT TRAFFIC		0	0	9	218	0	0	10	0	0	576	0	0	0	0	814
TOTAL TRAFFIC		0	21	9	218	41	0	10	0	0	576	0	0	0	0	

Project Traffic	Entering	947
	Exiting	961
Pass By Traffic	Entering	340
	Exiting	342

TRAFFIC VOLUMES FOR PROPOSED PROJECT AT STUDY INTERSECTIONS

INTERSECTION: Right-in/Right-out Driveway & US Hwy 27 (Driveway 2)
 COUNT DATE: N/A
 TIME PERIOD: 07:45 AM - 08:45 AM
 PEAK HOUR FACTOR: 0.920

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

EXISTING PEAK SEASON									2542				1902	
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"BACKGROUND TRAFFIC"	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBU	NBT	NBR	SBL	SBU	SBT	SBR
Years To Buildout	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Yearly Growth Rate	4.1%	4.1%	4.1%	4.1%	4.1%	4.1%	4.1%	4.1%	4.1%	4.1%	4.1%	4.1%	4.1%	4.1%
BACKGROUND TRAFFIC GROWTH									326				244	

NON-PROJECT TRAFFIC									2868				2146	
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"PROJECT TRAFFIC"		EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBU	NBT	NBR	SBL	SBU	SBT	SBR	TOTAL
LAND USE	TRIP TYPE															
Proposed Project	%Pass-By - Enter									-14%				-15%	15%	
	Pass - By - Enter	0	0	0	0	0	0	0	0	-27	0	0	0	-29	29	-27
	%Pass-By - Exit			11%												
	Pass - By - Exit	0	0	21	0	0	0	0	0	0	0	0	0	0	0	21
	% New Trips - Enter									12%				33%	12%	
	New Trips - Enter	0	0	0	0	0	0	0	0	63	0	0	0	173	63	298
	% New Trips - Exit			13%												
TOTAL PROJECT TRAFFIC		0	0	75	0	0	0	0	0	36	0	0	0	144	91	346
TOTAL TRAFFIC		0	0	75	0	0	0	0	0	2904	0	0	0	2290	91	

Project Traffic	Entering	523
	Exiting	413
Pass By Traffic	Entering	191
	Exiting	188

TRAFFIC VOLUMES FOR PROPOSED PROJECT AT STUDY INTERSECTIONS

INTERSECTION: Right-in/Right-out Driveway & US Hwy 27 (Driveway 2)
 COUNT DATE: N/A
 TIME PERIOD: 4:45 PM - 5:45 PM
 PEAK HOUR FACTOR: 0.920

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

EXISTING PEAK SEASON									2432				2816	
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"BACKGROUND TRAFFIC"	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBU	NBT	NBR	SBL	SBU	SBT	SBR
Years To Buildout	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Yearly Growth Rate	4.1%	4.1%	4.1%	4.1%	4.1%	4.1%	4.1%	4.1%	4.1%	4.1%	4.1%	4.1%	4.1%	4.1%
BACKGROUND TRAFFIC GROWTH									312				361	

NON-PROJECT TRAFFIC									2744				3177	
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"PROJECT TRAFFIC"		EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBU	NBT	NBR	SBL	SBU	SBT	SBR	TOTAL
LAND USE	TRIP TYPE															
Proposed Project	%Pass-By - Enter									-35%				-15%	15%	
	Pass - By - Enter	0	0	0	0	0	0	0	0	-119	0	0	0	-51	51	-119
	%Pass-By - Exit			11%												
	Pass - By - Exit	0	0	38	0	0	0	0	0	0	0	0	0	0	0	38
	% New Trips - Enter									12%				33%	12%	
	New Trips - Enter	0	0	0	0	0	0	0	0	114	0	0	0	313	114	540
	% New Trips - Exit			13%												
	New Trips - Exit	0	0	125	0	0	0	0	0	0	0	0	0	0	0	125
TOTAL PROJECT TRAFFIC		0	0	163	0	0	0	0	0	-5	0	0	0	262	165	583
TOTAL TRAFFIC		0	0	163	0	0	0	0	0	2739	0	0	0	3439	165	

Project Traffic	Entering	947
	Exiting	961
Pass By Traffic	Entering	340
	Exiting	342

TRAFFIC VOLUMES FOR PROPOSED PROJECT AT STUDY INTERSECTIONS

INTERSECTION: Right-in/Right-out Driveway & US Hwy 27 (Driveway 4)
 COUNT DATE: N/A
 TIME PERIOD: 07:45 AM - 08:45 AM
 PEAK HOUR FACTOR: 0.920

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

EXISTING PEAK SEASON									2541				1905	
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"BACKGROUND TRAFFIC"	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBU	NBT	NBR	SBL	SBU	SBT	SBR
Years To Buildout	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Yearly Growth Rate	4.1%	4.1%	4.1%	4.1%	4.1%	4.1%	4.1%	4.1%	4.1%	4.1%	4.1%	4.1%	4.1%	4.1%
BACKGROUND TRAFFIC GROWTH									326				244	

NON-PROJECT TRAFFIC									2867				2149	
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"PROJECT TRAFFIC"		EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBU	NBT	NBR	SBL	SBU	SBT	SBR	TOTAL
LAND USE	TRIP TYPE															
Proposed Project	%Pass-By - Enter									49%				-51%	11%	
	Pass - By - Enter	0	0	0	0	0	0	0	0	94	0	0	0	-97	21	17
	%Pass-By - Exit			25%												
	Pass - By - Exit	0	0	47	0	0	0	0	0	0	0	0	0	0	0	47
	% New Trips - Enter									48%					13%	
	New Trips - Enter	0	0	0	0	0	0	0	0	251	0	0	0	0	68	319
	% New Trips - Exit			20%										33%		
TOTAL PROJECT TRAFFIC		0	0	130	0	0	0	0	0	345	0	0	0	137	0	220
TOTAL TRAFFIC		0	0	130	0	0	0	0	0	3212	0	0	0	2189	89	

Project Traffic	Entering	523
	Exiting	413
Pass By Traffic	Entering	191
	Exiting	188

TRAFFIC VOLUMES FOR PROPOSED PROJECT AT STUDY INTERSECTIONS

INTERSECTION: Right-in/Right-out Driveway & US Hwy 27 (Driveway 4)
 COUNT DATE: N/A
 TIME PERIOD: 4:45 PM - 5:45 PM
 PEAK HOUR FACTOR: 0.920

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

EXISTING PEAK SEASON									2425				2865	
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"BACKGROUND TRAFFIC"	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBU	NBT	NBR	SBL	SBU	SBT	SBR
Years To Buildout	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Yearly Growth Rate	4.1%	4.1%	4.1%	4.1%	4.1%	4.1%	4.1%	4.1%	4.1%	4.1%	4.1%	4.1%	4.1%	4.1%
BACKGROUND TRAFFIC GROWTH									311				367	

NON-PROJECT TRAFFIC									2736				3232	
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"PROJECT TRAFFIC"		EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBU	NBT	NBR	SBL	SBU	SBT	SBR	TOTAL
LAND USE	TRIP TYPE															
Proposed Project	%Pass-By - Enter									49%				-51%	11%	
	Pass - By - Enter	0	0	0	0	0	0	0	0	167	0	0	0	-173	37	31
	%Pass-By - Exit			25%												
	Pass - By - Exit	0	0	86	0	0	0	0	0	0	0	0	0	0	0	86
	% New Trips - Enter									48%					13%	
	New Trips - Enter	0	0	0	0	0	0	0	0	455	0	0	0	0	123	578
	% New Trips - Exit			20%										33%		
	New Trips - Exit	0	0	193	0	0	0	0	0	0	0	0	0	318	0	511
TOTAL PROJECT TRAFFIC		0	0	279	0	0	0	0	0	621	0	0	0	145	161	1205
TOTAL TRAFFIC		0	0	279	0	0	0	0	0	3357	0	0	0	3377	161	

Project Traffic	Entering	947
	Exiting	961
Pass By Traffic	Entering	340
	Exiting	342

APPENDIX C SIGNAL TIMINGS

Station : 1340 - US 27_Bates (Standard File)

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

Preemption

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

Preempt LP

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

Coordination

[illegible]

[illegible][illegible]

User Comments:

FDOT - DISTRICT 1
Signal Timing Report
 (For isolated traffic signal)

Drawn By:	
Date:	
Checked By:	
Date:	

Approved By:
Date:

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

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

	<u>SOP 7</u>			
Ring - 1	1	2	3	4
Ring - 2	5	6	7	8

Notes:

- 1) Max 1 operates from 0:00 to 05:30 and 21:00 to 0:00
- 2) Max 2 operates from 05:30 to 21:00

FDOT - DISTRICT 1
Signal Timing Report
 (For isolated traffic signal)

Drawn By:	
Date:	
Checked By:	
Date:	

Approved By:
Renjan Joseph, P.E. # 68284
Date:

Revisions	Location Details	
06/2015: Updated controller timing parameters to the June 2014 D1 guidelines. Added minor side street detection delay.	Section: 16180	Mile Post: 21.145
	Major Street: US 27	Orientation: N-S
	Minor Street: Ridgewood Lakes Blvd	Orientation: E-W
	Sig ID: 1116	

Disclaimer Statement

The revisions noted above are the only timing parameters being approved. The remaining timing data was previously approved as part of previous revisions or as part of previous retiming efforts.

Controller Timings									
Movement # (Controller Phase Ø)	1	2	3	4	5	6	7	8	Notes
Direction	SBL	NB			NBU	SB		WB	
Turn Type	Protected				Protected				
Min Green	5	28			5	28		7	
Ext	3.0	2.1			3.0	2.1		3.0	
Yellow	6.0	6.0			6.0	6.0		3.4	
All Red	2.0	2.0			2.0	2.0		3.3	
Max I	25	60			15	60		35	
Max II									
Max Limit									
Adjust By									
Walk									
Flashing Don't Walk									
Detector Memory									
Det. Cross Switch.									
Dual Entry		ON				ON			
Recall		MIN				MIN			

SOP SPECIAL

Ring - 1	1	2	
Ring - 2	5	6	8

Notes:

1. Program 8 sec detection delay for minor side street right turn movement.

APPENDIX D LEVEL OF SERVICE REPORTS FOR EXISTING CONDITIONS

Intersection												
Int Delay, s/veh	31.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	0	15	10	0	49	12	2512	22	39	1869	8
Future Vol, veh/h	1	0	15	10	0	49	12	2512	22	39	1869	8
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	560	-	535	560	-	515
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	98	98	98	98	98	98	98	98	98	98	98	98
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	0	15	10	0	50	12	2563	22	40	1907	8
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	3037	4597	954	3430	4583	1282	1915	0	0	2586	0	0
Stage 1	1987	1987	-	2588	2588	-	-	-	-	-	-	-
Stage 2	1050	2610	-	842	1995	-	-	-	-	-	-	-
Critical Hdwy	6.44	6.54	7.14	6.44	6.54	7.14	5.34	-	-	5.34	-	-
Critical Hdwy Stg 1	7.34	5.54	-	7.34	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.74	5.54	-	6.74	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.82	4.02	3.92	3.82	4.02	3.92	3.12	-	-	3.12	-	-
Pot Cap-1 Maneuver	14	1	223	~ 8	1	134	138	-	-	62	-	-
Stage 1	39	105	-	14	51	-	-	-	-	-	-	-
Stage 2	219	50	-	294	104	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	3	0	223	~ 2	0	134	138	-	-	62	-	-
Mov Cap-2 Maneuver	3	0	-	~ 2	0	-	-	-	-	-	-	-
Stage 1	14	38	-	13	47	-	-	-	-	-	-	-
Stage 2	125	45	-	100	38	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s/veh	55.13		\$ 2264.47		0.16		2.71					
HCM LOS	F		F									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR				
Capacity (veh/h)	138	-	-	38	13	62	-	-				
HCM Lane V/C Ratio	0.089	-	-	0.424	4.72	0.637	-	-				
HCM Control Delay (s/veh)	33.6	-	-	155.5	2264.5	133.2	-	-				
HCM Lane LOS	D	-	-	F	F	F	-	-				
HCM 95th %tile Q(veh)	0.3	-	-	1.5	8.6	2.7	-	-				
Notes												
~: Volume exceeds capacity		\$: Delay exceeds 300s		+: Computation Not Defined				*: All major volume in platoon				

HCM 7th TWSC
2: US Hwy 27 & Holly Hill Grove Rd 1

01/11/2024

Intersection												
Int Delay, s/veh	0.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations			↗			↗	↖ ↑↑↑			↖ ↑↑↑		
Traffic Vol, veh/h	0	0	2	0	0	15	3	2526	12	10	1902	2
Future Vol, veh/h	0	0	2	0	0	15	3	2526	12	10	1902	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	0	650	-	-	585	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	2	0	0	16	3	2631	13	10	1981	2

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	-	-	992	-	-	1322	1983	0	0	2644	0	0
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	7.14	-	-	7.14	5.34	-	-	5.34	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.92	-	-	3.92	3.12	-	-	3.12	-	-
Pot Cap-1 Maneuver	0	0	210	0	0	126	128	-	-	58	-	-
Stage 1	0	0	-	0	0	-	-	-	-	-	-	-
Stage 2	0	0	-	0	0	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	-	-	210	-	-	126	128	-	-	58	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

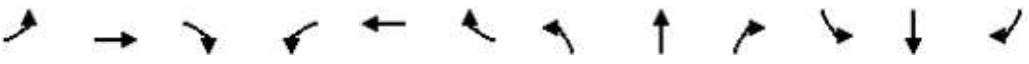
Approach	EB		WB		NB		SB	
HCM Control Delay, s/v22.31			37.6		0.04		0.42	
HCM LOS	C		E					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	128	-	-	210	126	58	-
HCM Lane V/C Ratio	0.025	-	-	0.01	0.124	0.179	-
HCM Control Delay (s/veh)	33.9	-	-	22.3	37.6	79.8	-
HCM Lane LOS	D	-	-	C	E	F	-
HCM 95th %tile Q(veh)	0.1	-	-	0	0.4	0.6	-

HCM 7th Signalized Intersection Summary

3: US Hwy 27 & Ridgewood Lakes

01/10/2024

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations				↰		↱	↰	↱↱↱	↱	↰	↱↱↱	
Traffic Volume (veh/h)	0	0	0	99	0	98	4	2784	59	61	1883	0
Future Volume (veh/h)	0	0	0	99	0	98	4	2784	59	61	1883	0
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Lane Width Adj.				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach				No			No			No		
Adj Sat Flow, veh/h/ln				1870	0	1870	1870	1870	1870	1870	1870	0
Adj Flow Rate, veh/h				108	0	107	4	3026	64	66	2047	0
Peak Hour Factor				0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %				2	0	2	2	2	2	2	2	0
Cap, veh/h				168	0	150	218	3621	1124	87	4121	0
Arrive On Green				0.09	0.00	0.09	0.71	0.71	0.71	0.05	0.81	0.00
Sat Flow, veh/h				1781	0	1585	206	5106	1585	1781	5274	0
Grp Volume(v), veh/h				108	0	107	4	3026	64	66	2047	0
Grp Sat Flow(s), veh/h/ln				1781	0	1585	206	1702	1585	1781	1702	0
Q Serve(g_s), s				5.3	0.0	6.0	0.6	38.6	1.1	3.3	11.8	0.0
Cycle Q Clear(g_c), s				5.3	0.0	6.0	3.4	38.6	1.1	3.3	11.8	0.0
Prop In Lane				1.00		1.00	1.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h				168	0	150	218	3621	1124	87	4121	0
V/C Ratio(X)				0.64	0.00	0.72	0.02	0.84	0.06	0.76	0.50	0.00
Avail Cap(c_a), veh/h				728	0	647	218	3621	1124	556	4121	0
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh				39.9	0.0	40.2	4.8	9.5	4.0	42.9	2.8	0.0
Incr Delay (d2), s/veh				4.1	0.0	6.2	0.2	2.4	0.1	12.8	0.4	0.0
Initial Q Delay(d3), s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				2.5	0.0	2.6	0.0	9.2	0.3	1.7	1.2	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh				43.9	0.0	46.4	5.0	11.9	4.1	55.7	3.3	0.0
LnGrp LOS				D		D	A	B	A	E	A	
Approach Vol, veh/h					215			3094			2113	
Approach Delay, s/veh					45.2			11.8			4.9	
Approach LOS					D			B			A	
Timer - Assigned Phs	1	2				6		8				
Phs Duration (G+Y+Rc), s	8.9	69.3				78.2		13.1				
Change Period (Y+Rc), s	4.5	4.5				4.5		4.5				
Max Green Setting (Gmax), s	28.5	63.7				73.7		37.3				
Max Q Clear Time (g_c+I1), s	5.3	40.6				13.8		8.0				
Green Ext Time (p_c), s	0.1	21.0				24.5		0.7				
Intersection Summary												
HCM 7th Control Delay, s/veh				10.4								
HCM 7th LOS				B								

HCM 7th Signalized Intersection Summary

4: US Hwy 27 & Bates Rd

01/03/2024

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Traffic Volume (veh/h)	7	4	7	277	16	147	4	13	2023	160	7	153
Future Volume (veh/h)	7	4	7	277	16	147	4	13	2023	160	7	153
Initial Q (Qb), veh	0	0	0	0	0	0		0	0	0		0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00		1.00		1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00
Work Zone On Approach	No			No				No				
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870		1870	1870	1870		1870
Adj Flow Rate, veh/h	8	4	8	308	18	163		14	2248	178		170
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90		0.90	0.90	0.90		0.90
Percent Heavy Veh, %	2	2	2	2	2	2		2	2	2		2
Cap, veh/h	33	10	20	332	32	290		26	2514	780		186
Arrive On Green	0.01	0.02	0.02	0.19	0.20	0.20		0.01	0.49	0.49		0.10
Sat Flow, veh/h	3456	557	1113	1781	160	1449		1781	5106	1585		1781
Grp Volume(v), veh/h	8	0	12	308	0	181		14	2248	178		170
Grp Sat Flow(s),veh/h/ln	1728	0	1670	1781	0	1609		1781	1702	1585		1781
Q Serve(g_s), s	0.3	0.0	1.1	25.3	0.0	15.1		1.2	59.4	4.2		14.0
Cycle Q Clear(g_c), s	0.3	0.0	1.1	25.3	0.0	15.1		1.2	59.4	4.2		14.0
Prop In Lane	1.00		0.67	1.00		0.90		1.00		1.00		1.00
Lane Grp Cap(c), veh/h	33	0	31	332	0	322		26	2514	780		186
V/C Ratio(X)	0.24	0.00	0.39	0.93	0.00	0.56		0.53	0.89	0.23		0.92
Avail Cap(c_a), veh/h	265	0	79	392	0	322		69	2610	810		186
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00		1.00	1.00	1.00		1.00
Uniform Delay (d), s/veh	73.1	0.0	72.1	59.5	0.0	53.6		72.7	34.2	4.2		65.9
Incr Delay (d2), s/veh	3.8	0.0	7.9	25.7	0.0	2.2		15.7	4.3	0.1		42.8
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0		0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	0.5	13.6	0.0	6.3		0.6	23.7	3.3		8.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	76.9	0.0	80.0	85.2	0.0	55.8		88.4	38.6	4.3		108.7
LnGrp LOS	E		F	F		E		F	D	A		F
Approach Vol, veh/h	20			489			2440					
Approach Delay, s/veh	78.8			74.3			36.3					
Approach LOS	E			E			D					
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	11.4	92.5	7.6	37.2	23.1	80.8	34.6	10.1				
Change Period (Y+Rc), s	9.2	7.6	6.2	* 7.4	7.6	* 7.6	6.9	7.4				
Max Green Setting (Gmax), s	5.8	83.4	11.4	* 30	15.5	* 76	32.7	7.0				
Max Q Clear Time (g_c+I1), s	3.2	37.9	2.3	17.1	16.0	61.4	27.3	3.1				
Green Ext Time (p_c), s	0.0	18.5	0.0	0.7	0.0	11.8	0.4	0.0				
Intersection Summary												
HCM 7th Control Delay, s/veh	37.3											
HCM 7th LOS	D											
Notes												
User approved pedestrian interval to be less than phase max green.												
User approved ignoring U-Turning movement.												

HCM 7th Signalized Intersection Summary 4: US Hwy 27 & Bates Rd

01/03/2024



Movement	SBT	SBR
Lane Configurations	↑↑↑↑	↑
Traffic Volume (veh/h)	1656	18
Future Volume (veh/h)	1656	18
Initial Q (Qb), veh	0	0
Lane Width Adj.	1.00	1.00
Ped-Bike Adj(A_pbT)		1.00
Parking Bus, Adj	1.00	1.00
Work Zone On Approach	No	
Adj Sat Flow, veh/h/ln	1870	1870
Adj Flow Rate, veh/h	1840	20
Peak Hour Factor	0.90	0.90
Percent Heavy Veh, %	2	2
Cap, veh/h	2916	905
Arrive On Green	0.57	0.57
Sat Flow, veh/h	5106	1585
Grp Volume(v), veh/h	1840	20
Grp Sat Flow(s),veh/h/ln	1702	1585
Q Serve(g_s), s	35.9	0.8
Cycle Q Clear(g_c), s	35.9	0.8
Prop In Lane		1.00
Lane Grp Cap(c), veh/h	2916	905
V/C Ratio(X)	0.63	0.02
Avail Cap(c_a), veh/h	2916	905
HCM Platoon Ratio	1.00	1.00
Upstream Filter(I)	1.00	1.00
Uniform Delay (d), s/veh	21.4	13.8
Incr Delay (d2), s/veh	0.4	0.0
Initial Q Delay(d3), s/veh	0.0	0.0
%ile BackOfQ(50%),veh/ln	13.3	0.3
Unsig. Movement Delay, s/veh		
LnGrp Delay(d), s/veh	21.8	13.9
LnGrp LOS	C	B
Approach Vol, veh/h	2030	
Approach Delay, s/veh	29.0	
Approach LOS	C	

Timer - Assigned Phs

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 7th Signalized Intersection Summary

22: US Hwy 27 & Davenport Blvd

01/03/2024

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Traffic Volume (veh/h)	37	30	47	245	16	255	6	20	2132	211	7	169
Future Volume (veh/h)	37	30	47	245	16	255	6	20	2132	211	7	169
Initial Q (Qb), veh	0	0	0	0	0	0		0	0	0		0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00		1.00		1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00
Work Zone On Approach	No			No				No				
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870		1870	1870	1870		1870
Adj Flow Rate, veh/h	38	31	48	253	16	263		21	2198	218		174
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97		0.97	0.97	0.97		0.97
Percent Heavy Veh, %	2	2	2	2	2	2		2	2	2		2
Cap, veh/h	134	157	243	314	22	358		202	2653	824		201
Arrive On Green	0.24	0.24	0.24	0.24	0.24	0.24		0.02	0.52	0.52		0.07
Sat Flow, veh/h	1100	662	1024	1320	92	1507		1781	5106	1585		1781
Grp Volume(v), veh/h	38	0	79	253	0	279		21	2198	218		174
Grp Sat Flow(s),veh/h/ln	1100	0	1686	1320	0	1599		1781	1702	1585		1781
Q Serve(g_s), s	4.7	0.0	5.3	27.0	0.0	23.0		0.8	51.7	10.9		7.9
Cycle Q Clear(g_c), s	27.7	0.0	5.3	32.4	0.0	23.0		0.8	51.7	10.9		7.9
Prop In Lane	1.00		0.61	1.00		0.94		1.00		1.00		1.00
Lane Grp Cap(c), veh/h	134	0	400	314	0	380		202	2653	824		201
V/C Ratio(X)	0.28	0.00	0.20	0.80	0.00	0.74		0.10	0.83	0.26		0.87
Avail Cap(c_a), veh/h	134	0	400	314	0	380		372	2704	839		403
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00		1.00	1.00	1.00		1.00
Uniform Delay (d), s/veh	62.9	0.0	43.4	56.4	0.0	50.2		16.9	28.9	19.1		37.9
Incr Delay (d2), s/veh	1.1	0.0	0.2	14.1	0.0	7.3		0.2	2.5	0.4		10.7
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0		0.0
%ile BackOfQ(50%),veh/ln	1.3	0.0	2.2	10.0	0.0	9.8		0.3	19.9	3.9		6.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	64.1	0.0	43.7	70.5	0.0	57.4		17.1	31.4	19.4		48.6
LnGrp LOS	E		D	E		E		B	C	B		D
Approach Vol, veh/h	117			532				2437				
Approach Delay, s/veh	50.3			63.6				30.2				
Approach LOS	D			E				C				
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	11.4	89.0		42.0	18.8	81.6		42.0				
Change Period (Y+Rc), s	8.6	7.6		8.2	8.6	7.6		8.2				
Max Green Setting (Gmax), s	16.4	85.4		33.8	26.4	75.4		33.8				
Max Q Clear Time (g_c+I1), s	2.8	30.2		34.4	9.9	53.7		29.7				
Green Ext Time (p_c), s	0.0	32.3		0.0	0.4	20.3		0.1				
Intersection Summary												
HCM 7th Control Delay, s/veh	31.4											
HCM 7th LOS	C											
Notes												
User approved pedestrian interval to be less than phase max green.												
User approved ignoring U-Turning movement.												

HCM 7th Signalized Intersection Summary 22: US Hwy 27 & Davenport Blvd

01/03/2024



Movement	SBT	SBR
Lane Configurations	↑↑↑↑	↑
Traffic Volume (veh/h)	1566	7
Future Volume (veh/h)	1566	7
Initial Q (Qb), veh	0	0
Lane Width Adj.	1.00	1.00
Ped-Bike Adj(A_pbT)		1.00
Parking Bus, Adj	1.00	1.00
Work Zone On Approach	No	
Adj Sat Flow, veh/h/ln	1870	1870
Adj Flow Rate, veh/h	1614	7
Peak Hour Factor	0.97	0.97
Percent Heavy Veh, %	2	2
Cap, veh/h	2918	906
Arrive On Green	0.57	0.57
Sat Flow, veh/h	5106	1585
Grp Volume(v), veh/h	1614	7
Grp Sat Flow(s),veh/h/ln	1702	1585
Q Serve(g_s), s	28.2	0.3
Cycle Q Clear(g_c), s	28.2	0.3
Prop In Lane		1.00
Lane Grp Cap(c), veh/h	2918	906
V/C Ratio(X)	0.55	0.01
Avail Cap(c_a), veh/h	3062	951
HCM Platoon Ratio	1.00	1.00
Upstream Filter(I)	1.00	1.00
Uniform Delay (d), s/veh	19.1	13.1
Incr Delay (d2), s/veh	0.4	0.0
Initial Q Delay(d3), s/veh	0.0	0.0
%ile BackOfQ(50%),veh/ln	10.3	0.1
Unsig. Movement Delay, s/veh		
LnGrp Delay(d), s/veh	19.5	13.1
LnGrp LOS	B	B
Approach Vol, veh/h	1795	
Approach Delay, s/veh	22.3	
Approach LOS	C	
Timer - Assigned Phs		

Intersection												
Int Delay, s/veh	92.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔		↗	↑↑↑	↖	↗	↑↑↑	↖
Traffic Vol, veh/h	7	2	10	18	1	48	12	2395	57	69	2787	22
Future Vol, veh/h	7	2	10	18	1	48	12	2395	57	69	2787	22
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	560	-	535	560	-	515
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	8	2	11	19	1	52	13	2575	61	74	2997	24

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	4202	5808	1498	3949	5770	1288	3020	0	0	2637	0	0
Stage 1	3145	3145	-	2601	2601	-	-	-	-	-	-	-
Stage 2	1056	2662	-	1348	3169	-	-	-	-	-	-	-
Critical Hdwy	6.44	6.54	7.14	6.44	6.54	7.14	5.34	-	-	5.34	-	-
Critical Hdwy Stg 1	7.34	5.54	-	7.34	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.74	5.54	-	6.74	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.82	4.02	3.92	3.82	4.02	3.92	3.12	-	-	3.12	-	-
Pot Cap-1 Maneuver	~ 2	~ 0	95	~ 3	~ 0	133	37	-	-	~ 59	-	-
Stage 1	~ 5	26	-	~ 14	50	-	-	-	-	-	-	-
Stage 2	217	47	-	142	25	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	~ 1	0	95	~ 2	0	133	37	-	-	~ 59	-	-
Mov Cap-2 Maneuver	~ 1	0	-	~ 2	0	-	-	-	-	-	-	-
Stage 1	~ 5	0	-	~ 9	33	-	-	-	-	-	-	-
Stage 2	83	30	-	126	0	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay \$	6704.01		\$ 5227.99		0.72		7.69	
HCM LOS	F		F					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	37	-	-	2	7	~ 59	-	-
HCM Lane V/C Ratio	0.35	-	-	9.269	10.328	1.262	-	-
HCM Control Delay (s/veh)	147.9	-	-	\$ 6704	\$ 5228	\$ 321	-	-
HCM Lane LOS	F	-	-	F	F	F	-	-
HCM 95th %tile Q(veh)	1.2	-	-	4.1	10.7	6.3	-	-

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

HCM 7th TWSC
2: US Hwy 27 & Holly Hill Grove Rd 1

01/11/2024

Intersection												
Int Delay, s/veh	0.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations			↗			↗	↖ ↑↑↑			↖ ↑↑↑		
Traffic Vol, veh/h	0	0	6	0	0	19	6	2412	6	4	2856	3
Future Vol, veh/h	0	0	6	0	0	19	6	2412	6	4	2856	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	0	650	-	-	585	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	6	0	0	20	6	2594	6	4	3071	3

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	-	-	1537	-	-	1300	3074	0	0	2600	0	0
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	7.14	-	-	7.14	5.34	-	-	5.34	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.92	-	-	3.92	3.12	-	-	3.12	-	-
Pot Cap-1 Maneuver	0	0	90	0	0	130	35	-	-	61	-	-
Stage 1	0	0	-	0	0	-	-	-	-	-	-	-
Stage 2	0	0	-	0	0	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	-	-	90	-	-	130	35	-	-	61	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

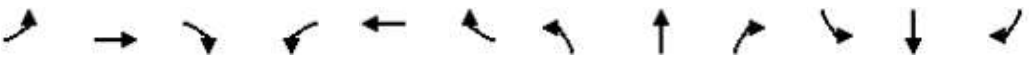
Approach	EB	WB	NB	SB
HCM Control Delay, s/v48.21		37.7	0.33	0.09
HCM LOS	E	E		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	35	-	-	90	130	61	-
HCM Lane V/C Ratio	0.187	-	-	0.072	0.157	0.07	-
HCM Control Delay (s/veh)	131.7	-	-	48.2	37.7	68	-
HCM Lane LOS	F	-	-	E	E	F	-
HCM 95th %tile Q(veh)	0.6	-	-	0.2	0.5	0.2	-

HCM 7th Signalized Intersection Summary

3: US Hwy 27 & Ridgewood Lakes Blvd

01/10/2024

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations				↰		↱	↰	↑↑↑	↱	↰	↑↑↑	
Traffic Volume (veh/h)	0	0	0	56	0	65	4	2784	59	61	1883	0
Future Volume (veh/h)	0	0	0	56	0	65	4	2784	59	61	1883	0
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Lane Width Adj.				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach				No			No			No		
Adj Sat Flow, veh/h/ln				1870	0	1870	1870	1870	1870	1870	1870	0
Adj Flow Rate, veh/h				58	0	68	4	2900	61	64	1961	0
Peak Hour Factor				0.96	0.92	0.96	0.92	0.96	0.96	0.96	0.96	0.92
Percent Heavy Veh, %				2	0	2	2	2	2	2	2	0
Cap, veh/h				128	0	114	217	3264	1013	84	3940	0
Arrive On Green				0.07	0.00	0.07	0.64	0.64	0.64	0.05	0.77	0.00
Sat Flow, veh/h				1781	0	1585	224	5106	1585	1781	5274	0
Grp Volume(v), veh/h				58	0	68	4	2900	61	64	1961	0
Grp Sat Flow(s), veh/h/ln				1781	0	1585	224	1702	1585	1781	1702	0
Q Serve(g_s), s				2.9	0.0	3.9	0.6	44.5	1.4	3.3	13.4	0.0
Cycle Q Clear(g_c), s				2.9	0.0	3.9	1.6	44.5	1.4	3.3	13.4	0.0
Prop In Lane				1.00		1.00	1.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h				128	0	114	217	3264	1013	84	3940	0
V/C Ratio(X)				0.45	0.00	0.60	0.02	0.89	0.06	0.76	0.50	0.00
Avail Cap(c_a), veh/h				670	0	596	217	3264	1013	474	3940	0
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh				41.8	0.0	42.2	6.6	14.1	6.3	44.2	4.0	0.0
Incr Delay (d2), s/veh				2.5	0.0	4.9	0.2	4.1	0.1	13.3	0.5	0.0
Initial Q Delay(d3), s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				1.4	0.0	1.7	0.0	13.3	0.4	1.7	2.2	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh				44.3	0.0	47.2	6.7	18.2	6.5	57.5	4.4	0.0
LnGrp LOS				D		D	A	B	A	E	A	
Approach Vol, veh/h					126			2965			2025	
Approach Delay, s/veh					45.9			17.9			6.1	
Approach LOS					D			B			A	
Timer - Assigned Phs	1	2				6		8				
Phs Duration (G+Y+Rc), s	12.4	68.0				80.4		13.4				
Change Period (Y+Rc), s	8.0	8.0				8.0		6.7				
Max Green Setting (Gmax), s	25.0	60.0				60.0		35.3				
Max Q Clear Time (g_c+I1), s	5.3	46.5				15.4		5.9				
Green Ext Time (p_c), s	0.1	11.2				12.6		0.4				
Intersection Summary												
HCM 7th Control Delay, s/veh				13.9								
HCM 7th LOS				B								

HCM 7th Signalized Intersection Summary

4: US Hwy 27 & Bates Rd

01/03/2024

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	36	18	24	279	15	112	12	2054	292	233	2138	22
Future Volume (veh/h)	36	18	24	279	15	112	12	2054	292	233	2138	22
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	38	19	26	297	16	119	13	2185	311	248	2274	23
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	431	30	41	323	19	141	87	2589	804	272	3077	955
Arrive On Green	0.10	0.04	0.04	0.15	0.10	0.10	0.01	0.51	0.51	0.12	0.60	0.60
Sat Flow, veh/h	3456	715	979	1781	191	1423	1781	5106	1585	1781	5106	1585
Grp Volume(v), veh/h	38	0	45	297	0	135	13	2185	311	248	2274	23
Grp Sat Flow(s),veh/h/ln	1728	0	1694	1781	0	1614	1781	1702	1585	1781	1702	1585
Q Serve(g_s), s	0.0	0.0	4.3	22.5	0.0	13.6	0.7	61.0	19.9	17.1	52.8	0.5
Cycle Q Clear(g_c), s	0.0	0.0	4.3	22.5	0.0	13.6	0.7	61.0	19.9	17.1	52.8	0.5
Prop In Lane	1.00		0.58	1.00		0.88	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	431	0	72	323	0	160	87	2589	804	272	3077	955
V/C Ratio(X)	0.09	0.00	0.63	0.92	0.00	0.84	0.15	0.84	0.39	0.91	0.74	0.02
Avail Cap(c_a), veh/h	431	0	293	589	0	674	222	2884	895	427	3408	1058
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	67.1	0.0	77.9	66.9	0.0	73.2	33.8	35.1	25.0	69.0	23.6	3.7
Incr Delay (d2), s/veh	0.1	0.0	8.7	11.1	0.0	11.1	0.8	2.3	0.3	16.6	0.8	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	0.0	2.1	13.2	0.0	6.1	0.3	24.3	7.5	11.3	19.7	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	67.1	0.0	86.6	78.0	0.0	84.3	34.6	37.4	25.3	85.6	24.3	3.7
LnGrp LOS	E		F	E		F	C	D	C	F	C	A
Approach Vol, veh/h	83			432			2509			2545		
Approach Delay, s/veh	77.7			80.0			35.9			30.1		
Approach LOS	E			E			D			C		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	11.4	107.3	23.3	23.3	27.2	91.5	32.3	14.4				
Change Period (Y+Rc), s	9.2	7.6	6.9	* 6.9	7.6	* 7.6	6.9	7.4				
Max Green Setting (Gmax), s	14.8	110.4	10.8	* 69	34.1	* 93	50.1	28.6				
Max Q Clear Time (g_c+I1), s	2.7	54.8	2.0	15.6	19.1	63.0	24.5	6.3				
Green Ext Time (p_c), s	0.0	29.1	0.0	0.8	0.6	20.9	0.8	0.1				
Intersection Summary												
HCM 7th Control Delay, s/veh	37.3											
HCM 7th LOS	D											
Notes												
* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.												

HCM 7th Signalized Intersection Summary

22: US Hwy 27 & Davenport Blvd

01/03/2024

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Traffic Volume (veh/h)	28	25	63	279	41	253	13	80	1784	252	12	357
Future Volume (veh/h)	28	25	63	279	41	253	13	80	1784	252	12	357
Initial Q (Qb), veh	0	0	0	0	0	0		0	0	0		0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00		1.00		1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00
Work Zone On Approach	No			No				No				
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870		1870	1870	1870		1870
Adj Flow Rate, veh/h	29	26	65	288	42	261		82	1839	260		368
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97		0.97	0.97	0.97		0.97
Percent Heavy Veh, %	2	2	2	2	2	2		2	2	2		2
Cap, veh/h	129	117	292	315	55	344		153	2000	621		398
Arrive On Green	0.25	0.25	0.25	0.25	0.25	0.25		0.04	0.39	0.39		0.19
Sat Flow, veh/h	1076	474	1184	1306	224	1395		1781	5106	1585		1781
Grp Volume(v), veh/h	29	0	91	288	0	303		82	1839	260		368
Grp Sat Flow(s),veh/h/ln	1076	0	1657	1306	0	1619		1781	1702	1585		1781
Q Serve(g_s), s	3.6	0.0	6.2	28.6	0.0	24.5		3.9	48.4	16.9		23.8
Cycle Q Clear(g_c), s	28.1	0.0	6.2	34.8	0.0	24.5		3.9	48.4	16.9		23.8
Prop In Lane	1.00		0.71	1.00		0.86		1.00		1.00		1.00
Lane Grp Cap(c), veh/h	129	0	408	315	0	399		153	2000	621		398
V/C Ratio(X)	0.22	0.00	0.22	0.91	0.00	0.76		0.53	0.92	0.42		0.93
Avail Cap(c_a), veh/h	129	0	408	315	0	399		426	2039	633		621
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00		1.00	1.00	1.00		1.00
Uniform Delay (d), s/veh	62.4	0.0	42.4	57.5	0.0	49.3		30.0	40.9	31.3		44.6
Incr Delay (d2), s/veh	0.9	0.0	0.3	29.5	0.0	8.2		2.9	7.3	0.5		14.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0		0.0
%ile BackOfQ(50%),veh/ln	1.0	0.0	2.5	12.8	0.0	10.6		1.7	20.4	6.3		13.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	63.2	0.0	42.7	87.0	0.0	57.6		32.9	48.1	31.7		58.8
LnGrp LOS	E		D	F		E		C	D	C		E
Approach Vol, veh/h	120			591			2181					
Approach Delay, s/veh	47.7			71.9			45.6					
Approach LOS	D			E			D					
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	14.4	83.9		43.0	35.3	62.9		43.0				
Change Period (Y+Rc), s	8.6	7.6		8.2	8.6	7.6		8.2				
Max Green Setting (Gmax), s	27.4	73.4		34.8	44.4	56.4		34.8				
Max Q Clear Time (g_c+I1), s	5.9	52.5		36.8	25.8	50.4		30.1				
Green Ext Time (p_c), s	0.2	15.4		0.0	1.0	4.9		0.2				
Intersection Summary												
HCM 7th Control Delay, s/veh	42.1											
HCM 7th LOS	D											
Notes												
User approved pedestrian interval to be less than phase max green.												
User approved ignoring U-Turning movement.												

HCM 7th Signalized Intersection Summary 22: US Hwy 27 & Davenport Blvd

01/03/2024



Movement	SBT	SBR
Lane Configurations	↑↑↑↑	↑
Traffic Volume (veh/h)	2166	54
Future Volume (veh/h)	2166	54
Initial Q (Qb), veh	0	0
Lane Width Adj.	1.00	1.00
Ped-Bike Adj(A_pbT)		1.00
Parking Bus, Adj	1.00	1.00
Work Zone On Approach	No	
Adj Sat Flow, veh/h/ln	1870	1870
Adj Flow Rate, veh/h	2233	56
Peak Hour Factor	0.97	0.97
Percent Heavy Veh, %	2	2
Cap, veh/h	2757	856
Arrive On Green	0.54	0.54
Sat Flow, veh/h	5106	1585
Grp Volume(v), veh/h	2233	56
Grp Sat Flow(s),veh/h/ln	1702	1585
Q Serve(g_s), s	50.5	2.4
Cycle Q Clear(g_c), s	50.5	2.4
Prop In Lane		1.00
Lane Grp Cap(c), veh/h	2757	856
V/C Ratio(X)	0.81	0.07
Avail Cap(c_a), veh/h	2757	856
HCM Platoon Ratio	1.00	1.00
Upstream Filter(l)	1.00	1.00
Uniform Delay (d), s/veh	26.6	15.5
Incr Delay (d2), s/veh	1.9	0.0
Initial Q Delay(d3), s/veh	0.0	0.0
%ile BackOfQ(50%),veh/ln	19.1	0.8
Unsig. Movement Delay, s/veh		
LnGrp Delay(d), s/veh	28.5	15.5
LnGrp LOS	C	B
Approach Vol, veh/h	2657	
Approach Delay, s/veh	32.4	
Approach LOS	C	
Timer - Assigned Phs		

APPENDIX E GROWTH RATE

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

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

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

INPUT DATA

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

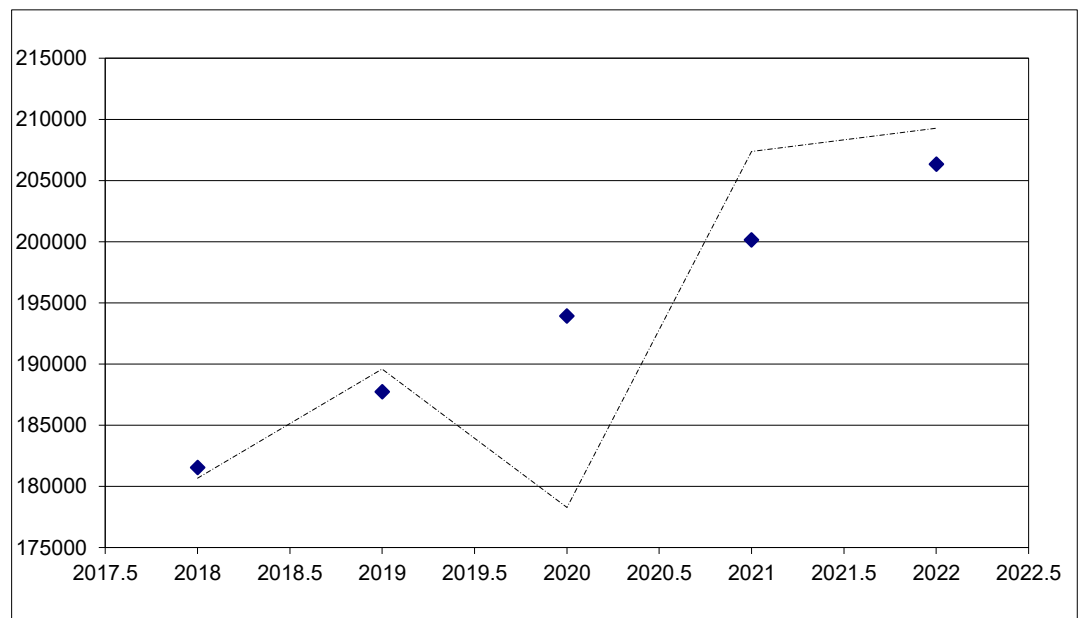
OUTPUT DATA

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

Slope: 6199.387879
Intercept: -12328828.9
R²: 0.867035752
Standard Error: 7796.141786

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

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



FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2022 HISTORICAL AADT REPORT

COUNTY: 16 - POLK

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

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

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*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2022 HISTORICAL AADT REPORT

COUNTY: 16 - POLK

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

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

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FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2022 HISTORICAL AADT REPORT

COUNTY: 16 - POLK

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

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

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FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2022 HISTORICAL AADT REPORT

COUNTY: 16 - POLK

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

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

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FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2022 HISTORICAL AADT REPORT

COUNTY: 16 - POLK

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

HAINES CITY

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

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*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

ILL TANK RD,POLK CO

R 547/BAY ST

Month Vlookup

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

APPENDIX F LEVEL OF SERVICE EDITION REPORTS FOR BACKGROUND CONDITIONS

Intersection												
Int Delay, s/veh	28.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↗	↑↑↑	↗	↗	↑↑↑	↗
Traffic Vol, veh/h	1	0	17	11	0	55	14	2834	25	44	2108	9
Future Vol, veh/h	1	0	17	11	0	55	14	2834	25	44	2108	9
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	560	-	535	560	-	515
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	98	98	98	98	98	98	98	98	98	98	98	98
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	0	17	11	0	56	14	2892	26	45	2151	9

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	3426	5187	1076	3871	5170	1446	2160	0	0	2917	0	0
Stage 1	2241	2241	-	2920	2920	-	-	-	-	-	-	-
Stage 2	1185	2946	-	950	2250	-	-	-	-	-	-	-
Critical Hdwy	6.44	6.54	7.14	6.44	6.54	7.14	5.34	-	-	5.34	-	-
Critical Hdwy Stg 1	7.34	5.54	-	7.34	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.74	5.54	-	6.74	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.82	4.02	3.92	3.82	4.02	3.92	3.12	-	-	3.12	-	-
Pot Cap-1 Maneuver	8	0	185	~ 4	0	104	104	-	-	~ 42	-	-
Stage 1	26	78	-	~ 8	34	-	-	-	-	-	-	-
Stage 2	180	33	-	253	77	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	3	0	185	~ 3	0	104	104	-	-	~ 42	-	-
Mov Cap-2 Maneuver	3	0	-	~ 3	0	-	-	-	-	-	-	-
Stage 1	26	0	-	~ 7	29	-	-	-	-	-	-	-
Stage 2	71	28	-	229	0	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/veh	42.33	\$ 1949.6	0.22	6.35
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	104	-	-	43	16	~ 42	-	-
HCM Lane V/C Ratio	0.138	-	-	0.431	4.253	1.073	-	-
HCM Control Delay (s/veh)	45.2	-	-	142.5	\$ 1949.6	\$ 311.8	-	-
HCM Lane LOS	E	-	-	F	F	F	-	-
HCM 95th %tile Q(veh)	0.5	-	-	1.5	9.2	4.3	-	-

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

HCM 7th TWSC
2: US Hwy 27 & Holly Hill Grove Rd 1

01/11/2024

Intersection												
Int Delay, s/veh	0.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations			↗			↗	↖ ↑↑↑			↖ ↑↑↑		
Traffic Vol, veh/h	0	0	2	0	0	17	3	2850	14	11	2146	2
Future Vol, veh/h	0	0	2	0	0	17	3	2850	14	11	2146	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	0	650	-	-	585	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	2	0	0	18	3	2969	15	11	2235	2

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	-	-	1119	-	-	1492	2238	0	0	2983	0	0
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	7.14	-	-	7.14	5.34	-	-	5.34	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.92	-	-	3.92	3.12	-	-	3.12	-	-
Pot Cap-1 Maneuver	0	0	173	0	0	96	95	-	-	39	-	-
Stage 1	0	0	-	0	0	-	-	-	-	-	-	-
Stage 2	0	0	-	0	0	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	-	-	173	-	-	96	95	-	-	39	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

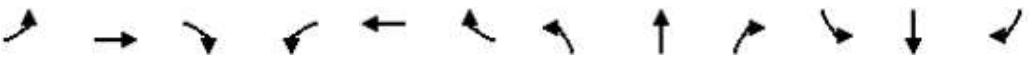
Approach	EB		WB		NB		SB	
HCM Control Delay, s/v	26.1		50.56		0.05		0.68	
HCM LOS	D		F					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	95	-	-	173	96	39	-
HCM Lane V/C Ratio	0.033	-	-	0.012	0.184	0.297	-
HCM Control Delay (s/veh)	44.4	-	-	26.1	50.6	133.6	-
HCM Lane LOS	E	-	-	D	F	F	-
HCM 95th %tile Q(veh)	0.1	-	-	0	0.6	1	-

HCM 7th Signalized Intersection Summary

3: US Hwy 27 & Ridgewood Lakes Blvd

01/10/2024

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	111	0	110	5	3141	66	68	2125	0
Future Volume (veh/h)	0	0	0	111	0	110	5	3141	66	68	2125	0
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Lane Width Adj.				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach				No			No			No		
Adj Sat Flow, veh/h/ln				1870	0	1870	1870	1870	1870	1870	1870	0
Adj Flow Rate, veh/h				121	0	120	5	3414	72	74	2310	0
Peak Hour Factor				0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %				2	0	2	2	2	2	2	2	0
Cap, veh/h				183	0	163	179	3554	1103	97	4082	0
Arrive On Green				0.10	0.00	0.10	0.70	0.70	0.70	0.05	0.80	0.00
Sat Flow, veh/h				1781	0	1585	159	5106	1585	1781	5274	0
Grp Volume(v), veh/h				121	0	120	5	3414	72	74	2310	0
Grp Sat Flow(s), veh/h/ln				1781	0	1585	159	1702	1585	1781	1702	0
Q Serve(g_s), s				6.0	0.0	6.8	1.1	56.5	1.3	3.8	15.3	0.0
Cycle Q Clear(g_c), s				6.0	0.0	6.8	6.8	56.5	1.3	3.8	15.3	0.0
Prop In Lane				1.00		1.00	1.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h				183	0	163	179	3554	1103	97	4082	0
V/C Ratio(X)				0.66	0.00	0.74	0.03	0.96	0.07	0.76	0.57	0.00
Avail Cap(c_a), veh/h				721	0	641	179	3554	1103	551	4082	0
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh				39.8	0.0	40.1	6.4	12.8	4.5	43.0	3.4	0.0
Incr Delay (d2), s/veh				4.0	0.0	6.3	0.3	8.4	0.1	11.5	0.6	0.0
Initial Q Delay(d3), s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				2.8	0.0	2.9	0.0	15.8	0.3	1.9	1.8	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh				43.8	0.0	46.4	6.7	21.2	4.6	54.5	4.0	0.0
LnGrp LOS				D		D	A	C	A	D	A	
Approach Vol, veh/h					241			3491			2384	
Approach Delay, s/veh					45.1			20.9			5.5	
Approach LOS					D			C			A	
Timer - Assigned Phs	1	2				6		8				
Phs Duration (G+Y+Rc), s	9.5	68.7				78.2		14.0				
Change Period (Y+Rc), s	4.5	4.5				4.5		4.5				
Max Green Setting (Gmax), s	28.5	63.7				73.7		37.3				
Max Q Clear Time (g_c+I1), s	5.8	58.5				17.3		8.8				
Green Ext Time (p_c), s	0.1	5.1				30.0		0.7				
Intersection Summary												
HCM 7th Control Delay, s/veh				15.8								
HCM 7th LOS				B								

HCM 7th Signalized Intersection Summary

4: US Hwy 27 & Bates Rd

01/03/2024

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Traffic Volume (veh/h)	8	5	8	312	18	166	5	15	2282	180	8	173
Future Volume (veh/h)	8	5	8	312	18	166	5	15	2282	180	8	173
Initial Q (Qb), veh	0	0	0	0	0	0		0	0	0		0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00		1.00		1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00
Work Zone On Approach	No			No				No				
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870		1870	1870	1870		1870
Adj Flow Rate, veh/h	9	6	9	347	20	184		17	2536	200		192
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90		0.90	0.90	0.90		0.90
Percent Heavy Veh, %	2	2	2	2	2	2		2	2	2		2
Cap, veh/h	175	11	16	405	32	295		101	2487	772		219
Arrive On Green	0.01	0.02	0.02	0.19	0.20	0.20		0.02	0.49	0.49		0.09
Sat Flow, veh/h	3456	675	1013	1781	158	1451		1781	5106	1585		1781
Grp Volume(v), veh/h	9	0	15	347	0	204		17	2536	200		192
Grp Sat Flow(s),veh/h/ln	1728	0	1688	1781	0	1609		1781	1702	1585		1781
Q Serve(g_s), s	0.4	0.0	1.2	26.4	0.0	16.2		0.8	68.4	4.4		10.8
Cycle Q Clear(g_c), s	0.4	0.0	1.2	26.4	0.0	16.2		0.8	68.4	4.4		10.8
Prop In Lane	1.00		0.60	1.00		0.90		1.00		1.00		1.00
Lane Grp Cap(c), veh/h	175	0	27	405	0	327		101	2487	772		219
V/C Ratio(X)	0.05	0.00	0.56	0.86	0.00	0.62		0.17	1.02	0.26		0.88
Avail Cap(c_a), veh/h	946	0	272	405	0	327		296	2487	772		370
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00		1.00	1.00	1.00		1.00
Uniform Delay (d), s/veh	66.7	0.0	68.6	52.7	0.0	51.0		30.5	36.0	3.8		61.1
Incr Delay (d2), s/veh	0.1	0.0	17.3	16.5	0.0	3.7		0.8	23.1	0.2		12.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0		0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	0.7	13.5	0.0	6.8		0.3	31.2	3.5		7.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	66.9	0.0	85.9	69.2	0.0	54.7		31.3	59.2	3.9		73.1
LnGrp LOS	E		F	E		D		C	F	A		E
Approach Vol, veh/h	24			551				2753				
Approach Delay, s/veh	78.8			63.8				55.0				
Approach LOS	E			E				D				
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	11.6	85.2	7.7	35.9	20.8	76.0	34.0	9.6				
Change Period (Y+Rc), s	9.2	7.6	6.2	* 7.4	7.6	* 7.6	6.9	7.4				
Max Green Setting (Gmax), s	17.8	73.4	32.8	* 18	25.1	* 68	27.1	22.6				
Max Q Clear Time (g_c+I1), s	2.8	45.1	2.4	18.2	12.8	70.4	28.4	3.2				
Green Ext Time (p_c), s	0.0	17.5	0.0	0.0	0.4	0.0	0.0	0.0				
Intersection Summary												
HCM 7th Control Delay, s/veh	45.2											
HCM 7th LOS	D											
Notes												
User approved ignoring U-Turning movement.												
* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.												

HCM 7th Signalized Intersection Summary

4: US Hwy 27 & Bates Rd

01/03/2024



Movement	SBT	SBR
Lane Configurations	↑↑↑↑	↑
Traffic Volume (veh/h)	1868	20
Future Volume (veh/h)	1868	20
Initial Q (Qb), veh	0	0
Lane Width Adj.	1.00	1.00
Ped-Bike Adj(A_pbT)		1.00
Parking Bus, Adj	1.00	1.00
Work Zone On Approach	No	
Adj Sat Flow, veh/h/ln	1870	1870
Adj Flow Rate, veh/h	2076	22
Peak Hour Factor	0.90	0.90
Percent Heavy Veh, %	2	2
Cap, veh/h	2821	876
Arrive On Green	0.55	0.55
Sat Flow, veh/h	5106	1585
Grp Volume(v), veh/h	2076	22
Grp Sat Flow(s),veh/h/ln	1702	1585
Q Serve(g_s), s	43.1	0.9
Cycle Q Clear(g_c), s	43.1	0.9
Prop In Lane		1.00
Lane Grp Cap(c), veh/h	2821	876
V/C Ratio(X)	0.74	0.03
Avail Cap(c_a), veh/h	2821	876
HCM Platoon Ratio	1.00	1.00
Upstream Filter(I)	1.00	1.00
Uniform Delay (d), s/veh	23.7	14.3
Incr Delay (d2), s/veh	1.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0
%ile BackOfQ(50%),veh/ln	16.0	0.3
Unsig. Movement Delay, s/veh		
LnGrp Delay(d), s/veh	24.7	14.3
LnGrp LOS	C	B
Approach Vol, veh/h	2290	
Approach Delay, s/veh	28.7	
Approach LOS	C	
Timer - Assigned Phs		

HCM 7th Signalized Intersection Summary

22: US Hwy 27 & Davenport Blvd

01/03/2024

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Traffic Volume (veh/h)	42	34	53	276	18	288	7	23	2405	238	8	191
Future Volume (veh/h)	42	34	53	276	18	288	7	23	2405	238	8	191
Initial Q (Qb), veh	0	0	0	0	0	0		0	0	0		0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00		1.00		1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00
Work Zone On Approach	No			No				No				
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870		1870	1870	1870		1870
Adj Flow Rate, veh/h	43	35	55	285	19	297		24	2479	245		197
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97		0.97	0.97	0.97		0.97
Percent Heavy Veh, %	2	2	2	2	2	2		2	2	2		2
Cap, veh/h	62	137	215	261	20	314		185	2759	856		221
Arrive On Green	0.21	0.21	0.21	0.21	0.21	0.21		0.02	0.54	0.54		0.09
Sat Flow, veh/h	1064	655	1030	1307	96	1504		1781	5106	1585		1781
Grp Volume(v), veh/h	43	0	90	285	0	316		24	2479	245		197
Grp Sat Flow(s),veh/h/ln	1064	0	1685	1307	0	1600		1781	1702	1585		1781
Q Serve(g_s), s	2.1	0.0	6.8	25.0	0.0	29.7		0.9	66.2	12.8		11.6
Cycle Q Clear(g_c), s	31.8	0.0	6.8	31.8	0.0	29.7		0.9	66.2	12.8		11.6
Prop In Lane	1.00		0.61	1.00		0.94		1.00		1.00		1.00
Lane Grp Cap(c), veh/h	62	0	351	261	0	334		185	2759	856		221
V/C Ratio(X)	0.70	0.00	0.26	1.09	0.00	0.95		0.13	0.90	0.29		0.89
Avail Cap(c_a), veh/h	62	0	351	261	0	334		281	2759	856		308
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00		1.00	1.00	1.00		1.00
Uniform Delay (d), s/veh	75.9	0.0	50.5	66.0	0.0	59.5		16.7	31.3	19.1		50.0
Incr Delay (d2), s/veh	28.9	0.0	0.4	82.0	0.0	35.6		0.3	5.2	0.8		20.6
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0		0.0
%ile BackOfQ(50%),veh/ln	2.2	0.0	2.9	16.1	0.0	15.1		0.4	26.2	4.7		5.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	104.8	0.0	50.8	148.0	0.0	95.1		17.0	36.5	19.9		70.6
LnGrp LOS	F		D	F		F		B	D	B		E
Approach Vol, veh/h	133			601				2748				
Approach Delay, s/veh	68.3			120.2				34.9				
Approach LOS	E			F				C				
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	11.8	100.7		40.0	22.5	90.0		40.0				
Change Period (Y+Rc), s	8.6	7.6		8.2	8.6	7.6		8.2				
Max Green Setting (Gmax), s	11.4	92.4		31.8	21.4	82.4		31.8				
Max Q Clear Time (g_c+I1), s	2.9	34.9		33.8	13.6	68.2		33.8				
Green Ext Time (p_c), s	0.0	19.4		0.0	0.3	12.4		0.0				

Intersection Summary

HCM 7th Control Delay, s/veh	40.9
HCM 7th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.
User approved ignoring U-Turning movement.

HCM 7th Signalized Intersection Summary 22: US Hwy 27 & Davenport Blvd

01/03/2024



Movement	SBT	SBR
Lane Configurations	↑↑↑↑	↑
Traffic Volume (veh/h)	1767	8
Future Volume (veh/h)	1767	8
Initial Q (Qb), veh	0	0
Lane Width Adj.	1.00	1.00
Ped-Bike Adj(A_pbT)		1.00
Parking Bus, Adj	1.00	1.00
Work Zone On Approach	No	
Adj Sat Flow, veh/h/ln	1870	1870
Adj Flow Rate, veh/h	1822	8
Peak Hour Factor	0.97	0.97
Percent Heavy Veh, %	2	2
Cap, veh/h	3118	968
Arrive On Green	0.61	0.61
Sat Flow, veh/h	5106	1585
Grp Volume(v), veh/h	1822	8
Grp Sat Flow(s),veh/h/ln	1702	1585
Q Serve(g_s), s	32.9	0.3
Cycle Q Clear(g_c), s	32.9	0.3
Prop In Lane		1.00
Lane Grp Cap(c), veh/h	3118	968
V/C Ratio(X)	0.58	0.01
Avail Cap(c_a), veh/h	3118	968
HCM Platoon Ratio	1.00	1.00
Upstream Filter(I)	1.00	1.00
Uniform Delay (d), s/veh	18.0	11.6
Incr Delay (d2), s/veh	0.8	0.0
Initial Q Delay(d3), s/veh	0.0	0.0
%ile BackOfQ(50%),veh/ln	12.0	0.1
Unsig. Movement Delay, s/veh		
LnGrp Delay(d), s/veh	18.8	11.6
LnGrp LOS	B	B
Approach Vol, veh/h	2027	
Approach Delay, s/veh	23.8	
Approach LOS	C	
Timer - Assigned Phs		

HCM 7th TWSC

1: US Hwy 27 & Holly Hill Grove Rd 2

01/11/2024

Intersection												
Int Delay, s/veh	433.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔		↗	↑↑↑	↖	↗	↑↑↑	↖
Traffic Vol, veh/h	8	2	11	20	1	54	13	2702	64	78	3144	25
Future Vol, veh/h	8	2	11	20	1	54	13	2702	64	78	3144	25
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	560	-	535	560	-	515
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	9	2	12	22	1	58	14	2905	69	84	3381	27

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	4739	6551	1690	4454	6509	1453	3408	0	0	2974	0	0
Stage 1	3548	3548	-	2933	2933	-	-	-	-	-	-	-
Stage 2	1191	3002	-	1521	3575	-	-	-	-	-	-	-
Critical Hdwy	6.44	6.54	7.14	6.44	6.54	7.14	5.34	-	-	5.34	-	-
Critical Hdwy Stg 1	7.34	5.54	-	7.34	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.74	5.54	-	6.74	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.82	4.02	3.92	3.82	4.02	3.92	3.12	-	-	3.12	-	-
Pot Cap-1 Maneuver	~ 1	~ 0	70	~ 2	~ 0	103	23	-	-	~ 39	-	-
Stage 1	~ 3	15	-	~ 8	33	-	-	-	-	-	-	-
Stage 2	179	31	-	110	15	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	~ 0	0	70	~ 1	0	103	23	-	-	~ 39	-	-
Mov Cap-2 Maneuver	~ 0	0	-	~ 1	0	-	-	-	-	-	-	-
Stage 1	~ 3	0	-	~ 3	13	-	-	-	-	-	-	-
Stage 2	28	12	-	92	0	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay (s/veh)	412.42	287.98		\$ 22987.12		1.4		18.02
HCM LOS	F		F					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	23	-	-	-	2	~ 39	-	-
HCM Lane V/C Ratio	0.609	-	-	56.728	43.687	2.147	-	-
HCM Control Delay (s/veh)	299.4	-	-	\$ 412.42	\$ 22987.1	\$ 750	-	-
HCM Lane LOS	F	-	-	F	F	F	-	-
HCM 95th %tile Q(veh)	1.8	-	-	4.6	12.3	9.1	-	-

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

HCM 7th TWSC
2: US Hwy 27 & Holly Hill Grove Rd 1

01/11/2024

Intersection												
Int Delay, s/veh	0.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations			↗			↗	↖ ↑↑↑			↖ ↑↑↑		
Traffic Vol, veh/h	0	0	7	0	0	21	6	2721	7	5	3222	3
Future Vol, veh/h	0	0	7	0	0	21	6	2721	7	5	3222	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	0	650	-	-	585	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	8	0	0	23	6	2926	8	5	3465	3

Major/Minor	Minor2		Minor1		Major1		Major2	
Conflicting Flow All	-	-	1734	-	-	1467	3468	0
Stage 1	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	7.14	-	-	7.14	5.34	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.92	-	-	3.92	3.12	-
Pot Cap-1 Maneuver	0	0	66	0	0	100	21	-
Stage 1	0	0	-	0	0	-	-	-
Stage 2	0	0	-	0	0	-	-	-
Platoon blocked, %	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	66	-	-	100	21	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-

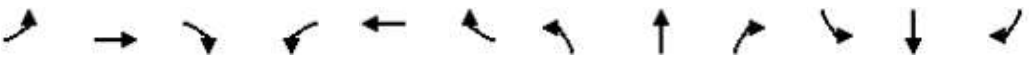
Approach	EB	WB	NB	SB
HCM Control Delay, s/v66.88		51.03	0.52	0.16
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	21	-	-	66	100	41	-
HCM Lane V/C Ratio	0.303	-	-	0.115	0.225	0.131	-
HCM Control Delay (s/veh)	235.6	-	-	66.9	51	105.5	-
HCM Lane LOS	F	-	-	F	F	F	-
HCM 95th %tile Q(veh)	0.9	-	-	0.4	0.8	0.4	-

HCM 7th Signalized Intersection Summary

3: US Hwy 27 & Ridgewood Lakes Blvd

01/10/2024

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations				↰		↱	↰	↑↑↑	↱	↰	↑↑↑	↱
Traffic Volume (veh/h)	0	0	0	65	0	75	1	2800	100	137	3148	0
Future Volume (veh/h)	0	0	0	65	0	75	1	2800	100	137	3148	0
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Lane Width Adj.				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach				No			No			No		
Adj Sat Flow, veh/h/ln				1870	0	1870	1870	1870	1870	1870	1870	0
Adj Flow Rate, veh/h				71	0	82	1	3043	109	149	3422	0
Peak Hour Factor				0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %				2	0	2	2	2	2	2	2	0
Cap, veh/h				131	0	117	89	3050	947	184	3982	0
Arrive On Green				0.07	0.00	0.07	0.60	0.60	0.60	0.10	0.78	0.00
Sat Flow, veh/h				1781	0	1585	52	5106	1585	1781	5274	0
Grp Volume(v), veh/h				71	0	82	1	3043	109	149	3422	0
Grp Sat Flow(s), veh/h/ln				1781	0	1585	52	1702	1585	1781	1702	0
Q Serve(g_s), s				3.9	0.0	5.1	1.3	59.7	3.0	8.2	44.9	0.0
Cycle Q Clear(g_c), s				3.9	0.0	5.1	27.9	59.7	3.0	8.2	44.9	0.0
Prop In Lane				1.00		1.00	1.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h				131	0	117	89	3050	947	184	3982	0
V/C Ratio(X)				0.54	0.00	0.70	0.01	1.00	0.12	0.81	0.86	0.00
Avail Cap(c_a), veh/h				626	0	557	89	3050	947	443	3982	0
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh				44.9	0.0	45.4	22.8	20.2	8.8	44.1	7.4	0.0
Incr Delay (d2), s/veh				3.4	0.0	7.4	0.2	15.8	0.2	8.3	2.7	0.0
Initial Q Delay(d3), s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				1.8	0.0	2.2	0.0	22.6	0.9	3.8	8.4	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh				48.3	0.0	52.8	23.0	36.0	9.0	52.4	10.0	0.0
LnGrp LOS				D		D	C	D	A	D	B	
Approach Vol, veh/h					153			3153			3571	
Approach Delay, s/veh					50.7			35.0			11.8	
Approach LOS					D			D			B	
Timer - Assigned Phs	1	2				6		8				
Phs Duration (G+Y+Rc), s	18.4	68.0				86.4		14.1				
Change Period (Y+Rc), s	8.0	8.0				8.0		6.7				
Max Green Setting (Gmax), s	25.0	60.0				60.0		35.3				
Max Q Clear Time (g_c+I1), s	10.2	61.7				46.9		7.1				
Green Ext Time (p_c), s	0.3	0.0				12.7		0.4				
Intersection Summary												
HCM 7th Control Delay, s/veh				23.3								
HCM 7th LOS				C								

HCM 7th Signalized Intersection Summary

4: US Hwy 27 & Bates Rd

01/03/2024

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	41	20	27	315	17	126	14	2317	329	263	2412	25
Future Volume (veh/h)	41	20	27	315	17	126	14	2317	329	263	2412	25
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	44	21	29	335	18	134	15	2465	350	280	2566	27
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	281	27	37	375	37	274	75	2287	710	302	2887	896
Arrive On Green	0.03	0.04	0.04	0.18	0.19	0.19	0.02	0.45	0.45	0.14	0.57	0.57
Sat Flow, veh/h	3456	711	982	1781	191	1423	1781	5106	1585	1781	5106	1585
Grp Volume(v), veh/h	44	0	50	335	0	152	15	2465	350	280	2566	27
Grp Sat Flow(s),veh/h/ln	1728	0	1694	1781	0	1614	1781	1702	1585	1781	1702	1585
Q Serve(g_s), s	1.8	0.0	4.5	27.1	0.0	12.8	0.8	68.4	12.1	19.6	67.0	1.2
Cycle Q Clear(g_c), s	1.8	0.0	4.5	27.1	0.0	12.8	0.8	68.4	12.1	19.6	67.0	1.2
Prop In Lane	1.00		0.58	1.00		0.88	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	281	0	64	375	0	311	75	2287	710	302	2887	896
V/C Ratio(X)	0.16	0.00	0.78	0.89	0.00	0.49	0.20	1.08	0.49	0.93	0.89	0.03
Avail Cap(c_a), veh/h	928	0	251	375	0	311	255	2287	710	340	2887	896
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	67.5	0.0	72.8	56.2	0.0	55.0	39.0	42.1	7.7	62.8	29.0	14.7
Incr Delay (d2), s/veh	0.3	0.0	17.7	22.6	0.0	1.2	1.3	43.7	0.5	28.9	3.8	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	0.0	2.2	14.5	0.0	5.3	0.4	36.0	3.9	12.8	25.8	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	67.7	0.0	90.5	78.8	0.0	56.1	40.3	85.8	8.2	91.7	32.8	14.7
LnGrp LOS	E		F	E		E	D	F	A	F	C	B
Approach Vol, veh/h	94			487			2830			2873		
Approach Delay, s/veh	79.8			71.7			76.0			38.4		
Approach LOS	E			E			E			D		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	11.6	93.9	10.4	36.8	29.5	76.0	34.0	13.2				
Change Period (Y+Rc), s	9.2	7.6	6.2	* 7.4	7.6	* 7.6	6.9	7.4				
Max Green Setting (Gmax), s	17.8	73.4	32.8	* 18	25.1	* 68	27.1	22.6				
Max Q Clear Time (g_c+I1), s	2.8	69.0	3.8	14.8	21.6	70.4	29.1	6.5				
Green Ext Time (p_c), s	0.0	4.1	0.1	0.2	0.3	0.0	0.0	0.1				

Intersection Summary

HCM 7th Control Delay, s/veh	58.5
HCM 7th LOS	E

Notes

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 7th Signalized Intersection Summary

22: US Hwy 27 & Davenport Blvd

01/03/2024

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Traffic Volume (veh/h)	32	28	71	315	46	285	15	90	2013	284	14	403
Future Volume (veh/h)	32	28	71	315	46	285	15	90	2013	284	14	403
Initial Q (Qb), veh	0	0	0	0	0	0		0	0	0		0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00		1.00		1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00
Work Zone On Approach	No			No				No				
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870		1870	1870	1870		1870
Adj Flow Rate, veh/h	35	30	77	342	50	310		98	2188	309		438
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92		0.92	0.92	0.92		0.92
Percent Heavy Veh, %	2	2	2	2	2	2		2	2	2		2
Cap, veh/h	45	92	237	230	45	277		133	2630	816		303
Arrive On Green	0.20	0.20	0.20	0.20	0.20	0.20		0.04	0.51	0.51		0.13
Sat Flow, veh/h	1022	464	1192	1287	225	1394		1781	5106	1585		1781
Grp Volume(v), veh/h	35	0	107	342	0	360		98	2188	309		438
Grp Sat Flow(s),veh/h/ln	1022	0	1656	1287	0	1619		1781	1702	1585		1781
Q Serve(g_s), s	0.0	0.0	8.9	22.9	0.0	31.8		4.2	58.2	18.8		21.4
Cycle Q Clear(g_c), s	31.8	0.0	8.9	31.8	0.0	31.8		4.2	58.2	18.8		21.4
Prop In Lane	1.00		0.72	1.00		0.86		1.00		1.00		1.00
Lane Grp Cap(c), veh/h	45	0	329	230	0	322		133	2630	816		303
V/C Ratio(X)	0.78	0.00	0.33	1.49	0.00	1.12		0.73	0.83	0.38		1.44
Avail Cap(c_a), veh/h	45	0	329	230	0	322		192	2630	816		303
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00		1.00	1.00	1.00		1.00
Uniform Delay (d), s/veh	80.0	0.0	54.9	70.8	0.0	64.1		35.1	32.9	23.4		54.6
Incr Delay (d2), s/veh	57.8	0.0	0.6	242.3	0.0	86.1		8.2	3.3	1.3		217.8
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0		0.0
%ile BackOfQ(50%),veh/ln	2.2	0.0	3.7	24.8	0.0	20.6		2.2	23.2	7.0		29.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	137.8	0.0	55.5	313.0	0.0	150.2		43.2	36.2	24.7		272.4
LnGrp LOS	F		E	F		F		D	D	C		F
Approach Vol, veh/h	142			702				2595				
Approach Delay, s/veh	75.8			229.5				35.1				
Approach LOS	E			F				D				
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	14.8	105.2		40.0	30.0	90.0		40.0				
Change Period (Y+Rc), s	8.6	7.6		8.2	8.6	7.6		8.2				
Max Green Setting (Gmax), s	11.4	92.4		31.8	21.4	82.4		31.8				
Max Q Clear Time (g_c+I1), s	6.2	69.5		33.8	23.4	60.2		33.8				
Green Ext Time (p_c), s	0.1	19.1		0.0	0.0	16.6		0.0				

Intersection Summary

HCM 7th Control Delay, s/veh	69.5
HCM 7th LOS	E

Notes

User approved pedestrian interval to be less than phase max green.
User approved ignoring U-Turning movement.

HCM 7th Signalized Intersection Summary 22: US Hwy 27 & Davenport Blvd

01/03/2024



Movement	SBT	SBR
Lane Configurations	↑↑↑↑	↑
Traffic Volume (veh/h)	2443	61
Future Volume (veh/h)	2443	61
Initial Q (Qb), veh	0	0
Lane Width Adj.	1.00	1.00
Ped-Bike Adj(A_pbT)		1.00
Parking Bus, Adj	1.00	1.00
Work Zone On Approach	No	
Adj Sat Flow, veh/h/ln	1870	1870
Adj Flow Rate, veh/h	2655	66
Peak Hour Factor	0.92	0.92
Percent Heavy Veh, %	2	2
Cap, veh/h	3116	967
Arrive On Green	0.61	0.61
Sat Flow, veh/h	5106	1585
Grp Volume(v), veh/h	2655	66
Grp Sat Flow(s),veh/h/ln	1702	1585
Q Serve(g_s), s	67.5	2.7
Cycle Q Clear(g_c), s	67.5	2.7
Prop In Lane		1.00
Lane Grp Cap(c), veh/h	3116	967
V/C Ratio(X)	0.85	0.07
Avail Cap(c_a), veh/h	3116	967
HCM Platoon Ratio	1.00	1.00
Upstream Filter(I)	1.00	1.00
Uniform Delay (d), s/veh	25.3	12.7
Incr Delay (d2), s/veh	3.2	0.1
Initial Q Delay(d3), s/veh	0.0	0.0
%ile BackOfQ(50%),veh/ln	25.5	1.0
Unsig. Movement Delay, s/veh		
LnGrp Delay(d), s/veh	28.5	12.8
LnGrp LOS	C	B
Approach Vol, veh/h	3159	
Approach Delay, s/veh	62.0	
Approach LOS	E	
Timer - Assigned Phs		

APPENDIX G

OTISS TRIP GENERATION CALCULATIONS – ACTUAL PROPOSED

PROJECT DETAILS			
Project Name:	W131163 - Shopping Center Retail Davenport		Type of Project:
Project No:			City:
Country:			Built-up Area(Sq.ft):
Analyst Name:	Sandra Gorman		Clients Name:
Date:	12/15/2023		ZIP/Postal Code:
State/Province:			No. of Scenarios: 3
Analysis Region:			
SCENARIO SUMMARY			

Scenarios	Name	No. of Land Uses	Phases of Development	No. of Years to Project Traffic	User Group	Estimated New Vehicle Trips		
						Entry	Exit	Total
Scenario - 1	Proposed AM Peak	5	1	0		523	413	936
Scenario - 2	Proposed PM Peak	5	1	0		947	961	1908
Scenario - 3	Proposed Weekday	5	1	0		15499	15499	30998

Scenario - 1

Scenario Name: Proposed AM Peak

User Group:

Dev. phase: 1

No. of Years to Project 0

Analyst Note:

Traffic :

Warning:

VEHICLE TRIPS BEFORE REDUCTION

Land Use & Data Source	Location	IV	Size	Time Period	Method	Entry	Exit	Total
					Rate/Equation	Split%	Split%	
813 - Free-Standing Discount Superstore	General Urban/Suburban	1000 Sq. Ft. GFA	252.5	Weekday, Peak Hour of Adjacent Street Traffic,	Average	263	207	470
Data Source: Trip Generation Manual, 11th Ed					1.86	56%	44%	
945 - Convenience Store/Gas Station - VFP (16-	General Urban/Suburban	1000 Sq. Ft. GFA	2.94	Weekday, Peak Hour of Adjacent Street Traffic,	Average	134	134	268
Data Source: Trip Generation Manual, 11th Ed					91.35	50%	50%	
857 - Discount Club	General Urban/Suburban	1000 Sq. Ft. GFA	189.06	Weekday, Peak Hour of Adjacent Street Traffic,	Average	92	59	151
Data Source: Trip Generation Manual, 11th Ed					0.80	61%	39%	
934 - Fast-Food Restaurant with Drive-Through	General Urban/Suburban	1000 Sq. Ft. GFA	8	Weekday, Peak Hour of Adjacent Street Traffic,	Average	182	175	357
Data Source: Trip Generation Manual, 11th Ed					44.61	51%	49%	
821 - Shopping Plaza (40-150k) -	General Urban/Suburban	1000 Sq. Ft. GLA	40	Weekday, Peak Hour of Adjacent Street	Average	43	26	69
Data Source: Trip Generation Manual, 11th Ed					1.73	62%	38%	

VEHICLE TO PERSON TRIP CONVERSION

BASELINE SITE VEHICLE CHARACTERISTICS:

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

ESTIMATED BASELINE SITE PERSON TRIPS:

Land Use	Person Trips by Vehicle		Person Trips by Other Modes		Total Baseline Site Person Trips	
	Entry	Exit	Entry	Exit	Entry	Exit
813 - Free-Standing Discount Superstore	263	207	0	0	263	207
	470		0		470	
945 - Convenience Store/Gas Station - VFP (16-24)	134	134	0	0	134	134
	268		0		268	
857 - Discount Club	129	83	0	0	129	83
	212		0		212	
934 - Fast-Food Restaurant with Drive-Through Window	182	175	0	0	182	175
	357		0		357	
821 - Shopping Plaza (40-150k) - Supermarket - No	43	26	0	0	43	26
	69		0		69	

INTERNAL VEHICLE TRIP REDUCTION

LAND USE GROUP ASSIGNMENT:

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

BALANCED PERSON TRIPS:

813 - Free-Standing Discount Superstore					945 - Convenience Store/Gas Station-VFP (16-24)				
Persons Exit	PAF	UIPTC	Unconstrained Demand	====> BALANCED ==>==	Unconstrained Demand	UIPTC	PAF	Persons Entry	
207	0	0	0	0	0	0	0	134	
Persons Entry	PAF	UIPTC	Unconstrained Demand	<<== BALANCED <<==	Unconstrained Demand	UIPTC	PAF	Persons Exit	
263	0	0	0	0	0	0	0	134	
813 - Free-Standing Discount Superstore					857 - Discount Club				
Persons Exit	PAF	UIPTC	Unconstrained Demand	====> BALANCED ==>==	Unconstrained Demand	UIPTC	PAF	Persons Entry	
207	0	0	0	0	0	0	0	129	
Persons Entry	PAF	UIPTC	Unconstrained Demand	<<== BALANCED <<==	Unconstrained Demand	UIPTC	PAF	Persons Exit	
263	0	0	0	0	0	0	0	83	
813 - Free-Standing Discount Superstore					934 - Fast-Food Restaurant with Drive-Through Window				
Persons Exit	PAF	UIPTC	Unconstrained Demand	====> BALANCED ==>==	Unconstrained Demand	UIPTC	PAF	Persons Entry	
207	0	0	0	0	0	0	0	182	
Persons Entry	PAF	UIPTC	Unconstrained Demand	<<== BALANCED <<==	Unconstrained Demand	UIPTC	PAF	Persons Exit	
263	0	0	0	0	0	0	0	175	
813 - Free-Standing Discount Superstore					821 - Shopping Plaza (40-150k)-Supermarket - No				
Persons Exit	PAF	UIPTC	Unconstrained Demand	====> BALANCED ==>==	Unconstrained Demand	UIPTC	PAF	Persons Entry	
207	0	0	0	0	0	0	0	43	
Persons Entry	PAF	UIPTC	Unconstrained Demand	<<== BALANCED <<==	Unconstrained Demand	UIPTC	PAF	Persons Exit	
263	0	0	0	0	0	0	0	26	
945 - Convenience Store/Gas Station-VFP (16-24)					857 - Discount Club				
Persons Exit	PAF	UIPTC	Unconstrained Demand	====> BALANCED ==>==	Unconstrained Demand	UIPTC	PAF	Persons Entry	
134	0	0	0	0	0	0	0	129	
Persons Entry	PAF	UIPTC	Unconstrained Demand	<<== BALANCED <<==	Unconstrained Demand	UIPTC	PAF	Persons Exit	
134	0	0	0	0	0	0	0	83	
945 - Convenience Store/Gas Station-VFP (16-24)					934 - Fast-Food Restaurant with Drive-Through Window				
Persons Exit	PAF	UIPTC	Unconstrained Demand	====> BALANCED ==>==	Unconstrained Demand	UIPTC	PAF	Persons Entry	
134	0	0	0	0	0	0	0	182	
Persons Entry	PAF	UIPTC	Unconstrained Demand	<<== BALANCED <<==	Unconstrained Demand	UIPTC	PAF	Persons Exit	
134	0	0	0	0	0	0	0	175	
945 - Convenience Store/Gas Station-VFP (16-24)					821 - Shopping Plaza (40-150k)-Supermarket - No				
Persons Exit	PAF	UIPTC	Unconstrained Demand	====> BALANCED ==>==	Unconstrained Demand	UIPTC	PAF	Persons Entry	
134	0	0	0	0	0	0	0	43	
Persons Entry	PAF	UIPTC	Unconstrained Demand	<<== BALANCED <<==	Unconstrained Demand	UIPTC	PAF	Persons Exit	
134	0	0	0	0	0	0	0	26	
857 - Discount Club					934 - Fast-Food Restaurant with Drive-Through Window				
Persons Exit	PAF	UIPTC	Unconstrained Demand	====> BALANCED ==>==	Unconstrained Demand	UIPTC	PAF	Persons Entry	
83	0	0	0	0	0	0	0	182	
Persons Entry	PAF	UIPTC	Unconstrained Demand	<<== BALANCED <<==	Unconstrained Demand	UIPTC	PAF	Persons Exit	
129	0	0	0	0	0	0	0	175	

857 - Discount Club					821 - Shopping Plaza (40-150k)-Supermarket - No				
Persons Exit	PAF	UIPTC	Unconstrained Demand	====> BALANCED ==>>>	Unconstrained Demand	UIPTC	PAF	Persons Entry	
83	0	0	0	0	0	0	0	43	
Persons Entry	PAF	UIPTC	Unconstrained Demand	<<<== BALANCED <<<==	Unconstrained Demand	UIPTC	PAF	Persons Exit	
129	0	0	0	0	0	0	0	26	
934 - Fast-Food Restaurant with Drive-Through Window					821 - Shopping Plaza (40-150k)-Supermarket - No				
Persons Exit	PAF	UIPTC	Unconstrained Demand	====> BALANCED ==>>>	Unconstrained Demand	UIPTC	PAF	Persons Entry	
175	0	0	0	0	0	0	0	43	
Persons Entry	PAF	UIPTC	Unconstrained Demand	<<<== BALANCED <<<==	Unconstrained Demand	UIPTC	PAF	Persons Exit	
182	0	0	0	0	0	0	0	26	

INTERNAL PERSON TRIPS:

813 - Free-Standing Discount Superstore

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

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

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

857 - Discount Club

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

934 - Fast-Food Restaurant with Drive-Through Window

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

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

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

INTERNAL VEHICLE TRIPS AND CAPTURE:

813 - Free-Standing Discount Superstore

Total Internal Person Trips	0	0	0
Vehicle Mode Share	100%	100%	-
Vehicle Occupancy	1.00	1.00	-
Total Vehicle Internal Trips	0	0	0
Total External Vehicle Trips	263	207	470
Internal Vehicle Trip Capture	0%	0%	0%

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

Total Internal Person Trips	0	0	0
Vehicle Mode Share	100%	100%	-
Vehicle Occupancy	1.00	1.00	-
Total Vehicle Internal Trips	0	0	0
Total External Vehicle Trips	134	134	268
Internal Vehicle Trip Capture	0%	0%	0%

857 - Discount Club

Total Internal Person Trips	0	0	0
Vehicle Mode Share	100%	100%	-
Vehicle Occupancy	1.00	1.00	-
Total Vehicle Internal Trips	0	0	0
Total External Vehicle Trips	92	59	151
Internal Vehicle Trip Capture	0%	0%	0%

934 - Fast-Food Restaurant with Drive-Through Window

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

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

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

PASS-BY VEHICLE TRIP REDUCTION

Land Use	External Vehicle Trips		Pass-by Vehicle Trip %		Pass-by Vehicle Trips	
	Entry	Exit	Entry (%)	Exit (%)	Entry	Exit
813 - Free-Standing Discount Superstore	263	207	0.00%	0.00%	0	0
945 - Convenience Store/Gas Station - VFP (16-24)	134	134	76.00%	76.00%	102	102
857 - Discount Club	92	59	0.00%	0.00%	0	0
934 - Fast-Food Restaurant with Drive-Through Window	182	175	49.00%	49.00%	89	86
821 - Shopping Plaza (40-150k) - Supermarket - No	43	26	0.00%	0.00%	0	0

DIVERTED VEHICLE TRIP REDUCTION

Land Use	External Vehicle Trips		Diverted Vehicle Trip %		Diverted Vehicle Trips	
	Entry	Exit	Entry (%)	Exit (%)	Entry	Exit
813 - Free-Standing Discount Superstore	263	207	0.00%	0.00%	0	0
945 - Convenience Store/Gas Station - VFP (16-24)	134	134	0.00%	0.00%	0	0
857 - Discount Club	92	59	0.00%	0.00%	0	0
934 - Fast-Food Restaurant with Drive-Through Window	182	175	0.00%	0.00%	0	0
821 - Shopping Plaza (40-150k) - Supermarket - No	43	26	0.00%	0.00%	0	0

EXTRA VEHICLE TRIP REDUCTION

Land Use	(External - (Pass-by + Diverted)) Vehicle Trips		Extra Vehicle Trip Reduction %		Extra Reduced Vehicle Trips	
	Entry	Exit	Entry (%)	Exit (%)	Entry	Exit
813 - Free-Standing Discount Superstore	263	207	0.00%	0.00%	0	0
945 - Convenience Store/Gas Station - VFP (16-24)	32	32	0.00%	0.00%	0	0

857 - Discount Club	92	59	0.00%	0.00%	0	0
934 - Fast-Food Restaurant with Drive-Through Window	93	89	0.00%	0.00%	0	0
821 - Shopping Plaza (40-150k) - Supermarket - No	43	26	0.00%	0.00%	0	0

NEW VEHICLE TRIPS

Land Use	New Vehicle Trips		
	Entry	Exit	Total
813 - Free-Standing Discount Superstore	263	207	470
945 - Convenience Store/Gas Station - VFP (16-24)	32	32	64
857 - Discount Club	92	59	151
934 - Fast-Food Restaurant with Drive-Through Window	93	89	182
821 - Shopping Plaza (40-150k) - Supermarket - No	43	26	69

RESULTS

Site Totals	Entry	Exit	Total
Vehicle Trips Before Reduction	714	601	1315
Internal Vehicle Trips	0	0	0
External Vehicle Trips	714	601	1315
Internal Vehicle Trip Capture	0%	0%	0%
Pass-by Vehicle Trips	191	188	379
Diverted Vehicle Trips	0	0	0
Extra Reduced Vehicle Trips	0	0	0
New Vehicle Trips	523	413	936

Scenario - 2

Scenario Name: Proposed PM Peak

User Group:

Dev. phase: 1

No. of Years to Project 0

Analyst Note:

Traffic :

Warning:

VEHICLE TRIPS BEFORE REDUCTION

Land Use & Data Source	Location	IV	Size	Time Period	Method	Entry	Exit	Total
					Rate/Equation	Split%	Split%	
813 - Free-Standing Discount Superstore	General	1000 Sq. Ft. GFA	252.5	Weekday, Peak Hour of	Average	536	558	1094
Data Source: Trip Generation Manual, 11th Ed	Urban/Suburban			Adjacent Street Traffic,	4.33	49%	51%	
945 - Convenience Store/Gas Station - VFP (16-	General	1000 Sq. Ft. GFA	2.94	Weekday, Peak Hour of	Average	116	116	232
Data Source: Trip Generation Manual, 11th Ed	Urban/Suburban			Adjacent Street Traffic,	78.95	50%	50%	
857 - Discount Club	General	1000 Sq. Ft. GFA	189.06	Weekday, Peak Hour of	Average	396	396	792
Data Source: Trip Generation Manual, 11th Ed	Urban/Suburban			Adjacent Street Traffic,	4.19	50%	50%	
934 - Fast-Food Restaurant with Drive-Through	General	1000 Sq. Ft. GFA	8	Weekday, Peak Hour of	Average	137	127	264
Data Source: Trip Generation Manual, 11th Ed	Urban/Suburban			Adjacent Street Traffic,	33.03	52%	48%	
821 - Shopping Plaza (40-150k) -	General	1000 Sq. Ft. GLA	40	Weekday, Peak Hour	Average	102	106	208
Data Source: Trip Generation Manual, 11th Ed	Urban/Suburban			of Adjacent Street	5.19	49%	51%	

VEHICLE TO PERSON TRIP CONVERSION

BASELINE SITE VEHICLE CHARACTERISTICS:

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

ESTIMATED BASELINE SITE PERSON TRIPS:

Land Use	Person Trips by Vehicle		Person Trips by Other Modes		Total Baseline Site Person Trips	
	Entry	Exit	Entry	Exit	Entry	Exit
813 - Free-Standing Discount Superstore	536	558	0	0	536	558
	1094		0		1094	
945 - Convenience Store/Gas Station - VFP (16-24)	116	116	0	0	116	116
	232		0		232	
857 - Discount Club	594	594	0	0	594	594
	1188		0		1188	
934 - Fast-Food Restaurant with Drive-Through Window	137	127	0	0	137	127
	264		0		264	
821 - Shopping Plaza (40-150k) - Supermarket - No	102	106	0	0	102	106
	208		0		208	

INTERNAL VEHICLE TRIP REDUCTION

LAND USE GROUP ASSIGNMENT:

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

BALANCED PERSON TRIPS:

813 - Free-Standing Discount Superstore					945 - Convenience Store/Gas Station-VFP (16-24)				
Persons Exit	PAF	UIPTC	Unconstrained Demand	====> BALANCED ==>==	Unconstrained Demand	UIPTC	PAF	Persons Entry	
558	0	0	0	0	0	0	0	116	
Persons Entry	PAF	UIPTC	Unconstrained Demand	<<== BALANCED <<==	Unconstrained Demand	UIPTC	PAF	Persons Exit	
536	0	0	0	0	0	0	0	116	
813 - Free-Standing Discount Superstore					857 - Discount Club				
Persons Exit	PAF	UIPTC	Unconstrained Demand	====> BALANCED ==>==	Unconstrained Demand	UIPTC	PAF	Persons Entry	
558	0	0	0	0	0	0	0	594	
Persons Entry	PAF	UIPTC	Unconstrained Demand	<<== BALANCED <<==	Unconstrained Demand	UIPTC	PAF	Persons Exit	
536	0	0	0	0	0	0	0	594	
813 - Free-Standing Discount Superstore					934 - Fast-Food Restaurant with Drive-Through Window				
Persons Exit	PAF	UIPTC	Unconstrained Demand	====> BALANCED ==>==	Unconstrained Demand	UIPTC	PAF	Persons Entry	
558	0	0	0	0	0	0	0	137	
Persons Entry	PAF	UIPTC	Unconstrained Demand	<<== BALANCED <<==	Unconstrained Demand	UIPTC	PAF	Persons Exit	
536	0	0	0	0	0	0	0	127	
813 - Free-Standing Discount Superstore					821 - Shopping Plaza (40-150k)-Supermarket - No				
Persons Exit	PAF	UIPTC	Unconstrained Demand	====> BALANCED ==>==	Unconstrained Demand	UIPTC	PAF	Persons Entry	
558	0	0	0	0	0	0	0	102	
Persons Entry	PAF	UIPTC	Unconstrained Demand	<<== BALANCED <<==	Unconstrained Demand	UIPTC	PAF	Persons Exit	
536	0	0	0	0	0	0	0	106	
945 - Convenience Store/Gas Station-VFP (16-24)					857 - Discount Club				
Persons Exit	PAF	UIPTC	Unconstrained Demand	====> BALANCED ==>==	Unconstrained Demand	UIPTC	PAF	Persons Entry	
116	0	0	0	0	0	0	0	594	
Persons Entry	PAF	UIPTC	Unconstrained Demand	<<== BALANCED <<==	Unconstrained Demand	UIPTC	PAF	Persons Exit	
116	0	0	0	0	0	0	0	594	
945 - Convenience Store/Gas Station-VFP (16-24)					934 - Fast-Food Restaurant with Drive-Through Window				
Persons Exit	PAF	UIPTC	Unconstrained Demand	====> BALANCED ==>==	Unconstrained Demand	UIPTC	PAF	Persons Entry	
116	0	0	0	0	0	0	0	137	
Persons Entry	PAF	UIPTC	Unconstrained Demand	<<== BALANCED <<==	Unconstrained Demand	UIPTC	PAF	Persons Exit	
116	0	0	0	0	0	0	0	127	
945 - Convenience Store/Gas Station-VFP (16-24)					821 - Shopping Plaza (40-150k)-Supermarket - No				
Persons Exit	PAF	UIPTC	Unconstrained Demand	====> BALANCED ==>==	Unconstrained Demand	UIPTC	PAF	Persons Entry	
116	0	0	0	0	0	0	0	102	
Persons Entry	PAF	UIPTC	Unconstrained Demand	<<== BALANCED <<==	Unconstrained Demand	UIPTC	PAF	Persons Exit	
116	0	0	0	0	0	0	0	106	
857 - Discount Club					934 - Fast-Food Restaurant with Drive-Through Window				
Persons Exit	PAF	UIPTC	Unconstrained Demand	====> BALANCED ==>==	Unconstrained Demand	UIPTC	PAF	Persons Entry	
594	0	0	0	0	0	0	0	137	
Persons Entry	PAF	UIPTC	Unconstrained Demand	<<== BALANCED <<==	Unconstrained Demand	UIPTC	PAF	Persons Exit	
594	0	0	0	0	0	0	0	127	

857 - Discount Club					821 - Shopping Plaza (40-150k)-Supermarket - No				
Persons Exit	PAF	UIPTC	Unconstrained Demand	====> BALANCED ==>>>	Unconstrained Demand	UIPTC	PAF	Persons Entry	
594	0	0	0	0	0	0	0	102	
Persons Entry	PAF	UIPTC	Unconstrained Demand	<<<== BALANCED <<<==	Unconstrained Demand	UIPTC	PAF	Persons Exit	
594	0	0	0	0	0	0	0	106	
934 - Fast-Food Restaurant with Drive-Through Window					821 - Shopping Plaza (40-150k)-Supermarket - No				
Persons Exit	PAF	UIPTC	Unconstrained Demand	====> BALANCED ==>>>	Unconstrained Demand	UIPTC	PAF	Persons Entry	
127	0	0	0	0	0	0	0	102	
Persons Entry	PAF	UIPTC	Unconstrained Demand	<<<== BALANCED <<<==	Unconstrained Demand	UIPTC	PAF	Persons Exit	
137	0	0	0	0	0	0	0	106	

INTERNAL PERSON TRIPS:

813 - Free-Standing Discount Superstore

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

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

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

857 - Discount Club

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

934 - Fast-Food Restaurant with Drive-Through Window

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

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

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

INTERNAL VEHICLE TRIPS AND CAPTURE:

813 - Free-Standing Discount Superstore

Total Internal Person Trips	0	0	0
Vehicle Mode Share	100%	100%	-
Vehicle Occupancy	1.00	1.00	-
Total Vehicle Internal Trips	0	0	0
Total External Vehicle Trips	536	558	1094
Internal Vehicle Trip Capture	0%	0%	0%

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

Total Internal Person Trips	0	0	0
Vehicle Mode Share	100%	100%	-
Vehicle Occupancy	1.00	1.00	-
Total Vehicle Internal Trips	0	0	0
Total External Vehicle Trips	116	116	232
Internal Vehicle Trip Capture	0%	0%	0%

857 - Discount Club

Total Internal Person Trips	0	0	0
Vehicle Mode Share	100%	100%	-
Vehicle Occupancy	1.00	1.00	-
Total Vehicle Internal Trips	0	0	0
Total External Vehicle Trips	396	396	792
Internal Vehicle Trip Capture	0%	0%	0%

934 - Fast-Food Restaurant with Drive-Through Window

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

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

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

PASS-BY VEHICLE TRIP REDUCTION

Land Use	External Vehicle Trips		Pass-by Vehicle Trip %		Pass-by Vehicle Trips	
	Entry	Exit	Entry (%)	Exit (%)	Entry	Exit
813 - Free-Standing Discount Superstore	536	558	28.00%	28.00%	150	156
945 - Convenience Store/Gas Station - VFP (16-24)	116	116	75.00%	75.00%	87	87
857 - Discount Club	396	396	0.00%	0.00%	0	0
934 - Fast-Food Restaurant with Drive-Through Window	137	127	49.90%	49.90%	68	63
821 - Shopping Plaza (40-150k) - Supermarket - No	102	106	34.00%	34.00%	35	36

DIVERTED VEHICLE TRIP REDUCTION

Land Use	External Vehicle Trips		Diverted Vehicle Trip %		Diverted Vehicle Trips	
	Entry	Exit	Entry (%)	Exit (%)	Entry	Exit
813 - Free-Standing Discount Superstore	536	558	0.00%	0.00%	0	0
945 - Convenience Store/Gas Station - VFP (16-24)	116	116	0.00%	0.00%	0	0
857 - Discount Club	396	396	0.00%	0.00%	0	0
934 - Fast-Food Restaurant with Drive-Through Window	137	127	0.00%	0.00%	0	0
821 - Shopping Plaza (40-150k) - Supermarket - No	102	106	0.00%	0.00%	0	0

EXTRA VEHICLE TRIP REDUCTION

Land Use	(External - (Pass-by + Diverted)) Vehicle Trips		Extra Vehicle Trip Reduction %		Extra Reduced Vehicle Trips	
	Entry	Exit	Entry (%)	Exit (%)	Entry	Exit
813 - Free-Standing Discount Superstore	386	402	0.00%	0.00%	0	0
945 - Convenience Store/Gas Station - VFP (16-24)	29	29	0.00%	0.00%	0	0

857 - Discount Club	396	396	0.00%	0.00%	0	0
934 - Fast-Food Restaurant with Drive-Through Window	69	64	0.00%	0.00%	0	0
821 - Shopping Plaza (40-150k) - Supermarket - No	67	70	0.00%	0.00%	0	0

NEW VEHICLE TRIPS

Land Use	New Vehicle Trips		
	Entry	Exit	Total
813 - Free-Standing Discount Superstore	386	402	788
945 - Convenience Store/Gas Station - VFP (16-24)	29	29	58
857 - Discount Club	396	396	792
934 - Fast-Food Restaurant with Drive-Through Window	69	64	133
821 - Shopping Plaza (40-150k) - Supermarket - No	67	70	137

RESULTS

Site Totals	Entry	Exit	Total
Vehicle Trips Before Reduction	1287	1303	2590
Internal Vehicle Trips	0	0	0
External Vehicle Trips	1287	1303	2590
Internal Vehicle Trip Capture	0%	0%	0%
Pass-by Vehicle Trips	340	342	682
Diverted Vehicle Trips	0	0	0
Extra Reduced Vehicle Trips	0	0	0
New Vehicle Trips	947	961	1908

Scenario - 3

Scenario Name: Proposed Weekday

User Group:

Dev. phase: 1

No. of Years to Project 0

Traffic :

Analyst Note:

Warning:

VEHICLE TRIPS BEFORE REDUCTION

Land Use & Data Source	Location	IV	Size	Time Period	Method	Entry	Exit	Total
					Rate/Equation	Split%	Split%	
813 - Free-Standing Discount Superstore	General	1000 Sq. Ft. GFA	252.5	Weekday	Average	6378	6378	12756
Data Source: Trip Generation Manual, 11th Ed	Urban/Suburban				50.52	50%	50%	
945 - Convenience Store/Gas Station - VFP (16-	General	1000 Sq. Ft. GFA	2.94	Weekday	Average	1887	1887	3774
Data Source: Trip Generation Manual, 11th Ed	Urban/Suburban				1283.38	50%	50%	
857 - Discount Club	General	1000 Sq. Ft. GFA	189.06	Weekday	Average	4014	4014	8028
Data Source: Trip Generation Manual, 11th Ed	Urban/Suburban				42.46	50%	50%	
934 - Fast-Food Restaurant with Drive-Through	General	1000 Sq. Ft. GFA	8	Weekday	Average	1870	1870	3740
Data Source: Trip Generation Manual, 11th Ed	Urban/Suburban				467.48	50%	50%	
821 - Shopping Plaza (40-150k) -	General	1000 Sq. Ft. GLA	40	Weekday	Average	1350	1350	2700
Data Source: Trip Generation Manual, 11th Ed	Urban/Suburban				67.52	50%	50%	

VEHICLE TO PERSON TRIP CONVERSION

BASELINE SITE VEHICLE CHARACTERISTICS:

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

ESTIMATED BASELINE SITE PERSON TRIPS:

Land Use	Person Trips by Vehicle		Person Trips by Other Modes		Total Baseline Site Person Trips	
	Entry	Exit	Entry	Exit	Entry	Exit
813 - Free-Standing Discount Superstore	6378	6378	0	0	6378	6378
	12756		0		12756	
945 - Convenience Store/Gas Station - VFP (16-24)	1887	1887	0	0	1887	1887
	3774		0		3774	
857 - Discount Club	5619	5619	0	0	5619	5619
	11238		0		11238	
934 - Fast-Food Restaurant with Drive-Through Window	1870	1870	0	0	1870	1870
	3740		0		3740	
821 - Shopping Plaza (40-150k) - Supermarket - No	1350	1350	0	0	1350	1350
	2700		0		2700	

INTERNAL VEHICLE TRIP REDUCTION

LAND USE GROUP ASSIGNMENT:

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

BALANCED PERSON TRIPS:

813 - Free-Standing Discount Superstore					945 - Convenience Store/Gas Station-VFP (16-24)				
Persons Exit	PAF	UIPTC	Unconstrained Demand	====> BALANCED ==>==	Unconstrained Demand	UIPTC	PAF	Persons Entry	
6378	0	0	0	0	0	0	0	1887	
Persons Entry	PAF	UIPTC	Unconstrained Demand	<<<== BALANCED <<<==	Unconstrained Demand	UIPTC	PAF	Persons Exit	
6378	0	0	0	0	0	0	0	1887	
813 - Free-Standing Discount Superstore					857 - Discount Club				
Persons Exit	PAF	UIPTC	Unconstrained Demand	====> BALANCED ==>==	Unconstrained Demand	UIPTC	PAF	Persons Entry	
6378	0	0	0	0	0	0	0	5619	
Persons Entry	PAF	UIPTC	Unconstrained Demand	<<<== BALANCED <<<==	Unconstrained Demand	UIPTC	PAF	Persons Exit	
6378	0	0	0	0	0	0	0	5619	
813 - Free-Standing Discount Superstore					934 - Fast-Food Restaurant with Drive-Through Window				
Persons Exit	PAF	UIPTC	Unconstrained Demand	====> BALANCED ==>==	Unconstrained Demand	UIPTC	PAF	Persons Entry	
6378	0	0	0	0	0	0	0	1870	
Persons Entry	PAF	UIPTC	Unconstrained Demand	<<<== BALANCED <<<==	Unconstrained Demand	UIPTC	PAF	Persons Exit	
6378	0	0	0	0	0	0	0	1870	
813 - Free-Standing Discount Superstore					821 - Shopping Plaza (40-150k)-Supermarket - No				
Persons Exit	PAF	UIPTC	Unconstrained Demand	====> BALANCED ==>==	Unconstrained Demand	UIPTC	PAF	Persons Entry	
6378	0	0	0	0	0	0	0	1350	
Persons Entry	PAF	UIPTC	Unconstrained Demand	<<<== BALANCED <<<==	Unconstrained Demand	UIPTC	PAF	Persons Exit	
6378	0	0	0	0	0	0	0	1350	
945 - Convenience Store/Gas Station-VFP (16-24)					857 - Discount Club				
Persons Exit	PAF	UIPTC	Unconstrained Demand	====> BALANCED ==>==	Unconstrained Demand	UIPTC	PAF	Persons Entry	
1887	0	0	0	0	0	0	0	5619	
Persons Entry	PAF	UIPTC	Unconstrained Demand	<<<== BALANCED <<<==	Unconstrained Demand	UIPTC	PAF	Persons Exit	
1887	0	0	0	0	0	0	0	5619	
945 - Convenience Store/Gas Station-VFP (16-24)					934 - Fast-Food Restaurant with Drive-Through Window				
Persons Exit	PAF	UIPTC	Unconstrained Demand	====> BALANCED ==>==	Unconstrained Demand	UIPTC	PAF	Persons Entry	
1887	0	0	0	0	0	0	0	1870	
Persons Entry	PAF	UIPTC	Unconstrained Demand	<<<== BALANCED <<<==	Unconstrained Demand	UIPTC	PAF	Persons Exit	
1887	0	0	0	0	0	0	0	1870	
945 - Convenience Store/Gas Station-VFP (16-24)					821 - Shopping Plaza (40-150k)-Supermarket - No				
Persons Exit	PAF	UIPTC	Unconstrained Demand	====> BALANCED ==>==	Unconstrained Demand	UIPTC	PAF	Persons Entry	
1887	0	0	0	0	0	0	0	1350	
Persons Entry	PAF	UIPTC	Unconstrained Demand	<<<== BALANCED <<<==	Unconstrained Demand	UIPTC	PAF	Persons Exit	
1887	0	0	0	0	0	0	0	1350	
857 - Discount Club					934 - Fast-Food Restaurant with Drive-Through Window				
Persons Exit	PAF	UIPTC	Unconstrained Demand	====> BALANCED ==>==	Unconstrained Demand	UIPTC	PAF	Persons Entry	
5619	0	0	0	0	0	0	0	1870	
Persons Entry	PAF	UIPTC	Unconstrained Demand	<<<== BALANCED <<<==	Unconstrained Demand	UIPTC	PAF	Persons Exit	
5619	0	0	0	0	0	0	0	1870	

857 - Discount Club					821 - Shopping Plaza (40-150k)-Supermarket - No				
Persons Exit	PAF	UIPTC	Unconstrained Demand	====> BALANCED ==>>>	Unconstrained Demand	UIPTC	PAF	Persons Entry	
5619	0	0	0	0	0	0	0	1350	
Persons Entry	PAF	UIPTC	Unconstrained Demand	<<<== BALANCED <<<==	Unconstrained Demand	UIPTC	PAF	Persons Exit	
5619	0	0	0	0	0	0	0	1350	
934 - Fast-Food Restaurant with Drive-Through Window					821 - Shopping Plaza (40-150k)-Supermarket - No				
Persons Exit	PAF	UIPTC	Unconstrained Demand	====> BALANCED ==>>>	Unconstrained Demand	UIPTC	PAF	Persons Entry	
1870	0	0	0	0	0	0	0	1350	
Persons Entry	PAF	UIPTC	Unconstrained Demand	<<<== BALANCED <<<==	Unconstrained Demand	UIPTC	PAF	Persons Exit	
1870	0	0	0	0	0	0	0	1350	

INTERNAL PERSON TRIPS:

813 - Free-Standing Discount Superstore

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

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

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

857 - Discount Club

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

934 - Fast-Food Restaurant with Drive-Through Window

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

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

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

INTERNAL VEHICLE TRIPS AND CAPTURE:

813 - Free-Standing Discount Superstore

Total Internal Person Trips	0	0	0
Vehicle Mode Share	100%	100%	-
Vehicle Occupancy	1.00	1.00	-
Total Vehicle Internal Trips	0	0	0
Total External Vehicle Trips	6378	6378	12756
Internal Vehicle Trip Capture	0%	0%	0%

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

Total Internal Person Trips	0	0	0
Vehicle Mode Share	100%	100%	-
Vehicle Occupancy	1.00	1.00	-
Total Vehicle Internal Trips	0	0	0
Total External Vehicle Trips	1887	1887	3774
Internal Vehicle Trip Capture	0%	0%	0%

857 - Discount Club

Total Internal Person Trips	0	0	0
Vehicle Mode Share	100%	100%	-
Vehicle Occupancy	1.00	1.00	-
Total Vehicle Internal Trips	0	0	0
Total External Vehicle Trips	4014	4014	8028
Internal Vehicle Trip Capture	0%	0%	0%

934 - Fast-Food Restaurant with Drive-Through Window

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

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

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

PASS-BY VEHICLE TRIP REDUCTION

Land Use	External Vehicle Trips		Pass-by Vehicle Trip %		Pass-by Vehicle Trips	
	Entry	Exit	Entry (%)	Exit (%)	Entry	Exit
813 - Free-Standing Discount Superstore	6378	6378	0.00%	0.00%	0	0
945 - Convenience Store/Gas Station - VFP (16-24)	1887	1887	0.00%	0.00%	0	0
857 - Discount Club	4014	4014	0.00%	0.00%	0	0
934 - Fast-Food Restaurant with Drive-Through Window	1870	1870	0.00%	0.00%	0	0
821 - Shopping Plaza (40-150k) - Supermarket - No	1350	1350	0.00%	0.00%	0	0

DIVERTED VEHICLE TRIP REDUCTION

Land Use	External Vehicle Trips		Diverted Vehicle Trip %		Diverted Vehicle Trips	
	Entry	Exit	Entry (%)	Exit (%)	Entry	Exit
813 - Free-Standing Discount Superstore	6378	6378	0.00%	0.00%	0	0
945 - Convenience Store/Gas Station - VFP (16-24)	1887	1887	0.00%	0.00%	0	0
857 - Discount Club	4014	4014	0.00%	0.00%	0	0
934 - Fast-Food Restaurant with Drive-Through Window	1870	1870	0.00%	0.00%	0	0
821 - Shopping Plaza (40-150k) - Supermarket - No	1350	1350	0.00%	0.00%	0	0

EXTRA VEHICLE TRIP REDUCTION

Land Use	(External - (Pass-by + Diverted)) Vehicle Trips		Extra Vehicle Trip Reduction %		Extra Reduced Vehicle Trips	
	Entry	Exit	Entry (%)	Exit (%)	Entry	Exit
813 - Free-Standing Discount Superstore	6378	6378	0.00%	0.00%	0	0
945 - Convenience Store/Gas Station - VFP (16-24)	1887	1887	0.00%	0.00%	0	0

857 - Discount Club	4014	4014	0.00%	0.00%	0	0
934 - Fast-Food Restaurant with Drive-Through Window	1870	1870	0.00%	0.00%	0	0
821 - Shopping Plaza (40-150k) - Supermarket - No	1350	1350	0.00%	0.00%	0	0

NEW VEHICLE TRIPS

Land Use	New Vehicle Trips		
	Entry	Exit	Total
813 - Free-Standing Discount Superstore	6378	6378	12756
945 - Convenience Store/Gas Station - VFP (16-24)	1887	1887	3774
857 - Discount Club	4014	4014	8028
934 - Fast-Food Restaurant with Drive-Through Window	1870	1870	3740
821 - Shopping Plaza (40-150k) - Supermarket - No	1350	1350	2700

RESULTS

Site Totals	Entry	Exit	Total
Vehicle Trips Before Reduction	15499	15499	30998
Internal Vehicle Trips	0	0	0
External Vehicle Trips	15499	15499	30998
Internal Vehicle Trip Capture	0%	0%	0%
Pass-by Vehicle Trips	0	0	0
Diverted Vehicle Trips	0	0	0
Extra Reduced Vehicle Trips	0	0	0
New Vehicle Trips	15499	15499	30998

APPENDIX H LEVEL OF SERVICE REPORTS FOR FUTURE CONDITIONS

Intersection

Int Delay, s/veh 183188.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↗	↑↑↑	↗	↗	↑↑↑	↗
Traffic Vol, veh/h	260	5	19	11	5	55	106	2761	25	44	2441	37
Future Vol, veh/h	260	5	19	11	5	55	106	2761	25	44	2441	37
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	560	-	535	560	-	515
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	98	98	98	98	98	98	98	98	98	98	98	98
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	265	5	19	11	5	56	108	2817	26	45	2491	38

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	3926	5640	1245	4122	5652	1409	2529	0	0	2843	0	0
Stage 1	2581	2581	-	3034	3034	-	-	-	-	-	-	-
Stage 2	1346	3059	-	1089	2618	-	-	-	-	-	-	-
Critical Hdwy	6.44	6.54	7.14	6.44	6.54	7.14	5.34	-	-	5.34	-	-
Critical Hdwy Stg 1	7.34	5.54	-	7.34	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.74	5.54	-	6.74	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.82	4.02	3.92	3.82	4.02	3.92	3.12	-	-	3.12	-	-
Pot Cap-1 Maneuver	~ 4	~ 0	142	~ 3	~ 0	110	~ 67	-	-	46	-	-
Stage 1	~ 14	52	-	~ 7	29	-	-	-	-	-	-	-
Stage 2	~ 142	29	-	207	49	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	~ 0	0	142	~ 0	0	110	~ 67	-	-	46	-	-
Mov Cap-2 Maneuver	~ 0	0	-	~ 0	0	-	-	-	-	-	-	-
Stage 1	~ 0	~ 1	-	~ 7	0	-	-	-	-	-	-	-
Stage 2	~ 70	0	-	-	~ 1	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay (s)	166.46	49.99		\$ 145303.12		16.1		4.63
HCM LOS	F	F		F		F		F

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	~ 67	-	-	-	-	46	-	-
HCM Lane V/C Ratio	1.617	-	-	7765.92	267.433	0.98	-	-
HCM Control Delay (s/veh)	\$ 439.3	-	-	\$ 3684530	5303.1	265.3	-	-
HCM Lane LOS	F	-	-	F	F	F	-	-
HCM 95th %tile Q(veh)	9.5	-	-	39	11.4	4	-	-

Notes

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

HCM 7th TWSC
2: US Hwy 27 & Directional Driveway 3

01/11/2024

Intersection												
Int Delay, s/veh	60.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations			↗			↗	↗ ↑↑↑			↗ ↑↑↑		↗
Traffic Vol, veh/h	0	0	130	0	0	17	256	2867	14	11	2192	152
Future Vol, veh/h	0	0	130	0	0	17	256	2867	14	11	2192	152
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	0	650	-	-	585	-	405
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	135	0	0	18	267	2986	15	11	2283	158

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	-	-	1142	-	-	1501	2442	0	0	3001	0	0
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	7.14	-	-	7.14	5.34	-	-	5.34	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.92	-	-	3.92	3.12	-	-	3.12	-	-
Pot Cap-1 Maneuver	0	0	167	0	0	95	~ 74	-	-	38	-	-
Stage 1	0	0	-	0	0	-	-	-	-	-	-	-
Stage 2	0	0	-	0	0	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	-	-	167	-	-	95	~ 74	-	-	38	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	82.73	51.34	104.79	0.64
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	~ 74	-	-	167	95	38	-	-
HCM Lane V/C Ratio	3.593	-	-	0.812	0.186	0.303	-	-
HCM Control Delay (s/veh)	\$ 1284.1	-	-	82.7	51.3	137.3	-	-
HCM Lane LOS	F	-	-	F	F	F	-	-
HCM 95th %tile Q(veh)	27.7	-	-	5.4	0.6	1	-	-

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

Intersection								
Int Delay, s/veh	8.2							
Movement	EBT	EBR	WBL	WBT	NBL	NBR		
Lane Configurations								
Traffic Vol, veh/h	18	5	121	14	5	263		
Future Vol, veh/h	18	5	121	14	5	263		
Conflicting Peds, #/hr	0	0	0	0	0	0		
Sign Control	Free	Free	Free	Free	Stop	Stop		
RT Channelized	-	None	-	None	-	None		
Storage Length	-	-	-	-	0	0		
Veh in Median Storage, #	0	-	-	0	0	-		
Grade, %	0	-	-	0	0	-		
Peak Hour Factor	92	92	92	92	92	92		
Heavy Vehicles, %	2	2	2	2	2	2		
Mvmt Flow	20	5	132	15	5	286		
Major/Minor	Major1		Major2		Minor1			
Conflicting Flow All	0	0	25	0	301	22		
Stage 1	-	-	-	-	22	-		
Stage 2	-	-	-	-	278	-		
Critical Hdwy	-	-	4.12	-	6.42	6.22		
Critical Hdwy Stg 1	-	-	-	-	5.42	-		
Critical Hdwy Stg 2	-	-	-	-	5.42	-		
Follow-up Hdwy	-	-	2.218	-	3.518	3.318		
Pot Cap-1 Maneuver	-	-	1589	-	691	1055		
Stage 1	-	-	-	-	1000	-		
Stage 2	-	-	-	-	769	-		
Platoon blocked, %	-	-		-				
Mov Cap-1 Maneuver	-	-	1589	-	633	1055		
Mov Cap-2 Maneuver	-	-	-	-	633	-		
Stage 1	-	-	-	-	1000	-		
Stage 2	-	-	-	-	705	-		
Approach	EB		WB		NB			
HCM Control Delay, s/v	0		6.69		9.7			
HCM LOS	A							
Minor Lane/Major Mvmt	NBLn1		NBLn2		EBT	EBR	WBL	WBT
Capacity (veh/h)	633		1055		-	-	1576	-
HCM Lane V/C Ratio	0.009		0.271		-	-	0.083	-
HCM Control Delay (s/veh)	10.7		9.7		-	-	7.5	0
HCM Lane LOS	B		A		-	-	A	A
HCM 95th %tile Q(veh)	0		1.1		-	-	0.3	-

HCM 7th TWSC
23: US Hwy 27 & RIRO Drwy 2

01/11/2024

Intersection						
Int Delay, s/veh	1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↗		↑↑↑	↑↑↑	
Traffic Vol, veh/h	0	75	0	2904	2290	91
Future Vol, veh/h	0	75	0	2904	2290	91
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	82	0	3157	2489	99
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	-	1294	-	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	7.14	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.92	-	-	-	-
Pot Cap-1 Maneuver	0	132	0	-	-	-
Stage 1	0	-	0	-	-	-
Stage 2	0	-	0	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	-	132	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s/v	69.1	0		0		
HCM LOS	F					
Minor Lane/Major Mvmt	NBT EBLn1		SBT	SBR		
Capacity (veh/h)	- 132		-	-		
HCM Lane V/C Ratio	- 0.62		-	-		
HCM Control Delay (s/veh)	- 69.1		-	-		
HCM Lane LOS	- F		-	-		
HCM 95th %tile Q(veh)	- 3.2		-	-		

HCM 7th TWSC
25: US Hwy 27 & RIRO Drwy 4

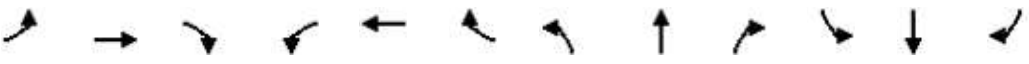
01/11/2024

Intersection						
Int Delay, s/veh	3.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↗		↑↑↑	↑↑↑	
Traffic Vol, veh/h	0	130	0	3212	2189	89
Future Vol, veh/h	0	130	0	3212	2189	89
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	141	0	3491	2379	97
Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	-	1238	-	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	7.14	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.92	-	-	-	-
Pot Cap-1 Maneuver	0	144	0	-	-	-
Stage 1	0	-	0	-	-	-
Stage 2	0	-	0	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	-	144	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	EB	NB	SB			
HCM Control Delay, s/√32.05		0	0			
HCM LOS	F					
Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR		
Capacity (veh/h)	-	144	-	-		
HCM Lane V/C Ratio	-	0.984	-	-		
HCM Control Delay (s/veh)	-	132.1	-	-		
HCM Lane LOS	-	F	-	-		
HCM 95th %tile Q(veh)	-	7.1	-	-		

HCM 7th Signalized Intersection Summary

3: US Hwy 27 & Ridgewood Lakes Blvd

01/10/2024

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations				↰		↱	↰	↱↱↱	↱	↰	↱↱↱	
Traffic Volume (veh/h)	0	0	0	111	0	141	0	3361	66	133	2395	0
Future Volume (veh/h)	0	0	0	111	0	141	0	3361	66	133	2395	0
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Lane Width Adj.				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach				No			No			No		
Adj Sat Flow, veh/h/ln				1870	0	1870	1870	1870	1870	1870	1870	0
Adj Flow Rate, veh/h				121	0	153	0	3653	72	145	2603	0
Peak Hour Factor				0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %				2	0	2	2	2	2	2	2	0
Cap, veh/h				218	0	194	72	3272	1016	180	4019	0
Arrive On Green				0.12	0.00	0.12	0.00	0.64	0.64	0.10	0.79	0.00
Sat Flow, veh/h				1781	0	1585	118	5106	1585	1781	5274	0
Grp Volume(v), veh/h				121	0	153	0	3653	72	145	2603	0
Grp Sat Flow(s), veh/h/ln				1781	0	1585	118	1702	1585	1781	1702	0
Q Serve(g_s), s				6.4	0.0	9.3	0.0	63.7	1.7	7.9	22.0	0.0
Cycle Q Clear(g_c), s				6.4	0.0	9.3	0.0	63.7	1.7	7.9	22.0	0.0
Prop In Lane				1.00		1.00	1.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h				218	0	194	72	3272	1016	180	4019	0
V/C Ratio(X)				0.56	0.00	0.79	0.00	1.12	0.07	0.81	0.65	0.00
Avail Cap(c_a), veh/h				668	0	595	72	3272	1016	511	4019	0
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh				41.1	0.0	42.4	0.0	17.8	6.7	43.7	4.6	0.0
Incr Delay (d2), s/veh				2.2	0.0	7.0	0.0	57.2	0.1	8.2	0.8	0.0
Initial Q Delay(d3), s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				2.9	0.0	4.0	0.0	35.3	0.5	3.7	3.6	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh				43.3	0.0	49.4	0.0	75.0	6.9	51.9	5.4	0.0
LnGrp LOS				D		D		F	A	D	A	
Approach Vol, veh/h					274			3725			2748	
Approach Delay, s/veh					46.7			73.7			7.9	
Approach LOS					D			E			A	
Timer - Assigned Phs	1	2				6		8				
Phs Duration (G+Y+Rc), s	14.5	68.2				82.7		16.7				
Change Period (Y+Rc), s	4.5	4.5				4.5		4.5				
Max Green Setting (Gmax), s	28.5	63.7				73.7		37.3				
Max Q Clear Time (g_c+I1), s	9.9	65.7				24.0		11.3				
Green Ext Time (p_c), s	0.3	0.0				33.8		0.8				
Intersection Summary												
HCM 7th Control Delay, s/veh				45.8								
HCM 7th LOS				D								

HCM 7th Signalized Intersection Summary

4: US Hwy 27 & Bates Rd

01/03/2024

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Traffic Volume (veh/h)	13	5	8	312	18	197	5	15	2392	180	8	198
Future Volume (veh/h)	13	5	8	312	18	197	5	15	2392	180	8	198
Initial Q (Qb), veh	0	0	0	0	0	0		0	0	0		0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00		1.00		1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00
Work Zone On Approach	No			No				No				
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870		1870	1870	1870		1870
Adj Flow Rate, veh/h	14	6	9	347	20	219		17	2658	200		220
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90		0.90	0.90	0.90		0.90
Percent Heavy Veh, %	2	2	2	2	2	2		2	2	2		2
Cap, veh/h	187	11	16	398	26	287		94	2443	758		246
Arrive On Green	0.01	0.02	0.02	0.19	0.20	0.20		0.02	0.48	0.48		0.11
Sat Flow, veh/h	3456	675	1013	1781	134	1471		1781	5106	1585		1781
Grp Volume(v), veh/h	14	0	15	347	0	239		17	2658	200		220
Grp Sat Flow(s),veh/h/ln	1728	0	1688	1781	0	1606		1781	1702	1585		1781
Q Serve(g_s), s	0.6	0.0	1.3	27.0	0.0	20.1		0.8	68.4	4.8		13.3
Cycle Q Clear(g_c), s	0.6	0.0	1.3	27.0	0.0	20.1		0.8	68.4	4.8		13.3
Prop In Lane	1.00		0.60	1.00		0.92		1.00		1.00		1.00
Lane Grp Cap(c), veh/h	187	0	26	398	0	313		94	2443	758		246
V/C Ratio(X)	0.07	0.00	0.57	0.87	0.00	0.76		0.18	1.09	0.26		0.89
Avail Cap(c_a), veh/h	928	0	267	398	0	313		285	2443	758		363
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00		1.00	1.00	1.00		1.00
Uniform Delay (d), s/veh	67.4	0.0	69.9	54.2	0.0	54.4		32.7	37.3	4.3		61.0
Incr Delay (d2), s/veh	0.2	0.0	17.6	18.7	0.0	10.5		0.9	47.2	0.2		17.3
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0		0.0
%ile BackOfQ(50%),veh/ln	0.3	0.0	0.7	14.0	0.0	8.9		0.3	36.8	3.7		8.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	67.6	0.0	87.4	72.9	0.0	64.9		33.6	84.5	4.5		78.3
LnGrp LOS	E		F	E		E		C	F	A		E
Approach Vol, veh/h	29			586			2875					
Approach Delay, s/veh	77.9			69.6			78.6					
Approach LOS	E			E			E					
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	11.7	87.7	8.3	35.3	23.3	76.0	34.0	9.6				
Change Period (Y+Rc), s	9.2	7.6	6.2	* 7.4	7.6	* 7.6	6.9	7.4				
Max Green Setting (Gmax), s	17.8	73.4	32.8	* 18	25.1	* 68	27.1	22.6				
Max Q Clear Time (g_c+I1), s	2.8	48.6	2.6	22.1	15.3	70.4	29.0	3.3				
Green Ext Time (p_c), s	0.0	16.9	0.0	0.0	0.4	0.0	0.0	0.0				
Intersection Summary												
HCM 7th Control Delay, s/veh	57.8											
HCM 7th LOS	E											
Notes												
User approved ignoring U-Turning movement.												
* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.												

HCM 7th Signalized Intersection Summary

4: US Hwy 27 & Bates Rd

01/03/2024

	↓	↙
Movement	SBT	SBR
Lane Configurations	↑↑↑↑	↗
Traffic Volume (veh/h)	1955	25
Future Volume (veh/h)	1955	25
Initial Q (Qb), veh	0	0
Lane Width Adj.	1.00	1.00
Ped-Bike Adj(A_pbT)		1.00
Parking Bus, Adj	1.00	1.00
Work Zone On Approach	No	
Adj Sat Flow, veh/h/ln	1870	1870
Adj Flow Rate, veh/h	2172	28
Peak Hour Factor	0.90	0.90
Percent Heavy Veh, %	2	2
Cap, veh/h	2859	888
Arrive On Green	0.56	0.56
Sat Flow, veh/h	5106	1585
Grp Volume(v), veh/h	2172	28
Grp Sat Flow(s),veh/h/ln	1702	1585
Q Serve(g_s), s	46.6	1.1
Cycle Q Clear(g_c), s	46.6	1.1
Prop In Lane		1.00
Lane Grp Cap(c), veh/h	2859	888
V/C Ratio(X)	0.76	0.03
Avail Cap(c_a), veh/h	2859	888
HCM Platoon Ratio	1.00	1.00
Upstream Filter(I)	1.00	1.00
Uniform Delay (d), s/veh	24.1	14.1
Incr Delay (d2), s/veh	1.2	0.0
Initial Q Delay(d3), s/veh	0.0	0.0
%ile BackOfQ(50%),veh/ln	17.3	0.4
Unsig. Movement Delay, s/veh		
LnGrp Delay(d), s/veh	25.3	14.1
LnGrp LOS	C	B
Approach Vol, veh/h	2420	
Approach Delay, s/veh	30.0	
Approach LOS	C	
Timer - Assigned Phs		

HCM 7th Signalized Intersection Summary

22: US Hwy 27 & Davenport Blvd

01/03/2024

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Traffic Volume (veh/h)	47	34	53	276	18	335	7	23	2572	238	8	229
Future Volume (veh/h)	47	34	53	276	18	335	7	23	2572	238	8	229
Initial Q (Qb), veh	0	0	0	0	0	0		0	0	0		0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00		1.00		1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00
Work Zone On Approach	No			No				No				
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870		1870	1870	1870		1870
Adj Flow Rate, veh/h	48	35	55	285	19	345		24	2652	245		236
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97		0.97	0.97	0.97		0.97
Percent Heavy Veh, %	2	2	2	2	2	2		2	2	2		2
Cap, veh/h	46	133	208	251	17	306		168	2676	831		257
Arrive On Green	0.20	0.20	0.20	0.20	0.20	0.20		0.02	0.52	0.52		0.12
Sat Flow, veh/h	1018	655	1030	1307	83	1514		1781	5106	1585		1781
Grp Volume(v), veh/h	48	0	90	285	0	364		24	2652	245		236
Grp Sat Flow(s),veh/h/ln	1018	0	1685	1307	0	1598		1781	1702	1585		1781
Q Serve(g_s), s	0.0	0.0	7.1	24.7	0.0	31.8		1.0	80.8	13.7		16.4
Cycle Q Clear(g_c), s	31.8	0.0	7.1	31.8	0.0	31.8		1.0	80.8	13.7		16.4
Prop In Lane	1.00		0.61	1.00		0.95		1.00		1.00		1.00
Lane Grp Cap(c), veh/h	46	0	341	251	0	323		168	2676	831		257
V/C Ratio(X)	1.05	0.00	0.26	1.13	0.00	1.13		0.14	0.99	0.29		0.92
Avail Cap(c_a), veh/h	46	0	341	251	0	323		260	2676	831		289
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00		1.00	1.00	1.00		1.00
Uniform Delay (d), s/veh	78.6	0.0	52.8	68.5	0.0	62.7		18.2	37.0	21.0		56.0
Incr Delay (d2), s/veh	147.4	0.0	0.4	97.7	0.0	88.6		0.4	15.4	0.9		30.3
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0		0.0
%ile BackOfQ(50%),veh/ln	3.7	0.0	3.0	16.9	0.0	20.6		0.4	34.6	5.1		10.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	226.0	0.0	53.2	166.2	0.0	151.3		18.6	52.4	22.0		86.3
LnGrp LOS	F		D	F		F		B	D	C		F
Approach Vol, veh/h	138			649				2921				
Approach Delay, s/veh	113.3			157.9				49.6				
Approach LOS	F			F				D				
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	11.8	105.4		40.0	27.2	90.0		40.0				
Change Period (Y+Rc), s	8.6	7.6		8.2	8.6	7.6		8.2				
Max Green Setting (Gmax), s	11.4	92.4		31.8	21.4	82.4		31.8				
Max Q Clear Time (g_c+I1), s	3.0	39.0		33.8	18.4	82.8		33.8				
Green Ext Time (p_c), s	0.0	21.8		0.0	0.2	0.0		0.0				
Intersection Summary												
HCM 7th Control Delay, s/veh	54.2											
HCM 7th LOS	D											
Notes												
User approved pedestrian interval to be less than phase max green.												
User approved ignoring U-Turning movement.												

HCM 7th Signalized Intersection Summary 22: US Hwy 27 & Davenport Blvd

01/03/2024



Movement	SBT	SBR
Lane Configurations	↑↑↑↑	↑
Traffic Volume (veh/h)	1900	13
Future Volume (veh/h)	1900	13
Initial Q (Qb), veh	0	0
Lane Width Adj.	1.00	1.00
Ped-Bike Adj(A_pbT)		1.00
Parking Bus, Adj	1.00	1.00
Work Zone On Approach	No	
Adj Sat Flow, veh/h/ln	1870	1870
Adj Flow Rate, veh/h	1959	13
Peak Hour Factor	0.97	0.97
Percent Heavy Veh, %	2	2
Cap, veh/h	3175	986
Arrive On Green	0.62	0.62
Sat Flow, veh/h	5106	1585
Grp Volume(v), veh/h	1959	13
Grp Sat Flow(s),veh/h/ln	1702	1585
Q Serve(g_s), s	37.0	0.5
Cycle Q Clear(g_c), s	37.0	0.5
Prop In Lane		1.00
Lane Grp Cap(c), veh/h	3175	986
V/C Ratio(X)	0.62	0.01
Avail Cap(c_a), veh/h	3175	986
HCM Platoon Ratio	1.00	1.00
Upstream Filter(I)	1.00	1.00
Uniform Delay (d), s/veh	18.2	11.3
Incr Delay (d2), s/veh	0.9	0.0
Initial Q Delay(d3), s/veh	0.0	0.0
%ile BackOfQ(50%),veh/ln	13.5	0.2
Unsig. Movement Delay, s/veh		
LnGrp Delay(d), s/veh	19.1	11.4
LnGrp LOS	B	B
Approach Vol, veh/h	2208	
Approach Delay, s/veh	26.3	
Approach LOS	C	
Timer - Assigned Phs		

Intersection

Int Delay, s/veh 225085.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↗	↑↑↑	↗	↗	↑↑↑	↗
Traffic Vol, veh/h	574	12	18	20	10	54	177	2584	64	78	3744	75
Future Vol, veh/h	574	12	18	20	10	54	177	2584	64	78	3744	75
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	560	-	535	560	-	515
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	617	13	19	22	11	58	190	2778	69	84	4026	81

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	5691	7422	2013	4944	7433	1389	4106	0	0	2847	0	0
Stage 1	4194	4194	-	3159	3159	-	-	-	-	-	-	-
Stage 2	1497	3228	-	1785	4274	-	-	-	-	-	-	-
Critical Hdwy	6.44	6.54	7.14	6.44	6.54	7.14	5.34	-	-	5.34	-	-
Critical Hdwy Stg 1	7.34	5.54	-	7.34	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.74	5.54	-	6.74	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.82	4.02	3.92	3.82	4.02	3.92	3.12	-	-	3.12	-	-
Pot Cap-1 Maneuver	~ 0	~ 0	42	~ 1	~ 0	113	~ 10	-	-	~ 46	-	-
Stage 1	~ 1	~ 7	-	~ 5	25	-	-	-	-	-	-	-
Stage 2	~ 114	23	-	74	~ 6	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	~ 0	0	42	~ 0	0	113	~ 10	-	-	~ 46	-	-
Mov Cap-2 Maneuver	~ 0	0	-	~ 0	0	-	-	-	-	-	-	-
Stage 1	~ 1	0	-	~ 5	0	-	-	-	-	-	-	-
Stage 2	~ 56	0	-	40	0	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay (s)	\$ 275.39	\$ 33265.05	\$ 580.57	11.83
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	~ 10	-	-	-	1	~ 46	-	-
HCM Lane V/C Ratio	19.901	-	5974.614	63.942	1.841	-	-	-
HCM Control Delay (s/veh)	\$ 9266.2	-	\$ 275397.3	\$ 33265.1	\$ 591.3	-	-	-
HCM Lane LOS	F	-	-	F	F	F	-	-
HCM 95th %tile Q(veh)	25.4	-	-	84.1	13.6	8.5	-	-

Notes

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

HCM 7th TWSC
2: US Hwy 27 & Directional Drwy 3

01/11/2024

Intersection												
Int Delay, s/veh	1249											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations			↗			↗	↖ ↑ ↑ ↑			↖ ↑ ↑ ↑		
Traffic Vol, veh/h	0	0	279	0	0	21	463	2765	7	5	3334	274
Future Vol, veh/h	0	0	279	0	0	21	463	2765	7	5	3334	274
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	0	650	-	-	585	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	300	0	0	23	498	2973	8	5	3585	295

Major/Minor	Minor2		Minor1		Major1		Major2	
Conflicting Flow All	-	-	1940	-	-	1490	3880	0
Stage 1	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	7.14	-	-	7.14	5.34	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.92	-	-	3.92	3.12	-
Pot Cap-1 Maneuver	0	0	~ 47	0	0	97	~ 13	-
Stage 1	0	0	-	0	0	-	-	-
Stage 2	0	0	-	0	0	-	-	-
Platoon blocked, %	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	~ 47	-	-	97	~ 13	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay \$	2585.91	53.27	2536.17	0.16
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	~ 13	-	-	47	97	39	-	-
HCM Lane V/C Ratio	39.105	-	-	6.371	0.234	0.139	-	-
HCM Control Delay (s/veh)	17720.3	-	-	2585.9	53.3	112.3	-	-
HCM Lane LOS	F	-	-	F	F	F	-	-
HCM 95th %tile Q(veh)	63.6	-	-	34.8	0.8	0.4	-	-

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

HCM 7th TWSC

20: Full Access Drwy 1 & Holly Hill Grove Rd 2

01/11/2024

Intersection						
Int Delay, s/veh	10.9					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	21	9	218	41	10	576
Future Vol, veh/h	21	9	218	41	10	576
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	23	10	237	45	11	626
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	33	0	546	28
Stage 1	-	-	-	-	28	-
Stage 2	-	-	-	-	518	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1579	-	499	1048
Stage 1	-	-	-	-	995	-
Stage 2	-	-	-	-	598	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1579	-	422	1048
Mov Cap-2 Maneuver	-	-	-	-	422	-
Stage 1	-	-	-	-	995	-
Stage 2	-	-	-	-	506	-
Approach	EB		WB		NB	
HCM Control Delay, s/v	0		6.47		13.41	
HCM LOS	B					
Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	422	1048	-	-	1515	-
HCM Lane V/C Ratio	0.026	0.598	-	-	0.15	-
HCM Control Delay (s/veh)	13.8	13.4	-	-	7.7	0
HCM Lane LOS	B	B	-	-	A	A
HCM 95th %tile Q(veh)	0.1	4.1	-	-	0.5	-

HCM 7th TWSC
23: US Hwy 27 & RIRO Drwy 2

01/11/2024

Intersection						
Int Delay, s/veh	37					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↗		↑↑↑	↑↑↑	↘
Traffic Vol, veh/h	0	163	0	2739	3439	165
Future Vol, veh/h	0	163	0	2739	3439	165
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	177	0	2977	3738	179
Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	-	1959	-	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	7.14	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.92	-	-	-	-
Pot Cap-1 Maneuver	0	~ 46	0	-	-	-
Stage 1	0	-	0	-	-	-
Stage 2	0	-	0	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	-	~ 46	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	EB		NB		SB	
HCM Control Delay (s/veh)	\$ 1478.29		0		0	
HCM LOS	F					
Minor Lane/Major Mvmt	NBT		EBLn1	SBT	SBR	
Capacity (veh/h)	-		46	-	-	
HCM Lane V/C Ratio	-		3.88	-	-	
HCM Control Delay (s/veh)	\$ 1478.3		-	-		
HCM Lane LOS	-		F	-	-	
HCM 95th %tile Q(veh)	-		19.8	-	-	
Notes						
~: Volume exceeds capacity		\$: Delay exceeds 300s		+: Computation Not Defined		*: All major volume in platoon

HCM 7th TWSC
25: US Hwy 27 & RIRO Drwy 4

01/11/2024

Intersection						
Int Delay, s/veh	98.6					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↗		↑↑↑	↑↑↑	
Traffic Vol, veh/h	0	279	0	3357	3377	161
Future Vol, veh/h	0	279	0	3357	3377	161
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	303	0	3649	3671	175

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	- 1923	- 0	- 0
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	- 7.14	-	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	- 3.92	-	-
Pot Cap-1 Maneuver	0 ~ 48	0	-
Stage 1	0	0	-
Stage 2	0	0	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	- ~ 48	-	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	NB	SB
HCM Control Delay \$	2534.52	0	0
HCM LOS	F		

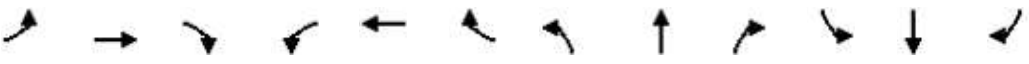
Minor Lane/Major Mvmt	NBT EBLn1	SBT	SBR
Capacity (veh/h)	- 48	-	-
HCM Lane V/C Ratio	- 6.266	-	-
HCM Control Delay (s/veh)	\$ 2534.5	-	-
HCM Lane LOS	- F	-	-
HCM 95th %tile Q(veh)	- 35.1	-	-

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

HCM 7th Signalized Intersection Summary

3: US Hwy 27 & Ridgewood Lakes Blvd

01/10/2024

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	65	0	132	1	3198	100	278	3726	0
Future Volume (veh/h)	0	0	0	65	0	132	1	3198	100	278	3726	0
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Lane Width Adj.				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach				No			No			No		
Adj Sat Flow, veh/h/ln				1870	0	1870	1870	1870	1870	1870	1870	0
Adj Flow Rate, veh/h				71	0	143	1	3476	109	302	4050	0
Peak Hour Factor				0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %				2	0	2	2	2	2	2	2	0
Cap, veh/h				197	0	175	61	2607	809	331	3903	0
Arrive On Green				0.11	0.00	0.11	0.51	0.51	0.51	0.19	0.76	0.00
Sat Flow, veh/h				1781	0	1585	27	5106	1585	1781	5274	0
Grp Volume(v), veh/h				71	0	143	1	3476	109	302	4050	0
Grp Sat Flow(s), veh/h/ln				1781	0	1585	27	1702	1585	1781	1702	0
Q Serve(g_s), s				4.3	0.0	10.4	0.0	60.0	4.2	19.5	89.8	0.0
Cycle Q Clear(g_c), s				4.3	0.0	10.4	60.0	60.0	4.2	19.5	89.8	0.0
Prop In Lane				1.00		1.00	1.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h				197	0	175	61	2607	809	331	3903	0
V/C Ratio(X)				0.36	0.00	0.82	0.02	1.33	0.13	0.91	1.04	0.00
Avail Cap(c_a), veh/h				535	0	476	61	2607	809	379	3903	0
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh				48.4	0.0	51.1	58.8	28.8	15.1	46.9	13.8	0.0
Incr Delay (d2), s/veh				1.1	0.0	8.9	0.5	152.7	0.3	24.1	25.4	0.0
Initial Q Delay(d3), s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				2.0	0.0	4.5	0.0	58.1	1.5	10.4	29.5	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh				49.5	0.0	60.0	59.2	181.4	15.5	71.0	39.2	0.0
LnGrp LOS				D		E	E	F	B	E	F	
Approach Vol, veh/h					214			3586			4352	
Approach Delay, s/veh					56.5			176.4			41.4	
Approach LOS					E			F			D	
Timer - Assigned Phs	1	2				6		8				
Phs Duration (G+Y+Rc), s	29.8	68.0				97.8		19.7				
Change Period (Y+Rc), s	8.0	8.0				8.0		6.7				
Max Green Setting (Gmax), s	25.0	60.0				60.0		35.3				
Max Q Clear Time (g_c+I1), s	21.5	62.0				91.8		12.4				
Green Ext Time (p_c), s	0.3	0.0				0.0		0.6				
Intersection Summary												
HCM 7th Control Delay, s/veh				101.2								
HCM 7th LOS				F								

HCM 7th Signalized Intersection Summary

4: US Hwy 27 & Bates Rd

01/03/2024

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	50	20	27	315	17	183	14	2516	329	321	2614	35
Future Volume (veh/h)	50	20	27	315	17	183	14	2516	329	321	2614	35
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	53	21	29	335	18	195	15	2677	350	341	2781	37
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	278	27	37	367	25	275	73	2238	695	333	2929	909
Arrive On Green	0.03	0.04	0.04	0.17	0.19	0.19	0.02	0.44	0.44	0.16	0.57	0.57
Sat Flow, veh/h	3456	711	982	1781	136	1470	1781	5106	1585	1781	5106	1585
Grp Volume(v), veh/h	53	0	50	335	0	213	15	2677	350	341	2781	37
Grp Sat Flow(s),veh/h/ln	1728	0	1694	1781	0	1606	1781	1702	1585	1781	1702	1585
Q Serve(g_s), s	2.3	0.0	4.6	27.1	0.0	19.4	0.8	68.4	13.0	25.1	79.6	1.6
Cycle Q Clear(g_c), s	2.3	0.0	4.6	27.1	0.0	19.4	0.8	68.4	13.0	25.1	79.6	1.6
Prop In Lane	1.00		0.58	1.00		0.92	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	278	0	64	367	0	301	73	2238	695	333	2929	909
V/C Ratio(X)	0.19	0.00	0.78	0.91	0.00	0.71	0.20	1.20	0.50	1.03	0.95	0.04
Avail Cap(c_a), veh/h	905	0	245	367	0	301	249	2238	695	333	2929	909
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	69.0	0.0	74.4	58.2	0.0	59.4	40.1	43.8	8.7	63.7	31.1	14.5
Incr Delay (d2), s/veh	0.3	0.0	17.8	26.3	0.0	7.4	1.4	92.9	0.6	55.9	7.9	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	0.0	2.3	15.2	0.0	8.4	0.4	46.3	4.4	17.9	31.6	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	69.3	0.0	92.2	84.4	0.0	66.8	41.5	136.7	9.3	119.6	39.0	14.5
LnGrp LOS	E		F	F		E	D	F	A	F	D	B
Approach Vol, veh/h	103			548			3042			3159		
Approach Delay, s/veh	80.4			77.6			121.6			47.4		
Approach LOS	F			E			F			D		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	11.6	97.1	10.7	36.6	32.7	76.0	34.0	13.3				
Change Period (Y+Rc), s	9.2	7.6	6.2	* 7.4	7.6	* 7.6	6.9	7.4				
Max Green Setting (Gmax), s	17.8	73.4	32.8	* 18	25.1	* 68	27.1	22.6				
Max Q Clear Time (g_c+I1), s	2.8	81.6	4.3	21.4	27.1	70.4	29.1	6.6				
Green Ext Time (p_c), s	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.1				

Intersection Summary

HCM 7th Control Delay, s/veh	83.3
HCM 7th LOS	F

Notes

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 7th Signalized Intersection Summary

22: US Hwy 27 & Davenport Blvd

01/03/2024

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Traffic Volume (veh/h)	41	28	71	315	46	370	15	90	2316	284	14	490
Future Volume (veh/h)	41	28	71	315	46	370	15	90	2316	284	14	490
Initial Q (Qb), veh	0	0	0	0	0	0		0	0	0		0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00		1.00		1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00
Work Zone On Approach	No			No				No				
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870		1870	1870	1870		1870
Adj Flow Rate, veh/h	45	30	77	342	50	402		98	2517	309		533
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92		0.92	0.92	0.92		0.92
Percent Heavy Veh, %	2	2	2	2	2	2		2	2	2		2
Cap, veh/h	45	92	237	230	35	285		119	2630	816		287
Arrive On Green	0.20	0.20	0.20	0.20	0.20	0.20		0.04	0.51	0.51		0.13
Sat Flow, veh/h	939	464	1192	1287	178	1434		1781	5106	1585		1781
Grp Volume(v), veh/h	45	0	107	342	0	452		98	2517	309		533
Grp Sat Flow(s),veh/h/ln	939	0	1656	1287	0	1612		1781	1702	1585		1781
Q Serve(g_s), s	0.0	0.0	8.9	22.9	0.0	31.8		4.3	75.4	18.8		21.4
Cycle Q Clear(g_c), s	31.8	0.0	8.9	31.8	0.0	31.8		4.3	75.4	18.8		21.4
Prop In Lane	1.00		0.72	1.00		0.89		1.00		1.00		1.00
Lane Grp Cap(c), veh/h	45	0	329	230	0	320		119	2630	816		287
V/C Ratio(X)	1.00	0.00	0.33	1.49	0.00	1.41		0.82	0.96	0.38		1.85
Avail Cap(c_a), veh/h	45	0	329	230	0	320		176	2630	816		287
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00		1.00	1.00	1.00		1.00
Uniform Delay (d), s/veh	80.0	0.0	54.9	70.8	0.0	64.1		38.7	37.1	23.4		58.2
Incr Delay (d2), s/veh	134.2	0.0	0.6	242.3	0.0	202.4		17.6	10.1	1.3		397.8
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0		0.0
%ile BackOfQ(50%),veh/ln	3.5	0.0	3.7	24.8	0.0	30.8		2.4	31.5	7.0		42.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	214.2	0.0	55.5	313.0	0.0	266.5		56.3	47.2	24.7		456.0
LnGrp LOS	F		E	F		F		E	D	C		F
Approach Vol, veh/h	152			794				2924				
Approach Delay, s/veh	102.5			286.5				45.1				
Approach LOS	F			F				D				
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	14.9	105.1		40.0	30.0	90.0		40.0				
Change Period (Y+Rc), s	8.6	7.6		8.2	8.6	7.6		8.2				
Max Green Setting (Gmax), s	11.4	92.4		31.8	21.4	82.4		31.8				
Max Q Clear Time (g_c+I1), s	6.3	90.3		33.8	23.4	77.4		33.8				
Green Ext Time (p_c), s	0.1	2.1		0.0	0.0	4.7		0.0				
Intersection Summary												
HCM 7th Control Delay, s/veh	98.3											
HCM 7th LOS	F											
Notes												
User approved pedestrian interval to be less than phase max green.												
User approved ignoring U-Turning movement.												

HCM 7th Signalized Intersection Summary

22: US Hwy 27 & Davenport Blvd

01/03/2024



Movement	SBT	SBR
Lane Configurations	↑↑↑↑	↗
Traffic Volume (veh/h)	2751	71
Future Volume (veh/h)	2751	71
Initial Q (Qb), veh	0	0
Lane Width Adj.	1.00	1.00
Ped-Bike Adj(A_pbT)		1.00
Parking Bus, Adj	1.00	1.00
Work Zone On Approach	No	
Adj Sat Flow, veh/h/ln	1870	1870
Adj Flow Rate, veh/h	2990	77
Peak Hour Factor	0.92	0.92
Percent Heavy Veh, %	2	2
Cap, veh/h	3113	966
Arrive On Green	0.61	0.61
Sat Flow, veh/h	5106	1585
Grp Volume(v), veh/h	2990	77
Grp Sat Flow(s),veh/h/ln	1702	1585
Q Serve(g_s), s	88.3	3.2
Cycle Q Clear(g_c), s	88.3	3.2
Prop In Lane		1.00
Lane Grp Cap(c), veh/h	3113	966
V/C Ratio(X)	0.96	0.08
Avail Cap(c_a), veh/h	3113	966
HCM Platoon Ratio	1.00	1.00
Upstream Filter(I)	1.00	1.00
Uniform Delay (d), s/veh	29.4	12.8
Incr Delay (d2), s/veh	9.3	0.2
Initial Q Delay(d3), s/veh	0.0	0.0
%ile BackOfQ(50%),veh/ln	34.8	1.1
Unsig. Movement Delay, s/veh		
LnGrp Delay(d), s/veh	38.7	13.0
LnGrp LOS	D	B
Approach Vol, veh/h	3600	
Approach Delay, s/veh	99.9	
Approach LOS	F	
Timer - Assigned Phs		

HCM 7th Signalized Intersection Summary

1: US Hwy 27 & Holly Hill Grove Rd 2

01/11/2024

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	260	5	19	11	5	55	106	2761	25	44	2441	37
Future Volume (veh/h)	260	5	19	11	5	55	106	2761	25	44	2441	37
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	265	5	19	11	5	56	108	2817	26	45	2491	38
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	373	383	324	73	47	255	137	3075	955	68	2878	893
Arrive On Green	0.20	0.20	0.20	0.20	0.20	0.20	0.08	0.60	0.60	0.04	0.56	0.56
Sat Flow, veh/h	1341	1870	1585	125	232	1246	1781	5106	1585	1781	5106	1585
Grp Volume(v), veh/h	265	5	19	72	0	0	108	2817	26	45	2491	38
Grp Sat Flow(s),veh/h/ln	1341	1870	1585	1603	0	0	1781	1702	1585	1781	1702	1585
Q Serve(g_s), s	12.6	0.2	0.8	0.0	0.0	0.0	5.2	42.6	0.6	2.2	36.2	0.9
Cycle Q Clear(g_c), s	15.8	0.2	0.8	3.2	0.0	0.0	5.2	42.6	0.6	2.2	36.2	0.9
Prop In Lane	1.00		1.00	0.15		0.78	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	373	383	324	376	0	0	137	3075	955	68	2878	893
V/C Ratio(X)	0.71	0.01	0.06	0.19	0.00	0.00	0.79	0.92	0.03	0.66	0.87	0.04
Avail Cap(c_a), veh/h	384	397	337	388	0	0	168	3106	964	102	2918	906
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	33.4	27.6	27.9	28.8	0.0	0.0	39.5	15.4	7.0	41.4	16.2	8.5
Incr Delay (d2), s/veh	5.8	0.0	0.1	0.2	0.0	0.0	18.4	4.8	0.0	10.6	3.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.9	0.1	0.3	1.3	0.0	0.0	2.8	13.1	0.2	1.1	11.4	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	39.3	27.6	28.0	29.1	0.0	0.0	57.9	20.2	7.0	51.9	19.2	8.5
LnGrp LOS	D	C	C	C			E	C	A	D	B	A
Approach Vol, veh/h	289			72			2951			2574		
Approach Delay, s/veh	38.3			29.1			21.5			19.6		
Approach LOS	D			C			C			B		
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	7.8	57.0		22.3	11.2	53.6		22.3				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	5.0	53.0		18.5	8.2	49.8		18.5				
Max Q Clear Time (g_c+I1), s	4.2	44.6		17.8	7.2	38.2		5.2				
Green Ext Time (p_c), s	0.0	7.8		0.1	0.0	10.1		0.2				
Intersection Summary												
HCM 7th Control Delay, s/veh	21.6											
HCM 7th LOS	C											

HCM 7th Signalized Intersection Summary

22: US Hwy 27 & Davenport Blvd

01/11/2024

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Traffic Volume (veh/h)	47	34	53	276	18	335	7	23	2572	238	8	229
Future Volume (veh/h)	47	34	53	276	18	335	7	23	2572	238	8	229
Initial Q (Qb), veh	0	0	0	0	0	0		0	0	0		0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00		1.00		1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00
Work Zone On Approach	No			No				No				
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870		1870	1870	1870		1870
Adj Flow Rate, veh/h	48	35	55	285	19	345		24	2652	245		236
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97		0.97	0.97	0.97		0.97
Percent Heavy Veh, %	2	2	2	2	2	2		2	2	2		2
Cap, veh/h	89	171	269	332	22	396		147	2470	767		228
Arrive On Green	0.26	0.26	0.26	0.26	0.26	0.26		0.02	0.48	0.48		0.10
Sat Flow, veh/h	1018	655	1030	1307	83	1514		1781	5106	1585		1781
Grp Volume(v), veh/h	48	0	90	285	0	364		24	2652	245		236
Grp Sat Flow(s),veh/h/ln	1018	0	1685	1307	0	1598		1781	1702	1585		1781
Q Serve(g_s), s	6.9	0.0	6.7	34.8	0.0	34.9		1.1	77.4	15.1		16.4
Cycle Q Clear(g_c), s	41.8	0.0	6.7	41.5	0.0	34.9		1.1	77.4	15.1		16.4
Prop In Lane	1.00		0.61	1.00		0.95		1.00		1.00		1.00
Lane Grp Cap(c), veh/h	89	0	440	332	0	417		147	2470	767		228
V/C Ratio(X)	0.54	0.00	0.20	0.86	0.00	0.87		0.16	1.07	0.32		1.04
Avail Cap(c_a), veh/h	89	0	440	332	0	417		182	2470	767		228
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00		1.00	1.00	1.00		1.00
Uniform Delay (d), s/veh	76.8	0.0	46.1	62.3	0.0	56.5		23.1	41.3	25.2		57.5
Incr Delay (d2), s/veh	6.4	0.0	0.2	19.6	0.0	17.9		0.5	41.6	1.1		69.6
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0		0.0
%ile BackOfQ(50%),veh/ln	2.1	0.0	2.8	13.1	0.0	15.9		0.5	39.7	5.7		13.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	83.2	0.0	46.4	81.9	0.0	74.5		23.6	82.9	26.3		127.1
LnGrp LOS	F		D	F		E		C	F	C		F
Approach Vol, veh/h	138			649				2921				
Approach Delay, s/veh	59.2			77.7				77.7				
Approach LOS	E			E				E				
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	11.9	98.1		50.0	25.0	85.0		50.0				
Change Period (Y+Rc), s	8.6	7.6		8.2	8.6	7.6		8.2				
Max Green Setting (Gmax), s	6.4	87.4		41.8	16.4	77.4		41.8				
Max Q Clear Time (g_c+I1), s	3.1	45.2		43.5	18.4	79.4		43.8				
Green Ext Time (p_c), s	0.0	19.9		0.0	0.0	0.0		0.0				
Intersection Summary												
HCM 7th Control Delay, s/veh	61.9											
HCM 7th LOS	E											
Notes												
User approved pedestrian interval to be less than phase max green.												
User approved ignoring U-Turning movement.												

HCM 7th Signalized Intersection Summary 22: US Hwy 27 & Davenport Blvd

01/11/2024



Movement	SBT	SBR
Lane Configurations	↑↑↑	↑
Traffic Volume (veh/h)	1900	13
Future Volume (veh/h)	1900	13
Initial Q (Qb), veh	0	0
Lane Width Adj.	1.00	1.00
Ped-Bike Adj(A_pbT)		1.00
Parking Bus, Adj	1.00	1.00
Work Zone On Approach	No	
Adj Sat Flow, veh/h/ln	1870	1870
Adj Flow Rate, veh/h	1959	13
Peak Hour Factor	0.97	0.97
Percent Heavy Veh, %	2	2
Cap, veh/h	2889	897
Arrive On Green	0.57	0.57
Sat Flow, veh/h	5106	1585
Grp Volume(v), veh/h	1959	13
Grp Sat Flow(s),veh/h/ln	1702	1585
Q Serve(g_s), s	43.2	0.6
Cycle Q Clear(g_c), s	43.2	0.6
Prop In Lane		1.00
Lane Grp Cap(c), veh/h	2889	897
V/C Ratio(X)	0.68	0.01
Avail Cap(c_a), veh/h	2889	897
HCM Platoon Ratio	1.00	1.00
Upstream Filter(I)	1.00	1.00
Uniform Delay (d), s/veh	24.5	15.2
Incr Delay (d2), s/veh	1.3	0.0
Initial Q Delay(d3), s/veh	0.0	0.0
%ile BackOfQ(50%),veh/ln	16.5	0.2
Unsig. Movement Delay, s/veh		
LnGrp Delay(d), s/veh	25.8	15.2
LnGrp LOS	C	B
Approach Vol, veh/h	2208	
Approach Delay, s/veh	36.5	
Approach LOS	D	
Timer - Assigned Phs		

HCM 7th Signalized Intersection Summary

1: US Hwy 27 & Holly Hill Grove Rd 2

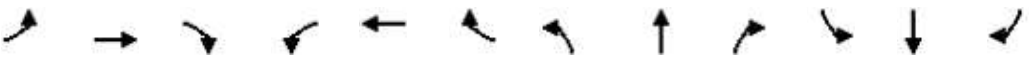
01/11/2024

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	574	12	18	20	10	54	177	2584	64	78	3744	75
Future Volume (veh/h)	574	12	18	20	10	54	177	2584	64	78	3744	75
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	617	13	19	22	11	58	190	2778	69	84	4026	81
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	671	167	244	52	21	72	83	2959	919	105	3023	938
Arrive On Green	0.13	0.24	0.24	0.07	0.07	0.07	0.05	0.58	0.58	0.06	0.59	0.59
Sat Flow, veh/h	3456	686	1003	279	297	1012	1781	5106	1585	1781	5106	1585
Grp Volume(v), veh/h	617	0	32	91	0	0	190	2778	69	84	4026	81
Grp Sat Flow(s),veh/h/ln	1728	0	1690	1588	0	0	1781	1702	1585	1781	1702	1585
Q Serve(g_s), s	15.7	0.0	2.0	5.2	0.0	0.0	6.5	69.9	2.7	6.5	82.5	3.1
Cycle Q Clear(g_c), s	15.7	0.0	2.0	7.8	0.0	0.0	6.5	69.9	2.7	6.5	82.5	3.1
Prop In Lane	1.00		0.59	0.24		0.64	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	671	0	410	146	0	0	83	2959	919	105	3023	938
V/C Ratio(X)	0.92	0.00	0.08	0.62	0.00	0.00	2.29	0.94	0.08	0.80	1.33	0.09
Avail Cap(c_a), veh/h	714	0	540	245	0	0	83	2959	919	211	3023	938
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	55.9	0.0	40.7	63.6	0.0	0.0	66.4	27.0	12.9	64.7	28.4	12.2
Incr Delay (d2), s/veh	16.6	0.0	0.1	4.3	0.0	0.0	615.2	6.8	0.0	12.7	151.7	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	12.2	0.0	0.9	3.4	0.0	0.0	17.1	26.8	0.9	3.2	71.6	1.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	72.5	0.0	40.8	67.9	0.0	0.0	681.7	33.8	12.9	77.5	180.1	12.3
LnGrp LOS	E		D	E			F	C	B	E	F	B
Approach Vol, veh/h	649		91				3037		4191			
Approach Delay, s/veh	70.9		67.9				73.8		174.8			
Approach LOS	E		E				E		F			
Timer - Assigned Phs	1	2		4	5	6	7	8				
Phs Duration (G+Y+Rc), s	13.7	86.3		39.3	12.0	88.0	23.9	15.5				
Change Period (Y+Rc), s	5.5	5.5		5.5	5.5	5.5	5.5	5.5				
Max Green Setting (Gmax), s	16.5	72.5		44.5	6.5	82.5	20.1	18.9				
Max Q Clear Time (g_c+I1), s	8.5	71.9		4.0	8.5	84.5	17.7	9.8				
Green Ext Time (p_c), s	0.1	0.6		0.1	0.0	0.0	0.6	0.2				
Intersection Summary												
HCM 7th Control Delay, s/veh	126.6											
HCM 7th LOS	F											
Notes												
User approved pedestrian interval to be less than phase max green.												

HCM 7th Signalized Intersection Summary

3: US Hwy 27 & Ridgewood Lakes Blvd

01/11/2024

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	65	0	132	1	3198	100	278	3726	0
Future Volume (veh/h)	0	0	0	65	0	132	1	3198	100	278	3726	0
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Lane Width Adj.				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach				No			No			No		
Adj Sat Flow, veh/h/ln				1870	0	1870	1870	1870	1870	1870	1870	0
Adj Flow Rate, veh/h				71	0	143	1	3476	109	302	4050	0
Peak Hour Factor				0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %				2	0	2	2	2	2	2	2	0
Cap, veh/h				188	0	167	51	3280	1018	163	4037	0
Arrive On Green				0.11	0.00	0.11	0.64	0.64	0.64	0.09	0.79	0.00
Sat Flow, veh/h				1781	0	1585	27	5106	1585	1781	5274	0
Grp Volume(v), veh/h				71	0	143	1	3476	109	302	4050	0
Grp Sat Flow(s), veh/h/ln				1781	0	1585	27	1702	1585	1781	1702	0
Q Serve(g_s), s				5.3	0.0	12.6	0.0	91.0	3.7	13.0	112.0	0.0
Cycle Q Clear(g_c), s				5.3	0.0	12.6	91.0	91.0	3.7	13.0	112.0	0.0
Prop In Lane				1.00		1.00	1.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h				188	0	167	51	3280	1018	163	4037	0
V/C Ratio(X)				0.38	0.00	0.85	0.02	1.06	0.11	1.85	1.00	0.00
Avail Cap(c_a), veh/h				293	0	261	51	3280	1018	163	4037	0
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh				59.0	0.0	62.3	70.8	25.3	9.7	64.3	14.8	0.0
Incr Delay (d2), s/veh				1.2	0.0	14.9	0.7	34.5	0.2	404.1	14.9	0.0
Initial Q Delay(d3), s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				2.5	0.0	5.8	0.0	41.2	1.2	24.1	32.8	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh				60.3	0.0	77.2	71.5	59.8	9.9	468.4	29.8	0.0
LnGrp LOS				E		E	E	F	A	F	F	
Approach Vol, veh/h					214			3586			4352	
Approach Delay, s/veh					71.6			58.3			60.2	
Approach LOS					E			E			E	
Timer - Assigned Phs	1	2				6		8				
Phs Duration (G+Y+Rc), s	21.0	99.0				120.0		21.7				
Change Period (Y+Rc), s	8.0	8.0				8.0		6.7				
Max Green Setting (Gmax), s	13.0	91.0				112.0		23.3				
Max Q Clear Time (g_c+I1), s	15.0	93.0				114.0		14.6				
Green Ext Time (p_c), s	0.0	0.0				0.0		0.4				
Intersection Summary												
HCM 7th Control Delay, s/veh				59.7								
HCM 7th LOS				E								

HCM 7th Signalized Intersection Summary

4: US Hwy 27 & Bates Rd

01/11/2024

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	50	20	27	315	17	183	14	2516	329	321	2614	35
Future Volume (veh/h)	50	20	27	315	17	183	14	2516	329	321	2614	35
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	53	21	29	335	18	195	15	2677	350	341	2781	37
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	281	27	37	374	26	280	79	2512	780	234	2894	898
Arrive On Green	0.03	0.04	0.04	0.18	0.19	0.19	0.02	0.49	0.49	0.11	0.57	0.57
Sat Flow, veh/h	3456	711	982	1781	136	1470	1781	5106	1585	1781	5106	1585
Grp Volume(v), veh/h	53	0	50	335	0	213	15	2677	350	341	2781	37
Grp Sat Flow(s),veh/h/ln	1728	0	1694	1781	0	1606	1781	1702	1585	1781	1702	1585
Q Serve(g_s), s	2.2	0.0	4.5	27.1	0.0	19.0	0.6	75.4	22.1	16.1	79.4	1.6
Cycle Q Clear(g_c), s	2.2	0.0	4.5	27.1	0.0	19.0	0.6	75.4	22.1	16.1	79.4	1.6
Prop In Lane	1.00		0.58	1.00		0.92	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	281	0	65	374	0	306	79	2512	780	234	2894	898
V/C Ratio(X)	0.19	0.00	0.77	0.90	0.00	0.70	0.19	1.07	0.45	1.46	0.96	0.04
Avail Cap(c_a), veh/h	1033	0	272	374	0	306	259	2512	780	234	2894	898
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	67.7	0.0	73.0	56.5	0.0	57.9	36.2	38.9	25.4	55.0	31.6	14.7
Incr Delay (d2), s/veh	0.3	0.0	17.6	23.1	0.0	6.8	1.1	38.4	0.4	227.6	9.4	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	0.0	2.3	14.6	0.0	8.2	0.3	38.0	8.3	23.4	31.9	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	68.0	0.0	90.6	79.6	0.0	64.7	37.3	77.4	25.8	282.5	41.0	14.7
LnGrp LOS	E		F	E		E	D	F	C	F	D	B
Approach Vol, veh/h	103			548			3042			3159		
Approach Delay, s/veh	79.0			73.8			71.2			66.8		
Approach LOS	E			E			E			E		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	11.6	94.4	10.7	36.6	23.0	83.0	34.0	13.2				
Change Period (Y+Rc), s	9.2	7.6	6.2	* 7.4	6.9	7.6	6.9	7.4				
Max Green Setting (Gmax), s	17.8	71.4	37.8	* 15	16.1	75.4	27.1	24.6				
Max Q Clear Time (g_c+I1), s	2.6	81.4	4.2	21.0	18.1	77.4	29.1	6.5				
Green Ext Time (p_c), s	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.1				
Intersection Summary												
HCM 7th Control Delay, s/veh	69.5											
HCM 7th LOS	E											
Notes												
User approved pedestrian interval to be less than phase max green.												
* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.												

HCM 7th Signalized Intersection Summary

22: US Hwy 27 & Davenport Blvd

01/11/2024

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Traffic Volume (veh/h)	41	28	71	315	46	370	15	90	2316	284	14	490
Future Volume (veh/h)	41	28	71	315	46	370	15	90	2316	284	14	490
Initial Q (Qb), veh	0	0	0	0	0	0		0	0	0		0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00		1.00		1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00
Work Zone On Approach	No			No				No				
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870		1870	1870	1870		1870
Adj Flow Rate, veh/h	45	30	77	342	50	402		98	2517	309		533
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92		0.92	0.92	0.92		0.92
Percent Heavy Veh, %	2	2	2	2	2	2		2	2	2		2
Cap, veh/h	45	92	237	230	35	285		123	2406	747		361
Arrive On Green	0.20	0.20	0.20	0.20	0.20	0.20		0.04	0.47	0.47		0.18
Sat Flow, veh/h	939	464	1192	1287	178	1434		1781	5106	1585		1781
Grp Volume(v), veh/h	45	0	107	342	0	452		98	2517	309		533
Grp Sat Flow(s),veh/h/ln	939	0	1656	1287	0	1612		1781	1702	1585		1781
Q Serve(g_s), s	0.0	0.0	8.9	22.9	0.0	31.8		4.5	75.4	20.5		28.4
Cycle Q Clear(g_c), s	31.8	0.0	8.9	31.8	0.0	31.8		4.5	75.4	20.5		28.4
Prop In Lane	1.00		0.72	1.00		0.89		1.00		1.00		1.00
Lane Grp Cap(c), veh/h	45	0	329	230	0	320		123	2406	747		361
V/C Ratio(X)	1.00	0.00	0.33	1.49	0.00	1.41		0.80	1.05	0.41		1.48
Avail Cap(c_a), veh/h	45	0	329	230	0	320		321	2406	747		361
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00		1.00	1.00	1.00		1.00
Uniform Delay (d), s/veh	80.0	0.0	54.9	70.8	0.0	64.1		37.7	42.3	27.8		57.3
Incr Delay (d2), s/veh	134.2	0.0	0.6	242.3	0.0	202.4		11.2	31.8	1.7		228.6
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0		0.0
%ile BackOfQ(50%),veh/ln	3.5	0.0	3.7	24.8	0.0	30.8		2.2	36.6	7.8		36.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	214.2	0.0	55.5	313.0	0.0	266.5		48.9	74.1	29.5		285.8
LnGrp LOS	F		E	F		F		D	F	C		F
Approach Vol, veh/h	152			794				2924				
Approach Delay, s/veh	102.5			286.5				68.5				
Approach LOS	F			F				E				
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	15.2	104.8		40.0	37.0	83.0		40.0				
Change Period (Y+Rc), s	8.6	7.6		8.2	8.6	7.6		8.2				
Max Green Setting (Gmax), s	24.4	79.4		31.8	28.4	75.4		31.8				
Max Q Clear Time (g_c+I1), s	6.5	90.8		33.8	30.4	77.4		33.8				
Green Ext Time (p_c), s	0.2	0.0		0.0	0.0	0.0		0.0				

Intersection Summary

HCM 7th Control Delay, s/veh	95.7
HCM 7th LOS	F

Notes

User approved pedestrian interval to be less than phase max green.
User approved ignoring U-Turning movement.

HCM 7th Signalized Intersection Summary

22: US Hwy 27 & Davenport Blvd

01/11/2024



Movement	SBT	SBR
Lane Configurations	↑↑↑↑	↗
Traffic Volume (veh/h)	2751	71
Future Volume (veh/h)	2751	71
Initial Q (Qb), veh	0	0
Lane Width Adj.	1.00	1.00
Ped-Bike Adj(A_pbT)		1.00
Parking Bus, Adj	1.00	1.00
Work Zone On Approach	No	
Adj Sat Flow, veh/h/ln	1870	1870
Adj Flow Rate, veh/h	2990	77
Peak Hour Factor	0.92	0.92
Percent Heavy Veh, %	2	2
Cap, veh/h	3101	963
Arrive On Green	0.61	0.61
Sat Flow, veh/h	5106	1585
Grp Volume(v), veh/h	2990	77
Grp Sat Flow(s),veh/h/ln	1702	1585
Q Serve(g_s), s	88.8	3.2
Cycle Q Clear(g_c), s	88.8	3.2
Prop In Lane		1.00
Lane Grp Cap(c), veh/h	3101	963
V/C Ratio(X)	0.96	0.08
Avail Cap(c_a), veh/h	3101	963
HCM Platoon Ratio	1.00	1.00
Upstream Filter(I)	1.00	1.00
Uniform Delay (d), s/veh	29.8	13.0
Incr Delay (d2), s/veh	9.8	0.2
Initial Q Delay(d3), s/veh	0.0	0.0
%ile BackOfQ(50%),veh/ln	35.2	1.1
Unsig. Movement Delay, s/veh		
LnGrp Delay(d), s/veh	39.5	13.1
LnGrp LOS	D	B
Approach Vol, veh/h	3600	
Approach Delay, s/veh	75.4	
Approach LOS	E	
Timer - Assigned Phs		

APPENDIX I POLK TPO 2022 ROADWAY NETWORK DATABASE



Polk Transportation
Planning Organization

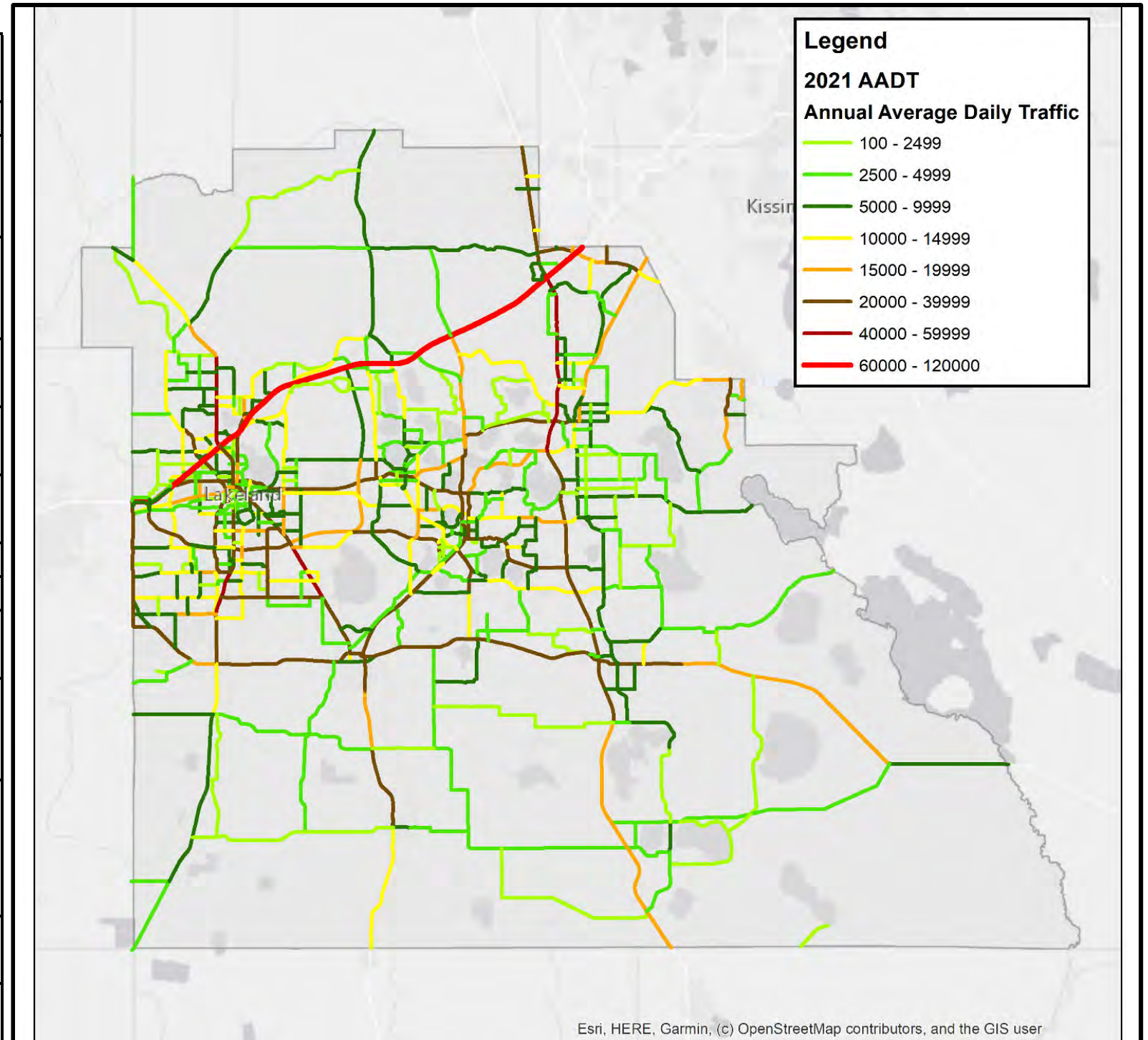
EFFECTIVE DATE: APRIL 8, 2022

2022

ROADWAY
NETWORK
DATABASE

DATABASE TERMINOLOGY

Link	The identification number of each link in the CMS
Segment / From / To	The name and limits of each link
Laneage and Type	The number of lanes for the segment and indication of Divided/Undivided/One-way facility
Capacity Group	Code that references a generalized service volume from FDOT's Level of Service handbook
Segment Length	The length of the given link or segment in miles
Functional Classification	Classification of roadway based on function, i.e., arterials serve through traffic
AADT	Current year Annual Average Daily Traffic - Two way traffic
D-Factor	Directional Factor
K-Factor	Planning Analysis Hour Factor
Peak Hour Level of Service	The existing peak hour level of service
Directional Capacity	Maximum number of vehicles that can pass through a road segment at the adopted level of service standard
Transitioning, Transit Supportive Development Area or Transit Corridors and Centers Overlay	Level of Service standard based on Highway Standards and existing or planned transit
Highway LOS Standard	Minimum Level of Service Standard for County and State Roads
Projected Peak Hour Level of Service in Five	Peak hour level of service in five years - Deficient links have a red color box
Multimodal Factors	Summary of sidewalk, bike route, and transit routes and stops present on RND roadways



* The Polk County Roadway Network Database contains level of service (LOS) estimates that are based on generalized service volumes. These estimates are subject to verification and change based on more detailed analyses.

* The Roadway Network Database references the minimum acceptable LOS standards for the listed roadway segments. Staff makes a continued effort to ensure the listed standards are correct. Please note; however, that local government comprehensive plans are the definitive source for these standards. Please refer to Section 3.202 of the Polk County Comprehensive Plan or other applicable comprehensive plans.

Contact TPO Staff for Questions at (863) 534-6486



Polk Transportation Planning Organization

2022 POLK COUNTY ROADWAY NETWORK DATABASE

Link	Road Segment	From	To	Roadway Characteristics				Estimated Traffic Characteristics				Peak Hour / Peak Season							Historical Crash Data 2017 - 2021		Multimodal Factors					
								2021 Annual Avg. Daily Traffic	AADT Growth Rate (%)	100th Highest Hour D- Factor	K- Factor	Two-Hour Average Volume	Level of Service	Directional Capacity	LOS Standard Multi- Modal	High- Way	Volume to Capacity Ratio	Volume-to- Capacity Ratio in Five Years			Projected LOS in Five Years	Transit	Sidewalk		Bicycle Facility	
				Laneage Lane Type	Capacity Group	Segment Length	Functional Classification	Annual Avg. Daily Traffic	AADT Growth Rate (%)	100th Highest Hour D- Factor	K- Factor	Two-Hour Average Volume	Level of Service	Directional Capacity	LOS Standard Multi- Modal	High- Way	Volume to Capacity Ratio	Volume-to- Capacity Ratio in Five Years	Projected LOS in Five Years	Total Crashes	Crash Rate	Presence	Presence	Coverage	Presence	Coverage
8301N	ADAMS ROAD/MOHAWK RD	BOLENDER ROAD	CR 559	2U	L02	1.8	URBAN COLLECTOR	2,900	2.0	0.490	0.0900	128	C	790	TRANSITIONING	D	0.16	0.18	C	6	0.622	NO	PARTIAL	0.59	NONE	0.00
8301S	ADAMS ROAD/MOHAWK RD	BOLENDER ROAD	CR 559	2U	L02	1.8	URBAN COLLECTOR	2,900	2.0	0.510	0.0900	133	C	790	TRANSITIONING	D	0.17	0.19	C	6	0.622	NO	PARTIAL	0.59	NONE	0.00
8302E	ALAMO DRIVE	OLD HIGHWAY 37	SR 37	2U	L02	0.2	URBAN COLLECTOR	8,500	2.0	0.510	0.0750	309	C	790	TCCO	E	0.39	0.43	C	8	2.075	NO	PARTIAL	1.00	NONE	0.00
8302W	ALAMO DRIVE	OLD HIGHWAY 37	SR 37	2U	L02	0.2	URBAN COLLECTOR	8,500	2.0	0.490	0.0750	297	C	790	TCCO	E	0.38	0.41	C	8	2.075	NO	PARTIAL	1.00	NONE	0.00
8303E	ALAMO DRIVE	SR 563 (HARDEN BLVD S)	OLD HIGHWAY 37	2U	L02	0.8	URBAN COLLECTOR	4,900	2.0	0.490	0.0900	216	C	790	TSDA	D	0.27	0.30	C	8	1.187	NO	PARTIAL	0.94	NONE	0.00
8303W	ALAMO DRIVE	SR 563 (HARDEN BLVD S)	OLD HIGHWAY 37	2U	L02	0.8	URBAN COLLECTOR	4,900	2.0	0.510	0.0900	225	C	790	TSDA	D	0.28	0.31	C	8	1.187	NO	PARTIAL	0.94	NONE	0.00
4010E	ALTURAS-BABSON PARK CUTOFF RD	CR 559	US 27	2U	H02	12.1	RURAL MAJOR COLLECTOR	1,800	2.0	0.490	0.0900	79	B	450	OTHER	C	0.18	0.19	B	23	0.579	NO	NONE	0.00	NONE	0.00
4010W	ALTURAS-BABSON PARK CUTOFF RD	CR 559	US 27	2U	H02	12.1	RURAL MAJOR COLLECTOR	1,800	2.0	0.510	0.0900	83	B	450	OTHER	C	0.18	0.20	B	23	0.579	NO	NONE	0.00	NONE	0.00
4011N	AMERICAN SUPERIOR BLVD/HOOVER RD/SHELL RD/LK ELO	CR 655 (SNIVELY AVE)	AVE Z SE	2U	L02	1.7	URBAN COLLECTOR	3,200	2.0	0.490	0.0900	141	C	790	TSDA	D	0.18	0.20	C	4	0.406	NO	NONE	0.00	PARTIAL	0.03
4011S	AMERICAN SUPERIOR BLVD/HOOVER RD/SHELL RD/LK ELO	CR 655 (SNIVELY AVE)	AVE Z SE	2U	L02	1.7	URBAN COLLECTOR	3,200	2.0	0.510	0.0900	147	C	790	TSDA	D	0.19	0.20	C	4	0.406	NO	NONE	0.00	PARTIAL	0.03
4012E	ARIANA ST	WABASH AVE S	SR 563 (HARDEN BLVD)	2U	L02	1.0	URBAN COLLECTOR	10,700	2.0	0.510	0.0750	389	C	790	MULTI-MODAL	D	0.49	0.54	C	30	1.510	YES	PARTIAL	0.59	NONE	0.00
4012W	ARIANA ST	WABASH AVE S	SR 563 (HARDEN BLVD)	2U	L02	1.0	URBAN COLLECTOR	10,700	2.0	0.490	0.0750	374	C	790	MULTI-MODAL	D	0.47	0.52	C	30	1.510	YES	PARTIAL	0.59	NONE	0.00
8000E	ARIANA STREET	SR 563 (HARDEN BLVD)	SR 37 (FLORIDA AVENUE S)	2U	L02	1.0	URBAN COLLECTOR	3,800	2.0	0.510	0.0900	174	C	790	TRANSITIONING	D	0.22	0.24	C	22	3.198	YES	FULL	1.81	PARTIAL	0.25
8000W	ARIANA STREET	SR 563 (HARDEN BLVD)	SR 37 (FLORIDA AVENUE S)	2U	L02	1.0	URBAN COLLECTOR	3,800	2.0	0.490	0.0900	168	C	790	TRANSITIONING	D	0.21	0.23	C	22	3.198	YES	FULL	1.81	PARTIAL	0.25
8057E	AVENUE C SE	1ST STREET SOUTH	6TH STREET	2U	L02	0.5	URBAN COLLECTOR	2,600	2.0	0.510	0.0750	94	C	790	TCCO	E	0.12	0.13	C	2	0.838	NO	PARTIAL	1.63	NONE	0.00
8057W	AVENUE C SE	1ST STREET SOUTH	6TH STREET	2U	L02	0.5	URBAN COLLECTOR	2,600	2.0	0.490	0.0750	91	C	790	TCCO	E	0.11	0.13	C	2	0.838	NO	PARTIAL	1.63	NONE	0.00
8055E	AVENUE C SW	1ST STREET SOUTH	US 17 (6TH STREET NW)	2U	L02	0.4	URBAN COLLECTOR	2,900	2.0	0.510	0.0750	105	C	790	TCCO	E	0.13	0.15	C	4	1.915	YES	PARTIAL	1.44	NONE	0.00
8055W	AVENUE C SW	1ST STREET SOUTH	US 17 (6TH STREET NW)	2U	L02	0.4	URBAN COLLECTOR	2,900	2.0	0.490	0.0750	101	C	790	TCCO	E	0.13	0.14	C	4	1.915	YES	PARTIAL	1.44	NONE	0.00
8060E	AVENUE K SE	1ST STREET SOUTH	6TH STREET SE	2U	L02	0.5	URBAN COLLECTOR	6,900	2.0	0.510	0.0750	251	C	790	TCCO	E	0.32	0.35	C	12	1.892	YES	PARTIAL	1.66	NONE	0.00
8060W	AVENUE K SE	1ST STREET SOUTH	6TH STREET SE	2U	L02	0.5	URBAN COLLECTOR	6,900	2.0	0.490	0.0750	241	C	790	TCCO	E	0.30	0.34	C	12	1.892	YES	PARTIAL	1.66	NONE	0.00
8059E	AVENUE K SW	US 17 (3RD STREET SW)	1ST STREET SOUTH	2U	L02	0.2	URBAN COLLECTOR	7,900	2.0	0.490	0.0750	276	C	790	TCCO	E	0.35	0.38	C	3	0.835	YES	PARTIAL	0.75	NONE	0.00
8059W	AVENUE K SW	US 17 (3RD STREET SW)	1ST STREET SOUTH	2U	L02	0.2	URBAN COLLECTOR	7,900	2.0	0.510	0.0750	287	C	790	TCCO	E	0.36	0.40	C	3	0.835	YES	PARTIAL	0.75	NONE	0.00
8061E	AVENUE O SW	7TH STREET SW	1ST STREET SOUTH	2U	L02	0.5	URBAN COLLECTOR	6,200	2.0	0.510	0.0750	225	C	790	TCCO	E	0.29	0.31	C	4	0.704	YES	PARTIAL	0.58	NONE	0.00
8061W	AVENUE O SW	7TH STREET SW	1ST STREET SOUTH	2U	L02	0.5	URBAN COLLECTOR	6,200	2.0	0.490	0.0750	216	C	790	TCCO	E	0.27	0.30	C	4	0.704	YES	PARTIAL	0.58	NONE	0.00
4013E	AVENUE T NE/COUNTRY CLUB RD N	SR 544	LAKE HAMILTON DR W	2U	L02	3.6	URBAN COLLECTOR	7,100	2.0	0.490	0.0900	313	C	790	TRANSITIONING	D	0.40	0.44	C	55	1.190	YES	FULL	1.86	NONE	0.00
4013W	AVENUE T NE/COUNTRY CLUB RD N	SR 544	LAKE HAMILTON DR W	2U	L02	3.6	URBAN COLLECTOR	7,100	2.0	0.510	0.0900	326	C	790	TRANSITIONING	D	0.41	0.45	C	55	1.190	YES	FULL	1.86	NONE	0.00
8072E	AVON PARK CUTOFF RD	US 98	US 27/98	2U	H02	12.2	RURAL MAJOR COLLECTOR	1,000	2.0	0.510	0.0900	46	B	450	OTHER	C	0.10	0.11	B	16	0.716	NO	NONE	0.00	NONE	0.00
8072W	AVON PARK CUTOFF RD	US 98	US 27/98	2U	H02	12.2	RURAL MAJOR COLLECTOR	1,000	2.0	0.490	0.0900	44	B	450	OTHER	C	0.10	0.11	B	16	0.716	NO	NONE	0.00	NONE	0.00
8073N	BAILEY ROAD	SR 60	SHEPHERD ROAD	2U	L02	2.1	URBAN COLLECTOR	5,000	2.0	0.510	0.0900	230	C	790	TRANSITIONING	D	0.29	0.32	C	19	1.014	NO	PARTIAL	0.03	NONE	0.00
8073S	BAILEY ROAD	SR 60	SHEPHERD ROAD	2U	L02	2.1	URBAN COLLECTOR	5,000	2.0	0.490	0.0900	221	C	790	TRANSITIONING	D	0.28	0.31	C	19	1.014</					

Link	Road Segment	From	To	Roadway Characteristics				Estimated Traffic Characteristics				Peak Hour / Peak Season							Historical		Multimodal Factors					
				Laneage Lane Type	Capacity Group	Segment Length	Functional Classification	2021 Annual Avg. Daily Traffic	AADT Growth Rate (%)	100th Highest Hour		Two-Hour Average Volume	Level of Service	Direc- tional Capacity	LOS Standard		Volume to Capacity Ratio	Volume-to- Capacity Ratio in Five Years	Projected LOS in Five Years	Crash Data 2017 - 2021		Transit Presence	Sidewalk		Bicycle Facility	
										D- Factor	K- Factor				Multi- Modal	High- Way				Total Crashes	Crash Rate		Presence	Coverage	Presence	Coverage
8081N	COLBERT ROAD	CR 540 (CLUBHOUSE ROAD)	US 98	2U	L02	0.9	URBAN COLLECTOR	2,800	2.0	0.510	0.0750	102	C	790	TCCO	E	0.13	0.14	C	34	7.596	NO	PARTIAL	0.31	NONE	0.00
8081S	COLBERT ROAD	CR 540 (CLUBHOUSE ROAD)	US 98	2U	L02	0.9	URBAN COLLECTOR	2,800	2.0	0.490	0.0750	98	C	790	TCCO	E	0.12	0.14	C	34	7.596	NO	PARTIAL	0.31	NONE	0.00
4024E	COLEMAN RD/AVE C SW	SPIRIT LAKE RD	21ST ST SW	2U	L02	1.6	URBAN COLLECTOR	5,200	2.0	0.490	0.0900	229	C	790	TSDA	D	0.29	0.32	C	29	1.934	YES	PARTIAL	0.89	NONE	0.00
4024W	COLEMAN RD/AVE C SW	SPIRIT LAKE RD	21ST ST SW	2U	L02	1.6	URBAN COLLECTOR	5,200	2.0	0.510	0.0900	239	C	790	TSDA	D	0.30	0.33	C	29	1.934	YES	PARTIAL	0.89	NONE	0.00
4014E	COMMERCE POINT DR	US 98	SR 659 (COMBEE RD S)	2U	L02	0.5	URBAN COLLECTOR	9,600	2.0	0.490	0.0750	335	C	790	TCCO	E	0.42	0.47	C	4	0.430	YES	PARTIAL	0.72	NONE	0.00
4014W	COMMERCE POINT DR	US 98	SR 659 (COMBEE RD S)	2U	L02	0.5	URBAN COLLECTOR	9,600	2.0	0.510	0.0750	349	C	790	TCCO	E	0.44	0.49	C	4	0.430	YES	PARTIAL	0.72	NONE	0.00
8308N	COOLEY ROAD	SR 540	SR 655 (RECKER HIGHWAY)	2U	L02	1.0	URBAN COLLECTOR	1,300	2.0	0.510	0.0900	60	C	790	TSDA	D	0.08	0.08	C	0	0.000	NO	PARTIAL	0.23	NONE	0.00
8308S	COOLEY ROAD	SR 540	SR 655 (RECKER HIGHWAY)	2U	L02	1.0	URBAN COLLECTOR	1,300	2.0	0.490	0.0900	57	C	790	TSDA	D	0.07	0.08	C	0	0.000	NO	PARTIAL	0.23	NONE	0.00
4025N	CORONET RD	SR 60	COUNTY LINE ROAD	2U	N02	1.9	URBAN COLLECTOR	5,400	2.0	0.510	0.0900	248	C	720	TRANSITIONING	D	0.34	0.38	C	15	0.793	NO	NONE	0.00	NONE	0.00
4025S	CORONET RD	SR 60	COUNTY LINE ROAD	2U	N02	1.9	URBAN COLLECTOR	5,400	2.0	0.490	0.0900	238	C	720	TRANSITIONING	D	0.33	0.36	C	15	0.793	NO	NONE	0.00	NONE	0.00
4026N	COUNTRY CLUB RD S	SR 542 (DUNDEE RD)	LAKE HAMILTON DR W	2U	L02	2.4	URBAN COLLECTOR	4,700	2.0	0.510	0.0900	216	C	790	TRANSITIONING	D	0.27	0.30	C	11	0.533	NO	PARTIAL	0.34	NONE	0.00
4026S	COUNTRY CLUB RD S	SR 542 (DUNDEE RD)	LAKE HAMILTON DR W	2U	L02	2.4	URBAN COLLECTOR	4,700	2.0	0.490	0.0900	207	C	790	TRANSITIONING	D	0.26	0.29	C	11	0.533	NO	PARTIAL	0.34	NONE	0.00
8422N	COUNTRY CLUB ROAD	WALNUT STREET	POLK CO/L (CADDY DRIVE)	2U	A02	1.2	URBAN COLLECTOR	19,000	2.0	0.510	0.0900	872	C	1,200	TSDA	D	0.73	0.80	D	37	0.897	YES	PARTIAL	0.99	NONE	0.00
8422S	COUNTRY CLUB ROAD	WALNUT STREET	POLK CO/L (CADDY DRIVE)	2U	A02	1.2	URBAN COLLECTOR	19,000	2.0	0.490	0.0900	838	C	1,200	TSDA	D	0.70	0.77	D	37	0.897	YES	PARTIAL	0.99	NONE	0.00
4027N	COUNTY LINE RD	SR 60	PIPKIN ROAD WEST	4D	L02	3.0	URBAN COLLECTOR	20,600	2.0	0.510	0.0900	946	C	1,800	TRANSITIONING	D	0.53	0.58	C	56	0.494	NO	PARTIAL	0.56	FULL	1.97
4027S	COUNTY LINE RD	SR 60	PIPKIN ROAD WEST	4D	L02	3.0	URBAN COLLECTOR	20,600	2.0	0.490	0.0900	908	C	1,800	TRANSITIONING	D	0.50	0.56	C	56	0.494	NO	PARTIAL	0.56	FULL	1.97
4028N	COUNTY LINE RD	PIPKIN ROAD WEST	I-4	4D	L02	4.5	URBAN COLLECTOR	23,300	2.0	0.510	0.0900	1,069	C	1,800	TRANSITIONING	D	0.59	0.65	C	161	0.835	YES	PARTIAL	0.70	PARTIAL	0.15
4028S	COUNTY LINE RD	PIPKIN ROAD WEST	I-4	4D	L02	4.5	URBAN COLLECTOR	23,300	2.0	0.490	0.0900	1,028	C	1,800	TRANSITIONING	D	0.57	0.63	C	161	0.835	YES	PARTIAL	0.70	PARTIAL	0.15
8414E	COUNTY LINE ROAD/NORTH FRONTAGE ROAD	INTERSTATE 4	CR 542A	2U	B02	2.9	URBAN COLLECTOR	4,000	2.0	0.490	0.0900	176	C	880	TSDA	D	0.20	0.22	C	63	2.997	YES	PARTIAL	0.77	PARTIAL	1.44
8414W	COUNTY LINE ROAD/NORTH FRONTAGE ROAD	INTERSTATE 4	CR 542A	2U	B02	2.9	URBAN COLLECTOR	4,000	2.0	0.510	0.0900	184	C	880	TSDA	D	0.21	0.23	C	63	2.997	YES	PARTIAL	0.77	PARTIAL	1.44
4029E	CR 17	CR 557	US 27	2U	L02	7.9	URBAN COLLECTOR	11,500	2.0	0.510	0.0900	528	C	790	TRANSITIONING	D	0.67	0.73	C	46	0.277	NO	PARTIAL	0.21	FULL	1.98
4029W	CR 17	CR 557	US 27	2U	L02	7.9	URBAN COLLECTOR	11,500	2.0	0.490	0.0900	507	C	790	TRANSITIONING	D	0.64	0.71	C	46	0.277	NO	PARTIAL	0.21	FULL	1.98
4031E	CR 17A (BURNS AVE)	SR 17	BRENTWOOD DRIVE	4U	L02	1.7	URBAN COLLECTOR	9,300	2.0	0.510	0.0900	427	C	1,710	TRANSITIONING	D	0.25	0.27	C	24	0.835	NO	FULL	1.83	NONE	0.00
4031W	CR 17A (BURNS AVE)	SR 17	BRENTWOOD DRIVE	4U	L02	1.7	URBAN COLLECTOR	9,300	2.0	0.490	0.0900	410	C	1,710	TRANSITIONING	D	0.24	0.26	C	24	0.835	NO	FULL	1.83	NONE	0.00
8120E	CR 17A (BURNS AVE)	BRENTWOOD DRIVE	MAMMOTH GROVE RD	2U	L02	1.7	URBAN COLLECTOR	6,700	2.0	0.510	0.0900	308	C	790	TRANSITIONING	D	0.39	0.43	C	12	0.587	NO	NONE	0.00	PARTIAL	0.15
8120W	CR 17A (BURNS AVE)	BRENTWOOD DRIVE	MAMMOTH GROVE RD	2U	L02	1.7	URBAN COLLECTOR	6,700	2.0	0.490	0.0900	295	C	790	TRANSITIONING	D	0.37	0.41	C	12	0.587	NO	NONE	0.00	PARTIAL	0.15
4102E	CR 17A (CHALET SUZANNE RD)	SR 17 (SCENIC HIGHWAY)	US 27	2U	L02	1.7	URBAN COLLECTOR	11,400	2.0	0.510	0.0900	523	C	790	TRANSITIONING	D	0.66	0.73	C	62	1.716	YES	PARTIAL	0.16	PARTIAL	0.56
4102W	CR 17A (CHALET SUZANNE RD)	SR 17 (SCENIC HIGHWAY)	US 27	2U	L02	1.7	URBAN COLLECTOR	11,400	2.0	0.490	0.0900	503	C	790	TRANSITIONING	D	0.64	0.70	C	62	1.716	YES	PARTIAL	0.16	PARTIAL	0.56
4030N	CR 17A (MASTERPIECE GARDENS RD/MASTERPIECE RD)	MAMMOTH GROVE RD	SR 17	2U	L02	6.1	URBAN COLLECTOR	3,400	2.0	0.490	0.0900	150	C	790	TRANSITIONING	D	0.19	0.21	C	22	0.586	NO	NONE	0.00	NONE	0.00
4030S	CR 17A (MASTERPIECE GARDENS RD/MASTERPIECE RD)	MAMMOTH GROVE RD	SR 17	2U	L02	6.1	URBAN COLLECTOR	3,400	2.0	0.510	0.0900	156	C	790	TRANSITIONING	D	0.20	0.22	C	22	0.586.					

Link	Road Segment	From	To	Roadway Characteristics				Estimated Traffic Characteristics				Peak Hour / Peak Season							Historical		Multimodal Factors					
				Laneage Lane Type	Capacity Group	Segment Length	Functional Classification	2021 Annual Avg. Daily Traffic	AADT Growth Rate (%)	100th Highest Hour		Two-Hour Average Volume	Level of Service	Direc- tional Capacity	LOS Standard		Volume to Capacity Ratio	Volume-to- Capacity Ratio in Five Years	Projected LOS in Five Years	Crash Data 2017 - 2021		Transit Presence	Sidewalk		Bicycle Facility	
										D- Factor	K- Factor				Multi- Modal	High- Way				Total Crashes	Crash Rate		Coverage	Coverage		
4054E	CR 550 (OVERLOOK DR)	SR 540 (CYPRESS GARDENS BLVD)	SR 542 (DUNDEE ROAD)	2U	L02	2.8	URBAN COLLECTOR	8,400	2.0	0.510	0.0900	386	C	790	TRANSITIONING	D	0.49	0.54	C	29	0.668	NO	PARTIAL	1.04	NONE	0.00
4054W	CR 550 (OVERLOOK DR)	SR 540 (CYPRESS GARDENS BLVD)	SR 542 (DUNDEE ROAD)	2U	L02	2.8	URBAN COLLECTOR	8,400	2.0	0.490	0.0900	370	C	790	TRANSITIONING	D	0.47	0.52	C	29	0.668	NO	PARTIAL	1.04	NONE	0.00
4056N	CR 555 (AGRICOLA RD)	CR 630	SR 60 (MAIN STREET W)	2U	L02	10.9	URBAN COLLECTOR	3,600	2.0	0.490	0.0900	159	C	750	OTHER	C	0.21	0.23	C	21	0.292	NO	PARTIAL	0.01	NONE	0.00
4056S	CR 555 (AGRICOLA RD)	CR 630	SR 60 (MAIN STREET W)	2U	L02	10.9	URBAN COLLECTOR	3,600	2.0	0.510	0.0900	165	C	750	OTHER	C	0.22	0.24	C	21	0.292	NO	PARTIAL	0.01	NONE	0.00
4173N	CR 557/POMELO ST	US 17/92	I-4	4D	G02	6.3	URBAN COLLECTOR	17,700	2.0	0.510	0.0900	812	B	2,910	TRANSITIONING	D	0.28	0.31	B	130	0.633	NO	PARTIAL	0.16	PARTIAL	0.07
4173S	CR 557/POMELO ST	US 17/92	I-4	4D	G02	6.3	URBAN COLLECTOR	17,700	2.0	0.490	0.0900	781	B	2,910	TRANSITIONING	D	0.27	0.30	B	130	0.633	NO	PARTIAL	0.16	PARTIAL	0.07
4057E	CR 557A (POLK CITY RD)	SR 559	CR 557	2U	H02	4.7	RURAL MAJOR COLLECTOR	2,900	2.0	0.510	0.0900	133	B	730	TRANSITIONING	D	0.18	0.20	B	8	0.320	NO	NONE	0.00	FULL	2.00
4057W	CR 557A (POLK CITY RD)	SR 559	CR 557	2U	H02	4.7	RURAL MAJOR COLLECTOR	2,900	2.0	0.490	0.0900	128	B	730	TRANSITIONING	D	0.18	0.19	B	8	0.320	NO	NONE	0.00	FULL	2.00
6804N	CR 559	GAPWAY ROAD	I-4	2U	A02	3.6	URBAN COLLECTOR	11,300	2.0	0.510	0.0900	519	B	1,200	TRANSITIONING	D	0.43	0.48	B	90	1.210	NO	PARTIAL	0.50	PARTIAL	1.12
6804S	CR 559	GAPWAY ROAD	I-4	2U	A02	3.6	URBAN COLLECTOR	11,300	2.0	0.490	0.0900	498	B	1,200	TRANSITIONING	D	0.42	0.46	B	90	1.210	NO	PARTIAL	0.50	PARTIAL	1.12
4017E	CR 559 (BOMBER RD)	US 17	CR 655 (RIFLE RANGE RD)	2U	N02	3.3	URBAN COLLECTOR	7,400	2.0	0.490	0.0900	326	C	720	TRANSITIONING	D	0.45	0.50	C	45	1.000	YES	PARTIAL	0.57	NONE	0.00
4017W	CR 559 (BOMBER RD)	US 17	CR 655 (RIFLE RANGE RD)	2U	N02	3.3	URBAN COLLECTOR	7,400	2.0	0.510	0.0900	340	C	720	TRANSITIONING	D	0.47	0.52	C	45	1.000	YES	PARTIAL	0.57	NONE	0.00
6803N	CR 559/LAKE ARIANA BLVD	LAKE STELLA DRIVE	GAPWAY ROAD	2U	B02	3.1	URBAN COLLECTOR	8,500	2.0	0.510	0.0900	390	C	880	TRANSITIONING	D	0.44	0.49	C	78	1.623	YES	PARTIAL	0.73	PARTIAL	0.91
6803S	CR 559/LAKE ARIANA BLVD	LAKE STELLA DRIVE	GAPWAY ROAD	2U	B02	3.1	URBAN COLLECTOR	8,500	2.0	0.490	0.0900	375	C	880	TRANSITIONING	D	0.43	0.47	C	78	1.623	YES	PARTIAL	0.73	PARTIAL	0.91
4059E	CR 580 (JOHNSON AVE E)	US 17/92	POWER LINE ROAD	2U	B02	2.2	URBAN COLLECTOR	9,800	1.8	0.490	0.0750	342	C	880	TCCO	E	0.39	0.43	C	24	0.797	NO	PARTIAL	0.32	PARTIAL	0.48
4059W	CR 580 (JOHNSON AVE E)	US 17/92	POWER LINE ROAD	2U	B02	2.2	URBAN COLLECTOR	9,800	1.8	0.510	0.0750	356	C	880	TCCO	E	0.40	0.45	C	24	0.797	NO	PARTIAL	0.32	PARTIAL	0.48
4201E	CR 580 (JOHNSON AVE E/CYPRESS PKWY/MARION CREEK RD)	POWER LINE ROAD	RHODODENDRON AVE	2B	I02	6.5	PRINCIPAL ARTERIAL	12,900	2.0	0.510	0.0750	469	C	640	TCCO	E	0.73	0.81	C	68	0.441	YES	PARTIAL	0.04	PARTIAL	0.08
4201W	CR 580 (JOHNSON AVE E/CYPRESS PKWY/MARION CREEK RD)	POWER LINE ROAD	RHODODENDRON AVE	2B	I02	6.5	PRINCIPAL ARTERIAL	12,900	2.0	0.490	0.0750	450	C	640	TCCO	E	0.70	0.77	C	68	0.441	YES	PARTIAL	0.04	PARTIAL	0.08
4202E	CR 580 (JOHNSON AVE E/CYPRESS PKWY/MARION CREEK RD)	RHODODENDRON AVE	OSCEOLA COUNTY LINE	4D	B02	1.8	PRINCIPAL ARTERIAL	16,600	2.0	0.510	0.0750	603	C	2,000	TCCO	E	0.30	0.33	C	18	0.339	YES	PARTIAL	0.35	NONE	0.00
4202W	CR 580 (JOHNSON AVE E/CYPRESS PKWY/MARION CREEK RD)	RHODODENDRON AVE	OSCEOLA COUNTY LINE	4D	B02	1.8	PRINCIPAL ARTERIAL	16,600	2.0	0.490	0.0750	580	C	2,000	TCCO	E	0.29	0.32	C	18	0.339	YES	PARTIAL	0.35	NONE	0.00
4062N	CR 582 (FLORIDA AVE N)	GRIFFIN RD	SR 33 (LAKLAND HILLS BLVD)	2U	L02	1.2	URBAN COLLECTOR	2,200	2.0	0.490	0.0750	77	C	790	MULTI-MODAL	D	0.10	0.11	C	18	3.728	YES	PARTIAL	0.96	PARTIAL	1.59
4062S	CR 582 (FLORIDA AVE N)	GRIFFIN RD	SR 33 (LAKLAND HILLS BLVD)	2U	L02	1.2	URBAN COLLECTOR	2,200	2.0	0.510	0.0750	80	C	790	MULTI-MODAL	D	0.10	0.11	C	18	3.728	YES	PARTIAL	0.96	PARTIAL	1.59
4166E	CR 582 (GRIFFIN RD)	CR 35A (KATHLEEN RD)	US 98	4D	L02	1.8	URBAN COLLECTOR	14,900	2.0	0.510	0.0750	541	C	1,800	TCCO	E	0.30	0.33	C	119	2.485	YES	FULL	1.83	FULL	2.00
4166W	CR 582 (GRIFFIN RD)	CR 35A (KATHLEEN RD)	US 98	4D	L02	1.8	URBAN COLLECTOR	14,900	2.0	0.490	0.0750	520	C	1,800	TCCO	E	0.29	0.32	C	119	2.485	YES	FULL	1.83	FULL	2.00
4172E	CR 582 (GRIFFIN RD)	US 98	SR 33 (LAKLAND HILLS BLVD)	4D	L02	0.8	URBAN COLLECTOR	12,800	2.0	0.490	0.0750	447	C	1,800	MULTI-MODAL	D	0.25	0.27	C	6	0.333	NO	FULL	1.85	FULL	2.00
4172W	CR 582 (GRIFFIN RD)	US 98	SR 33 (LAKLAND HILLS BLVD)	4D	L02	0.8	URBAN COLLECTOR	12,800	2.0	0.510	0.0750	465	C	1,800	MULTI-MODAL	D	0.26	0.28	C	6	0.333	NO	FULL	1.85	FULL	2.00
4061E	CR 582 (KNIGHTS STATION RD)	HILLSBOROUGH COUNTY LINE	CR 35A (KATHLEEN ROAD)	2U	L02	3.8	URBAN COLLECTOR	8,000	2.0	0.510	0.0900	367	C	790	TRANSITIONING	D	0.46	0.51	C	57	1.025	NO	PARTIAL	0.01	PARTIAL	0.02
4061W	CR 582 (KNIGHTS STATION RD)	HILLSBOROUGH COUNTY LINE	CR 35A (KATHLEEN ROAD)	2U	L02	3.8	URBAN COLLECTOR	8,000	2.0	0.490	0.0900	353	C	790	TRANSITIONING	D	0.45	0.49	C	57	1.025	NO	PARTIAL	0.01	PARTIAL	0.02
4060N	CR 582 (SOCRUM LOOP RD N)	SR 33	DAUGHTERY RD E	4D	C02	1.2	URBAN COLLECTOR	23,800	2.0																	

Link	Road Segment	From	To	Roadway Characteristics				Estimated Traffic Characteristics				Peak Hour / Peak Season						Historical		Multimodal Factors						
				Laneage Lane Type	Capacity Group	Segment Length	Functional Classification	2021 Annual Avg. Daily Traffic	AADT Growth Rate (%)	100th Highest Hour D- Factor	K- Factor	Two-Hour Average Volume	Level of Service	Direc- tional Capacity	LOS Standard		Volume to Capacity Ratio	Volume-to- Capacity Ratio in Five Years	Projected LOS in Five Years	Crash Data 2017 - 2021		Transit Presence	Sidewalk		Bicycle Facility	
															Multi- Modal	High- Way				Total Crashes	Crash Rate		Coverage	Coverage		
4088E	DUFF RD	CR 35A (KATHLEEN RD)	US 98	2U	L02	3.0	URBAN COLLECTOR	8,900	2.0	0.490	0.0900	392	C	790	TRANSITIONING	D	0.50	0.55	C	63	1.277	YES	PARTIAL	0.56	NONE	0.00
4088W	DUFF RD	CR 35A (KATHLEEN RD)	US 98	2U	L02	3.0	URBAN COLLECTOR	8,900	2.0	0.510	0.0900	409	C	790	TRANSITIONING	D	0.52	0.57	C	63	1.277	YES	PARTIAL	0.56	NONE	0.00
8103E	DUNDEE ROAD	US 27	SR 17 (SCENIC HIGHWAY)	2U	C02	0.9	URBAN COLLECTOR	12,600	2.0	0.490	0.0750	440	D	800	TCCO	E	0.55	0.60	D	40	1.998	YES	PARTIAL	0.95	PARTIAL	0.05
8103W	DUNDEE ROAD	US 27	SR 17 (SCENIC HIGHWAY)	2U	C02	0.9	URBAN COLLECTOR	12,600	2.0	0.510	0.0750	458	D	800	TCCO	E	0.57	0.63	D	40	1.998	YES	PARTIAL	0.95	PARTIAL	0.05
8430E	DUNSON ROAD	US 27	DEAD END EAST	2U	B02	1.0	URBAN COLLECTOR	4,500	2.0	0.490	0.0900	198	C	880	TSDA	D	0.23	0.25	C	3	0.358	YES	PARTIAL	0.74	NONE	0.00
8430W	DUNSON ROAD	US 27	DEAD END EAST	2U	B02	1.0	URBAN COLLECTOR	4,500	2.0	0.510	0.0900	207	C	880	TSDA	D	0.23	0.26	C	3	0.358	YES	PARTIAL	0.74	NONE	0.00
4091E	EAGLE LAKE LOOP RD	CR 655 (RIFLE RANGE ROAD)	POLLARD RD	2U	L02	1.0	URBAN COLLECTOR	9,100	2.0	0.510	0.0750	331	C	790	MULTI-MODAL	D	0.42	0.46	C	8	0.478	NO	PARTIAL	0.35	NONE	0.00
4091W	EAGLE LAKE LOOP RD	CR 655 (RIFLE RANGE ROAD)	POLLARD RD	2U	L02	1.0	URBAN COLLECTOR	9,100	2.0	0.490	0.0750	318	C	790	MULTI-MODAL	D	0.40	0.44	C	8	0.478	NO	PARTIAL	0.35	NONE	0.00
4089E	EAGLE LAKE LOOP RD/EAGLE AVE E	US 17 (4TH STREET)	CR 655 (RIFLE RANGE RD)	2U	L02	2.2	URBAN COLLECTOR	4,800	2.0	0.490	0.0750	168	C	790	TCCO	E	0.21	0.23	C	21	1.094	YES	PARTIAL	0.46	NONE	0.00
4089W	EAGLE LAKE LOOP RD/EAGLE AVE E	US 17 (4TH STREET)	CR 655 (RIFLE RANGE RD)	2U	L02	2.2	URBAN COLLECTOR	4,800	2.0	0.510	0.0750	174	C	790	TCCO	E	0.22	0.24	C	21	1.094	YES	PARTIAL	0.46	NONE	0.00
4090E	EDGEWOOD DRIVE E	US 98	CR 37B (LAKELAND HIGHLANDS ROAD)	4D	L02	0.7	URBAN COLLECTOR	21,100	2.0	0.510	0.0750	767	C	1,800	TCCO	E	0.43	0.47	C	12	0.431	YES	FULL	1.85	NONE	0.00
4090W	EDGEWOOD DRIVE E	US 98	CR 37B (LAKELAND HIGHLANDS ROAD)	4D	L02	0.7	URBAN COLLECTOR	21,100	2.0	0.490	0.0750	737	C	1,800	TCCO	E	0.41	0.45	C	12	0.431	YES	FULL	1.85	NONE	0.00
8008E	EDGEWOOD DRIVE E	SR 37 (FLORIDA AVENUE S)	CR 37B (LAKELAND HIGHLANDS ROAD)	2D	L02	2.0	URBAN COLLECTOR	17,500	2.0	0.510	0.0750	636	C	830	MULTI-MODAL	D	0.77	0.84	C	96	1.505	YES	FULL	1.82	NONE	0.00
8008W	EDGEWOOD DRIVE E	SR 37 (FLORIDA AVENUE S)	CR 37B (LAKELAND HIGHLANDS ROAD)	2D	L02	2.0	URBAN COLLECTOR	17,500	2.0	0.490	0.0750	611	C	830	MULTI-MODAL	D	0.74	0.81	C	96	1.505	YES	FULL	1.82	NONE	0.00
8217N	EIGHTH ST/DETOUR ROAD	LAKE MARIE BLVD	CR 542 (LAKE HATCHINEHA ROAD)	2U	L02	1.3	URBAN COLLECTOR	3,200	2.0	0.510	0.0750	116	C	790	TCCO	E	0.15	0.16	C	4	0.547	NO	PARTIAL	0.55	NONE	0.00
8217S	EIGHTH ST/DETOUR ROAD	LAKE MARIE BLVD	CR 542 (LAKE HATCHINEHA ROAD)	2U	L02	1.3	URBAN COLLECTOR	3,200	2.0	0.490	0.0750	112	C	790	TCCO	E	0.14	0.16	C	4	0.547	NO	PARTIAL	0.55	NONE	0.00
8110E	ELOISE LOOP ROAD	CR 655 (RIFLE RANGE ROAD)	EAGLE LAKE LOOP ROAD	2U	L02	1.3	URBAN COLLECTOR	7,900	2.0	0.510	0.0900	363	C	790	TRANSITIONING	D	0.46	0.50	C	17	0.892	NO	PARTIAL	0.04	NONE	0.00
8110W	ELOISE LOOP ROAD	CR 655 (RIFLE RANGE ROAD)	EAGLE LAKE LOOP ROAD	2U	L02	1.3	URBAN COLLECTOR	7,900	2.0	0.490	0.0900	348	C	790	TRANSITIONING	D	0.44	0.49	C	17	0.892	NO	PARTIAL	0.04	NONE	0.00
7500E	ERNEST M SMITH BLVD	US 98	US 17	4U	L02	2.1	URBAN COLLECTOR	9,500	2.0	0.490	0.0900	419	C	1,710	TRANSITIONING	D	0.25	0.27	C	32	0.895	NO	PARTIAL	1.08	FULL	2.00
7500W	ERNEST M SMITH BLVD	US 98	US 17	4U	L02	2.1	URBAN COLLECTOR	9,500	2.0	0.510	0.0900	436	C	1,710	TRANSITIONING	D	0.26	0.28	C	32	0.895	NO	PARTIAL	1.08	FULL	2.00
6906E	ERNIE CALDWELL ROAD	HELLER BROTHERS BLVD	PINE TREE TRAIL	4D	L02	0.7	URBAN COLLECTOR	9,400	2.0	0.490	0.0750	328	C	1,800	TCCO	D	0.18	0.20	C	27	0.549	YES	PARTIAL	1.92	FULL	2.00
6906W	ERNIE CALDWELL ROAD	HELLER BROTHERS BLVD	PINE TREE TRAIL	4D	L02	0.7	URBAN COLLECTOR	9,400	2.0	0.510	0.0750	342	C	1,800	TCCO	D	0.19	0.21	C	27	0.549	YES	PARTIAL	1.92	FULL	2.00
6911E	ERNIE CALDWELL ROAD	PINE TREE TRAIL	US 17/92	4D	L02	0.7	URBAN COLLECTOR	4,200	2.0	0.490	0.0750	147	C	1,800	TCCO	D	0.08	0.09	C	0	0.000	YES	FULL	1.86	FULL	2.00
6911W	ERNIE CALDWELL ROAD	PINE TREE TRAIL	US 17/92	4D	L02	0.7	URBAN COLLECTOR	4,200	2.0	0.510	0.0750	153	C	1,800	TCCO	D	0.08	0.09	C	0	0.000	YES	FULL	1.86	FULL	2.00
8310E	EVENHOUSE ROAD	CR 557 (BUENA VISTA DRIVE)	EXPERIMENT STATION ROAD	2U	L02	1.1	URBAN COLLECTOR	3,500	2.0	0.490	0.0900	154	C	790	TRANSITIONING	D	0.20	0.21	C	3	0.414	NO	PARTIAL	0.62	NONE	0.00
8310W	EVENHOUSE ROAD	CR 557 (BUENA VISTA DRIVE)	EXPERIMENT STATION ROAD	2U	L02	1.1	URBAN COLLECTOR	3,500	2.0	0.510	0.0900	161	C	790	TRANSITIONING	D	0.20	0.22	C	3	0.414	NO	PARTIAL	0.62	NONE	0.00
8009E	EWELL ROAD	COUNTY LINE ROAD	SR 37 (S FLORIDA AVE)	2U	L02	5.2	URBAN COLLECTOR	11,600	2.0	0.490	0.0900	512	C	790	TSDA	D	0.65	0.71	C	87	0.778	NO	PARTIAL	0.08	PARTIAL	0.04
8009W	EWELL ROAD	COUNTY LINE ROAD	SR 37 (S FLORIDA AVE)	2U	L02	5.2	URBAN COLLECTOR	11,600	2.0	0.510	0.0900	532	C	790	TSDA	D	0.67	0.74	C	87	0.778	NO	PARTIAL	0.08	PARTIAL	0.04
8312N	EXPERIMENT STATION ROAD	OLD HAINES CITY - LAKE ALFRED ROAD	EVENHOUSE ROAD	2U	L02	0.6	URBAN COLLECTOR	2,500	2.0	0.510	0.0900	115	C	790	TRANSITIONING	D	0.15	0.16	C	4	1.377	NO	NONE	0.00	NONE	0.00
8312S	EXPERIMENT STATION ROAD	OLD HAINES CITY - LAKE ALFRED ROAD	EVENHOUSE ROAD	2U	L02	0.6	URBAN COLLECTOR	2,50																		

Link	Road Segment	From	To	Roadway Characteristics				Estimated Traffic Characteristics				Peak Hour / Peak Season							Historical		Multimodal Factors					
				Laneage Lane Type	Capacity Group	Segment Length	Functional Classification	2021	AADT	100th Highest Hour	Two-Hour Average Volume	Level of Service	Direc- tional Capacity	LOS Standard		Volume to Capacity Ratio	Volume-to- Capacity Ratio in Five Years	Projected LOS in Five Years	Crash Data 2017 - 2021		Transit Presence	Sidewalk		Bicycle Facility		
								Annual Avg. Daily Traffic	Growth Rate (%)	D- Factor				K- Factor	Multi- Modal				High- Way	Total Crashes		Crash Rate	Coverage	Coverage	Presence	Coverage
5506E	INTERSTATE 4	SR 33	CR 557	6F	F02	10.1	PRINCIPAL ARTERIAL	88,400	2.0	0.510	0.0900	4,058	C	5,620	SIS	D	0.72	0.79	C	883	0.544	NO	NONE	0.00	NONE	0.00
5506W	INTERSTATE 4	SR 33	CR 557	6F	F02	10.1	PRINCIPAL ARTERIAL	88,400	2.0	0.490	0.0900	3,898	C	5,620	SIS	D	0.69	0.76	C	883	0.544	NO	NONE	0.00	NONE	0.00
8222E	INTERSTATE 4	CR 557	OSCEOLA COUNTY LINE	6F	F02	9.6	PRINCIPAL ARTERIAL	100,500	2.0	0.510	0.0900	4,613	D	5,620	SIS	D	0.82	0.90	D	1,366	0.778	NO	NONE	0.00	NONE	0.00
8222W	INTERSTATE 4	CR 557	OSCEOLA COUNTY LINE	6F	F02	9.6	PRINCIPAL ARTERIAL	100,500	2.0	0.490	0.0900	4,432	C	5,620	SIS	D	0.79	0.87	D	1,366	0.778	NO	NONE	0.00	NONE	0.00
8317N	KENTUCKY ST/JOHNSON AVE W/PRADO GRANDE AVE	OLD HAINES CITY - LAKE ALFRED ROAD	CR 17 (POLK CITY ROAD)	2U	L02	1.2	URBAN COLLECTOR	1,900	2.0	0.510	0.0750	69	C	790	TCCO	E	0.09	0.10	C	3	0.746	NO	NONE	0.00	NONE	0.00
8317S	KENTUCKY ST/JOHNSON AVE W/PRADO GRANDE AVE	OLD HAINES CITY - LAKE ALFRED ROAD	CR 17 (POLK CITY ROAD)	2U	L02	1.2	URBAN COLLECTOR	1,900	2.0	0.490	0.0750	66	C	790	TCCO	E	0.08	0.09	C	3	0.746	NO	NONE	0.00	NONE	0.00
8337E	KINNY HARMON ROAD	US 17/92	OSCEOLA COUNTY LINE	2U	L02	1.0	URBAN COLLECTOR	10,000	2.0	0.510	0.0900	459	C	790	TRANSITIONING	D	0.58	0.64	C	2	0.083	NO	PARTIAL	1.06	FULL	2.00
8337W	KINNY HARMON ROAD	US 17/92	OSCEOLA COUNTY LINE	2U	L02	1.0	URBAN COLLECTOR	10,000	2.0	0.490	0.0900	441	C	790	TRANSITIONING	D	0.56	0.61	C	2	0.083	NO	PARTIAL	1.06	FULL	2.00
4100N	LAKE ARIANA BLVD W	CR 546 (OLD DIXIE HWY)	CR 559 (POLK CITY ROAD)	2U	L02	2.2	URBAN COLLECTOR	4,500	2.0	0.510	0.0900	207	C	790	TRANSITIONING	D	0.26	0.29	C	10	0.564	NO	PARTIAL	0.60	NONE	0.00
4100S	LAKE ARIANA BLVD W	CR 546 (OLD DIXIE HWY)	CR 559 (POLK CITY ROAD)	2U	L02	2.2	URBAN COLLECTOR	4,500	2.0	0.490	0.0900	198	C	790	TRANSITIONING	D	0.25	0.28	C	10	0.564	NO	PARTIAL	0.60	NONE	0.00
7501E	LAKE BEULAH DR	OLIVE ST	OLIVE ST	2U	L02	1.3	URBAN COLLECTOR	2,400	2.0	0.510	0.0750	87	C	790	TCCO	E	0.11	0.12	C	4	1.342	YES	PARTIAL	1.42	NONE	0.00
7501W	LAKE BEULAH DR	OLIVE ST	OLIVE ST	2U	L02	1.3	URBAN COLLECTOR	2,400	2.0	0.490	0.0750	84	C	790	TCCO	E	0.11	0.12	C	4	1.342	YES	PARTIAL	1.42	NONE	0.00
8063N	LAKE ELBERT DRIVE/11TH STREET NE	SR 542 (CENTRAL AVE E)	AVENUE T NE	2U	L02	1.7	URBAN COLLECTOR	4,000	2.0	0.510	0.0900	184	C	790	TRANSITIONING	D	0.23	0.26	C	8	0.651	YES	PARTIAL	0.31	NONE	0.00
8063S	LAKE ELBERT DRIVE/11TH STREET NE	SR 542 (CENTRAL AVE E)	AVENUE T NE	2U	L02	1.7	URBAN COLLECTOR	4,000	2.0	0.490	0.0900	176	C	790	TRANSITIONING	D	0.22	0.25	C	8	0.651	YES	PARTIAL	0.31	NONE	0.00
4103N	LAKE HAMILTON DR W	COUNTRY CLUB RD N	SR 544 (LUCERNE PARK ROAD)	2U	L02	2.8	URBAN COLLECTOR	3,200	2.0	0.490	0.0900	141	C	790	TRANSITIONING	D	0.18	0.20	C	10	0.614	NO	NONE	0.00	NONE	0.00
4103S	LAKE HAMILTON DR W	COUNTRY CLUB RD N	SR 544 (LUCERNE PARK ROAD)	2U	L02	2.8	URBAN COLLECTOR	3,200	2.0	0.510	0.0900	147	C	790	TRANSITIONING	D	0.19	0.20	C	10	0.614	NO	NONE	0.00	NONE	0.00
4019N	LAKE HENDRY RD/STOKES RD/CR 559/CR 655A	US 98	SR 60	2U	N02	13.1	RURAL MAJOR COLLECTOR	2,500	2.0	0.510	0.0900	115	C	640	OTHER	C	0.18	0.20	C	27	0.452	NO	NONE	0.00	NONE	0.00
4019S	LAKE HENDRY RD/STOKES RD/CR 559/CR 655A	US 98	SR 60	2U	N02	13.1	RURAL MAJOR COLLECTOR	2,500	2.0	0.490	0.0900	110	C	640	OTHER	C	0.17	0.19	C	27	0.452	NO	NONE	0.00	NONE	0.00
8018E	LAKE HOLLINGSWORTH DRIVE (NORTH)	BELMAR STREET	CRYSTAL LAKE DRIVE	2U	L02	1.1	URBAN COLLECTOR	9,900	2.0	0.490	0.0750	346	C	790	MULTI-MODAL	D	0.44	0.48	C	12	0.619	YES	FULL	1.87	PARTIAL	1.00
8018W	LAKE HOLLINGSWORTH DRIVE (NORTH)	BELMAR STREET	CRYSTAL LAKE DRIVE	2U	L02	1.1	URBAN COLLECTOR	9,900	2.0	0.510	0.0750	360	C	790	MULTI-MODAL	D	0.46	0.50	C	12	0.619	YES	FULL	1.87	PARTIAL	1.00
8019E	LAKE HOLLINGSWORTH DRIVE (SOUTH)	BELMAR STREET	CRYSTAL LAKE DRIVE	2U	L02	1.8	URBAN COLLECTOR	7,700	2.0	0.490	0.0750	269	C	790	MULTI-MODAL	D	0.34	0.37	C	35	1.377	YES	PARTIAL	1.15	PARTIAL	1.32
8019W	LAKE HOLLINGSWORTH DRIVE (SOUTH)	BELMAR STREET	CRYSTAL LAKE DRIVE	2U	L02	1.8	URBAN COLLECTOR	7,700	2.0	0.510	0.0750	280	C	790	MULTI-MODAL	D	0.35	0.39	C	35	1.377	YES	PARTIAL	1.15	PARTIAL	1.32
8064E	LAKE HOWARD DRIVE	21ST STREET SW	AVENUE D NW	2U	L02	1.8	URBAN COLLECTOR	5,100	2.0	0.490	0.0750	178	C	790	TCCO	E	0.23	0.25	C	32	1.896	YES	PARTIAL	0.49	PARTIAL	0.14
8064W	LAKE HOWARD DRIVE	21ST STREET SW	AVENUE D NW	2U	L02	1.8	URBAN COLLECTOR	5,100	2.0	0.510	0.0750	185	C	790	TCCO	E	0.23	0.26	C	32	1.896	YES	PARTIAL	0.49	PARTIAL	0.14
8065E	LAKE HOWARD DRIVE/AVE D NW	AVENUE G NW	SR 549 (1ST STREET)	2U	L02	1.8	URBAN COLLECTOR	12,500	2.0	0.490	0.0750	436	C	790	TCCO	E	0.55	0.61	C	42	1.033	YES	FULL	1.79	PARTIAL	0.54
8065W	LAKE HOWARD DRIVE/AVE D NW	AVENUE G NW	SR 549 (1ST STREET)	2U	L02	1.8	URBAN COLLECTOR	12,500	2.0	0.510	0.0750	454	C	790	TCCO	E	0.57	0.63	C	42	1.033	YES	FULL	1.79	PARTIAL	0.54
4105N	LAKE LOWERY RD	OLD HAINES CITY-LAKE ALFRED RD	CR 17 (POLK CITY ROAD)	2U	H02	5.9	URBAN COLLECTOR	400	2.0	0.490	0.0900	18	B	730	TRANSITIONING	D	0.02	0.03	B	6	1.388	NO	NONE	0.00	NONE	0.00
4105S	LAKE LOWERY RD	OLD HAINES CITY-LAKE ALFRED RD	CR 17 (POLK CITY ROAD)	2U	H02	5.9	URBAN COLLECTOR	400	2.0	0.510	0.0900	18	B	730	TRANSITIONING	D	0.03	0.03	B	6	1.388	NO	NONE	0.00	NONE	0.00
8203N	LAKE MABEL LOOP RD	CR 17A (MASTERPIECE ROAD)	CANAL AVENUE	2U	L02	2.5	RURAL MINOR COLLECTOR	1,800	2.0	0.490	0.0900	79	C	790	TRANSITIONING	D	0.10	0.11	C	2	0.242	NO	NONE	0.00	NONE	0.00
8203S	LAKE MABEL LOOP RD	CR 17A (MASTERPIECE ROAD)	CANAL AVENUE	2U	L02	2.5	R																			

Link	Road Segment	From	To	Roadway Characteristics				Estimated Traffic Characteristics				Peak Hour / Peak Season							Historical		Multimodal Factors					
				Laneage Lane Type	Capacity Group	Segment Length	Functional Classification	2021 Annual Avg. Daily Traffic	AADT Growth Rate (%)	100th Highest Hour D- Factor	K- Factor	Two-Hour Average Volume	Level of Service	Direc- tional Capacity	LOS Standard		Volume to Capacity Ratio	Volume-to- Capacity Ratio in Five Years	Projected LOS in Five Years	Crash Data 2017 - 2021		Transit Presence	Sidewalk Presence		Bicycle Facility Coverage	
															Multi- Modal	High- Way				Total Crashes	Crash Rate		Presence	Coverage	Presence	Coverage
4110E	MAINE AVE	SR 659 (COMBEE ROAD S)	REYNOLDS RD	2U	L02	1.0	URBAN COLLECTOR	6,600	2.0	0.490	0.0900	291	C	790	TSDA	D	0.37	0.41	C	9	0.742	NO	PARTIAL	0.39	NONE	0.00
4110W	MAINE AVE	SR 659 (COMBEE ROAD S)	REYNOLDS RD	2U	L02	1.0	URBAN COLLECTOR	6,600	2.0	0.510	0.0900	303	C	790	TSDA	D	0.38	0.42	C	9	0.742	NO	PARTIAL	0.39	NONE	0.00
8028N	MALL HILL DRIVE	CR 582 (GRIFFIN ROAD)	HAMPTON HILLS DRIVE	2U	L02	0.5	URBAN COLLECTOR	11,700	2.0	0.510	0.0750	425	C	790	TCCO	E	0.54	0.59	C	16	1.465	YES	PARTIAL	0.90	NONE	0.00
8028S	MALL HILL DRIVE	CR 582 (GRIFFIN ROAD)	HAMPTON HILLS DRIVE	2U	L02	0.5	URBAN COLLECTOR	11,700	2.0	0.490	0.0750	408	C	790	TCCO	E	0.52	0.57	C	16	1.465	YES	PARTIAL	0.90	NONE	0.00
8109N	MALL HILL DRIVE	CR 35A (KATHLEEN ROAD)	CR 582 (GRIFFIN ROAD)	2U	L02	0.8	URBAN COLLECTOR	6,900	2.0	0.510	0.0750	251	C	790	TCCO	E	0.32	0.35	C	22	2.108	YES	PARTIAL	0.82	NONE	0.00
8109S	MALL HILL DRIVE	CR 35A (KATHLEEN ROAD)	CR 582 (GRIFFIN ROAD)	2U	L02	0.8	URBAN COLLECTOR	6,900	2.0	0.490	0.0750	241	C	790	TCCO	E	0.30	0.34	C	22	2.108	YES	PARTIAL	0.82	NONE	0.00
8320N	MALL HILL DRIVE	HAMPTON HILLS DRIVE	SLEEPY HILL ROAD	2D	L02	0.5	URBAN COLLECTOR	7,300	2.0	0.510	0.0750	265	C	830	TCCO	E	0.32	0.35	C	2	0.322	NO	FULL	1.88	FULL	2.00
8320S	MALL HILL DRIVE	HAMPTON HILLS DRIVE	SLEEPY HILL ROAD	2D	L02	0.5	URBAN COLLECTOR	7,300	2.0	0.490	0.0750	255	C	830	TCCO	E	0.31	0.34	C	2	0.322	NO	FULL	1.88	FULL	2.00
4117E	MAMMOTH GROVE RD	SR 60	CAMP MACK RD	2U	N02	2.1	RURAL MAJOR COLLECTOR	800	2.0	0.510	0.0900	37	C	640	OTHER	C	0.06	0.06	C	3	0.980	NO	NONE	0.00	NONE	0.00
4117W	MAMMOTH GROVE RD	SR 60	CAMP MACK RD	2U	N02	2.1	RURAL MAJOR COLLECTOR	800	2.0	0.490	0.0900	35	C	640	OTHER	C	0.06	0.06	C	3	0.980	NO	NONE	0.00	NONE	0.00
4118E	MAMMOTH GROVE RD/CAMP MACK RD	CR 17A (MASTERPIECE GARDENS ROAD)	KISSIMMEE RIVER	2U	H02	12.2	RURAL MAJOR COLLECTOR	2,700	2.0	0.490	0.0900	119	B	450	OTHER	C	0.26	0.29	B	22	0.367	NO	NONE	0.00	NONE	0.00
4118W	MAMMOTH GROVE RD/CAMP MACK RD	CR 17A (MASTERPIECE GARDENS ROAD)	KISSIMMEE RIVER	2U	H02	12.2	RURAL MAJOR COLLECTOR	2,700	2.0	0.510	0.0900	124	B	450	OTHER	C	0.28	0.30	B	22	0.367	NO	NONE	0.00	NONE	0.00
4111E	MARCUM RD/SOCRUM LOOP RD N	OLD POLK CITY RD	US 98	4U	L02	1.7	URBAN COLLECTOR	12,800	2.0	0.510	0.0900	588	C	1,710	TRANSITIONING	D	0.34	0.38	C	75	1.940	NO	FULL	1.83	FULL	2.00
4111W	MARCUM RD/SOCRUM LOOP RD N	OLD POLK CITY RD	US 98	4U	L02	1.7	URBAN COLLECTOR	12,800	2.0	0.490	0.0900	564	C	1,710	TRANSITIONING	D	0.33	0.36	C	75	1.940	NO	FULL	1.83	FULL	2.00
8101N	MARIGOLD AVENUE	PALMETTO STREET	CR 580 (CYPRESS PARKWAY)	4D	B02	2.2	URBAN COLLECTOR	24,300	2.0	0.510	0.0900	1,115	C	2,000	TRANSITIONING	D	0.56	0.61	C	82	0.412	YES	PARTIAL	0.63	PARTIAL	0.40
8101S	MARIGOLD AVENUE	PALMETTO STREET	CR 580 (CYPRESS PARKWAY)	4D	B02	2.2	URBAN COLLECTOR	24,300	2.0	0.490	0.0900	1,072	C	2,000	TRANSITIONING	D	0.54	0.59	C	82	0.412	YES	PARTIAL	0.63	PARTIAL	0.40
8431N	MARIGOLD AVENUE	POINCIANA PARKWAY	PALMETTO STREET	2U	B02	2.3	URBAN COLLECTOR	18,100	2.0	0.490	0.0900	798	C	880	TSDA	D	0.91	1.00	D	51	0.671	YES	PARTIAL	0.24	NONE	0.00
8431S	MARIGOLD AVENUE	POINCIANA PARKWAY	PALMETTO STREET	2U	B02	2.3	URBAN COLLECTOR	18,100	2.0	0.510	0.0900	831	D	880	TSDA	D	0.94	1.04	F	51	0.671	YES	PARTIAL	0.24	NONE	0.00
8029N	MASSACHUSETTS AVENUE	LAKE MORTON DRIVE	MAIN STREET E	4U	L02	0.3	URBAN COLLECTOR	5,400	2.0	0.490	0.0750	189	C	1,710	TCCO	E	0.11	0.12	C	9	3.089	YES	FULL	1.76	NONE	0.00
8029S	MASSACHUSETTS AVENUE	LAKE MORTON DRIVE	MAIN STREET E	4U	L02	0.3	URBAN COLLECTOR	5,400	2.0	0.510	0.0750	196	C	1,710	TCCO	E	0.11	0.13	C	9	3.089	YES	FULL	1.76	NONE	0.00
8030E	MCDONALD STREET	SR 37 (FLORIDA AVENUE S)	INGRAHAM AVENUE S	2U	L02	0.8	URBAN COLLECTOR	4,600	2.0	0.490	0.0750	161	C	790	TCCO	E	0.20	0.22	C	10	1.581	YES	FULL	1.80	NONE	0.00
8030W	MCDONALD STREET	SR 37 (FLORIDA AVENUE S)	INGRAHAM AVENUE S	2U	L02	0.8	URBAN COLLECTOR	4,600	2.0	0.510	0.0750	167	C	790	TCCO	E	0.21	0.23	C	10	1.581	YES	FULL	1.80	NONE	0.00
4112N	MCKEAN ST	SR 655 (RECKER HIGHWAY)	BRIDGERS AVE W	2U	L02	0.8	URBAN COLLECTOR	2,100	2.0	0.510	0.0750	76	C	790	TCCO	E	0.10	0.11	C	1	0.340	NO	PARTIAL	0.37	NONE	0.00
4112S	MCKEAN ST	SR 655 (RECKER HIGHWAY)	BRIDGERS AVE W	2U	L02	0.8	URBAN COLLECTOR	2,100	2.0	0.490	0.0750	73	C	790	TCCO	E	0.09	0.10	C	1	0.340	NO	PARTIAL	0.37	NONE	0.00
4114E	McNICHOLS AVE/KEYSTONE RD	LAKE ARIANA BLVD	LAKE ALFRED RD	2U	L02	1.2	URBAN COLLECTOR	1,100	2.0	0.490	0.0900	49	C	790	TRANSITIONING	D	0.06	0.07	C	4	1.649	NO	PARTIAL	0.27	NONE	0.00
4114W	McNICHOLS AVE/KEYSTONE RD	LAKE ARIANA BLVD	LAKE ALFRED RD	2U	L02	1.2	URBAN COLLECTOR	1,100	2.0	0.510	0.0900	50	C	790	TRANSITIONING	D	0.06	0.07	C	4	1.649	NO	PARTIAL	0.27	NONE	0.00
8105E	MEDULLA ROAD	COUNTY LINE ROAD	PIPKIN ROAD W	2U	L02	2.2	URBAN COLLECTOR	1,200	2.0	0.510	0.0900	55	C	790	TRANSITIONING	D	0.07	0.08	C	11	2.326	YES	PARTIAL	0.10	PARTIAL	0.01
8105W	MEDULLA ROAD	COUNTY LINE ROAD	PIPKIN ROAD W	2U	L02	2.2	URBAN COLLECTOR	1,200	2.0	0.490	0.0900	53	C	790	TRANSITIONING	D	0.07	0.07	C	11	2.326	YES	PARTIAL	0.10	PARTIAL	0.01
4116E	MINEOLA DR	SR 659 (COMBEE ROAD N)	FISH HATCHERY RD	2U	L02	0.8	URBAN COLLECTOR	800	2.0	0.490	0.0900	35	C	790	TSDA	D	0.04	0.05	C	0	0.000	NO	NONE	0.00	NONE	0.00
4116W	MINEOLA DR	SR 659 (COMBEE ROAD N)	FISH																							

Link	Road Segment	From	To	Roadway Characteristics				Estimated Traffic Characteristics				Peak Hour / Peak Season							Historical		Multimodal Factors					
				Laneage Lane Type	Capacity Group	Segment Length	Functional Classification	2021 Annual Avg. Daily Traffic	AADT Growth Rate (%)	100th Highest Hour D- Factor	K- Factor	Two-Hour Average Volume	Level of Service	Direc- tional Capacity	LOS Standard Multi- Modal	High- Way	Volume to Capacity Ratio	Volume-to- Capacity Ratio in Five Years	Projected LOS in Five Years	Crash Data 2017 - 2021		Transit Presence	Sidewalk		Bicycle Facility	
																				Total Crashes	Crash Rate		Presence	Coverage	Presence	Coverage
8325N	ORCHID DRIVE	PATTERSON ROAD	CR 547	2U	L02	1.0	URBAN COLLECTOR	5,500	2.0	0.490	0.0900	243	C	790	TRANSITIONING	D	0.31	0.34	C	24	2.394	YES	PARTIAL	0.82	NONE	0.00
8325S	ORCHID DRIVE	PATTERSON ROAD	CR 547	2U	L02	1.0	URBAN COLLECTOR	5,500	2.0	0.510	0.0900	252	C	790	TRANSITIONING	D	0.32	0.35	C	24	2.394	YES	PARTIAL	0.82	NONE	0.00
8326N	ORCHID DRIVE	BATES ROAD	PATTERSON ROAD	2U	L02	0.5	URBAN COLLECTOR	1,900	2.0	0.490	0.0900	84	C	790	TRANSITIONING	D	0.11	0.12	C	11	6.365	NO	PARTIAL	0.47	NONE	0.00
8326S	ORCHID DRIVE	BATES ROAD	PATTERSON ROAD	2U	L02	0.5	URBAN COLLECTOR	1,900	2.0	0.510	0.0900	87	C	790	TRANSITIONING	D	0.11	0.12	C	11	6.365	NO	PARTIAL	0.47	NONE	0.00
6908E	PACE ROAD	SR 570 (POLK PARKWAY)	SR 655 (BERKELY ROAD)	4D	B02	1.0	URBAN COLLECTOR	4,200	2.0	0.510	0.0750	153	C	2,000	TCCO	E	0.08	0.08	C	3	0.363	NO	PARTIAL	1.06	PARTIAL	1.00
6908W	PACE ROAD	SR 570 (POLK PARKWAY)	SR 655 (BERKELY ROAD)	4D	B02	1.0	URBAN COLLECTOR	4,200	2.0	0.490	0.0750	147	C	2,000	TCCO	E	0.07	0.08	C	3	0.363	NO	PARTIAL	1.06	PARTIAL	1.00
8037E	PALMETTO STREET	LAKE MORTON DRIVE	HOLLINGSWORTH ROAD	2U	L02	0.6	URBAN COLLECTOR	2,500	2.0	0.510	0.0750	91	C	790	TCCO	E	0.11	0.13	C	2	0.738	YES	FULL	1.82	NONE	0.00
8037W	PALMETTO STREET	LAKE MORTON DRIVE	HOLLINGSWORTH ROAD	2U	L02	0.6	URBAN COLLECTOR	2,500	2.0	0.490	0.0750	87	C	790	TCCO	E	0.11	0.12	C	2	0.738	YES	FULL	1.82	NONE	0.00
8432E	PALMETTO STREET	MARIGOLD AVENUE	OSCEOLA COUNTY LINE	2U	B02	1.1	URBAN COLLECTOR	5,000	2.0	0.490	0.0900	221	C	880	TSDA	D	0.25	0.28	C	0	0.000	YES	PARTIAL	0.76	NONE	0.00
8432W	PALMETTO STREET	MARIGOLD AVENUE	OSCEOLA COUNTY LINE	2U	B02	1.1	URBAN COLLECTOR	5,000	2.0	0.510	0.0900	230	C	880	TSDA	D	0.26	0.29	C	0	0.000	YES	PARTIAL	0.76	NONE	0.00
4132N	PARK BYRD RD	DUFF RD	CR 35A (SOCRUM LOOP RD W)	2U	L02	2.0	URBAN COLLECTOR	2,900	1.8	0.490	0.0900	128	C	790	TRANSITIONING	D	0.16	0.18	C	5	0.471	YES	PARTIAL	0.12	NONE	0.00
4132S	PARK BYRD RD	DUFF RD	CR 35A (SOCRUM LOOP RD W)	2U	L02	2.0	URBAN COLLECTOR	2,900	1.8	0.510	0.0900	133	C	790	TRANSITIONING	D	0.17	0.19	C	5	0.471	YES	PARTIAL	0.12	NONE	0.00
8038E	PARKER STREET	SR 563 (MARTIN L KING JR AVENUE)	US 98 (LAKE PARKER AVE N)	2D	C02	1.3	URBAN COLLECTOR	4,400	2.0	0.510	0.0750	160	C	840	TCCO	E	0.19	0.21	C	49	4.847	YES	FULL	1.73	PARTIAL	1.29
8038W	PARKER STREET	SR 563 (MARTIN L KING JR AVENUE)	US 98 (LAKE PARKER AVE N)	2D	C02	1.3	URBAN COLLECTOR	4,400	2.0	0.490	0.0750	154	C	840	TCCO	E	0.18	0.20	C	49	4.847	YES	FULL	1.73	PARTIAL	1.29
8039E	PARKVIEW PLACE	US 98 (FLORIDA AVENUE N)	LAKE PARKER DRIVE W	4U	L02	0.5	URBAN COLLECTOR	4,600	2.0	0.510	0.0750	167	C	1,710	TCCO	E	0.10	0.11	C	7	1.615	NO	PARTIAL	1.18	PARTIAL	0.92
8039W	PARKVIEW PLACE	US 98 (FLORIDA AVENUE N)	LAKE PARKER DRIVE W	4U	L02	0.5	URBAN COLLECTOR	4,600	2.0	0.490	0.0750	161	C	1,710	TCCO	E	0.09	0.10	C	7	1.615	NO	PARTIAL	1.18	PARTIAL	0.92
8327E	PATTERSON ROAD	US 27	10TH STREET N	2U	L02	0.9	URBAN COLLECTOR	5,400	2.0	0.510	0.0900	248	C	790	TRANSITIONING	D	0.31	0.35	C	0	0.000	YES	PARTIAL	0.94	NONE	0.00
8327W	PATTERSON ROAD	US 27	10TH STREET N	2U	L02	0.9	URBAN COLLECTOR	5,400	2.0	0.490	0.0900	238	C	790	TRANSITIONING	D	0.30	0.33	C	0	0.000	YES	PARTIAL	0.94	NONE	0.00
8328E	PATTERSON ROAD	10TH STREET N	BATES ROAD	2U	L02	1.0	URBAN COLLECTOR	1,400	2.0	0.510	0.0750	51	C	790	TCCO	E	0.06	0.07	C	8	3.089	NO	PARTIAL	0.68	NONE	0.00
8328W	PATTERSON ROAD	10TH STREET N	BATES ROAD	2U	L02	1.0	URBAN COLLECTOR	1,400	2.0	0.490	0.0750	49	C	790	TCCO	E	0.06	0.07	C	8	3.089	NO	PARTIAL	0.68	NONE	0.00
8329N	PEARCE RD	DAUGHTERY RD W	SOCRUM LOOP RD N/MARCUM ROAD	2U	L02	0.5	URBAN COLLECTOR	3,600	2.0	0.490	0.0900	159	C	790	TRANSITIONING	D	0.20	0.22	C	15	4.521	NO	PARTIAL	0.91	NONE	0.00
8329S	PEARCE RD	DAUGHTERY RD W	SOCRUM LOOP RD N/MARCUM ROAD	2U	L02	0.5	URBAN COLLECTOR	3,600	2.0	0.510	0.0900	165	C	790	TRANSITIONING	D	0.21	0.23	C	15	4.521	NO	PARTIAL	0.91	NONE	0.00
8330N	PENINSULAR DRIVE	US 17/92 (HINSON AVENUE)	SR 544	2U	L02	1.6	URBAN COLLECTOR	3,000	2.0	0.490	0.0750	105	C	790	TCCO	E	0.13	0.15	C	15	1.746	NO	PARTIAL	0.97	NONE	0.00
8330S	PENINSULAR DRIVE	US 17/92 (HINSON AVENUE)	SR 544	2U	L02	1.6	URBAN COLLECTOR	3,000	2.0	0.510	0.0750	109	C	790	TCCO	E	0.14	0.15	C	15	1.746	NO	PARTIAL	0.97	NONE	0.00
8040E	PINE STREET	LAKE WIRE DRIVE	MASSACHUSETTS AVENUE N	2U	L02	0.3	URBAN COLLECTOR	2,900	2.0	0.510	0.0750	105	C	790	TCCO	E	0.13	0.15	C	7	4.856	YES	FULL	1.63	NONE	0.00
8040W	PINE STREET	LAKE WIRE DRIVE	MASSACHUSETTS AVENUE N	2U	L02	0.3	URBAN COLLECTOR	2,900	2.0	0.490	0.0750	101	C	790	TCCO	E	0.13	0.14	C	7	4.856	YES	FULL	1.63	NONE	0.00
6907N	PINE TREE TRAIL	ERNIE CALDWELL ROAD	CR 54	2U	L02	2.0	URBAN COLLECTOR	10,800	2.0	0.510	0.0900	496	C	790	TSDA	D	0.63	0.69	C	8	0.205	YES	FULL	1.98	FULL	2.00
6907S	PINE TREE TRAIL	ERNIE CALDWELL ROAD	CR 54	2U	L02	2.0	URBAN COLLECTOR	10,800	2.0	0.490	0.0900	476	C	790	TSDA	D	0.60	0.66	C	8	0.205	YES	FULL	1.98	FULL	2.00
4134E	PINELLAS ST/ROBIN RD	SR 37 (FLORIDA AVENUE S)	CLEVELAND HEIGHTS BLVD	2U	L02	0.5	URBAN COLLECTOR	1,500	2.0	0.490	0.0750	52	C	790	TCCO	E	0.07	0.07	C	2	1.458	NO	PARTIAL	1.19	NONE	0.00
4134W	PINELLAS ST/ROBIN RD	SR 37 (FLORIDA AVENUE S)	CLEVELAND HEIGHTS BLVD	2U	L02	0.5	URBAN COLLECTOR	1,500	2.0	0.510	0.0750	55	C	790	TCCO	E	0.07	0.08								

Link	Road Segment	From	To	Roadway Characteristics				Estimated Traffic Characteristics				Peak Hour / Peak Season							Historical		Multimodal Factors					
				Laneage Lane Type	Capacity Group	Segment Length	Functional Classification	2021 Annual Avg. Daily Traffic	AADT Growth Rate (%)	100th Highest Hour		Two-Hour Average Volume	Level of Service	Direc- tional Capacity	LOS Standard		Volume to Capacity Ratio	Volume-to- Capacity Ratio in Five Years	Projected LOS in Five Years	Crash Data 2017 - 2021		Transit Presence	Sidewalk Presence		Bicycle Facility Coverage	
										D- Factor	K- Factor				Multi- Modal	High- Way				Total Crashes	Crash Rate		Presence	Coverage	Presence	Coverage
5203N	SR 17 (SCENIC HIGHWAY)	SEMINOLE AVE	PASSION PLAY RD	2B	K02	6.5	URBAN COLLECTOR	5,600	2.0	0.490	0.0750	196	B	1,220	TCCO	D	0.16	0.18	B	80	1.205	YES	PARTIAL	0.30	FULL	1.86
5203S	SR 17 (SCENIC HIGHWAY)	SEMINOLE AVE	PASSION PLAY RD	2B	K02	6.5	URBAN COLLECTOR	5,600	2.0	0.510	0.0750	203	B	1,220	TCCO	D	0.17	0.18	B	80	1.205	YES	PARTIAL	0.30	FULL	1.86
5204N	SR 17 (SCENIC HIGHWAY)	PASSION PLAY RD	MOUNTAIN LAKE CUTOFF	2B	I02	3.6	URBAN COLLECTOR	7,200	2.0	0.510	0.0750	262	C	640	TCCO	D	0.41	0.45	C	108	2.280	NO	PARTIAL	0.97	PARTIAL	0.66
5204S	SR 17 (SCENIC HIGHWAY)	PASSION PLAY RD	MOUNTAIN LAKE CUTOFF	2B	I02	3.6	URBAN COLLECTOR	7,200	2.0	0.490	0.0750	251	C	640	TCCO	D	0.39	0.43	C	108	2.280	NO	PARTIAL	0.97	PARTIAL	0.66
5205N	SR 17 (SCENIC HIGHWAY)	MOUNTAIN LAKE CUTOFF	WAVERLY RD	2B	K02	3.8	URBAN COLLECTOR	7,700	2.0	0.490	0.0750	269	B	1,220	TCCO	D	0.22	0.24	B	95	1.766	YES	PARTIAL	0.22	FULL	1.92
5205S	SR 17 (SCENIC HIGHWAY)	MOUNTAIN LAKE CUTOFF	WAVERLY RD	2B	K02	3.8	URBAN COLLECTOR	7,700	2.0	0.510	0.0750	280	B	1,220	TCCO	D	0.23	0.25	B	95	1.766	YES	PARTIAL	0.22	FULL	1.92
5206N	SR 17 (SCENIC HIGHWAY)	WAVERLY RD	MAIN ST @ CENTER ST	2B	I02	4.1	URBAN COLLECTOR	7,100	2.0	0.490	0.0750	248	C	640	TCCO	D	0.39	0.43	C	57	1.081	YES	PARTIAL	0.30	PARTIAL	1.73
5206S	SR 17 (SCENIC HIGHWAY)	WAVERLY RD	MAIN ST @ CENTER ST	2B	I02	4.1	URBAN COLLECTOR	7,100	2.0	0.510	0.0750	258	C	640	TCCO	D	0.40	0.44	C	57	1.081	YES	PARTIAL	0.30	PARTIAL	1.73
5207N	SR 17 (SCENIC HIGHWAY)	MAIN ST @ CENTER ST	SR 544	2B	I02	4.3	URBAN COLLECTOR	8,000	2.0	0.490	0.0750	279	C	640	TCCO	D	0.44	0.48	C	68	1.080	YES	PARTIAL	0.12	PARTIAL	1.55
5207S	SR 17 (SCENIC HIGHWAY)	MAIN ST @ CENTER ST	SR 544	2B	I02	4.3	URBAN COLLECTOR	8,000	2.0	0.510	0.0750	291	C	640	TCCO	D	0.45	0.50	C	68	1.080	YES	PARTIAL	0.12	PARTIAL	1.55
5208N	SR 17 (TENTH STREET S)	SR 544	US 17/92 (HINSON AVENUE E)	2B	I02	1.5	URBAN COLLECTOR	10,800	2.0	0.490	0.0750	377	C	640	TCCO	D	0.59	0.65	C	112	3.677	YES	FULL	1.85	PARTIAL	0.13
5208S	SR 17 (TENTH STREET S)	SR 544	US 17/92 (HINSON AVENUE E)	2B	I02	1.5	URBAN COLLECTOR	10,800	2.0	0.510	0.0750	392	C	640	TCCO	D	0.61	0.67	C	112	3.677	YES	FULL	1.85	PARTIAL	0.13
5602N	SR 33	I-4 @ SOCRUM LOOP RD N	I-4	2B	K02	4.8	MINOR ARTERIAL	14,900	2.0	0.490	0.0750	506	B	1,220	TCCO	D	0.41	0.46	B	204	1.576	YES	PARTIAL	0.63	FULL	1.98
5602S	SR 33	I-4 @ SOCRUM LOOP RD N	I-4	2B	K02	4.8	MINOR ARTERIAL	14,900	2.0	0.510	0.0750	527	B	1,220	TCCO	D	0.43	0.48	B	204	1.576	YES	PARTIAL	0.63	FULL	1.98
5603N	SR 33	I-4	OLD POLK CITY RD	2B	K02	2.6	MINOR ARTERIAL	14,400	2.0	0.490	0.0750	503	B	1,220	TCCO	D	0.41	0.45	B	90	1.304	NO	PARTIAL	0.04	FULL	1.98
5603S	SR 33	I-4	OLD POLK CITY RD	2B	K02	2.6	MINOR ARTERIAL	14,400	2.0	0.510	0.0750	523	B	1,220	TCCO	D	0.43	0.47	B	90	1.304	NO	PARTIAL	0.04	FULL	1.98
5604N	SR 33	OLD POLK CITY ROAD	SR 559 (BROADWAY BLVD SE)	2B	K02	3.4	MINOR ARTERIAL	11,000	2.0	0.510	0.0750	400	B	1,220	TCCO	D	0.33	0.36	B	80	1.170	NO	PARTIAL	0.26	PARTIAL	1.77
5604S	SR 33	OLD POLK CITY ROAD	SR 559 (BROADWAY BLVD SE)	2B	K02	3.4	MINOR ARTERIAL	11,000	2.0	0.490	0.0750	384	B	1,220	TCCO	D	0.31	0.35	B	80	1.170	NO	PARTIAL	0.26	PARTIAL	1.77
5605N	SR 33	SR 559 (BROADWAY BLVD SE)	LAKE COUNTY LINE	2U	H02	12.7	MINOR ARTERIAL	7,600	2.0	0.510	0.0900	349	C	450	OTHER	C	0.78	0.85	C	137	0.776	NO	PARTIAL	0.03	FULL	2.00
5605S	SR 33	SR 559 (BROADWAY BLVD SE)	LAKE COUNTY LINE	2U	H02	12.7	MINOR ARTERIAL	7,600	2.0	0.490	0.0900	335	C	450	OTHER	C	0.74	0.82	C	137	0.776	NO	PARTIAL	0.03	FULL	2.00
5601N	SR 33 (LAKELAND HILLS BLVD)	BELLA VISTA ST E	I-4 @ SOCRUM LOOP RD N	4D	B02	1.9	MINOR ARTERIAL	28,000	2.0	0.510	0.0750	1,017	C	2,000	MULTI-MODAL	D	0.51	0.56	C	199	2.033	YES	FULL	1.84	PARTIAL	0.20
5601S	SR 33 (LAKELAND HILLS BLVD)	BELLA VISTA ST E	I-4 @ SOCRUM LOOP RD N	4D	B02	1.9	MINOR ARTERIAL	28,000	2.0	0.490	0.0750	978	C	2,000	MULTI-MODAL	D	0.49	0.54	C	199	2.033	YES	FULL	1.84	PARTIAL	0.20
5600N	SR 33 (MASSACHUSETTS AVE)	MAIN ST	BELLA VISTA ST E	4D	C02	1.8	MINOR ARTERIAL	17,900	2.0	0.490	0.0750	625	C	1,710	TCCO	D	0.37	0.40	C	173	2.970	YES	FULL	1.77	NONE	0.00
5600S	SR 33 (MASSACHUSETTS AVE)	MAIN ST	BELLA VISTA ST E	4D	C02	1.8	MINOR ARTERIAL	17,900	2.0	0.510	0.0750	650	C	1,710	TCCO	D	0.38	0.42	C	173	2.970	YES	FULL	1.77	NONE	0.00
5700N	SR 35 (BARTOW RD)	LAKE PARKER AVE S	MAIN ST E	4D	B02	0.6	PRINCIPAL ARTERIAL	33,500	2.0	0.510	0.0750	1,217	C	2,100	TCCO	D	0.58	0.64	C	69	2.046	YES	PARTIAL	0.95	FULL	2.00
5700S	SR 35 (BARTOW RD)	LAKE PARKER AVE S	MAIN ST E	4D	B02	0.6	PRINCIPAL ARTERIAL	33,500	2.0	0.490	0.0750	1,170	C	2,100	TCCO	D	0.56	0.61	C	69	2.046	YES	PARTIAL	0.95	FULL	2.00
5701N	SR 35 (FLORIDA AVE N)	MAIN ST E	MEMORIAL BLVD E	4D	C02	0.7	URBAN COLLECTOR	24,800	2.0	0.510	0.0750	901	D	1,630	TCCO	D	0.55	0.61	D	118	3.485	YES	FULL	1.71	PARTIAL	1.60
5701S	SR 35 (FLORIDA AVE N)	MAIN ST E	MEMORIAL BLVD E	4D	C02	0.7	URBAN COLLECTOR	24,800	2.0	0.490	0.0750	866	D	1,630	TCCO	D	0.53	0.58	D	118	3.485	YES	FULL	1.71	PARTIAL	1.60
5800N	SR 37	MANATEE COUNTY LINE	SR 674	2B	K02	4.7	MINOR ARTERIAL	3,800	2.0	0.490	0.0900	168	B	900	OTHER	C	0.19	0.20	B	22	0.674	NO	NONE	0.00	FULL	2.00
5800S	SR 37																									

Link	Road Segment	From	To	Roadway Characteristics				Estimated Traffic Characteristics			Peak Hour / Peak Season							Historical		Multimodal Factors						
				Laneage Lane Type	Capacity Group	Segment Length	Functional Classification	2021 Annual Avg. Daily Traffic	AADT Growth Rate (%)	100th Highest Hour		Two-Hour Average Volume	Level of Service	Direc- tional Capacity	LOS Standard		Volume to Capacity Ratio	Volume-to- Capacity Ratio in Five Years	Projected LOS in Five Years	Crash Data 2017 - 2021		Transit Presence	Sidewalk Presence		Bicycle Facility Coverage	
										D- Factor	K- Factor				Multi- Modal	High- Way				Total Crashes	Crash Rate		Presence	Coverage	Presence	Coverage
6900N	SR 563 (MARTIN L KING JR AVENUE)	SR 539 (KATHLEEN ROAD)	US 92 (MEMORIAL BLVD W)	4D	B02	0.6	URBAN COLLECTOR	6,900	2.0	0.510	0.0750	251	C	2,000	TCCO	D	0.13	0.14	C	41	5.548	YES	FULL	1.63	NONE	0.00
6900S	SR 563 (MARTIN L KING JR AVENUE)	SR 539 (KATHLEEN ROAD)	US 92 (MEMORIAL BLVD W)	4D	B02	0.6	URBAN COLLECTOR	6,900	2.0	0.490	0.0750	241	C	2,000	TCCO	D	0.12	0.13	C	41	5.548	YES	FULL	1.63	NONE	0.00
6903N	SR 563 (SIKES BLVD)	ARIANA ST	LIME ST	4D	C02	1.4	MINOR ARTERIAL	24,800	2.0	0.510	0.0750	901	D	1,630	TCCO	D	0.55	0.61	D	60	0.934	YES	FULL	1.88	NONE	0.00
6903S	SR 563 (SIKES BLVD)	ARIANA ST	LIME ST	4D	C02	1.4	MINOR ARTERIAL	24,800	2.0	0.490	0.0750	866	D	1,630	TCCO	D	0.53	0.58	D	60	0.934	YES	FULL	1.88	NONE	0.00
6904N	SR 563 (SIKES BLVD)	LIME ST	SR 539 (KATHLEEN ROAD)	4D	C02	0.5	MINOR ARTERIAL	26,000	2.0	0.510	0.0750	945	D	1,630	TCCO	D	0.58	0.64	D	22	0.965	YES	PARTIAL	0.60	PARTIAL	1.10
6904S	SR 563 (SIKES BLVD)	LIME ST	SR 539 (KATHLEEN ROAD)	4D	C02	0.5	MINOR ARTERIAL	26,000	2.0	0.490	0.0750	908	D	1,630	TCCO	D	0.56	0.61	D	22	0.965	YES	PARTIAL	0.60	PARTIAL	1.10
7400E	SR 570 (POLK PARKWAY)	I-4	US 98	4F	F02	10.1	PRINCIPAL ARTERIAL	33,200	2.0	0.510	0.0900	1,524	B	3,740	SIS	D	0.41	0.45	B	245	0.401	YES	NONE	0.00	NONE	0.00
7400W	SR 570 (POLK PARKWAY)	I-4	US 98	4F	F02	10.1	PRINCIPAL ARTERIAL	33,200	2.0	0.490	0.0900	1,464	B	3,740	SIS	D	0.39	0.43	B	245	0.401	YES	NONE	0.00	NONE	0.00
7401E	SR 570 (POLK PARKWAY)	US 98	CR 546 (OLD DIXIE HIGHWAY)	4F	F02	8.5	PRINCIPAL ARTERIAL	15,200	2.0	0.510	0.0900	698	B	3,740	SIS	D	0.19	0.21	B	66	0.280	NO	NONE	0.00	NONE	0.00
7401W	SR 570 (POLK PARKWAY)	US 98	CR 546 (OLD DIXIE HIGHWAY)	4F	F02	8.5	PRINCIPAL ARTERIAL	15,200	2.0	0.490	0.0900	670	B	3,740	SIS	D	0.18	0.20	B	66	0.280	NO	NONE	0.00	NONE	0.00
7402E	SR 570 (POLK PARKWAY)	CR 546 (OLD DIXIE HIGHWAY)	I-4	4F	F02	5.7	PRINCIPAL ARTERIAL	8,800	2.0	0.510	0.0900	404	B	3,740	SIS	D	0.11	0.12	B	28	0.305	NO	NONE	0.00	NONE	0.00
7402W	SR 570 (POLK PARKWAY)	CR 546 (OLD DIXIE HIGHWAY)	I-4	4F	F02	5.7	PRINCIPAL ARTERIAL	8,800	2.0	0.490	0.0900	388	B	3,740	SIS	D	0.10	0.11	B	28	0.305	NO	NONE	0.00	NONE	0.00
7000N	SR 572 (AIRPORT RD)	US 92 (NEW TAMPA HWY)	DRANE FIELD RD	2U	B02	2.7	MINOR ARTERIAL	11,300	2.0	0.490	0.0750	395	C	880	TCCO	D	0.45	0.49	C	61	1.077	YES	PARTIAL	0.69	PARTIAL	1.14
7000S	SR 572 (AIRPORT RD)	US 92 (NEW TAMPA HWY)	DRANE FIELD RD	2U	B02	2.7	MINOR ARTERIAL	11,300	2.0	0.510	0.0750	411	C	880	TCCO	D	0.47	0.51	C	61	1.077	YES	PARTIAL	0.69	PARTIAL	1.14
7001N	SR 572 (DRANE FIELD RD)	AIRPORT RD	PIPKIN CREEK ROAD	2U	B02	1.9	URBAN COLLECTOR	10,800	2.0	0.490	0.0750	377	C	880	TCCO	D	0.43	0.47	C	80	1.544	YES	PARTIAL	0.27	PARTIAL	1.06
7001S	SR 572 (DRANE FIELD RD)	AIRPORT RD	PIPKIN CREEK ROAD	2U	B02	1.9	URBAN COLLECTOR	10,800	2.0	0.510	0.0750	392	C	880	TCCO	D	0.45	0.49	C	80	1.544	YES	PARTIAL	0.27	PARTIAL	1.06
5900E	SR 60	HILLSBOROUGH COUNTY LINE	CR 676 (NICHOLS ROAD)	4D	B02	4.3	PRINCIPAL ARTERIAL	21,500	2.0	0.490	0.0900	948	C	2,000	SIS	D	0.47	0.52	C	222	1.329	NO	PARTIAL	0.26	FULL	2.00
5900W	SR 60	HILLSBOROUGH COUNTY LINE	CR 676 (NICHOLS ROAD)	4D	B02	4.3	PRINCIPAL ARTERIAL	21,500	2.0	0.510	0.0900	987	C	2,000	SIS	D	0.49	0.54	C	222	1.329	NO	PARTIAL	0.26	FULL	2.00
5901E	SR 60	CR 676 (NICHOLS ROAD)	SR 37 (CHURCH AVENUE N)	4D	B02	1.6	PRINCIPAL ARTERIAL	19,700	2.0	0.490	0.0900	869	C	2,000	SIS	D	0.43	0.48	C	76	1.348	NO	PARTIAL	0.33	FULL	2.00
5901W	SR 60	CR 676 (NICHOLS ROAD)	SR 37 (CHURCH AVENUE N)	4D	B02	1.6	PRINCIPAL ARTERIAL	19,700	2.0	0.510	0.0900	904	C	2,000	SIS	D	0.45	0.50	C	76	1.348	NO	PARTIAL	0.33	FULL	2.00
5902E	SR 60	SR 37 (CHURCH AVENUE N)	12TH AVE NE	4D	B02	0.7	PRINCIPAL ARTERIAL	20,500	2.0	0.510	0.0900	941	C	2,000	SIS	D	0.47	0.52	C	31	1.184	NO	FULL	1.81	FULL	1.87
5902W	SR 60	SR 37 (CHURCH AVENUE N)	12TH AVE NE	4D	B02	0.7	PRINCIPAL ARTERIAL	20,500	2.0	0.490	0.0900	904	C	2,000	SIS	D	0.45	0.50	C	31	1.184	NO	FULL	1.81	FULL	1.87
5903E	SR 60	12TH AVE NE	BONNIE MINE RD	4D	I02	2.3	PRINCIPAL ARTERIAL	21,000	2.0	0.510	0.0900	964	C	1,820	SIS	D	0.53	0.58	C	28	0.316	NO	NONE	0.00	FULL	2.00
5903W	SR 60	12TH AVE NE	BONNIE MINE RD	4D	I02	2.3	PRINCIPAL ARTERIAL	21,000	2.0	0.490	0.0900	926	C	1,820	SIS	D	0.51	0.56	C	28	0.316	NO	NONE	0.00	FULL	2.00
5904E	SR 60	BONNIE MINE RD	VAN FLEET DRIVE W	4D	B02	4.4	PRINCIPAL ARTERIAL	21,500	2.0	0.490	0.0900	948	C	2,000	SIS	D	0.47	0.52	C	134	0.775	NO	PARTIAL	0.11	FULL	2.00
5904W	SR 60	BONNIE MINE RD	VAN FLEET DRIVE W	4D	B02	4.4	PRINCIPAL ARTERIAL	21,500	2.0	0.510	0.0900	987	C	2,000	SIS	D	0.49	0.54	C	134	0.775	NO	PARTIAL	0.11	FULL	2.00
5906E	SR 60	SR 60 (FLAMINGO DRIVE E)	CR 655 (RIFLE RANGE RD)	4D	I02	5.9	PRINCIPAL ARTERIAL	23,500	2.0	0.490	0.0900	1,036	C	1,820	SIS	D	0.57	0.63	C	238	0.934	NO	PARTIAL	0.35	FULL	2.00
5906W	SR 60	SR 60 (FLAMINGO DRIVE E)	CR 655 (RIFLE RANGE RD)	4D	I02	5.9	PRINCIPAL ARTERIAL	23,500	2.0	0.510	0.0900	1,079	C	1,820	SIS	D	0.59	0.65	C	238	0.934	NO	PARTIAL	0.35	FULL	2.00
5907E	SR 60	CR 655 (RIFLE RANGE ROAD)	US 27	4D	I02	8.1	PRINCIPAL ARTERIAL	27,300	2.0	0.490	0.0900	1,204	C	1,820	SIS	D	0.66	0.73	C							

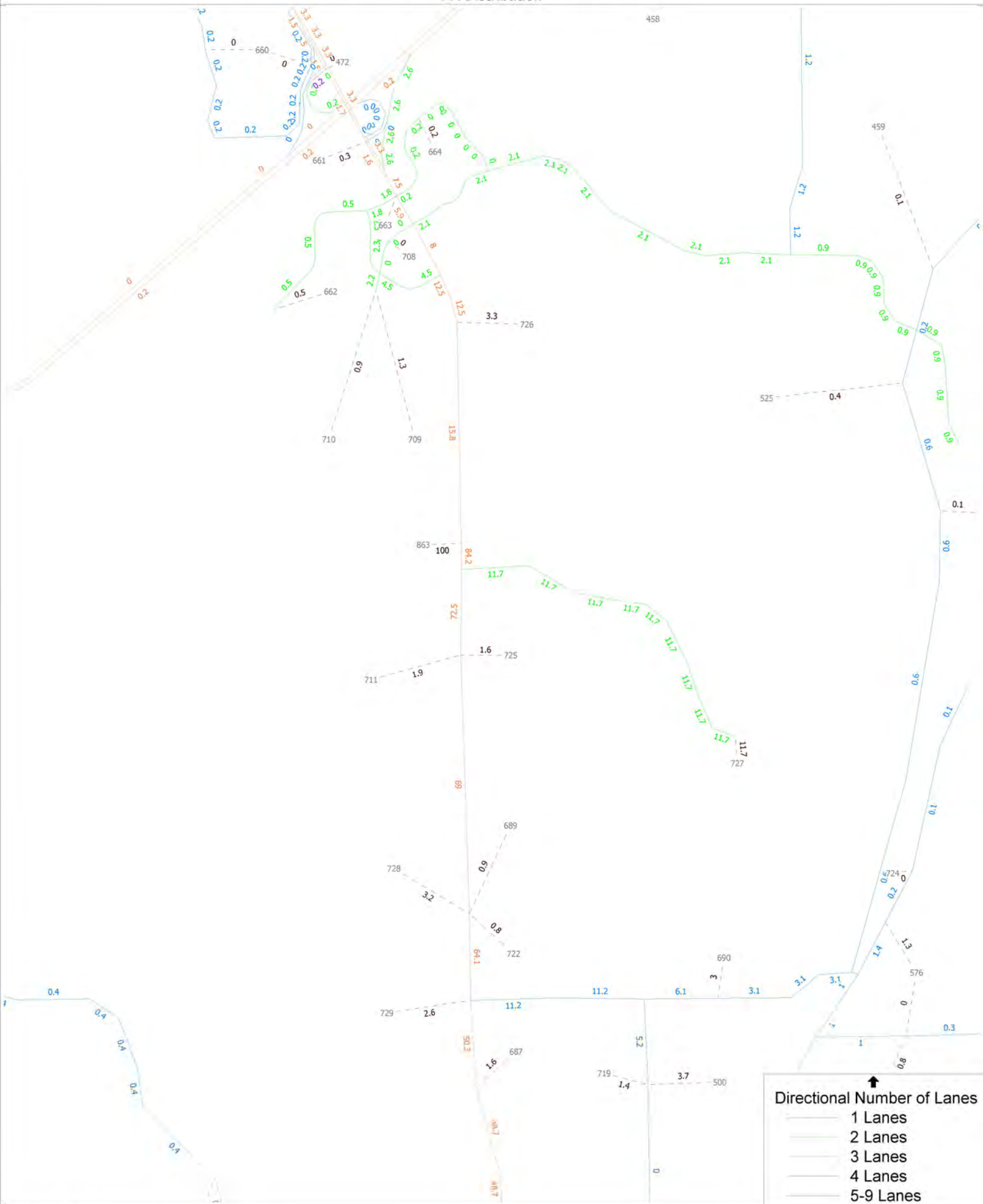
Link	Road Segment	From	To	Roadway Characteristics				Estimated Traffic Characteristics				Peak Hour / Peak Season							Historical		Multimodal Factors					
				Laneage Lane Type	Capacity Group	Segment Length	Functional Classification	2021 Annual Avg. Daily Traffic	AADT Growth Rate (%)	100th Highest Hour D- Factor	K- Factor	Two-Hour Average Volume	Level of Service	Direc- tional Capacity	LOS Standard Multi- Modal	High- Way	Volume to Capacity Ratio	Volume-to- in Five Years	Projected LOS in Five Years	Crash Data 2017 - 2021		Transit Presence	Sidewalk Presence		Bicycle Facility Coverage	
																				Total Crashes	Crash Rate		Presence	Presence	Coverage	Presence
8300N	THIRTIETH ST N	HINSON AVE E	CR 580 (JOHNSON AVENUE E)	2U	L02	0.5	URBAN COLLECTOR	4,000	2.0	0.510	0.0750	145	C	790	TCCO	E	0.18	0.20	C	5	1.366	NO	PARTIAL	0.01	NONE	0.00
8300S	THIRTIETH ST N	HINSON AVE E	CR 580 (JOHNSON AVENUE E)	2U	L02	0.5	URBAN COLLECTOR	4,000	2.0	0.490	0.0750	140	C	790	TCCO	E	0.18	0.19	C	5	1.366	NO	PARTIAL	0.01	NONE	0.00
4004N	THIRTY-FOURTH ST NW	CR 542 (AVENUE G NW)	SR 544 (HAVENDALE BLVD NW)	2U	L02	1.4	URBAN COLLECTOR	5,100	2.0	0.490	0.0750	178	C	790	MULTI-MODAL	D	0.23	0.25	C	35	2.666	YES	PARTIAL	0.78	NONE	0.00
4004S	THIRTY-FOURTH ST NW	CR 542 (AVENUE G NW)	SR 544 (HAVENDALE BLVD NW)	2U	L02	1.4	URBAN COLLECTOR	5,100	2.0	0.510	0.0750	185	C	790	MULTI-MODAL	D	0.23	0.26	C	35	2.666	YES	PARTIAL	0.78	NONE	0.00
4160E	THOMPSON NURSERY RD/ELOISE LOOP ROAD	CR 653 (RATTLESNAKE RD)	US 27	2U	L02	3.4	URBAN COLLECTOR	11,200	2.0	0.490	0.0900	494	C	790	TRANSITIONING	D	0.63	0.69	C	29	0.416	NO	PARTIAL	0.51	PARTIAL	0.15
4160W	THOMPSON NURSERY RD/ELOISE LOOP ROAD	CR 653 (RATTLESNAKE RD)	US 27	2U	L02	3.4	URBAN COLLECTOR	11,200	2.0	0.510	0.0900	514	C	790	TRANSITIONING	D	0.65	0.72	C	29	0.416	NO	PARTIAL	0.51	PARTIAL	0.15
4170N	THORNHILL ROAD	SR 540	SR 655 (RECKER HIGHWAY)	2U	H02	3.1	URBAN COLLECTOR	7,900	2.0	0.490	0.0750	276	C	1,490	TCCO	E	0.19	0.20	C	38	0.842	NO	PARTIAL	0.22	PARTIAL	0.04
4170S	THORNHILL ROAD	SR 540	SR 655 (RECKER HIGHWAY)	2U	H02	3.1	URBAN COLLECTOR	7,900	2.0	0.510	0.0750	287	C	1,490	TCCO	E	0.19	0.21	C	38	0.842	NO	PARTIAL	0.22	PARTIAL	0.04
8202N	TIMBERLANE ROAD	CR 17A (MASTERPIECE ROAD)	CANAL ROAD	2U	L02	2.9	RURAL MINOR COLLECTOR	2,600	2.0	0.510	0.0900	119	C	790	TRANSITIONING	D	0.15	0.17	C	11	0.796	NO	NONE	0.00	NONE	0.00
8202S	TIMBERLANE ROAD	CR 17A (MASTERPIECE ROAD)	CANAL ROAD	2U	L02	2.9	RURAL MINOR COLLECTOR	2,600	2.0	0.490	0.0900	115	C	790	TRANSITIONING	D	0.15	0.16	C	11	0.796	NO	NONE	0.00	NONE	0.00
8108N	TOMKOW ROAD	SR 33	OLD POLK CITY ROAD	2U	L02	1.0	URBAN COLLECTOR	3,500	2.0	0.510	0.0900	161	C	790	TRANSITIONING	D	0.20	0.22	C	0	0.000	NO	NONE	0.00	NONE	0.00
8108S	TOMKOW ROAD	SR 33	OLD POLK CITY ROAD	2U	L02	1.0	URBAN COLLECTOR	3,500	2.0	0.490	0.0900	154	C	790	TRANSITIONING	D	0.20	0.21	C	0	0.000	NO	NONE	0.00	NONE	0.00
4001N	TWELFTH ST/LEE JACKSON HIGHWAY N	STUART AVE	US 17/92	2U	L02	1.2	URBAN COLLECTOR	6,600	2.0	0.490	0.0750	230	C	790	TCCO	E	0.29	0.32	C	23	1.556	NO	NONE	0.00	NONE	0.00
4001S	TWELFTH ST/LEE JACKSON HIGHWAY N	STUART AVE	US 17/92	2U	L02	1.2	URBAN COLLECTOR	6,600	2.0	0.510	0.0750	240	C	790	TCCO	E	0.30	0.33	C	23	1.556	NO	NONE	0.00	NONE	0.00
8066N	TWENTY FIRST STREET SW, LAKE HOWARD DRIVE	SR 655 (RECKER HIGHWAY)	CR 542 (AVE G NW)	2U	L02	1.3	URBAN COLLECTOR	6,300	2.0	0.490	0.0900	278	C	790	TRANSITIONING	D	0.35	0.39	C	7	0.475	YES	PARTIAL	0.36	NONE	0.00
8066S	TWENTY FIRST STREET SW, LAKE HOWARD DRIVE	SR 655 (RECKER HIGHWAY)	CR 542 (AVE G NW)	2U	L02	1.3	URBAN COLLECTOR	6,300	2.0	0.510	0.0900	289	C	790	TRANSITIONING	D	0.37	0.40	C	7	0.475	YES	PARTIAL	0.36	NONE	0.00
4002N	TWENTY-FIRST ST NW	SR 544 (HAVENDALE BLVD NW)	US 92	2U	L02	2.0	URBAN COLLECTOR	5,200	2.0	0.490	0.0900	229	C	790	TRANSITIONING	D	0.29	0.32	C	6	0.319	NO	PARTIAL	0.31	NONE	0.00
4002S	TWENTY-FIRST ST NW	SR 544 (HAVENDALE BLVD NW)	US 92	2U	L02	2.0	URBAN COLLECTOR	5,200	2.0	0.510	0.0900	239	C	790	TRANSITIONING	D	0.30	0.33	C	6	0.319	NO	PARTIAL	0.31	NONE	0.00
4003N	TWENTY-THIRD ST NW/LAKE CANNON DR W/TWENTY-SIXTH	CR 542 (AVENUE G NW)	SR 544 (HAVENDALE BLVD NW)	2U	L02	1.2	URBAN COLLECTOR	1,700	2.0	0.510	0.0900	78	C	790	TRANSITIONING	D	0.10	0.11	C	10	2.645	NO	PARTIAL	0.31	NONE	0.00
4003S	TWENTY-THIRD ST NW/LAKE CANNON DR W/TWENTY-SIXTH	CR 542 (AVENUE G NW)	SR 544 (HAVENDALE BLVD NW)	2U	L02	1.2	URBAN COLLECTOR	1,700	2.0	0.490	0.0900	75	C	790	TRANSITIONING	D	0.09	0.10	C	10	2.645	NO	PARTIAL	0.31	NONE	0.00
8333E	TYNER ROAD	CR 542 (HATCHINEHA RD)	CR 546	2U	N02	1.0	RURAL MINOR COLLECTOR	1,600	2.0	0.490	0.0900	71	C	720	TRANSITIONING	D	0.10	0.11	C	6	2.054	NO	PARTIAL	0.21	NONE	0.00
8333W	TYNER ROAD	CR 542 (HATCHINEHA RD)	CR 546	2U	N02	1.0	RURAL MINOR COLLECTOR	1,600	2.0	0.510	0.0900	73	C	720	TRANSITIONING	D	0.10	0.11	C	6	2.054	NO	PARTIAL	0.21	NONE	0.00
6909E	UNIVERSITY BLVD	SR 33	SR 570 (POLK PARKWAY)	4D	B02	4.4	URBAN COLLECTOR	1,600	2.0	0.490	0.0750	56	C	2,000	TCCO	E	0.03	0.03	C	9	0.709	NO	FULL	1.93	PARTIAL	1.85
6909W	UNIVERSITY BLVD	SR 33	SR 570 (POLK PARKWAY)	4D	B02	4.4	URBAN COLLECTOR	1,600	2.0	0.510	0.0750	58	C	2,000	TCCO	E	0.03	0.03	C	9	0.709	NO	FULL	1.93	PARTIAL	1.85
5000N	US 17	SR 655 (LAKE SHIPP DRIVE S)	SR 540 (CYPRESS GARDENS BLVD SW)	6D	B02	0.8	PRINCIPAL ARTERIAL	37,000	2.0	0.490	0.0750	1,292	C	3,020	TCCO	D	0.43	0.47	C	79	1.494	YES	FULL	1.89	NONE	0.00
5000S	US 17	SR 655 (LAKE SHIPP DRIVE S)	SR 540 (CYPRESS GARDENS BLVD SW)	6D	B02	0.8	PRINCIPAL ARTERIAL	37,000	2.0	0.510	0.0750	1,344	C	3,020	TCCO	D	0.45	0.49	C	79	1.494	YES	FULL	1.89	NONE	0.00
5001N	US 17	HARDEE COUNTY LINE	9TH STREET SE	4D	I02	6.8	PRINCIPAL ARTERIAL	10,900	2.0	0.510	0.0900	500	C	1,820	SIS	D	0.27	0.30	C	64	0.472	NO	PARTIAL	0.13	PARTIAL	0.23
5001S	US 17	HARDEE COUNTY LINE	9TH STREET SE	4D	I02	6.8	PRINCIPAL ARTERIAL	10,900	2.0	0.490	0.0900	481	C	1,820	SIS	D	0.26	0.29	C	64	0.472	NO	PARTIAL	0.13	PARTIAL	0.23
5007N	US 17	VAN FLEET DRIVE W	SPIRIT LAKE RD	4D	B02	4.7	PRINCIPAL ARTERIAL	25,000	2.0	0.510	0.0750	908	C	2,000	TCCO	D	0.45	0.50</								

Link	Road Segment	From	To	Roadway Characteristics				Estimated Traffic Characteristics			Peak Hour / Peak Season							Historical		Multimodal Factors						
				Laneage Lane Type	Capacity Group	Segment Length	Functional Classification	2021 Annual Avg. Daily Traffic	AADT Growth Rate (%)	100th Highest Hour		Two-Hour Average Volume	Level of Service	Direc- tional Capacity	LOS Standard		Volume-to- Capacity Ratio in Five Years	Projected LOS in Five Years	Crash Data 2017 - 2021		Transit Presence	Sidewalk		Bicycle Facility		
										D- Factor	K- Factor				Multi- Modal	High- Way			Total Crashes	Crash Rate		Coverage	Coverage			
5306E	US 92	SR 659 (COMBEE ROAD N)	SR 655 (RECKER HIGHWAY)	4D	B02	5.9	PRINCIPAL ARTERIAL	31,800	2.0	0.490	0.0750	1,110	C	2,000	TCCO	D	0.56	0.61	C	471	1.380	YES	PARTIAL	0.22	FULL	1.89
5306W	US 92	SR 659 (COMBEE ROAD N)	SR 655 (RECKER HIGHWAY)	4D	B02	5.9	PRINCIPAL ARTERIAL	31,800	2.0	0.510	0.0750	1,156	C	2,000	TCCO	D	0.58	0.64	C	471	1.380	YES	PARTIAL	0.22	FULL	1.89
5308E	US 92	SR 544 (HAVENDALE BLVD NW)	US 17 (LAKE ALFRED ROAD)	4D	C02	3.4	PRINCIPAL ARTERIAL	17,400	2.0	0.490	0.0750	607	C	1,630	TCCO	D	0.37	0.41	C	172	1.615	NO	PARTIAL	0.06	FULL	1.92
5308W	US 92	SR 544 (HAVENDALE BLVD NW)	US 17 (LAKE ALFRED ROAD)	4D	C02	3.4	PRINCIPAL ARTERIAL	17,400	2.0	0.510	0.0750	632	C	1,630	TCCO	D	0.39	0.43	C	172	1.615	NO	PARTIAL	0.06	FULL	1.92
5307E	US 92 (MAGNOLIA AVE)	SR 655 (RECKER HIGHWAY)	SR 544 (HAVENDALE BLVD NW)	6D	B02	1.9	PRINCIPAL ARTERIAL	32,200	2.0	0.490	0.0750	1,124	C	3,020	TCCO	D	0.37	0.41	C	244	2.146	YES	FULL	1.70	NONE	0.00
5307W	US 92 (MAGNOLIA AVE)	SR 655 (RECKER HIGHWAY)	SR 544 (HAVENDALE BLVD NW)	6D	B02	1.9	PRINCIPAL ARTERIAL	32,200	2.0	0.510	0.0750	1,170	C	3,020	TCCO	D	0.39	0.43	C	244	2.146	YES	FULL	1.70	NONE	0.00
5303E	US 92 (MEMORIAL BLVD W)	WABASH AVE N	FLORIDA AVE N	4D	B02	2.0	PRINCIPAL ARTERIAL	26,000	2.0	0.510	0.0750	945	C	2,000	TCCO	D	0.47	0.52	C	292	3.073	YES	FULL	1.79	PARTIAL	0.94
5303W	US 92 (MEMORIAL BLVD W)	WABASH AVE N	FLORIDA AVE N	4D	B02	2.0	PRINCIPAL ARTERIAL	26,000	2.0	0.490	0.0750	908	C	2,000	TCCO	D	0.45	0.50	C	292	3.073	YES	FULL	1.79	PARTIAL	0.94
5300E	US 92 (NEW TAMPA HWY)	COUNTY LINE ROAD	SR 572 (AIRPORT ROAD)	2U	B02	2.3	PRINCIPAL ARTERIAL	11,100	2.0	0.490	0.0750	388	C	880	TCCO	D	0.44	0.48	C	153	3.294	YES	NONE	0.00	PARTIAL	1.79
5300W	US 92 (NEW TAMPA HWY)	COUNTY LINE ROAD	SR 572 (AIRPORT ROAD)	2U	B02	2.3	PRINCIPAL ARTERIAL	11,100	2.0	0.510	0.0750	403	C	880	TCCO	D	0.46	0.50	C	153	3.294	YES	NONE	0.00	PARTIAL	1.79
5301E	US 92 (NEW TAMPA HWY)	SR 572 (AIRPORT ROAD)	WABASH AVE N	2U	B02	1.8	PRINCIPAL ARTERIAL	17,300	2.0	0.510	0.0750	629	C	880	TCCO	D	0.71	0.79	C	168	2.888	YES	PARTIAL	0.81	PARTIAL	1.64
5301W	US 92 (NEW TAMPA HWY)	SR 572 (AIRPORT ROAD)	WABASH AVE N	2U	B02	1.8	PRINCIPAL ARTERIAL	17,300	2.0	0.490	0.0750	604	C	880	TCCO	D	0.69	0.75	C	168	2.888	YES	PARTIAL	0.81	PARTIAL	1.64
5302E	US 92 (WABASH AVE N)	GEORGE JENKINS BLVD	SR 546	4D	B02	0.9	PRINCIPAL ARTERIAL	16,200	2.0	0.510	0.0750	589	C	2,000	TCCO	D	0.29	0.32	C	66	2.452	YES	FULL	1.74	NONE	0.00
5302W	US 92 (WABASH AVE N)	GEORGE JENKINS BLVD	SR 546	4D	B02	0.9	PRINCIPAL ARTERIAL	16,200	2.0	0.490	0.0750	566	C	2,000	TCCO	D	0.28	0.31	C	66	2.452	YES	FULL	1.74	NONE	0.00
5304E	US 92/98 (MEMORIAL BLVD E)	FLORIDA AVE N	LAKE PARKER AVE N	4D	B02	1.0	PRINCIPAL ARTERIAL	35,500	2.0	0.510	0.0750	1,290	C	2,000	TCCO	D	0.64	0.71	C	299	4.565	YES	FULL	1.74	NONE	0.00
5304W	US 92/98 (MEMORIAL BLVD E)	FLORIDA AVE N	LAKE PARKER AVE N	4D	B02	1.0	PRINCIPAL ARTERIAL	35,500	2.0	0.490	0.0750	1,239	C	2,000	TCCO	D	0.62	0.68	C	299	4.565	YES	FULL	1.74	NONE	0.00
5305E	US 92/98 (MEMORIAL BLVD E)	LAKE PARKER AVENUE N	SR 659 (COMBEE RD N)	4D	B02	2.1	PRINCIPAL ARTERIAL	32,800	2.0	0.510	0.0750	1,192	C	2,000	TCCO	D	0.60	0.66	C	254	1.983	YES	PARTIAL	0.96	PARTIAL	0.94
5305W	US 92/98 (MEMORIAL BLVD E)	LAKE PARKER AVENUE N	SR 659 (COMBEE RD N)	4D	B02	2.1	PRINCIPAL ARTERIAL	32,800	2.0	0.490	0.0750	1,145	C	2,000	TCCO	D	0.57	0.63	C	254	1.983	YES	PARTIAL	0.96	PARTIAL	0.94
5400N	US 98	EDGEWOOD DR N	US 17 (CHARLESTON AVENUE N)	2U	K02	1.0	PRINCIPAL ARTERIAL	6,600	2.0	0.490	0.0750	230	B	1,160	TCCO	D	0.20	0.22	B	21	1.688	YES	PARTIAL	1.58	NONE	0.00
5400S	US 98	EDGEWOOD DR N	US 17 (CHARLESTON AVENUE N)	2U	K02	1.0	PRINCIPAL ARTERIAL	6,600	2.0	0.510	0.0750	240	B	1,160	TCCO	D	0.21	0.23	B	21	1.688	YES	PARTIAL	1.58	NONE	0.00
5401N	US 98	AVON PARK CUTOFF ROAD	EDGEWOOD DR N	2U	H02	6.5	PRINCIPAL ARTERIAL	4,200	2.0	0.490	0.0900	185	B	820	OTHER	C	0.23	0.25	B	54	1.077	NO	NONE	0.00	PARTIAL	0.19
5401S	US 98	AVON PARK CUTOFF ROAD	EDGEWOOD DR N	2U	H02	6.5	PRINCIPAL ARTERIAL	4,200	2.0	0.510	0.0900	193	B	820	OTHER	C	0.24	0.26	B	54	1.077	NO	NONE	0.00	PARTIAL	0.19
5402N	US 98	US 27	AVON PARK CUTOFF ROAD	2U	H02	7.5	PRINCIPAL ARTERIAL	3,200	2.0	0.510	0.0900	147	B	820	OTHER	C	0.18	0.20	B	97	2.219	YES	NONE	0.00	PARTIAL	0.68
5402S	US 98	US 27	AVON PARK CUTOFF ROAD	2U	H02	7.5	PRINCIPAL ARTERIAL	3,200	2.0	0.490	0.0900	141	B	820	OTHER	C	0.17	0.19	B	97	2.219	YES	NONE	0.00	PARTIAL	0.68
5405N	US 98	LYLE PKWY	CR 540A	6D	B02	3.2	PRINCIPAL ARTERIAL	38,500	2.0	0.510	0.0900	1,767	C	3,020	SIS	D	0.59	0.64	C	156	0.696	YES	PARTIAL	1.01	FULL	2.00
5405S	US 98	LYLE PKWY	CR 540A	6D	B02	3.2	PRINCIPAL ARTERIAL	38,500	2.0	0.490	0.0900	1,698	C	3,020	SIS	D	0.56	0.62	C	156	0.696	YES	PARTIAL	1.01	FULL	2.00
5406N	US 98	CR 540A	SR 540 (WINTER LAKE ROAD)	6D	B02	3.5	PRINCIPAL ARTERIAL	40,500	2.0	0.490	0.0900	1,786	C	3,020	SIS	D	0.59	0.65	C	320	1.234	YES	PARTIAL	1.54	PARTIAL	1.77
5406S	US 98	CR 540A	SR 540 (WINTER LAKE ROAD)	6D	B02	3.5	PRINCIPAL ARTERIAL	40,500	2.0	0.510	0.0900	1,859	C	3,020	SIS	D	0.62	0.68	C	320	1.234	YES	PARTIAL	1.54	PARTIAL	1.77
5407N	US 98	SR 540 (WINTER LAKE ROAD)	SR 570 (POLK PARKWAY)	6D	B02	0.3	PRINCIPAL ARTERIAL	39,800	2.0	0.510	0.0750	1,446	C	3,020	TCCO	D	0.48	0.53	C	124	5.555	YES	PARTIAL	0.06	FULL	2.00
5407S	US 98	SR 540 (WINTER LAKE ROAD)	SR 570 (POLK PARKWAY)	6D	B02	0.3	PRINCIPAL ARTERIAL	39,800	2.0	0.490	0.0750	1,390	C	3,020	TCCO	D	0.46	0.51	C	124	5.555	YES	PARTIAL	0.06	FULL	2.00
5408N	US 98	EDGEWOOD DR E	LAKE PARKER AVE S	4D	C02	2.4	PRINCIPAL ARTERIAL																			

APPENDIX J

FSUTMS DISTRIBUTION MODEL

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PM Distribution



APPENDIX K

ARTERIAL ANALYSIS WORKSHEET

Arterial Level of Service

01/11/2024

Arterial Level of Service: NB US Hwy 27

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Bates Rd	I	55	39.8	124.6	164.4	0.61	13.3	F
Davenport Blvd	I	55	91.1	47.9	139.0	1.39	36.1	B
Ridgewood Lakes Blvd	I	55	163.0	183.5	346.5	2.49	25.9	D
Total	I		293.9	356.0	649.9	4.49	24.9	D

Arterial Level of Service: SB US Hwy 27

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Ridgewood Lakes Blvd	I	55	90.9	30.1	121.0	0.61	18.2	E
Davenport Blvd	I	55	163.0	50.2	213.2	2.49	42.0	A
Bates Rd	I	55	91.1	31.8	122.9	1.39	40.8	B
Total	I		345.0	112.1	457.1	4.49	35.4	B