

**PH CITRUS LLC.**  
**MAMMOTH GROVE MINE**  
**TRAFFIC CIRCULATION PLAN**

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Employees and commercial sand trucks will enter and leave the mine property through the AN access point along Mammoth Grove Road. Trucks will enter the existing access road and travel into the mining area, around the processing plant to be loaded and exit back out of the existing access point. All traffic exiting the site will be required to take a right turn on to Mammoth Grove Road and turn right or left on to State Road 60. No traffic will turn left and travel north on Mammoth Grove Road.

Based on the number of estimated trips and their distribution over the course of each workday, impacts to roadways, traffic volumes or patterns are not anticipated. Additionally, a traffic study was conducted and has been provided as part of the application for the Mammoth Grove Mine. The Traffic Impact Analysis, completed by Kimely Horn, was completed to evaluate potential roadway impacts associated with mine-related traffic. Results of this study concluded that the haul truck traffic reflected a de minimis addition to the local roadways, which were well within the published capacities for the associated roadways. As such, there is expected to be no measurable effects to local traffic or the roadways.



TRAFFIC IMPACT ANALYSIS

# PH CITRUS LLC., MAMMOTH GROVE MINE

POLK COUNTY, FL

JULY 2025

*Prepared for:*

THE COLINAS GROUP, INC

*Prepared by:*

KIMLEY-HORN AND ASSOCIATES, INC.

Kimley»Horn

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042964005  
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Kimley-Horn and Associates, Inc.  
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Ocala, FL 34471

THIS IS TO CERTIFY THAT THE ENCLOSED  
CALCULATIONS WERE PERFORMED BY ME OR  
UNDER MY DIRECT SUPERVISION.

AMBER L. GARTNER, P.E.

STATE OF FLORIDA  
PROFESSIONAL ENGINEER  
LICENSE NO. 72294

THIS ITEM HAS BEEN DIGITALLY SIGNED  
AND SEALED BY AMBER L. GARTNER, P.E.  
ON THE DATE INDICATED HERE.

THE SIGNATURE MUST BE VERIFIED ON  
ANY ELECTRONIC COPIES.

---

AMBER L. GARTNER, PE  
FLORIDA REGISTRATION #72294  
KIMLEY-HORN REGISTRY #35106

**Kimley»Horn**

TABLE OF CONTENTS

Introduction..... 1

Project Traffic ..... 3

    Trip Generation ..... 3

    Traffic Distribution and Assignment ..... 4

Volume Development..... 5

Operational Analysis ..... 7

    Segment Level of Service Analysis ..... 7

    Site Access Analysis ..... 9

    Turn Lane Analysis ..... 9

Conclusion..... 10

LIST OF FIGURES

Figure 1: Project Site Location, Trip Distribution, and Study Area..... 2

Figure 2: AM & PM Peak Hour Buildout Traffic Volumes ..... 6

LIST OF TABLES

Table 1: Trip Generation Summary..... 3

Table 2: Growth Rate Calculations ..... 5

Table 3: PM Peak Hour Roadway Segment Analysis..... 8

Table 4: Intersection Operational Analysis Summary ..... 9

APPENDIX

- APPENDIX A: Traffic Data
- APPENDIX B: Polk County TPO Roadway Network Database Excerpts
- APPENDIX C: Hourly Distribution of Project Truck Traffic
- APPENDIX D: Intersection Volume Development Sheets
- APPENDIX E: Synchro Output
- APPENDIX F: NCHRP 457 Output

## INTRODUCTION

The purpose of this traffic study is to assess the anticipated impacts of new traffic generated from a proposed sand mine. The sand mine is located northwest of SR 60 at Mammoth Grove Road in Polk County, Florida. The driveway is located on the west side of Mammoth Grove Road, north of SR 60.

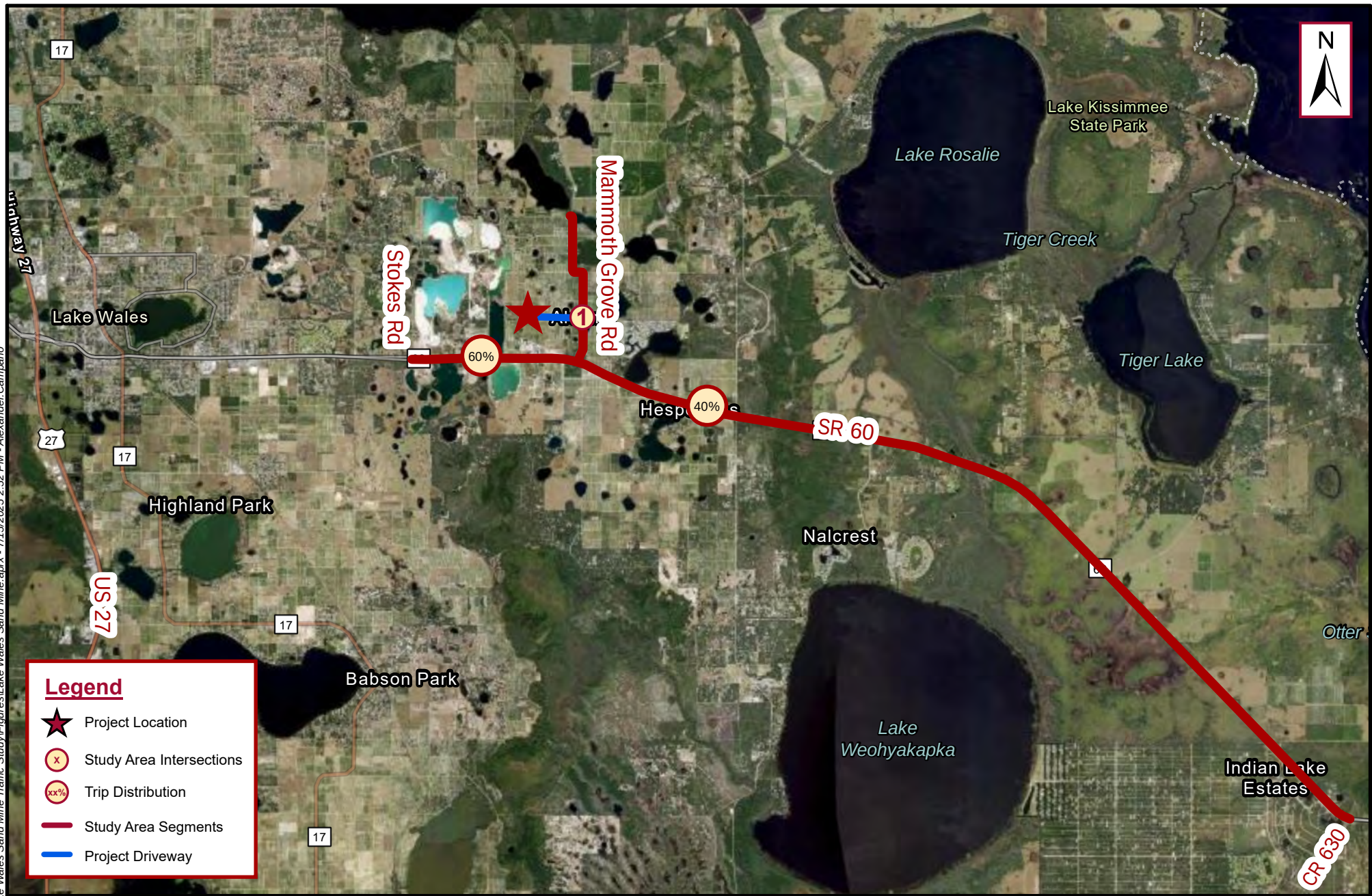
The mine is expected to begin operations in 2026. For the purposes of this Traffic Impact Analysis (TIA), 2026 was assumed as the year the mine will be in full production.

The mining operations are anticipated to generate more than 50 but less than 750 average daily trips at full operation. Based on the Polk County Land Development Code (LDC, Appendix C – Traffic Impact Study Methodology and Procedures), a Minor Traffic Study is required for the site. A minor traffic study requires evaluation of the directly accessed roadway segment and major intersections within the project vicinity.

This traffic study includes evaluation of the proposed site access connection and the adjacent roadway segment of Mammoth Grove Road. This analysis also evaluated the segment of SR 60 adjacent to Mammoth Grove Road to demonstrate the minimal impact of the site operations on the overall transportation network.

The project location, site access, surrounding transportation network, and study area are depicted in **Figure 1**.





**Legend**

- ★ Project Location
- ⊗ Study Area Intersections
- ⊗ Trip Distribution
- Study Area Segments
- Project Driveway

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FIGURE 1: PROJECT LOCATION, STUDY AREA & TRIP DISTRIBUTION

**PH CITRUS LLC., MAMMOTH GROVE MINE**  
**POLK COUNTY, FLORIDA**

## PROJECT TRAFFIC

### TRIP GENERATION

For mining facilities, trip generation estimates are typically based on the number of employees and rate of material extraction, since the Institute of Transportation Engineers (ITE) Trip Generation Manual (11<sup>th</sup> Edition) does not provide trip generation data for this land use. For this project, data obtained from similar mining facilities currently operating in Central Florida, as well as information provided by the owner of the facility, were used to estimate the project's trip generation potential.

The proposed mine is estimated to have an initial extraction rate less than the full production of material each year. Mining production is expected to average approximately 1,000,000 tons per year and be extracted at a maximum rate of 2,000,000 tons of material per year. For this analysis, calculations were performed assuming the maximum extraction rate.

There will be six working days per week (Monday through Saturday), resulting in 6,410 tons of material extracted a day at maximum capacity. The hauling trucks have a 24-ton capacity, generating 268 trucks entering and exiting the facility each day (536 daily truck trips). Additionally, an estimated 20 trips per day will result from a maximum of 10 facility employees (8 to 10 employees anticipated; 10 in, 10 out). At maximum operating capacity, the proposed mine site is expected to produce 556 daily trips (536 trucks, 20 passenger vehicles).

The hourly distribution of truck trips was calculated based on an estimated hourly distribution derived from traffic data at three active sand mines located in Central Florida. The average hourly distribution from each site was applied to the daily truck trip generation to estimate the hourly truck traffic entering and exiting the site. The daily truck trips are divided into hourly volumes in **Appendix C**.

During the AM peak hour of adjacent street (one hour from 7 AM to 9 AM), an estimated 38 trucks will enter, and 29 trucks will exit the facility. It was assumed that all 10 employee vehicles will enter during the AM peak hour. During the PM peak hour of adjacent street (one hour from 4 PM to 6 PM), it is estimated that 1 truck will enter, 6 trucks and 10 employees will exit the facility. The site operating at maximum capacity will produce 77 AM peak hour trips and 17 PM peak hour trips. **Table 1** provides a summary of the anticipated site trip generation characteristics.

**Table 1: Trip Generation Summary**

| Land Use  | Vehicle Type | Daily Trips | AM Peak Hour of Adjacent Street |          |         | PM Peak Hour of Adjacent Street |          |         |
|-----------|--------------|-------------|---------------------------------|----------|---------|---------------------------------|----------|---------|
|           |              |             | Total                           | Entering | Exiting | Total                           | Entering | Exiting |
| Sand Mine | Trucks       | 536         | 67                              | 38       | 29      | 7                               | 1        | 6       |
|           | Cars         | 20          | 10                              | 10       | 0       | 10                              | 0        | 10      |
|           | Total        | 556         | 77                              | 48       | 29      | 17                              | 1        | 16      |

## TRAFFIC DISTRIBUTION AND ASSIGNMENT

Project traffic assignment to the study area roadway network was based on information provided by the facility owner and knowledge of the traffic patterns in the region. All trips associated with the new facility will access the site via Mammoth Grove Road at SR 60. The mine will serve areas that generally include the southeast region of Florida (via I-95 and Florida's Turnpike), areas around Tampa Bay, and the east coast.

The distribution of traffic assumed on the adjacent street network includes:

- No trucks to/from the north on Mammoth Grove Road
- 100% of trucks to/from the south on Mammoth Grove Road
- 60% of trucks to / from the west on SR 60
- 40% of trucks to / from the east on SR 60

The distribution of the 20 employee trips was assumed to use the same pattern as the truck distribution.

**Figure 1** depicts the approximated project trip distribution assigned to the adjacent roadway network.



## VOLUME DEVELOPMENT

A 48-hour tube count was collected on Mammoth Grove Road south of the proposed sand mine driveway on June 25, 2025. The observed tube counts were adjusted to peak season using the 2024 peak season conversion factors (minimum 1.00) published by the Florida Department of Transportation (FDOT). A background growth rate was applied to the existing peak season traffic volumes to generate background traffic volumes. Project traffic was then added to background traffic to generate future buildout traffic volumes. The highest project traffic volumes during the AM (7 AM – 9 AM) and PM (4 PM – 6 PM) peak period of adjacent street traffic were utilized in conjunction with the peak hour volumes (7 – 9 AM, 4 – 6 PM) from the tube counts.

An area wide annual growth rate of 1.61% was calculated using FDOT Traffic Online data in the surrounding area. The calculated growth rate is less than 2.0%; therefore, a minimum 2.0% growth rate was utilized. Details of the growth rate calculations are provided in **Table 2**.

**Table 2: Growth Rate Calculations**

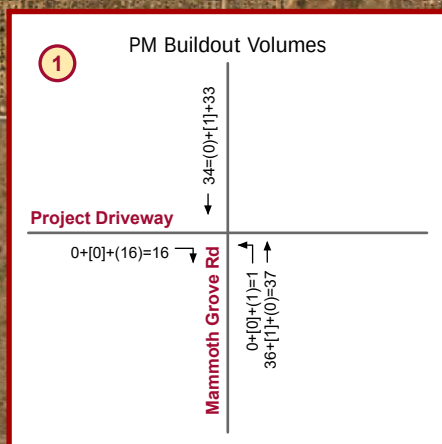
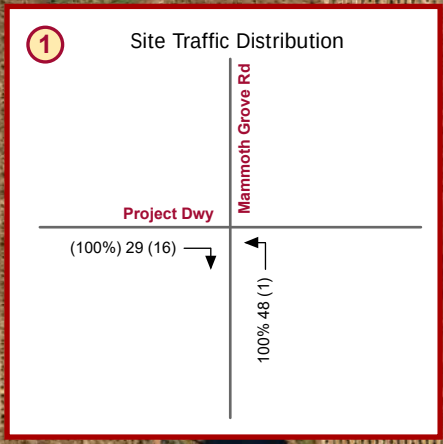
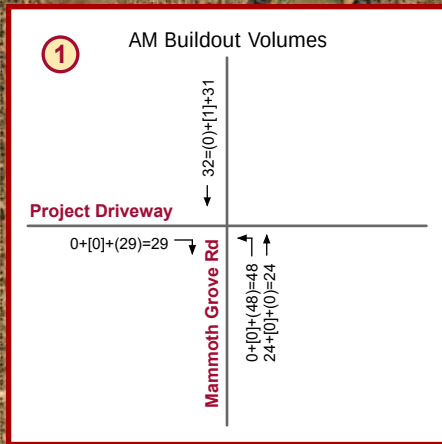
| Roadway                                                                                            | SR 60, E of Buck Moore Rd | SR 60, W of Mammoth Grove Rd | SR 60, W of Lake Walk-In-Water Rd |
|----------------------------------------------------------------------------------------------------|---------------------------|------------------------------|-----------------------------------|
| Count Station                                                                                      | 160017                    | 165215                       | 160022                            |
| 2024                                                                                               | 24,000                    | 21,500                       | 18,600                            |
| 2023                                                                                               | 24,500                    | 21,000                       | 17,000                            |
| 2022                                                                                               | 23,500                    | 19,900                       | 16,000                            |
| 2021                                                                                               | 22,500                    | 17,500                       | 15,600                            |
| 2020                                                                                               | 24,500                    | 19,600                       | 16,700                            |
| 2019                                                                                               | 25,500                    | 17,900                       | 16,200                            |
| <b>Growth Rates</b>                                                                                | <b>-1.21%</b>             | <b>3.73%</b>                 | <b>2.80%</b>                      |
| <b>Weighted Average<sup>2</sup>:</b>                                                               |                           |                              | <b>1.61%</b>                      |
| Notes:                                                                                             |                           |                              |                                   |
| 1. AADTs were obtained from FDOT Traffic Online.                                                   |                           |                              |                                   |
| 2. The weighted average is the summation of (AADT x Growth Rate) divided by the summation of AADT. |                           |                              |                                   |

For the roadway segment analysis, existing PM peak hour traffic volumes were obtained from the Polk County Transportation Planning Organization(TPO) Roadway Network Database. The reported 2024 traffic volumes in the TPO Database were greater than the FDOT Traffic Online (Synopsis Reports 160022, 165216) and the 48-hour tube count collected for Mammoth Grove Road (June 25-June 26, 2025).

The TPO Database publishes 2024 traffic volumes. The future background traffic volumes were calculated by applying an annual growth rate of 2.0% between years 2024 and 2026. Project traffic was added to background traffic to generate future buildout traffic volumes during the PM peak hour.

The 48-hour tube count, FDOT Traffic Online data, and Polk County TPO Roadway Network Database excerpts are provided in **Appendix A** and **Appendix B**. Intersection volume development sheets are provided in **Appendix D**. **Figure 2** illustrates the AM peak hour and PM peak hour opening year traffic volumes with full operations.

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**Legend**

- ★ Project Location
- ⊗ Project Driveway
- ← Trip Distribution - In (Out)
- ← Peak Hour Volumes - AM (PM)
- ← Total Buildout = (Net New) + [Background Growth] + Existing

SR 60

Mammoth Grove Rd

**1**



FIGURE 2: SITE TRAFFIC DISTRIBUTION AND BUILDOUT TRAFFIC VOLUMES

**PH CITRUS LLC., MAMMOTH GROVE MINE  
POLK COUNTY, FLORIDA**



## OPERATIONAL ANALYSIS

This analysis utilized the maximum trip generation potential resulting from maximum site operations, with the existing configuration of the roadway system without modifications.

### SEGMENT LEVEL OF SERVICE ANALYSIS

Per the Polk County TIA Guidelines for Minor Traffic Studies, only the directly accessed segment must be evaluated for level of service (LOS). The adjacent roadway segment of Mammoth Grove Road and the nearby roadway segment of SR 60 were included in the study area, as illustrated in **Figure 1**.

The roadway LOS analysis was performed for the PM peak hour, for the existing, background, and buildout scenarios. Characteristics and service volumes for the surrounding transportation network were obtained from the Polk County TPO Roadway Network Database (2025). The Polk County TPO Roadway Network Database is provided in **Appendix B**.

The traffic volumes were compared against the adopted maximum directional service volume for 2026 buildout traffic conditions. The study area roadway segments within the vicinity of the site are projected to operate within the adopted service volume with PM peak hour buildout traffic conditions. Site traffic does not have a significant impact on the surrounding transportation network during the PM peak hour. Additionally, project traffic has a less than 1% de minimis impact on SR 60.

**Table 3** details the findings from the roadway segment analysis.

Table 3: PM Peak Hour Roadway Segment Analysis

| Roadway<br><br>FromTo        |  | ROADWAY ATTRIBUTES <sup>1</sup> |             |                    |                                   | EXISTING PM PEAK HOUR PEAK SEASON<br>(2024) |       |            |       | Applied<br>Growth<br>Rate <sup>3</sup> | FUTURE NON-PROJECT PM PEAK HOUR (2026) |       |            |       | Percent Project<br>Traffic<br>Assignment <sup>4</sup> | PM Peak Hour Project Traffic |    |      | FUTURE BUILDOUT PM PEAK HOUR (2026) |       |            |       |
|------------------------------|--|---------------------------------|-------------|--------------------|-----------------------------------|---------------------------------------------|-------|------------|-------|----------------------------------------|----------------------------------------|-------|------------|-------|-------------------------------------------------------|------------------------------|----|------|-------------------------------------|-------|------------|-------|
|                              |  | Segment ID                      | Adopted LOS | Number of<br>Lanes | Pk. Hr. Dir.<br>Service<br>Volume | Volumes <sup>2</sup>                        |       | V/C Ratios |       |                                        | Background Growth                      |       | V/C Ratios |       |                                                       |                              |    |      | Volumes                             |       | V/C Ratios |       |
|                              |  |                                 |             |                    |                                   | NB/EB                                       | SB/WB | NB/EB      | SB/WB |                                        | NB/EB                                  | SB/WB | NB/EB      | SB/WB |                                                       |                              |    |      | NB/EB                               | SB/WB | NB/EB      | SB/WB |
|                              |  |                                 |             |                    |                                   |                                             |       |            |       |                                        |                                        |       |            |       |                                                       |                              |    |      |                                     |       |            |       |
| SR 60                        |  |                                 |             |                    |                                   |                                             |       |            |       |                                        |                                        |       |            |       |                                                       |                              |    |      |                                     |       |            |       |
| Stokes RdMammoth Grove Rd    |  | 5910                            | C           | 4D                 | 2,210                             | 762                                         | 732   | 0.34       | 0.33  | 2.00%                                  | 793                                    | 762   | 0.36       | 0.34  | 60%                                                   | 1                            | 10 | 0.5% | 794                                 | 772   | 0.36       | 0.35  |
| Mammoth Grove RdCR 630       |  | 5910                            | C           | 4D                 | 2,210                             | 762                                         | 732   | 0.34       | 0.33  | 2.00%                                  | 793                                    | 762   | 0.36       | 0.34  | 40%                                                   | 6                            | 0  | 0.3% | 799                                 | 762   | 0.36       | 0.34  |
| Mammoth Grove Rd             |  |                                 |             |                    |                                   |                                             |       |            |       |                                        |                                        |       |            |       |                                                       |                              |    |      |                                     |       |            |       |
| SR 60Project Driveway        |  | 4117                            | C           | 2U                 | 640                               | 41                                          | 40    | 0.06       | 0.06  | 2.00%                                  | 43                                     | 42    | 0.07       | 0.07  | 100%                                                  | 1                            | 16 | 2.5% | 44                                  | 58    | 0.07       | 0.09  |
| Project DrivewayCamp Mack Rd |  | 4117                            | C           | 2U                 | 640                               | 41                                          | 40    | 0.06       | 0.06  | 2.00%                                  | 43                                     | 42    | 0.07       | 0.07  | 0%                                                    | 0                            | 0  | 0.0% | 43                                  | 42    | 0.07       | 0.07  |

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Notes:

1. Roadway attributes were obtained from the Polk County TPO 2025 Roadway Network Database.

2. Existing volumes were derived from the 2025 Polk County TPO Roadway Network Database. The TPO Database volumes were greater than the 6/25/2025 - 6/26/2025 Mammoth Grove Road tube count and FDOT Traffic Online.

3. The calculated average growth rate from the areawide growth rate calculations were used for the segment analysis (min 2%).

4. Project assignment was estimated based on site specific information provided by the applicant.

## SITE ACCESS ANALYSIS

An operational analysis was performed using Highway Capacity Manual (HCM 7) procedures, which are included in the Synchro (v12) analysis program. The project driveway at Mammoth Grove Road was evaluated for the AM peak hour and PM peak hour.

The project driveway is shown to operate with acceptable LOS and volume-to-capacity (V/C) ratios less than 1.0. The project driveway is projected to have acceptable traffic operations with opening year traffic conditions, with maximum site production. The site driveway is anticipated to operate at LOS A, which is below the segment level of service standard as required by Polk County standards (Polk County Land LDC, Appendix C, Section I3 – Level of Service Standards).

**Table 4** details the intersection LOS results for future buildout traffic conditions. The Synchro output is provided in **Appendix E**.

**Table 4: Intersection Operational Analysis Summary**

| Intersection                                                                                                      | AM Peak Hour |          |           | PM Peak Hour |          |           |
|-------------------------------------------------------------------------------------------------------------------|--------------|----------|-----------|--------------|----------|-----------|
|                                                                                                                   | LOS          | Delay(s) | V/C Ratio | LOS          | Delay(s) | V/C Ratio |
| <b>Mammoth Grove Road at Project Driveway</b><br>Buildout Conditions                                              | A            | 9.6      | 0.04      | A            | 8.9      | 0.02      |
| Notes:<br>1. MOE's at two-way stop controlled intersections are reported for the stop-controlled approaches only. |              |          |           |              |          |           |

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## TURN LANE ANALYSIS

The proposed driveway on Mammoth Grove Road was evaluated to assess the need for an ingress northbound left turn lane. The methodologies of the National Cooperative Highway Research Programs (NCHRP) Report 457 were utilized. The NCHRP methodology evaluates the posted speed, approaching volume, opposing volume, and turning volume to determine whether exclusive left-turn lanes are warranted on the major street of a minor street stop-controlled intersection.

Based on the findings from the analysis, a northbound ingress left turn lane is not warranted on Mammoth Grove Road at the proposed driveway. The NCHRP worksheets are provided in **Appendix F**.

## CONCLUSION

Site traffic from the proposed mine is not anticipated to significantly impact the surrounding transportation network. Based on the results of this Minor Traffic Study, the existing roadway configuration is sufficient to support project traffic conditions at maximum operating capacity.

The study area roadway segments are projected to operate within the adopted LOS standard and have available capacity after the opening of the mine site. Site traffic from the mining operations does not have a significant impact on the surrounding transportation network. Project traffic has a less than 1% de minimis impact on the adjacent roadway segments of SR 60. The adjacent roadway segment of Mammoth Grove Road is projected to operate at less than 10% of the adopted service volume, with buildout PM peak hour traffic volumes considering maximum mine operations.

The site driveway is shown to have minimal delay and an acceptable LOS. Exclusive turn lanes are not warranted on Mammoth Grove Road at the project driveway.

This analysis has been performed considering the maximum potential traffic impacts from the mining operations. At maximum operating capacity, the site traffic will not have a significant impact on the transportation network.



## APPENDICES

## APPENDIX A: Traffic Data

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

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

\* PEAK SEASON

04-MAR-2025 16:32:51

830UPD

1\_1600\_PKSEASON.TXT

**VOLUME****Alcoma Rd N/O SR 60/Hesperides Rd (27.896488, -81.481867)**

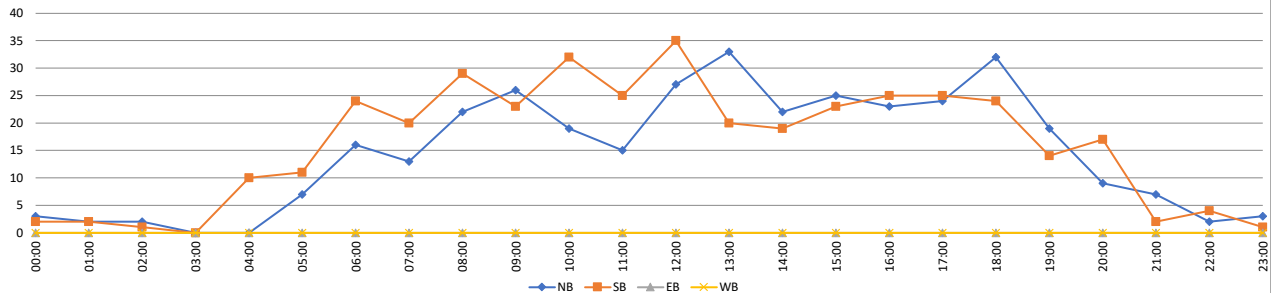
Day: Wednesday

Date: 6/25/2025

City: Lake Wales

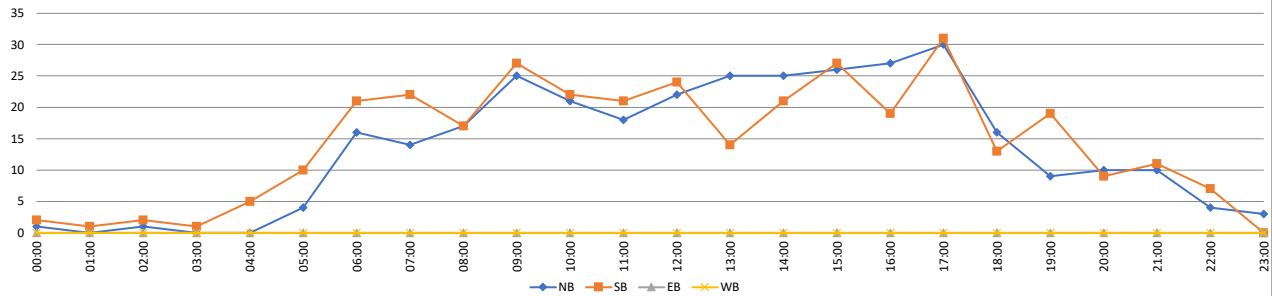
Project #: FL25\_130231\_001

| DAILY TOTALS        |     |     |    |    |       | NB      |     |     |    | SB  |       |                  |       | EB    |       |    |       | WB |    |    |    | Total |       | DAILY TOTALS |  |  |  |  |  |
|---------------------|-----|-----|----|----|-------|---------|-----|-----|----|-----|-------|------------------|-------|-------|-------|----|-------|----|----|----|----|-------|-------|--------------|--|--|--|--|--|
|                     |     |     |    |    |       | 351     |     |     |    | 388 |       |                  |       | 0     |       |    |       | 0  |    |    |    | 739   |       |              |  |  |  |  |  |
| 15-Minutes Interval |     |     |    |    |       |         |     |     |    |     |       | Hourly Intervals |       |       |       |    |       |    |    |    |    |       |       |              |  |  |  |  |  |
| TIME                | NB  | SB  | EB | WB | TOTAL | TIME    | NB  | SB  | EB | WB  | TOTAL | TIME             | NB    | SB    | EB    | WB | TOTAL |    |    |    |    |       |       |              |  |  |  |  |  |
| 0:00                | 2   | 0   |    |    | 2     | 12:00   | 7   | 8   |    |     | 15    | 00:00 01:00      | 3     | 2     |       |    | 5     |    |    |    |    |       |       |              |  |  |  |  |  |
| 0:15                | 0   | 1   |    |    | 1     | 12:15   | 13  | 7   |    |     | 20    | 01:00 02:00      | 2     | 2     |       |    | 4     |    |    |    |    |       |       |              |  |  |  |  |  |
| 0:30                | 1   | 1   |    |    | 2     | 12:30   | 4   | 15  |    |     | 19    | 02:00 03:00      | 2     | 1     |       |    | 3     |    |    |    |    |       |       |              |  |  |  |  |  |
| 0:45                | 0   | 0   |    |    | 0     | 12:45   | 3   | 5   |    |     | 8     | 03:00 04:00      | 0     | 0     |       |    | 0     |    |    |    |    |       |       |              |  |  |  |  |  |
| 1:00                | 1   | 1   |    |    | 2     | 13:00   | 5   | 7   |    |     | 12    | 04:00 05:00      | 0     | 10    |       |    | 10    |    |    |    |    |       |       |              |  |  |  |  |  |
| 1:15                | 0   | 0   |    |    | 0     | 13:15   | 12  | 2   |    |     | 14    | 05:00 06:00      | 7     | 11    |       |    | 18    |    |    |    |    |       |       |              |  |  |  |  |  |
| 1:30                | 0   | 1   |    |    | 1     | 13:30   | 11  | 5   |    |     | 16    | 06:00 07:00      | 16    | 24    |       |    | 40    |    |    |    |    |       |       |              |  |  |  |  |  |
| 1:45                | 1   | 0   |    |    | 1     | 13:45   | 5   | 6   |    |     | 11    | 07:00 08:00      | 13    | 20    |       |    | 33    |    |    |    |    |       |       |              |  |  |  |  |  |
| 2:00                | 1   | 1   |    |    | 2     | 14:00   | 5   | 10  |    |     | 15    | 08:00 09:00      | 22    | 29    |       |    | 51    |    |    |    |    |       |       |              |  |  |  |  |  |
| 2:15                | 0   | 0   |    |    | 0     | 14:15   | 8   | 3   |    |     | 11    | 09:00 10:00      | 26    | 23    |       |    | 49    |    |    |    |    |       |       |              |  |  |  |  |  |
| 2:30                | 1   | 0   |    |    | 1     | 14:30   | 6   | 4   |    |     | 10    | 10:00 11:00      | 19    | 32    |       |    | 51    |    |    |    |    |       |       |              |  |  |  |  |  |
| 2:45                | 0   | 0   |    |    | 0     | 14:45   | 3   | 2   |    |     | 5     | 11:00 12:00      | 15    | 25    |       |    | 40    |    |    |    |    |       |       |              |  |  |  |  |  |
| 3:00                | 0   | 0   |    |    | 0     | 15:00   | 7   | 3   |    |     | 10    | 12:00 13:00      | 27    | 35    |       |    | 62    |    |    |    |    |       |       |              |  |  |  |  |  |
| 3:15                | 0   | 0   |    |    | 0     | 15:15   | 4   | 4   |    |     | 8     | 13:00 14:00      | 33    | 20    |       |    | 53    |    |    |    |    |       |       |              |  |  |  |  |  |
| 3:30                | 0   | 0   |    |    | 0     | 15:30   | 6   | 9   |    |     | 15    | 14:00 15:00      | 22    | 19    |       |    | 41    |    |    |    |    |       |       |              |  |  |  |  |  |
| 3:45                | 0   | 0   |    |    | 0     | 15:45   | 8   | 7   |    |     | 15    | 15:00 16:00      | 25    | 23    |       |    | 48    |    |    |    |    |       |       |              |  |  |  |  |  |
| 4:00                | 0   | 1   |    |    | 1     | 16:00   | 4   | 6   |    |     | 10    | 16:00 17:00      | 23    | 25    |       |    | 48    |    |    |    |    |       |       |              |  |  |  |  |  |
| 4:15                | 0   | 0   |    |    | 0     | 16:15   | 8   | 8   |    |     | 16    | 17:00 18:00      | 24    | 25    |       |    | 49    |    |    |    |    |       |       |              |  |  |  |  |  |
| 4:30                | 0   | 4   |    |    | 4     | 16:30   | 7   | 5   |    |     | 12    | 18:00 19:00      | 32    | 24    |       |    | 56    |    |    |    |    |       |       |              |  |  |  |  |  |
| 4:45                | 0   | 5   |    |    | 5     | 16:45   | 4   | 6   |    |     | 10    | 19:00 20:00      | 19    | 14    |       |    | 33    |    |    |    |    |       |       |              |  |  |  |  |  |
| 5:00                | 1   | 2   |    |    | 3     | 17:00   | 10  | 3   |    |     | 13    | 20:00 21:00      | 9     | 17    |       |    | 26    |    |    |    |    |       |       |              |  |  |  |  |  |
| 5:15                | 0   | 2   |    |    | 2     | 17:15   | 6   | 6   |    |     | 12    | 21:00 22:00      | 7     | 2     |       |    | 9     |    |    |    |    |       |       |              |  |  |  |  |  |
| 5:30                | 2   | 1   |    |    | 3     | 17:30   | 5   | 8   |    |     | 13    | 22:00 23:00      | 2     | 4     |       |    | 6     |    |    |    |    |       |       |              |  |  |  |  |  |
| 5:45                | 4   | 6   |    |    | 10    | 17:45   | 3   | 8   |    |     | 11    | 23:00 00:00      | 3     | 1     |       |    | 4     |    |    |    |    |       |       |              |  |  |  |  |  |
| 6:00                | 4   | 6   |    |    | 10    | 18:00   | 11  | 7   |    |     | 18    | STATISTICS       |       |       |       |    |       |    |    |    |    |       |       |              |  |  |  |  |  |
| 6:15                | 0   | 5   |    |    | 5     | 18:15   | 10  | 9   |    |     | 19    |                  |       |       |       |    |       |    | NB | SB | EB | WB    | TOTAL |              |  |  |  |  |  |
| 6:30                | 6   | 7   |    |    | 13    | 18:30   | 5   | 4   |    |     | 9     | Peak Period      | 00:00 | to    | 12:00 |    |       |    |    |    |    |       |       |              |  |  |  |  |  |
| 6:45                | 6   | 6   |    |    | 12    | 18:45   | 6   | 4   |    |     | 10    | Volume           | 125   | 179   |       |    | 304   |    |    |    |    |       |       |              |  |  |  |  |  |
| 7:00                | 4   | 9   |    |    | 13    | 19:00   | 7   | 5   |    |     | 12    | Peak Hour        | 9:00  | 9:30  |       |    | 9:30  |    |    |    |    |       |       |              |  |  |  |  |  |
| 7:15                | 4   | 4   |    |    | 8     | 19:15   | 4   | 4   |    |     | 8     | Peak Volume      | 26    | 33    |       |    | 56    |    |    |    |    |       |       |              |  |  |  |  |  |
| 7:30                | 0   | 4   |    |    | 4     | 19:30   | 5   | 2   |    |     | 7     | Peak Hour Factor | 0.722 | 0.688 |       |    | 0.667 |    |    |    |    |       |       |              |  |  |  |  |  |
| 7:45                | 5   | 3   |    |    | 8     | 19:45   | 3   | 3   |    |     | 6     | Peak Period      | 12:00 | to    | 00:00 |    |       |    |    |    |    |       |       |              |  |  |  |  |  |
| 8:00                | 5   | 8   |    |    | 13    | 20:00   | 2   | 5   |    |     | 7     | Volume           | 226   | 209   |       |    | 435   |    |    |    |    |       |       |              |  |  |  |  |  |
| 8:15                | 6   | 9   |    |    | 15    | 20:15   | 2   | 3   |    |     | 5     | Peak Hour        | 13:00 | 12:00 |       |    | 12:00 |    |    |    |    |       |       |              |  |  |  |  |  |
| 8:30                | 7   | 7   |    |    | 14    | 20:30   | 5   | 3   |    |     | 8     | Peak Volume      | 33    | 35    |       |    | 62    |    |    |    |    |       |       |              |  |  |  |  |  |
| 8:45                | 4   | 5   |    |    | 9     | 20:45   | 0   | 6   |    |     | 6     | Peak Hour Factor | 0.688 | 0.583 |       |    | 0.775 |    |    |    |    |       |       |              |  |  |  |  |  |
| 9:00                | 7   | 7   |    |    | 14    | 21:00   | 4   | 1   |    |     | 5     | Peak Period      | 07:00 | to    | 09:00 |    |       |    |    |    |    |       |       |              |  |  |  |  |  |
| 9:15                | 4   | 1   |    |    | 5     | 21:15   | 2   | 0   |    |     | 2     | Volume           | 35    | 49    |       |    | 84    |    |    |    |    |       |       |              |  |  |  |  |  |
| 9:30                | 9   | 12  |    |    | 21    | 21:30   | 0   | 1   |    |     | 1     | Peak Hour        | 7:45  | 8:00  |       |    | 8:00  |    |    |    |    |       |       |              |  |  |  |  |  |
| 9:45                | 6   | 3   |    |    | 9     | 21:45   | 1   | 0   |    |     | 1     | Peak Volume      | 23    | 29    |       |    | 51    |    |    |    |    |       |       |              |  |  |  |  |  |
| 10:00               | 5   | 8   |    |    | 13    | 22:00   | 0   | 1   |    |     | 1     | Peak Hour Factor | 0.821 | 0.806 |       |    | 0.850 |    |    |    |    |       |       |              |  |  |  |  |  |
| 10:15               | 3   | 10  |    |    | 13    | 22:15   | 0   | 1   |    |     | 1     | Peak Period      | 16:00 | to    | 18:00 |    |       |    |    |    |    |       |       |              |  |  |  |  |  |
| 10:30               | 7   | 5   |    |    | 12    | 22:30   | 1   | 0   |    |     | 1     | Volume           | 47    | 50    |       |    | 97    |    |    |    |    |       |       |              |  |  |  |  |  |
| 10:45               | 4   | 9   |    |    | 13    | 22:45   | 1   | 2   |    |     | 3     | Peak Hour        | 16:15 | 16:00 |       |    | 16:15 |    |    |    |    |       |       |              |  |  |  |  |  |
| 11:00               | 3   | 8   |    |    | 11    | 23:00   | 0   | 1   |    |     | 1     | Peak Volume      | 29    | 25    |       |    | 51    |    |    |    |    |       |       |              |  |  |  |  |  |
| 11:15               | 2   | 10  |    |    | 12    | 23:15   | 1   | 0   |    |     | 1     | Peak Hour Factor | 0.725 | 0.781 |       |    | 0.797 |    |    |    |    |       |       |              |  |  |  |  |  |
| 11:30               | 3   | 2   |    |    | 5     | 23:30   | 1   | 0   |    |     | 1     |                  |       |       |       |    |       |    |    |    |    |       |       |              |  |  |  |  |  |
| 11:45               | 7   | 5   |    |    | 12    | 23:45   | 1   | 0   |    |     | 1     |                  |       |       |       |    |       |    |    |    |    |       |       |              |  |  |  |  |  |
| TOTALS              | 125 | 179 | 0  | 0  | 304   | TOTALS  | 226 | 209 | 0  | 0   | 435   |                  |       |       |       |    |       |    |    |    |    |       |       |              |  |  |  |  |  |
| SPLIT %             | 41% | 59% | 0% | 0% | 41%   | SPLIT % | 52% | 48% | 0% | 0%  | 59%   |                  |       |       |       |    |       |    |    |    |    |       |       |              |  |  |  |  |  |



**VOLUME****Alcoma Rd N/O SR 60/Hesperides Rd (27.896488, -81.481867)**Day: Thursday  
Date: 6/26/2025City: Lake Wales  
Project #: FL25\_130231\_001

| DAILY TOTALS        |     |     |    |    |       | NB      | SB  | EB  | WB | Total | DAILY TOTALS     |                  |       |       |       |    |       |
|---------------------|-----|-----|----|----|-------|---------|-----|-----|----|-------|------------------|------------------|-------|-------|-------|----|-------|
|                     |     |     |    |    |       | 324     | 346 | 0   | 0  | 670   |                  |                  |       |       |       |    |       |
| 15-Minutes Interval |     |     |    |    |       |         |     |     |    |       | Hourly Intervals |                  |       |       |       |    |       |
| TIME                | NB  | SB  | EB | WB | TOTAL | TIME    | NB  | SB  | EB | WB    | TOTAL            | TIME             | NB    | SB    | EB    | WB | TOTAL |
| 0:00                | 0   | 0   |    |    | 0     | 12:00   | 4   | 12  |    |       | 16               | 00:00            | 01:00 | 1     | 2     |    | 3     |
| 0:15                | 0   | 0   |    |    | 0     | 12:15   | 10  | 6   |    |       | 16               | 01:00            | 02:00 | 0     | 1     |    | 1     |
| 0:30                | 0   | 2   |    |    | 2     | 12:30   | 6   | 4   |    |       | 10               | 02:00            | 03:00 | 1     | 2     |    | 3     |
| 0:45                | 1   | 0   |    |    | 1     | 12:45   | 2   | 2   |    |       | 4                | 03:00            | 04:00 | 0     | 1     |    | 1     |
| 1:00                | 0   | 0   |    |    | 0     | 13:00   | 4   | 7   |    |       | 11               | 04:00            | 05:00 | 0     | 5     |    | 5     |
| 1:15                | 0   | 1   |    |    | 1     | 13:15   | 9   | 3   |    |       | 12               | 05:00            | 06:00 | 4     | 10    |    | 14    |
| 1:30                | 0   | 0   |    |    | 0     | 13:30   | 10  | 2   |    |       | 12               | 06:00            | 07:00 | 16    | 21    |    | 37    |
| 1:45                | 0   | 0   |    |    | 0     | 13:45   | 2   | 2   |    |       | 4                | 07:00            | 08:00 | 14    | 22    |    | 36    |
| 2:00                | 0   | 0   |    |    | 0     | 14:00   | 7   | 5   |    |       | 12               | 08:00            | 09:00 | 17    | 17    |    | 34    |
| 2:15                | 0   | 1   |    |    | 1     | 14:15   | 6   | 7   |    |       | 13               | 09:00            | 10:00 | 25    | 27    |    | 52    |
| 2:30                | 1   | 1   |    |    | 2     | 14:30   | 2   | 4   |    |       | 6                | 10:00            | 11:00 | 21    | 22    |    | 43    |
| 2:45                | 0   | 0   |    |    | 0     | 14:45   | 10  | 5   |    |       | 15               | 11:00            | 12:00 | 18    | 21    |    | 39    |
| 3:00                | 0   | 0   |    |    | 0     | 15:00   | 3   | 5   |    |       | 8                | 12:00            | 13:00 | 22    | 24    |    | 46    |
| 3:15                | 0   | 0   |    |    | 0     | 15:15   | 8   | 6   |    |       | 14               | 13:00            | 14:00 | 25    | 14    |    | 39    |
| 3:30                | 0   | 1   |    |    | 1     | 15:30   | 8   | 9   |    |       | 17               | 14:00            | 15:00 | 25    | 21    |    | 46    |
| 3:45                | 0   | 0   |    |    | 0     | 15:45   | 7   | 7   |    |       | 14               | 15:00            | 16:00 | 26    | 27    |    | 53    |
| 4:00                | 0   | 0   |    |    | 0     | 16:00   | 6   | 7   |    |       | 13               | 16:00            | 17:00 | 27    | 19    |    | 46    |
| 4:15                | 0   | 1   |    |    | 1     | 16:15   | 5   | 3   |    |       | 8                | 17:00            | 18:00 | 30    | 31    |    | 61    |
| 4:30                | 0   | 1   |    |    | 1     | 16:30   | 7   | 4   |    |       | 11               | 18:00            | 19:00 | 16    | 13    |    | 29    |
| 4:45                | 0   | 3   |    |    | 3     | 16:45   | 9   | 5   |    |       | 14               | 19:00            | 20:00 | 9     | 19    |    | 28    |
| 5:00                | 1   | 1   |    |    | 2     | 17:00   | 7   | 10  |    |       | 17               | 20:00            | 21:00 | 10    | 9     |    | 19    |
| 5:15                | 1   | 5   |    |    | 6     | 17:15   | 9   | 7   |    |       | 16               | 21:00            | 22:00 | 10    | 11    |    | 21    |
| 5:30                | 1   | 2   |    |    | 3     | 17:30   | 8   | 9   |    |       | 17               | 22:00            | 23:00 | 4     | 7     |    | 11    |
| 5:45                | 1   | 2   |    |    | 3     | 17:45   | 6   | 5   |    |       | 11               | 23:00            | 00:00 | 3     | 0     |    | 3     |
| 6:00                | 1   | 4   |    |    | 5     | 18:00   | 7   | 6   |    |       | 13               | STATISTICS       |       |       |       |    |       |
| 6:15                | 2   | 6   |    |    | 8     | 18:15   | 2   | 1   |    |       | 3                |                  | NB    | SB    | EB    | WB | TOTAL |
| 6:30                | 5   | 3   |    |    | 8     | 18:30   | 3   | 2   |    |       | 5                | Peak Period      | 00:00 | to    | 12:00 |    |       |
| 6:45                | 8   | 8   |    |    | 16    | 18:45   | 4   | 4   |    |       | 8                | Volume           | 117   | 151   |       |    | 268   |
| 7:00                | 4   | 5   |    |    | 9     | 19:00   | 1   | 3   |    |       | 4                | Peak Hour        | 8:45  | 9:00  |       |    | 9:00  |
| 7:15                | 4   | 5   |    |    | 9     | 19:15   | 2   | 6   |    |       | 8                | Peak Volume      | 27    | 27    |       |    | 52    |
| 7:30                | 3   | 5   |    |    | 8     | 19:30   | 2   | 4   |    |       | 6                | Peak Hour Factor | 0.750 | 0.964 |       |    | 0.867 |
| 7:45                | 3   | 7   |    |    | 10    | 19:45   | 4   | 6   |    |       | 10               | Peak Period      | 12:00 | to    | 00:00 |    |       |
| 8:00                | 4   | 2   |    |    | 6     | 20:00   | 2   | 3   |    |       | 5                | Volume           | 207   | 195   |       |    | 402   |
| 8:15                | 2   | 7   |    |    | 9     | 20:15   | 4   | 2   |    |       | 6                | Peak Hour        | 16:45 | 16:45 |       |    | 16:45 |
| 8:30                | 4   | 4   |    |    | 8     | 20:30   | 4   | 1   |    |       | 5                | Peak Volume      | 33    | 31    |       |    | 64    |
| 8:45                | 7   | 4   |    |    | 11    | 20:45   | 0   | 3   |    |       | 3                | Peak Hour Factor | 0.917 | 0.775 |       |    | 0.941 |
| 9:00                | 9   | 6   |    |    | 15    | 21:00   | 4   | 3   |    |       | 7                | Peak Period      | 07:00 | to    | 09:00 |    |       |
| 9:15                | 3   | 7   |    |    | 10    | 21:15   | 3   | 3   |    |       | 6                | Volume           | 31    | 39    |       |    | 70    |
| 9:30                | 8   | 7   |    |    | 15    | 21:30   | 2   | 4   |    |       | 6                | Peak Hour        | 8:00  | 7:00  |       |    | 7:00  |
| 9:45                | 5   | 7   |    |    | 12    | 21:45   | 1   | 1   |    |       | 2                | Peak Volume      | 17    | 22    |       |    | 36    |
| 10:00               | 3   | 6   |    |    | 9     | 22:00   | 1   | 4   |    |       | 5                | Peak Hour Factor | 0.607 | 0.786 |       |    | 0.900 |
| 10:15               | 7   | 5   |    |    | 12    | 22:15   | 1   | 3   |    |       | 4                | Peak Period      | 16:00 | to    | 18:00 |    |       |
| 10:30               | 5   | 7   |    |    | 12    | 22:30   | 1   | 0   |    |       | 1                | Volume           | 57    | 50    |       |    | 107   |
| 10:45               | 6   | 4   |    |    | 10    | 22:45   | 1   | 0   |    |       | 1                | Peak Hour        | 16:45 | 16:45 |       |    | 16:45 |
| 11:00               | 4   | 9   |    |    | 13    | 23:00   | 0   | 0   |    |       | 0                | Peak Volume      | 33    | 31    |       |    | 64    |
| 11:15               | 3   | 6   |    |    | 9     | 23:15   | 1   | 0   |    |       | 1                | Peak Hour Factor | 0.917 | 0.775 |       |    | 0.941 |
| 11:30               | 4   | 4   |    |    | 8     | 23:30   | 1   | 0   |    |       | 1                |                  |       |       |       |    |       |
| 11:45               | 7   | 2   |    |    | 9     | 23:45   | 1   | 0   |    |       | 1                |                  |       |       |       |    |       |
| TOTALS              | 117 | 151 | 0  | 0  | 268   | TOTALS  | 207 | 195 | 0  | 0     | 402              |                  |       |       |       |    |       |
| SPLIT %             | 44% | 56% | 0% | 0% | 40%   | SPLIT % | 51% | 49% | 0% | 0%    | 60%              |                  |       |       |       |    |       |





COUNTY: 16  
STATION: 0022  
DESCRIPTION: SR 60 WEST OF LAKE WALK-IN-WATER ROAD, LK WALES  
START DATE: 04/04/2024  
START TIME: 0000

| TIME            | DIRECTION: E |     |     |     |       | DIRECTION: W |     |     |     |       | COMBINED TOTAL |       |
|-----------------|--------------|-----|-----|-----|-------|--------------|-----|-----|-----|-------|----------------|-------|
|                 | 1ST          | 2ND | 3RD | 4TH | TOTAL | 1ST          | 2ND | 3RD | 4TH | TOTAL |                |       |
| 0000            | 24           | 15  | 15  | 24  | 78    | 16           | 13  | 17  | 12  | 58    | 136            |       |
| 0100            | 14           | 16  | 20  | 13  | 63    | 14           | 11  | 13  | 16  | 54    | 117            |       |
| 0200            | 17           | 14  | 17  | 27  | 75    | 22           | 12  | 9   | 16  | 59    | 134            |       |
| 0300            | 22           | 21  | 23  | 22  | 88    | 20           | 14  | 17  | 16  | 67    | 155            |       |
| 0400            | 23           | 28  | 46  | 44  | 141   | 21           | 27  | 28  | 32  | 108   | 249            |       |
| 0500            | 40           | 56  | 83  | 66  | 245   | 51           | 49  | 56  | 69  | 225   | 470            |       |
| 0600            | 72           | 82  | 77  | 101 | 332   | 88           | 100 | 125 | 135 | 448   | 780            |       |
| 0700            | 91           | 95  | 109 | 126 | 421   | 121          | 161 | 138 | 133 | 553   | 974            |       |
| 0800            | 115          | 147 | 129 | 143 | 534   | 143          | 133 | 129 | 124 | 529   | 1063           |       |
| 0900            | 150          | 151 | 128 | 162 | 591   | 132          | 123 | 141 | 134 | 530   | 1121           |       |
| 1000            | 160          | 156 | 145 | 155 | 616   | 133          | 155 | 126 | 132 | 546   | 1162           |       |
| 1100            | 163          | 164 | 159 | 185 | 671   | 145          | 140 | 196 | 143 | 624   | 1295           |       |
| 1200            | 160          | 123 | 163 | 192 | 638   | 161          | 132 | 153 | 178 | 624   | 1262           |       |
| 1300            | 151          | 161 | 163 | 182 | 657   | 185          | 135 | 164 | 179 | 663   | 1320           |       |
| 1400            | 151          | 160 | 152 | 168 | 631   | 157          | 170 | 136 | 181 | 644   | 1275           |       |
| 1500            | 162          | 162 | 173 | 153 | 650   | 158          | 198 | 181 | 171 | 708   | 1358           |       |
| 1600            | 173          | 169 | 191 | 182 | 715   | 165          | 177 | 228 | 169 | 739   | 1454           |       |
| 1700            | 167          | 161 | 188 | 152 | 668   | 190          | 168 | 167 | 175 | 700   | 1368           |       |
| 1800            | 142          | 142 | 172 | 117 | 573   | 151          | 132 | 136 | 101 | 520   | 1093           |       |
| 1900            | 120          | 131 | 110 | 85  | 446   | 121          | 93  | 90  | 94  | 398   | 844            |       |
| 2000            | 101          | 124 | 94  | 74  | 393   | 86           | 79  | 66  | 69  | 300   | 693            |       |
| 2100            | 67           | 69  | 61  | 56  | 253   | 58           | 72  | 76  | 36  | 242   | 495            |       |
| 2200            | 51           | 44  | 47  | 40  | 182   | 41           | 37  | 41  | 50  | 169   | 351            |       |
| 2300            | 28           | 46  | 34  | 31  | 139   | 37           | 25  | 18  | 27  | 107   | 246            |       |
| 24-HOUR TOTALS: |              |     |     |     | 9800  |              |     |     |     |       | 9615           | 19415 |

| PEAK VOLUME INFORMATION |      |        |  |              |        |          |            |
|-------------------------|------|--------|--|--------------|--------|----------|------------|
| DIRECTION: E            |      |        |  | DIRECTION: W |        |          |            |
| A.M.                    | HOUR | VOLUME |  | HOUR         | VOLUME | COMBINED | DIRECTIONS |
|                         | 830  | 573    |  | 715          | 575    | 845      | 1092       |
| P.M.                    | 1600 | 715    |  | 1615         | 764    | 1615     | 1473       |
| DAILY                   | 1600 | 715    |  | 1615         | 764    | 1615     | 1473       |

TRUCK PERCENTAGE 23.14 21.27 22.21

| CLASSIFICATION SUMMARY DATABASE |    |      |      |    |     |     |   |     |      |    |    |    |    |    |    |               |
|---------------------------------|----|------|------|----|-----|-----|---|-----|------|----|----|----|----|----|----|---------------|
| DIR                             | 1  | 2    | 3    | 4  | 5   | 6   | 7 | 8   | 9    | 10 | 11 | 12 | 13 | 14 | 15 | TOTTRK TOTVOL |
| E                               | 29 | 5210 | 2293 | 28 | 416 | 105 | 8 | 390 | 1196 | 78 | 22 | 19 | 6  | 0  | 0  | 2268 9800     |
| W                               | 31 | 5223 | 2316 | 20 | 414 | 134 | 7 | 360 | 1056 | 21 | 16 | 14 | 3  | 0  | 0  | 2045 9615     |

COUNTY: 16  
STATION: 5216  
DESCRIPTION: SR 60, EAST OF LAKE WALK-IN-WATER ROAD  
START DATE: 04/23/2024  
START TIME: 0000

| TIME            | DIRECTION: E |     |     |     |       | DIRECTION: W |     |     |     |       | COMBINED<br>TOTAL |       |
|-----------------|--------------|-----|-----|-----|-------|--------------|-----|-----|-----|-------|-------------------|-------|
|                 | 1ST          | 2ND | 3RD | 4TH | TOTAL | 1ST          | 2ND | 3RD | 4TH | TOTAL |                   |       |
| 0000            | 9            | 17  | 12  | 17  | 55    | 16           | 16  | 18  | 8   | 58    | 113               |       |
| 0100            | 20           | 18  | 10  | 7   | 55    | 15           | 7   | 14  | 10  | 46    | 101               |       |
| 0200            | 16           | 21  | 13  | 16  | 66    | 7            | 15  | 7   | 9   | 38    | 104               |       |
| 0300            | 14           | 25  | 25  | 16  | 80    | 14           | 15  | 16  | 7   | 52    | 132               |       |
| 0400            | 17           | 37  | 49  | 30  | 133   | 15           | 24  | 21  | 17  | 77    | 210               |       |
| 0500            | 57           | 61  | 84  | 76  | 278   | 38           | 45  | 43  | 40  | 166   | 444               |       |
| 0600            | 72           | 80  | 83  | 74  | 309   | 53           | 64  | 83  | 88  | 288   | 597               |       |
| 0700            | 86           | 74  | 103 | 93  | 356   | 83           | 92  | 101 | 84  | 360   | 716               |       |
| 0800            | 106          | 109 | 121 | 117 | 453   | 95           | 90  | 113 | 103 | 401   | 854               |       |
| 0900            | 117          | 122 | 114 | 118 | 471   | 105          | 105 | 106 | 106 | 422   | 893               |       |
| 1000            | 125          | 118 | 103 | 134 | 480   | 124          | 109 | 110 | 99  | 442   | 922               |       |
| 1100            | 118          | 126 | 131 | 104 | 479   | 132          | 110 | 156 | 126 | 524   | 1003              |       |
| 1200            | 129          | 95  | 111 | 132 | 467   | 91           | 125 | 124 | 116 | 456   | 923               |       |
| 1300            | 104          | 120 | 124 | 143 | 491   | 111          | 138 | 133 | 116 | 498   | 989               |       |
| 1400            | 101          | 94  | 102 | 102 | 399   | 124          | 126 | 110 | 120 | 480   | 879               |       |
| 1500            | 116          | 106 | 120 | 127 | 469   | 100          | 128 | 109 | 123 | 460   | 929               |       |
| 1600            | 101          | 104 | 111 | 111 | 427   | 121          | 131 | 124 | 140 | 516   | 943               |       |
| 1700            | 105          | 82  | 105 | 107 | 399   | 119          | 121 | 136 | 91  | 467   | 866               |       |
| 1800            | 89           | 75  | 98  | 78  | 340   | 99           | 104 | 100 | 65  | 368   | 708               |       |
| 1900            | 85           | 77  | 68  | 54  | 284   | 60           | 71  | 66  | 62  | 259   | 543               |       |
| 2000            | 64           | 46  | 38  | 48  | 196   | 52           | 52  | 53  | 42  | 199   | 395               |       |
| 2100            | 52           | 30  | 28  | 34  | 144   | 44           | 26  | 33  | 30  | 133   | 277               |       |
| 2200            | 37           | 26  | 33  | 22  | 118   | 30           | 20  | 28  | 29  | 107   | 225               |       |
| 2300            | 30           | 23  | 17  | 11  | 81    | 22           | 17  | 24  | 19  | 82    | 163               |       |
| 24-HOUR TOTALS: |              |     |     |     | 7030  |              |     |     |     |       | 6899              | 13929 |

| PEAK VOLUME INFORMATION |      |        |              |        |       | COMBINED DIRECTIONS |  |
|-------------------------|------|--------|--------------|--------|-------|---------------------|--|
| DIRECTION: E            |      |        | DIRECTION: W |        |       |                     |  |
| A.M.                    | HOUR | VOLUME | HOUR         | VOLUME | HOUR  | VOLUME              |  |
|                         | 830  | 477    | 830          | 426    | 830   | 903                 |  |
| P.M.                    | 1300 | 491    | 1600         | 516    | 1315  | 999                 |  |
| DAILY                   | 1045 | 509    | 1100         | 524    | 1045  | 1006                |  |
| TRUCK PERCENTAGE        |      | 27.41  |              |        | 27.70 |                     |  |
|                         |      |        |              |        | 27.55 |                     |  |

| CLASSIFICATION SUMMARY DATABASE |    |      |      |    |     |    |    |     |      |    |    |    |    |    | 15 | TOTTRK | TOTVOL |
|---------------------------------|----|------|------|----|-----|----|----|-----|------|----|----|----|----|----|----|--------|--------|
| DIR                             | 1  | 2    | 3    | 4  | 5   | 6  | 7  | 8   | 9    | 10 | 11 | 12 | 13 | 14 |    |        |        |
| E                               | 23 | 3612 | 1468 | 15 | 317 | 72 | 11 | 270 | 1128 | 73 | 18 | 17 | 6  | 0  | 0  | 1927   | 7030   |
| W                               | 14 | 3490 | 1484 | 21 | 341 | 86 | 5  | 310 | 1081 | 30 | 17 | 17 | 3  | 0  | 0  | 1911   | 6899   |

FLORIDA DEPARTMENT OF TRANSPORTATION  
TRANSPORTATION STATISTICS OFFICE  
2024 HISTORICAL AADT REPORT

COUNTY: 16 - POLK

SITE: 0017 - SR 60, E OF BUCK MOORE RD/CR 17B N

LAKE WALES

| YEAR | AADT    |   | DIRECTION 1 | DIRECTION 2 | *K FACTOR | D FACTOR | T FACTOR |
|------|---------|---|-------------|-------------|-----------|----------|----------|
| ---- | -----   |   | -----       | -----       | -----     | -----    | -----    |
| 2024 | 24000 C | E | 12500       | W 11500     | 9.00      | 56.00    | 20.60    |
| 2023 | 24500 S | E | 12000       | W 12500     | 9.00      | 55.00    | 21.10    |
| 2022 | 23500 F | E | 11500       | W 12000     | 9.00      | 55.20    | 21.10    |
| 2021 | 22500 C | E | 11000       | W 11500     | 9.00      | 55.30    | 21.10    |
| 2020 | 24500 C | E | 12500       | W 12000     | 9.00      | 53.40    | 18.10    |
| 2019 | 25500 C | E | 13000       | W 12500     | 9.00      | 56.00    | 16.80    |
| 2018 | 24500 C | E | 12500       | W 12000     | 9.00      | 54.50    | 16.70    |
| 2017 | 25000 C | E | 13000       | W 12000     | 9.00      | 54.50    | 16.80    |
| 2016 | 23000 C | E | 12000       | W 11000     | 9.00      | 53.30    | 15.80    |
| 2015 | 24500 C | E | 12500       | W 12000     | 9.00      | 55.70    | 15.20    |
| 2014 | 21500 F | E | 11000       | W 10500     | 9.00      | 55.60    | 16.10    |
| 2013 | 21500 C | E | 11000       | W 10500     | 9.00      | 55.90    | 16.10    |
| 2012 | 22500 C | E | 11500       | W 11000     | 9.00      | 55.80    | 16.40    |
| 2011 | 19700 F | E | 9900        | W 9800      | 9.00      | 55.70    | 20.00    |
| 2010 | 19900 C | E | 10000       | W 9900      | 9.55      | 56.07    | 20.00    |
| 2009 | 21000 C | E | 10500       | W 10500     | 9.36      | 56.35    | 17.60    |

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

FLORIDA DEPARTMENT OF TRANSPORTATION  
TRANSPORTATION STATISTICS OFFICE  
2024 HISTORICAL AADT REPORT

COUNTY: 16 - POLK

SITE: 5215 - SR 60, WEST OF MAMMOTH GROVE ROAD

| YEAR | AADT    |   | DIRECTION 1 | DIRECTION 2 | *K FACTOR | D FACTOR | T FACTOR |
|------|---------|---|-------------|-------------|-----------|----------|----------|
| ---- | -----   |   | -----       | -----       | -----     | -----    | -----    |
| 2024 | 21500 F | E | 10000       | W 11500     | 9.50      | 56.00    | 21.10    |
| 2023 | 21000 C | E | 10000       | W 11000     | 9.50      | 55.00    | 21.10    |
| 2022 | 19900 C | E | 9900        | W 10000     | 9.50      | 55.20    | 22.50    |
| 2021 | 17500 C | E | 8700        | W 8800      | 9.50      | 55.30    | 21.90    |
| 2020 | 19600 C | E | 10000       | W 9600      | 9.50      | 53.40    | 17.40    |
| 2019 | 17900 F | E | 9000        | W 8900      | 9.50      | 56.00    | 19.80    |
| 2018 | 17300 C | E | 8700        | W 8600      | 9.50      | 54.50    | 19.80    |
| 2017 | 18300 C | E | 9200        | W 9100      | 9.50      | 54.50    | 20.40    |
| 2016 | 16300 C | E | 8300        | W 8000      | 9.50      | 53.30    | 20.80    |
| 2015 | 16700 C | E | 8400        | W 8300      | 9.50      | 55.70    | 17.80    |
| 2014 | 16200 F | E | 8100        | W 8100      | 9.50      | 55.60    | 19.50    |
| 2013 | 16000 C | E | 8000        | W 8000      | 9.50      | 55.90    | 19.50    |
| 2012 | 13500 C | E | 6700        | W 6800      | 9.50      | 55.80    | 22.00    |
| 2011 | 13600 F | E | 6900        | W 6700      | 9.50      | 55.70    | 23.00    |
| 2010 | 13600 C | E | 6900        | W 6700      | 9.55      | 56.07    | 23.00    |
| 2009 | 13700 C | E | 6800        | W 6900      | 9.36      | 56.35    | 20.60    |

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

FLORIDA DEPARTMENT OF TRANSPORTATION  
TRANSPORTATION STATISTICS OFFICE  
2024 HISTORICAL AADT REPORT

COUNTY: 16 - POLK

SITE: 0022 - SR 60 WEST OF LAKE WALK-IN-WATER ROAD, LK WALES

| YEAR | AADT  |   | DIRECTION 1 |  | DIRECTION 2 | *K FACTOR | D FACTOR | T FACTOR |
|------|-------|---|-------------|--|-------------|-----------|----------|----------|
| ---- | ----- |   | -----       |  | -----       | -----     | -----    | -----    |
| 2024 | 18600 | C | E 9400      |  | W 9200      | 9.50      | 56.00    | 22.20    |
| 2023 | 17000 | S | E 8500      |  | W 8500      | 9.50      | 55.00    | 24.90    |
| 2022 | 16000 | F | E 8000      |  | W 8000      | 9.50      | 55.20    | 24.90    |
| 2021 | 15600 | C | E 7800      |  | W 7800      | 9.50      | 55.30    | 24.90    |
| 2020 | 16700 | C | E 8400      |  | W 8300      | 9.50      | 53.40    | 22.00    |
| 2019 | 16200 | C | E 8100      |  | W 8100      | 9.50      | 56.00    | 22.50    |
| 2018 | 14700 | C | E 7300      |  | W 7400      | 9.50      | 54.50    | 21.90    |
| 2017 | 15900 | C | E 8100      |  | W 7800      | 9.50      | 54.50    | 23.00    |
| 2016 | 14100 | C | E 7200      |  | W 6900      | 9.50      | 53.30    | 23.30    |
| 2015 | 14300 | C | E 7300      |  | W 7000      | 9.50      | 55.70    | 21.40    |
| 2014 | 12900 | S | E 6500      |  | W 6400      | 9.50      | 55.60    | 22.70    |
| 2013 | 12700 | F | E 6400      |  | W 6300      | 9.50      | 55.90    | 22.70    |
| 2012 | 12700 | C | E 6400      |  | W 6300      | 9.50      | 55.80    | 22.70    |
| 2011 | 12200 | S | E 6100      |  | W 6100      | 9.50      | 55.70    | 22.70    |
| 2010 | 12200 | F | E 6100      |  | W 6100      | 9.55      | 56.07    | 22.70    |
| 2009 | 12400 | C | E 6200      |  | W 6200      | 9.36      | 56.35    | 22.70    |

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

**APPENDIX B:  
Polk County TPO Roadway Network Database  
Excerpts**



| Link  | Road Segment                  | From                              | To                       | Roadway Characteristics |                   |                   |                              | Estimated Traffic Characteristics |                    |                    |                               | Peak Hour / Peak Season |                              |                                 |               |                                |                                               |                                   | Historical                                               |                     | Multimodal Factors |          |                  |          |          |          |
|-------|-------------------------------|-----------------------------------|--------------------------|-------------------------|-------------------|-------------------|------------------------------|-----------------------------------|--------------------|--------------------|-------------------------------|-------------------------|------------------------------|---------------------------------|---------------|--------------------------------|-----------------------------------------------|-----------------------------------|----------------------------------------------------------|---------------------|--------------------|----------|------------------|----------|----------|----------|
|       |                               |                                   |                          | Laneage<br>Lane Type    | Capacity<br>Group | Segment<br>Length | Functional<br>Classification | 2024                              | AADT               | 100th Highest Hour | Two-Hour<br>Average<br>Volume | Level of<br>Service     | Direc-<br>tional<br>Capacity | LOS Standard<br>Multi-<br>Modal | High-<br>Way  | Volume to<br>Capacity<br>Ratio | Volume-to-<br>Capacity Ratio<br>in Five Years | Projected<br>LOS in<br>Five Years | Crash Data<br>2019 - 2023<br>Total Crashes<br>Crash Rate | Transit<br>Presence | Sidewalk           |          | Bicycle Facility |          |          |          |
|       |                               |                                   |                          |                         |                   |                   |                              | Annual Avg.<br>Daily Traffic      | Growth<br>Rate (%) | D-<br>Factor       |                               |                         |                              |                                 |               |                                |                                               |                                   |                                                          |                     | K-<br>Factor       | Presence | Presence         | Coverage | Presence | Coverage |
| 4117E | MAMMOTH GROVE RD              | SR 60                             | CAMP MACK RD             | 2U                      | N02               | 2.1               | RURAL LOCAL                  | 900                               | 2.0                | 0.490              | 0.0900                        | 40                      | C                            | 640                             | OTHER         | C                              | 0.06                                          | 0.07                              | C                                                        | 7                   | 2.032              | NO       | NONE             | 0.00     | NONE     | 0.00     |
| 4117W | MAMMOTH GROVE RD              | SR 60                             | CAMP MACK RD             | 2U                      | N02               | 2.1               | RURAL LOCAL                  | 900                               | 2.0                | 0.510              | 0.0900                        | 41                      | C                            | 640                             | OTHER         | C                              | 0.06                                          | 0.07                              | C                                                        | 7                   | 2.032              | NO       | NONE             | 0.00     | NONE     | 0.00     |
| 4118E | MAMMOTH GROVE RD/CAMP MACK RD | CR 17A (MASTERPIECE GARDENS ROAD) | KISSIMMEE RIVER          | 2U                      | A02               | 12.2              | URBAN LOCAL                  | 2,900                             | 2.0                | 0.490              | 0.0900                        | 128                     | B                            | 890                             | OTHER         | C                              | 0.14                                          | 0.16                              | B                                                        | 41                  | 0.636              | NO       | NONE             | 0.00     | NONE     | 0.00     |
| 4118W | MAMMOTH GROVE RD/CAMP MACK RD | CR 17A (MASTERPIECE GARDENS ROAD) | KISSIMMEE RIVER          | 2U                      | A02               | 12.2              | URBAN LOCAL                  | 2,900                             | 2.0                | 0.510              | 0.0900                        | 133                     | B                            | 890                             | OTHER         | C                              | 0.15                                          | 0.16                              | B                                                        | 41                  | 0.636              | 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 MAJOR COLLECTOR        | 20,500                            | 2.0                | 0.490              | 0.0900                        | 904                     | C                            | 1,710                           | TRANSITIONING | D                              | 0.53                                          | 0.58                              | C                                                        | 98                  | 1.583              | 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 MAJOR COLLECTOR        | 20,500                            | 2.0                | 0.510              | 0.0900                        | 941                     | C                            | 1,710                           | TRANSITIONING | D                              | 0.55                                          | 0.61                              | C                                                        | 98                  | 1.583              | NO       | FULL             | 1.83     | FULL     | 2.00     |
| 8101N | MARIGOLD AVENUE               | PALMETTO STREET                   | CR 580 (CYPRESS PARKWAY) | 4D                      | B02               | 2.2               | URBAN MAJOR COLLECTOR        | 25,000                            | 2.0                | 0.490              | 0.0900                        | 1,103                   | C                            | 2,000                           | TRANSITIONING | D                              | 0.55                                          | 0.61                              | C                                                        | 296                 | 2.893              | YES      | PARTIAL          | 0.63     | PARTIAL  | 0.40     |
| 8101S | MARIGOLD AVENUE               | PALMETTO STREET                   | CR 580 (CYPRESS PARKWAY) | 4D                      | B02               | 2.2               | URBAN MAJOR COLLECTOR        | 25,000                            | 2.0                | 0.510              | 0.0900                        | 1,148                   | C                            | 2,000                           | TRANSITIONING | D                              | 0.57                                          | 0.63                              | C                                                        | 296                 | 2.893              | YES      | PARTIAL          | 0.63     | PARTIAL  | 0.40     |
| 8431N | MARIGOLD AVENUE               | POINCIANA PARKWAY                 | PALMETTO STREET          | 2U                      | B02               | 2.3               | URBAN MAJOR COLLECTOR        | 20,800                            | 2.0                | 0.490              | 0.0900                        | 917                     | F                            | 880                             | TSDA          | D                              | 1.04                                          | 1.15                              | F                                                        | 148                 | 1.733              | NO       | PARTIAL          | 0.24     | NONE     | 0.00     |
| 8431S | MARIGOLD AVENUE               | POINCIANA PARKWAY                 | PALMETTO STREET          | 2U                      | B02               | 2.3               | URBAN MAJOR COLLECTOR        | 20,800                            | 2.0                | 0.510              | 0.0900                        | 955                     | F                            | 880                             | TSDA          | D                              | 1.08                                          | 1.19                              | F                                                        | 148                 | 1.733              | NO       | PARTIAL          | 0.24     | NONE     | 0.00     |
| 8029N | MASSACHUSETTS AVENUE          | LAKE MORTON DRIVE                 | MAIN STREET E            | 4U                      | L02               | 0.3               | URBAN MAJOR COLLECTOR        | 3,600                             | 2.0                | 0.490              | 0.0750                        | 126                     | C                            | 1,710                           | TCCO          | E                              | 0.07                                          | 0.08                              | C                                                        | 25                  | 12.871             | YES      | FULL             | 1.76     | NONE     | 0.00     |
| 8029S | MASSACHUSETTS AVENUE          | LAKE MORTON DRIVE                 | MAIN STREET E            | 4U                      | L02               | 0.3               | URBAN MAJOR COLLECTOR        | 3,600                             | 2.0                | 0.510              | 0.0750                        | 131                     | C                            | 1,710                           | TCCO          | E                              | 0.08                                          | 0.08                              | C                                                        | 25                  | 12.871             | YES      | FULL             | 1.76     | NONE     | 0.00     |
| 8030E | MCDONALD STREET               | SR 37 (FLORIDA AVENUE S)          | INGRAHAM AVENUE S        | 2U                      | L02               | 0.8               | URBAN MAJOR COLLECTOR        | 4,800                             | 2.0                | 0.490              | 0.0750                        | 168                     | C                            | 790                             | TCCO          | E                              | 0.21                                          | 0.23                              | C                                                        | 29                  | 4.395              | YES      | FULL             | 1.80     | NONE     | 0.00     |
| 8030W | MCDONALD STREET               | INGRAHAM AVENUE S                 | URBAN MAJOR COLLECTOR    | 2U                      | L02               | 0.8               | URBAN MAJOR COLLECTOR        | 4,800                             | 2.0                | 0.510              | 0.0750                        | 174                     | C                            | 790                             | TCCO          | E                              | 0.22                                          | 0.24                              | C                                                        | 29                  | 4.395              | YES      | FULL             | 1.80     | NONE     | 0.00     |
| 4112N | MCKEAN ST                     | SR 655 (RECKER HIGHWAY)           | BRIDGERS AVE W           | 2U                      | L02               | 0.8               | URBAN LOCAL                  | 2,100                             | 2.0                | 0.490              | 0.0750                        | 73                      | C                            | 790                             | TCCO          | E                              | 0.09                                          | 0.10                              | C                                                        | 10                  | 3.404              | NO       | PARTIAL          | 0.37     | NONE     | 0.00     |
| 4112S | MCKEAN ST                     | SR 655 (RECKER HIGHWAY)           | BRIDGERS AVE W           | 2U                      | L02               | 0.8               | URBAN LOCAL                  | 2,100                             | 2.0                | 0.510              | 0.0750                        | 76                      | C                            | 790                             | TCCO          | E                              | 0.10                                          | 0.11                              | C                                                        | 10                  | 3.404              | NO       | PARTIAL          | 0.37     | NONE     | 0.00     |
| 4114E | McNICHOLS AVE/KEYSTONE RD     | LAKE ARIANA BLVD                  | LAKE ALFRED RD           | 2U                      | L02               | 1.2               | URBAN MINOR COLLECTOR        | 1,000                             | 2.0                | 0.490              | 0.0900                        | 44                      | C                            | 790                             | TRANSITIONING | D                              | 0.06                                          | 0.06                              | C                                                        | 5                   | 2.268              | NO       | PARTIAL          | 0.27     | NONE     | 0.00     |
| 4114W | McNICHOLS AVE/KEYSTONE RD     | LAKE ARIANA BLVD                  | LAKE ALFRED RD           | 2U                      | L02               | 1.2               | URBAN MINOR COLLECTOR        | 1,000                             | 2.0                | 0.510              | 0.0900                        | 46                      | C                            | 790                             | TRANSITIONING | D                              | 0.06                                          | 0.06                              | C                                                        | 5                   | 2.268              | NO       | PARTIAL          | 0.27     | NONE     | 0.00     |
| 8105E | MEDULLA ROAD                  | COUNTY LINE ROAD                  | PIPKIN ROAD W            | 2U                      | L02               | 2.2               | URBAN MAJOR COLLECTOR        | 1,900                             | 2.0                | 0.490              | 0.0900                        | 84                      | C                            | 790                             | TRANSITIONING | D                              | 0.11                                          | 0.12                              | C                                                        | 44                  | 5.876              | YES      | PARTIAL          | 0.10     | PARTIAL  | 0.01     |
| 8105W | MEDULLA ROAD                  | COUNTY LINE ROAD                  | PIPKIN ROAD W            | 2U                      | L02               | 2.2               | URBAN MAJOR COLLECTOR        | 1,900                             | 2.0                | 0.510              | 0.0900                        | 87                      | C                            | 790                             | TRANSITIONING | D                              | 0.11                                          | 0.12                              | C                                                        | 44                  | 5.876              | YES      | PARTIAL          | 0.10     | PARTIAL  | 0.01     |
| 4116E | MINEOLA DR                    | SR 659 (COMBEE ROAD N)            | FISH HATCHERY RD         | 2U                      | L02               | 0.8               | URBAN LOCAL                  | 900                               | 2.0                | 0.490              | 0.0900                        | 40                      | C                            | 790                             | TSDA          | D                              | 0.05                                          | 0.06                              | C                                                        | 2                   | 1.607              | NO       | NONE             | 0.00     | NONE     | 0.00     |
| 4116W | MINEOLA DR                    | SR 659 (COMBEE ROAD N)            | FISH HATCHERY RD         | 2U                      | L02               | 0.8               | URBAN LOCAL                  | 900                               | 2.0                | 0.510              | 0.0900                        | 41                      | C                            | 790                             | TSDA          | D                              | 0.05                                          | 0.06                              | C                                                        | 2                   | 1.607              | NO       | NONE             | 0.00     | NONE     | 0.00     |
| 8031N | MISSOURI AVENUE               | HIGHLAND STREET W                 | PINE STREET E            | 2U                      | L02               | 1.0               | URBAN LOCAL                  | 1,200                             | 2.0                | 0.490              | 0.0750                        | 42                      | C                            | 790                             | TCCO          | E                              | 0.05                                          | 0.06                              | C                                                        | 34                  | 15.509             | YES      | PARTIAL          | 1.65     | NONE     | 0.00     |
| 8031S | MISSOURI AVENUE               | HIGHLAND STREET W                 | PINE STREET E            | 2U                      | L02               | 1.0               | URBAN LOCAL                  | 1,200                             | 2.0                | 0.510              | 0.0750                        | 44                      | C                            | 790                             | TCCO          | E                              | 0.06                                          | 0.06                              | C                                                        | 34                  | 15.509             | YES      | PARTIAL          | 1.65     | NONE     | 0.00     |
| 8091E | MOUNT OLIVE ROAD              | SR 33                             | CR 655 (BERKELY ROAD)    | 2U                      | L02               | 2.3               | URBAN MAJOR COLLECTOR        | 4,900                             | 2.0                | 0.490              | 0.0750                        | 171                     | C                            | 790                             | TCCO          | E                              | 0.22                                          | 0.24                              | C                                                        | 37                  | 1.833              | NO       | PARTIAL          | 0.24     | PARTIAL  | 0.29     |
| 8091W | MOUNT OLIVE ROAD              | SR 33                             | CR 655 (BERKELY ROAD)    | 2U                      | L02               | 2.3               | URBAN MAJOR COLLECTOR        | 4,900                             | 2.0                | 0.510              | 0.0750                        | 178                     | C                            | 790                             | TCCO          | E                              | 0.23                                          | 0.25                              | C                                                        | 37                  | 1.833              | NO       | PARTIAL          | 0.24     | PARTIAL  | 0.29     |
| 8200E | MOUNTAIN LAKE CUTOFF ROAD     | OLD BARTOW ROAD                   | US 27                    | 2U                      | L02               | 2.7               | URBAN MAJOR COLLECTOR        | 900                               | 2.0                | 0.490              | 0.0900                        | 40                      | C                            | 790                             | TRANSITIONING | D                              | 0.05                                          | 0.06                              | C                                                        | 11                  | 2.451              | NO       | NONE             | 0.00     | NONE     | 0.00     |
| 8200W | MOUNTAIN LAKE CUTOFF ROAD     | OLD BARTOW ROAD                   | US 27                    | 2U                      | L02               | 2.7               | URBAN MAJOR COLLECTOR        | 900                               | 2.0                | 0.510              | 0.0900                        | 41                      | C                            | 790                             | TRANSITIONING | D                              | 0.05                                          | 0.06                              | C                                                        | 11                  | 2.451              | NO       | NONE             | 0.00     | NONE     | 0.00     |
| 8201E | MOUNTAIN LAKE CUTOFF ROAD     | US 27                             | SR 17 (SCENIC HIGHWAY)   | 2U                      | L02               | 0.7               | URBAN MAJOR COLLECTOR        | 9,600                             | 2.0                | 0.490              | 0.0750                        | 335                     |                              |                                 |               |                                |                                               |                                   |                                                          |                     |                    |          |                  |          |          |          |

| Link      | Road Segment                 | From                      | To                         | Roadway Characteristics |          |         |                               | Estimated Traffic Characteristics |         |                    |        | Peak Hour / Peak Season |          |               |               |               | Historical |            | Multimodal Factors |            |            |          |          |          |                  |          |          |
|-----------|------------------------------|---------------------------|----------------------------|-------------------------|----------|---------|-------------------------------|-----------------------------------|---------|--------------------|--------|-------------------------|----------|---------------|---------------|---------------|------------|------------|--------------------|------------|------------|----------|----------|----------|------------------|----------|----------|
|           |                              |                           |                            | Laneage                 | Capacity | Segment | Functional                    | 2024                              | AADT    | 100th Highest Hour | K-     | Two-Hour                | Level of | Direc-        | LOS Standard  |               | Volume to  | Volume-to- | Projected          | Crash Data |            | Transit  | Sidewalk |          | Bicycle Facility |          |          |
|           |                              |                           |                            |                         |          |         |                               |                                   |         |                    |        |                         |          |               | Modal         | High-         |            |            |                    | Crash Rate | Crash Data |          | Presence | Presence | Coverage         | Presence | Coverage |
|           |                              |                           |                            |                         |          |         |                               |                                   |         |                    |        |                         |          |               |               |               |            |            |                    |            |            |          |          |          |                  |          |          |
| Lane Type | Group                        | Length                    | Classification             | Annual Avg.             | Growth   | D-      | Factor                        | Average                           | Service | Capacity           | Modal  | Way                     | Ratio    | In Five Years | Five Years    | Total Crashes | Crash Rate | Presence   | Presence           | Coverage   | Presence   | Coverage |          |          |                  |          |          |
| 5906E     | SR 60                        | SR 60 (FLAMINGO DRIVE E)  | CR 655 (RIFLE RANGE RD)    | 4D                      | I02      | 5.9     | RBAN PRINCIPAL ARTERIAL - OTH | 26,000                            | 2.0     | 0.490              | 0.0900 | 1,147                   | C        | 1,820         | SIS           | D             | 0.63       | 0.69       | C                  | 268        | 0.950      | YES      | PARTIAL  | 0.35     | FULL             | 2.00     |          |
| 5906W     | SR 60                        | SR 60 (FLAMINGO DRIVE E)  | CR 655 (RIFLE RANGE RD)    | 4D                      | I02      | 5.9     | RBAN PRINCIPAL ARTERIAL - OTH | 26,000                            | 2.0     | 0.510              | 0.0900 | 1,193                   | C        | 1,820         | SIS           | D             | 0.66       | 0.72       | C                  | 268        | 0.950      | YES      | PARTIAL  | 0.35     | FULL             | 2.00     |          |
| 5907E     | SR 60                        | CR 655 (RIFLE RANGE ROAD) | US 27                      | 4D                      | I02      | 8.1     | RBAN PRINCIPAL ARTERIAL - OTH | 29,000                            | 2.0     | 0.490              | 0.0900 | 1,279                   | C        | 1,820         | SIS           | D             | 0.70       | 0.77       | C                  | 375        | 0.875      | YES      | PARTIAL  | 0.01     | PARTIAL          | 1.47     |          |
| 5907W     | SR 60                        | CR 655 (RIFLE RANGE ROAD) | US 27                      | 4D                      | I02      | 8.1     | RBAN PRINCIPAL ARTERIAL - OTH | 29,000                            | 2.0     | 0.510              | 0.0900 | 1,331                   | C        | 1,820         | SIS           | D             | 0.73       | 0.80       | C                  | 375        | 0.875      | YES      | PARTIAL  | 0.01     | PARTIAL          | 1.47     |          |
| 5908E     | SR 60                        | US 27                     | SR 17 (SCENIC HIGHWAY)     | 4D                      | I02      | 1.2     | RBAN PRINCIPAL ARTERIAL - OTH | 26,000                            | 2.0     | 0.490              | 0.0900 | 1,147                   | C        | 1,820         | SIS           | D             | 0.63       | 0.69       | C                  | 272        | 4.799      | YES      | PARTIAL  | 0.62     | PARTIAL          | 0.18     |          |
| 5908W     | SR 60                        | US 27                     | SR 17 (SCENIC HIGHWAY)     | 4D                      | I02      | 1.2     | RBAN PRINCIPAL ARTERIAL - OTH | 26,000                            | 2.0     | 0.510              | 0.0900 | 1,193                   | C        | 1,820         | SIS           | D             | 0.66       | 0.72       | C                  | 272        | 4.799      | YES      | PARTIAL  | 0.62     | PARTIAL          | 0.18     |          |
| 5910E     | SR 60                        | STOKES RD                 | CR 630                     | 4D                      | P02      | 14.5    | JRAL PRINCIPAL ARTERIAL - OTH | 16,600                            | 2.0     | 0.510              | 0.0900 | 762                     | B        | 2,210         | SIS           | C             | 0.34       | 0.38       | B                  | 227        | 0.516      | NO       | NONE     | 0.00     | NONE             | 0.00     |          |
| 5910W     | SR 60                        | STOKES RD                 | CR 630                     | 4D                      | P02      | 14.5    | JRAL PRINCIPAL ARTERIAL - OTH | 16,600                            | 2.0     | 0.490              | 0.0900 | 732                     | B        | 2,210         | SIS           | C             | 0.33       | 0.36       | B                  | 227        | 0.516      | NO       | NONE     | 0.00     | NONE             | 0.00     |          |
| 5912E     | SR 60                        | CR 630                    | OSCEOLA COUNTY LINE        | 2U                      | P02      | 7.1     | JRAL PRINCIPAL ARTERIAL - OTH | 11,200                            | 2.0     | 0.490              | 0.0900 | 494                     | B        | 820           | SIS           | C             | 0.60       | 0.66       | C                  | 61         | 0.420      | NO       | NONE     | 0.00     | NONE             | 2.00     |          |
| 5912W     | SR 60                        | CR 630                    | OSCEOLA COUNTY LINE        | 2U                      | P02      | 7.1     | JRAL PRINCIPAL ARTERIAL - OTH | 11,200                            | 2.0     | 0.510              | 0.0900 | 514                     | B        | 820           | SIS           | C             | 0.63       | 0.69       | C                  | 61         | 0.420      | NO       | NONE     | 0.00     | NONE             | 2.00     |          |
| 6003E     | SR 60                        | VAN FLEET DR E            | FLAMINGO DR E              | 4D                      | B02      | 0.9     | RBAN PRINCIPAL ARTERIAL - OTH | 27,500                            | 2.0     | 0.510              | 0.0900 | 1,262                   | C        | 2,000         | SIS           | D             | 0.63       | 0.69       | C                  | 119        | 2.567      | YES      | FULL     | 1.83     | PARTIAL          | 1.00     |          |
| 6003W     | SR 60                        | VAN FLEET DR E            | FLAMINGO DR E              | 4D                      | B02      | 0.9     | RBAN PRINCIPAL ARTERIAL - OTH | 27,500                            | 2.0     | 0.490              | 0.0900 | 1,213                   | C        | 2,000         | SIS           | D             | 0.61       | 0.67       | C                  | 119        | 2.567      | YES      | FULL     | 1.83     | PARTIAL          | 1.00     |          |
| 5909E     | SR 60 (HESPERIDES RD)        | SR 17 (SCENIC HIGHWAY)    | STOKES RD                  | 4D                      | B02      | 3.8     | RBAN PRINCIPAL ARTERIAL - OTH | 26,500                            | 2.0     | 0.510              | 0.0900 | 1,216                   | C        | 2,000         | SIS           | D             | 0.61       | 0.67       | C                  | 355        | 1.919      | YES      | PARTIAL  | 1.13     | PARTIAL          | 0.64     |          |
| 5909W     | SR 60 (HESPERIDES RD)        | SR 17 (SCENIC HIGHWAY)    | STOKES RD                  | 4D                      | B02      | 3.8     | RBAN PRINCIPAL ARTERIAL - OTH | 26,500                            | 2.0     | 0.490              | 0.0900 | 1,169                   | C        | 2,000         | SIS           | D             | 0.58       | 0.64       | C                  | 355        | 1.919      | YES      | PARTIAL  | 1.13     | PARTIAL          | 0.64     |          |
| 6002E     | SR 60 (VAN FLEET DR E)       | BROADWAY AVE              | US 17                      | 4D                      | B02      | 0.8     | RBAN PRINCIPAL ARTERIAL - OTH | 40,500                            | 2.0     | 0.490              | 0.0900 | 1,786                   | C        | 2,000         | SIS           | D             | 0.89       | 0.98       | D                  | 330        | 5.596      | YES      | FULL     | 1.82     | FULL             | 2.00     |          |
| 6002W     | SR 60 (VAN FLEET DR E)       | BROADWAY AVE              | US 17                      | 4D                      | B02      | 0.8     | RBAN PRINCIPAL ARTERIAL - OTH | 40,500                            | 2.0     | 0.510              | 0.0900 | 1,859                   | C        | 2,000         | SIS           | D             | 0.93       | 1.02       | F                  | 330        | 5.596      | YES      | FULL     | 1.82     | FULL             | 2.00     |          |
| 6000E     | SR 60 (VAN FLEET DR W)       | MAIN STREET W             | BROADWAY AVE N             | 4D                      | B02      | 0.9     | RBAN PRINCIPAL ARTERIAL - OTH | 23,000                            | 2.0     | 0.490              | 0.0900 | 1,014                   | C        | 2,000         | SIS           | D             | 0.51       | 0.56       | C                  | 100        | 2.780      | NO       | FULL     | 1.86     | FULL             | 2.00     |          |
| 6000W     | SR 60 (VAN FLEET DR W)       | MAIN STREET W             | BROADWAY AVE N             | 4D                      | B02      | 0.9     | RBAN PRINCIPAL ARTERIAL - OTH | 23,000                            | 2.0     | 0.510              | 0.0900 | 1,056                   | C        | 2,000         | SIS           | D             | 0.53       | 0.58       | C                  | 100        | 2.780      | NO       | FULL     | 1.86     | FULL             | 2.00     |          |
| 5309E     | SR 600 (GEORGE JENKINS BLVD) | WABASH AVE N              | LAKE BEULAH DR             | 4D                      | B02      | 1.3     | RBAN PRINCIPAL ARTERIAL - OTH | 18,000                            | 2.0     | 0.490              | 0.0750 | 628                     | C        | 2,000         | TCCO          | D             | 0.31       | 0.35       | C                  | 234        | 5.399      | YES      | PARTIAL  | 1.28     | NONE             | 0.00     |          |
| 5309W     | SR 600 (GEORGE JENKINS BLVD) | WABASH AVE N              | LAKE BEULAH DR             | 4D                      | B02      | 1.3     | RBAN PRINCIPAL ARTERIAL - OTH | 18,000                            | 2.0     | 0.510              | 0.0750 | 654                     | C        | 2,000         | TCCO          | D             | 0.33       | 0.36       | C                  | 234        | 5.399      | YES      | PARTIAL  | 1.28     | NONE             | 0.00     |          |
| 5312E     | SR 600 (MAIN ST)             | MASSACHUSETTS AVE N       | SR 548 (BARTOW ROAD)       | 2U                      | C02      | 0.5     | URBAN MAJOR COLLECTOR         | 3,300                             | 2.0     | 0.510              | 0.0750 | 120                     | C        | 750           | TCCO          | D             | 0.16       | 0.18       | C                  | 36         | 10.949     | YES      | FULL     | 1.81     | NONE             | 0.00     |          |
| 5312W     | SR 600 (MAIN ST)             | MASSACHUSETTS AVE N       | SR 548 (BARTOW ROAD)       | 2U                      | C02      | 0.5     | URBAN MAJOR COLLECTOR         | 3,300                             | 2.0     | 0.490              | 0.0750 | 115                     | C        | 750           | TCCO          | D             | 0.15       | 0.17       | C                  | 36         | 10.949     | YES      | FULL     | 1.81     | NONE             | 0.00     |          |
| 8119N     | SR 655 (BERKLEY RD)          | CR 546 (OLD DIXIE HWY)    | PACE ROAD                  | 4D                      | L02      | 4.4     | URBAN MINOR ARTERIAL          | 15,100                            | 2.0     | 0.490              | 0.0900 | 666                     | C        | 1,800         | TRANSITIONING | D             | 0.37       | 0.41       | C                  | 71         | 0.593      | NO       | FULL     | 1.92     | FULL             | 2.00     |          |
| 8119S     | SR 655 (BERKLEY RD)          | CR 546 (OLD DIXIE HWY)    | PACE ROAD                  | 4D                      | L02      | 4.4     | URBAN MINOR ARTERIAL          | 15,100                            | 2.0     | 0.510              | 0.0900 | 693                     | C        | 1,800         | TRANSITIONING | D             | 0.39       | 0.42       | C                  | 71         | 0.593      | NO       | FULL     | 1.92     | FULL             | 2.00     |          |
| 6905N     | SR 655 (BERKLEY RD)          | PACE ROAD                 | SR 559 (C FRED JONES BLVD) | 4D                      | L02      | 1.1     | URBAN MINOR ARTERIAL          | 12,600                            | 1.8     | 0.490              | 0.0750 | 440                     | C        | 1,800         | TCCO          | E             | 0.24       | 0.27       | C                  | 19         | 0.779      | NO       | FULL     | 1.89     | PARTIAL          | 2.00     |          |
| 6905S     | SR 655 (BERKLEY RD)          | PACE ROAD                 | SR 559 (C FRED JONES BLVD) | 4D                      | L02      | 1.1     | URBAN MINOR ARTERIAL          | 12,600                            | 1.8     | 0.510              | 0.0750 | 458                     | C        | 1,800         | TCCO          | E             | 0.25       | 0.28       | C                  | 19         | 0.779      | NO       | FULL     | 1.89     | PARTIAL          | 2.00     |          |
| 4072N     | SR 655 (BERKLEY RD)          | US 92                     | CR 546 (OLD DIXIE HWY)     | 4D                      | L02      | 1.1     | URBAN MINOR ARTERIAL          | 26,300                            | 2.0     | 0.490              | 0.0750 | 918                     | C        | 1,800         | TCCO          | E             | 0.51       | 0.56       | C                  | 203        | 3.728      | YES      | FULL     | 1.78     | FULL             | 2.00     |          |
| 4072S     | SR 655 (BERKLEY RD)          | US 92                     | CR 546 (OLD DIXIE HWY)     | 4D                      | L02      | 1.1     | URBAN MINOR ARTERIAL          | 26,300                            | 2.0     | 0.510              | 0.0750 | 956                     | C        | 1,800         | TCCO          | E             | 0.53       | 0.58       | C                  | 203        | 3.728      | YES      | FULL     | 1.78     | FULL             | 2.00     |          |
|           |                              |                           |                            |                         |          |         |                               |                                   |         |                    |        |                         |          |               |               |               |            |            |                    |            |            |          |          |          |                  |          |          |

## **APPENDIX C: Hourly Distribution of Project Truck Traffic**

### Hourly Distribution of Project Truck Traffic

| Time  | St. Catherine Borrow Pit |           | Center Hill Borrow Pit |           | Davenport Borrow Pit |           | Average, Adjusted for Site Hours (4AM-5PM) |           | Number of Trucks |         |
|-------|--------------------------|-----------|------------------------|-----------|----------------------|-----------|--------------------------------------------|-----------|------------------|---------|
|       | % Entering               | % Exiting | % Entering             | % Exiting | % Entering           | % Exiting | % Entering                                 | % Exiting | Entering         | Exiting |
| 04:00 | 0.0%                     | 0.0%      | 0.0%                   | 0.0%      | 4.8%                 | 3.7%      | 1.6%                                       | 1.2%      | 4                | 3       |
| 05:00 | 6.1%                     | 7.0%      | 0.0%                   | 0.0%      | 7.3%                 | 4.7%      | 4.5%                                       | 4.0%      | 12               | 11      |
| 06:00 | 10.4%                    | 12.6%     | 9.6%                   | 17.9%     | 8.6%                 | 7.4%      | 9.6%                                       | 12.7%     | 26               | 34      |
| 07:00 | 11.7%                    | 12.1%     | 11.5%                  | 9.7%      | 6.9%                 | 10.7%     | 10.1%                                      | 10.9%     | 27               | 29      |
| 08:00 | 13.5%                    | 12.1%     | 17.9%                  | 10.3%     | 10.7%                | 9.5%      | 14.1%                                      | 10.7%     | 38               | 29      |
| 09:00 | 12.3%                    | 7.0%      | 9.9%                   | 14.1%     | 8.4%                 | 8.4%      | 10.2%                                      | 9.9%      | 27               | 27      |
| 10:00 | 12.3%                    | 12.1%     | 12.2%                  | 11.6%     | 11.7%                | 9.9%      | 12.1%                                      | 11.3%     | 32               | 30      |
| 11:00 | 9.8%                     | 10.6%     | 7.7%                   | 7.5%      | 11.1%                | 11.0%     | 9.6%                                       | 9.8%      | 26               | 26      |
| 12:00 | 10.4%                    | 6.0%      | 8.3%                   | 5.6%      | 10.6%                | 11.4%     | 9.8%                                       | 7.8%      | 26               | 21      |
| 13:00 | 4.9%                     | 8.0%      | 11.2%                  | 8.5%      | 11.2%                | 10.4%     | 9.1%                                       | 9.1%      | 25               | 24      |
| 14:00 | 5.5%                     | 5.0%      | 4.8%                   | 9.1%      | 6.2%                 | 7.6%      | 5.5%                                       | 7.3%      | 15               | 20      |
| 15:00 | 2.5%                     | 3.0%      | 5.1%                   | 2.8%      | 2.1%                 | 3.3%      | 3.2%                                       | 3.1%      | 9                | 8       |
| 16:00 | 0.0%                     | 3.5%      | 1.3%                   | 1.6%      | 0.2%                 | 1.3%      | 0.5%                                       | 2.2%      | 1                | 6       |
| 17:00 | 0.6%                     | 1.0%      | 0.3%                   | 1.3%      | 0.2%                 | 0.6%      | 0.0%                                       | 0.0%      | 0                | 0       |
|       | Daily Total ----->       |           |                        |           |                      |           | 100.0%                                     | 100.0%    | 268              | 268     |

Notes:

1. The hourly distributions were derived from three active sand mines located in Florida, and averaged to approximate truck traffic at the proposed sand mine.

## **APPENDIX D: Intersection Volume Development Sheets**



# TRAFFIC VOLUMES AT STUDY INTERSECTIONS

INTERSECTION: Mammoth Grove Rd at Project Driveway  
COUNT DATE: June 25, 2025  
AM PEAK HOUR FACTOR: 0.85  
PM PEAK HOUR FACTOR: 0.94

| "AM EXISTING TRAFFIC"         |          | EBL  | EBT  | EBR    | WBL  | WBT  | WBR  | NBL    | NBT  | NBR  | SBL  | SBT  | SBR  |
|-------------------------------|----------|------|------|--------|------|------|------|--------|------|------|------|------|------|
| AM Raw Turning Movements      |          | 0    | 0    | 0      | 0    | 0    | 0    | 0      | 22   | 0    | 0    | 29   | 0    |
| Peak Season Correction Factor |          | 1.08 | 1.08 | 1.08   | 1.08 | 1.08 | 1.08 | 1.08   | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 |
| AM EXISTING CONDITIONS        |          | 0    | 0    | 0      | 0    | 0    | 0    | 0      | 24   | 0    | 0    | 31   | 0    |
| "PM EXISTING TRAFFIC"         |          | EBL  | EBT  | EBR    | WBL  | WBT  | WBR  | NBL    | NBT  | NBR  | SBL  | SBT  | SBR  |
| PM Raw Turning Movements      |          | 0    | 0    | 0      | 0    | 0    | 0    | 0      | 33   | 0    | 0    | 31   | 0    |
| Peak Season Correction Factor |          | 1.08 | 1.08 | 1.08   | 1.08 | 1.08 | 1.08 | 1.08   | 1.08 | 1.08 | 1.08 | 1.08 | 1.08 |
| PM EXISTING CONDITIONS        |          | 0    | 0    | 0      | 0    | 0    | 0    | 0      | 36   | 0    | 0    | 33   | 0    |
| "AM BACKGROUND TRAFFIC"       |          | EBL  | EBT  | EBR    | WBL  | WBT  | WBR  | NBL    | NBT  | NBR  | SBL  | SBT  | SBR  |
| Years To Buildout             |          | 1    | 1    | 1      | 1    | 1    | 1    | 1      | 1    | 1    | 1    | 1    | 1    |
| Yearly Growth Rate            |          | 2.0% | 2.0% | 2.0%   | 2.0% | 2.0% | 2.0% | 2.0%   | 2.0% | 2.0% | 2.0% | 2.0% | 2.0% |
| AM BACKGROUND TRAFFIC GROWTH  |          | 0    | 0    | 0      | 0    | 0    | 0    | 0      | 0    | 0    | 0    | 1    | 0    |
| AM NON-PROJECT TRAFFIC        |          | 0    | 0    | 0      | 0    | 0    | 0    | 0      | 24   | 0    | 0    | 32   | 0    |
| "PM BACKGROUND TRAFFIC"       |          | EBL  | EBT  | EBR    | WBL  | WBT  | WBR  | NBL    | NBT  | NBR  | SBL  | SBT  | SBR  |
| PM BACKGROUND TRAFFIC GROWTH  |          | 0    | 0    | 0      | 0    | 0    | 0    | 0      | 1    | 0    | 0    | 1    | 0    |
| PM NON-PROJECT TRAFFIC        |          | 0    | 0    | 0      | 0    | 0    | 0    | 0      | 37   | 0    | 0    | 34   | 0    |
| "PROJECT DISTRIBUTION"        |          | EBL  | EBT  | EBR    | WBL  | WBT  | WBR  | NBL    | NBT  | NBR  | SBL  | SBT  | SBR  |
| Net New Distribution          | Entering |      |      |        |      |      |      | 100.0% |      |      |      |      |      |
|                               | Exiting  |      |      | 100.0% |      |      |      |        |      |      |      |      |      |
| "AM PROJECT TRAFFIC"          |          | EBL  | EBT  | EBR    | WBL  | WBT  | WBR  | NBL    | NBT  | NBR  | SBL  | SBT  | SBR  |
| Project Trips                 | Net New  |      |      | 29     |      |      |      | 48     |      |      |      |      |      |
| AM TOTAL PROJECT TRAFFIC      |          | 0    | 0    | 29     | 0    | 0    | 0    | 48     | 0    | 0    | 0    | 0    | 0    |
| AM TOTAL TRAFFIC              |          | 0    | 0    | 29     | 0    | 0    | 0    | 48     | 24   | 0    | 0    | 32   | 0    |
| "PM PROJECT TRAFFIC"          |          | EBL  | EBT  | EBR    | WBL  | WBT  | WBR  | NBL    | NBT  | NBR  | SBL  | SBT  | SBR  |
| Project Trips                 | Net New  |      |      | 16     |      |      |      | 1      |      |      |      |      |      |
| PM TOTAL PROJECT TRAFFIC      |          | 0    | 0    | 16     | 0    | 0    | 0    | 1      | 0    | 0    | 0    | 0    | 0    |
| PM TOTAL TRAFFIC              |          | 0    | 0    | 16     | 0    | 0    | 0    | 1      | 37   | 0    | 0    | 34   | 0    |

## APPENDIX E: Synchro Output



# HCM 7th TWSC

## 1: Mammoth Grove Rd & Project Driveway

2026 Buildout Conditions  
Timing Plan: AM Peak Hour

| Intersection              |        |        |       |        |      |      |
|---------------------------|--------|--------|-------|--------|------|------|
| Int Delay, s/veh          | 5.1    |        |       |        |      |      |
| Movement                  | EBL    | EBR    | NBL   | NBT    | SBT  | SBR  |
| Lane Configurations       | W      |        |       | W      | W    |      |
| Traffic Vol, veh/h        | 0      | 29     | 48    | 24     | 32   | 0    |
| Future Vol, veh/h         | 0      | 29     | 48    | 24     | 32   | 0    |
| 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          | 85     | 85     | 85    | 85     | 85   | 85   |
| Heavy Vehicles, %         | 0      | 100    | 80    | 2      | 2    | 0    |
| Mvmt Flow                 | 0      | 34     | 56    | 28     | 38   | 0    |
| Major/Minor               | Minor2 | Major1 |       | Major2 |      |      |
| Conflicting Flow All      | 179    | 38     | 38    | 0      | -    | 0    |
| Stage 1                   | 38     | -      | -     | -      | -    | -    |
| Stage 2                   | 141    | -      | -     | -      | -    | -    |
| Critical Hdwy             | 6.4    | 7.2    | 4.9   | -      | -    | -    |
| Critical Hdwy Stg 1       | 5.4    | -      | -     | -      | -    | -    |
| Critical Hdwy Stg 2       | 5.4    | -      | -     | -      | -    | -    |
| Follow-up Hdwy            | 3.5    | 4.2    | 2.92  | -      | -    | -    |
| Pot Cap-1 Maneuver        | 815    | 813    | 1189  | -      | -    | -    |
| Stage 1                   | 990    | -      | -     | -      | -    | -    |
| Stage 2                   | 891    | -      | -     | -      | -    | -    |
| Platoon blocked, %        |        |        |       | -      | -    | -    |
| Mov Cap-1 Maneuver        | 776    | 813    | 1189  | -      | -    | -    |
| Mov Cap-2 Maneuver        | 776    | -      | -     | -      | -    | -    |
| Stage 1                   | 942    | -      | -     | -      | -    | -    |
| Stage 2                   | 891    | -      | -     | -      | -    | -    |
| Approach                  | EB     | NB     |       | SB     |      |      |
| HCM Control Delay, s/v    | 9.62   | 5.45   |       | 0      |      |      |
| HCM LOS                   | A      |        |       |        |      |      |
| Minor Lane/Major Mvmt     | NBL    | NBT    | EBLn1 | SBT    | SBR  |      |
| Capacity (veh/h)          | 1171   | -      | 813   | -      | -    |      |
| HCM Lane V/C Ratio        | 0.047  | -      | 0.042 | -      | -    |      |
| HCM Control Delay (s/veh) | 8.2    | 0      | 9.6   | -      | -    |      |
| HCM Lane LOS              | A      | A      | A     | -      | -    |      |
| HCM 95th %tile Q(veh)     | 0.1    | -      | 0.1   | -      | -    |      |

HCM 7th TWSC  
1: Mammoth Grove Rd & Project Driveway

2026 Buildout Conditions  
Timing Plan: PM Peak Hour

| Intersection             |                                                                                   |      |      |                                                                                   |                                                                                   |      |
|--------------------------|-----------------------------------------------------------------------------------|------|------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------|
| Int Delay, s/veh         | 1.7                                                                               |      |      |                                                                                   |                                                                                   |      |
| Movement                 | EBL                                                                               | EBR  | NBL  | NBT                                                                               | SBT                                                                               | SBR  |
| Lane Configurations      |  |      |      |  |  |      |
| Traffic Vol, veh/h       | 0                                                                                 | 16   | 1    | 37                                                                                | 34                                                                                | 0    |
| Future Vol, veh/h        | 0                                                                                 | 16   | 1    | 37                                                                                | 34                                                                                | 0    |
| 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         | 94                                                                                | 94   | 94   | 94                                                                                | 94                                                                                | 94   |
| Heavy Vehicles, %        | 0                                                                                 | 38   | 100  | 2                                                                                 | 2                                                                                 | 0    |
| Mvmt Flow                | 0                                                                                 | 17   | 1    | 39                                                                                | 36                                                                                | 0    |

| Major/Minor          | Minor2 | Major1 |      | Major2 |   |   |
|----------------------|--------|--------|------|--------|---|---|
| Conflicting Flow All | 78     | 36     | 36   | 0      | - | 0 |
| Stage 1              | 36     | -      | -    | -      | - | - |
| Stage 2              | 41     | -      | -    | -      | - | - |
| Critical Hdwy        | 6.4    | 6.58   | 5.1  | -      | - | - |
| Critical Hdwy Stg 1  | 5.4    | -      | -    | -      | - | - |
| Critical Hdwy Stg 2  | 5.4    | -      | -    | -      | - | - |
| Follow-up Hdwy       | 3.5    | 3.642  | 3.1  | -      | - | - |
| Pot Cap-1 Maneuver   | 930    | 942    | 1121 | -      | - | - |
| Stage 1              | 991    | -      | -    | -      | - | - |
| Stage 2              | 986    | -      | -    | -      | - | - |
| Platoon blocked, %   |        |        |      | -      | - | - |
| Mov Cap-1 Maneuver   | 929    | 942    | 1121 | -      | - | - |
| Mov Cap-2 Maneuver   | 929    | -      | -    | -      | - | - |
| Stage 1              | 991    | -      | -    | -      | - | - |
| Stage 2              | 986    | -      | -    | -      | - | - |

| Approach               | EB   | NB   | SB |
|------------------------|------|------|----|
| HCM Control Delay, s/v | 8.89 | 0.22 | 0  |
| HCM LOS                | A    |      |    |

| Minor Lane/Major Mvmt     | NBL   | NBT | EBLn1 | SBT | SBR |
|---------------------------|-------|-----|-------|-----|-----|
| Capacity (veh/h)          | 47    | -   | 942   | -   | -   |
| HCM Lane V/C Ratio        | 0.001 | -   | 0.018 | -   | -   |
| HCM Control Delay (s/veh) | 8.2   | 0   | 8.9   | -   | -   |
| HCM Lane LOS              | A     | A   | A     | -   | -   |
| HCM 95th %tile Q(veh)     | 0     | -   | 0.1   | -   | -   |

## **APPENDIX F: NCHRP 457 Output**

NCHRP 457  
Project Driveway at Mammoth Grove Rd (NBL)  
AM Peak Hour

**Figure 2 - 5. Guideline for determining the need for a major-road left-turn bay at a two-way stop-controlled intersection.**

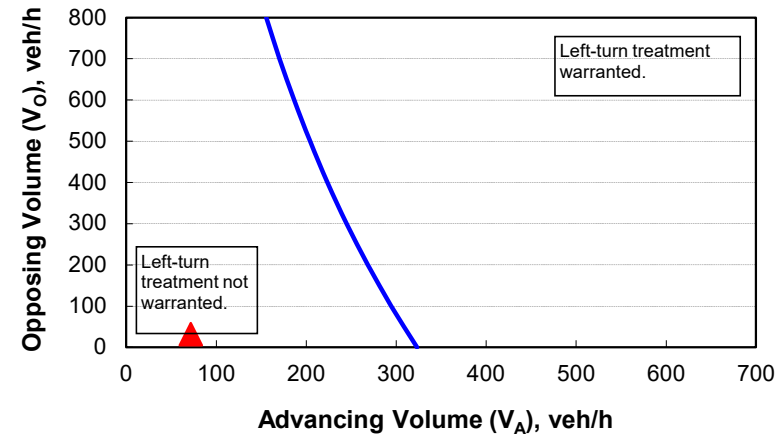
**2-lane roadway (English)**

**INPUT**

| Variable                                                | Value |
|---------------------------------------------------------|-------|
| 85 <sup>th</sup> percentile speed, mph:                 | 30    |
| Percent of left-turns in advancing volume ( $V_A$ ), %: | 67%   |
| Advancing volume ( $V_A$ ), veh/h:                      | 72    |
| Opposing volume ( $V_O$ ), veh/h:                       | 32    |

**OUTPUT**

| Variable                                                                 | Value |
|--------------------------------------------------------------------------|-------|
| Limiting advancing volume ( $V_A$ ), veh/h:                              | 314   |
| <b>Guidance for determining the need for a major-road left-turn bay:</b> |       |
| <b>Left-turn treatment NOT warranted.</b>                                |       |



**CALIBRATION CONSTANTS**

| Variable                                                           | Value |
|--------------------------------------------------------------------|-------|
| Average time for making left-turn, s:                              | 3.0   |
| Critical headway, s:                                               | 5.1   |
| Average time for left-turn vehicle to clear the advancing lane, s: | 3.1   |

NCHRP 457  
Project Driveway at Mammoth Grove Rd (NBL)  
PM Peak Hour

**Figure 2 - 5. Guideline for determining the need for a major-road left-turn bay at a two-way stop-controlled intersection.**

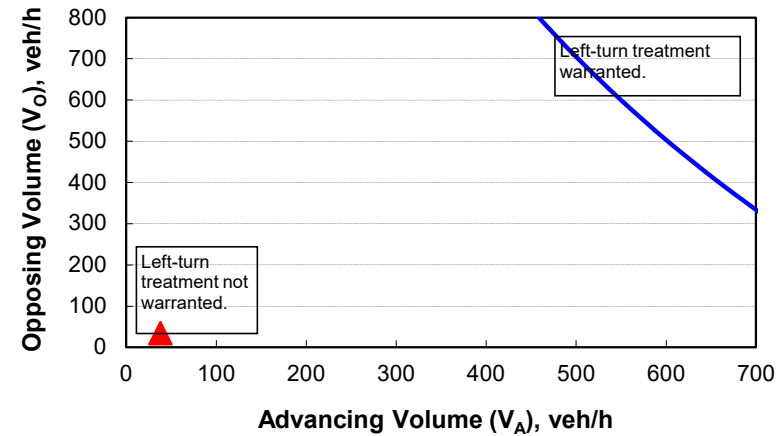
**2-lane roadway (English)**

**INPUT**

| Variable                                                | Value |
|---------------------------------------------------------|-------|
| 85 <sup>th</sup> percentile speed, mph:                 | 30    |
| Percent of left-turns in advancing volume ( $V_A$ ), %: | 3%    |
| Advancing volume ( $V_A$ ), veh/h:                      | 38    |
| Opposing volume ( $V_O$ ), veh/h:                       | 34    |

**OUTPUT**

| Variable                                                                 | Value |
|--------------------------------------------------------------------------|-------|
| Limiting advancing volume ( $V_A$ ), veh/h:                              | 922   |
| <b>Guidance for determining the need for a major-road left-turn bay:</b> |       |
| <b>Left-turn treatment NOT warranted.</b>                                |       |



**CALIBRATION CONSTANTS**

| Variable                                                           | Value |
|--------------------------------------------------------------------|-------|
| Average time for making left-turn, s:                              | 3.0   |
| Critical headway, s:                                               | 5.1   |
| Average time for left-turn vehicle to clear the advancing lane, s: | 3.1   |