Major Traffic Study

in support of a

Comprehensive Plan Amendment

for submittal to

Polk County

Retail Center with Outparcels

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

January 2024

CPH Project W131163

Engineers
Planners
Landscape Architects
Surveyors
Construction Management
Design/Build

Certificate of Authorization No. 00003215

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

64104
P.E. Number
1/17/24
Date

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Introduction

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

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

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

Access to the site is proposed through the following driveways:

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

The anticipated project build-out date is 2026.

Traffic Impact Area

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

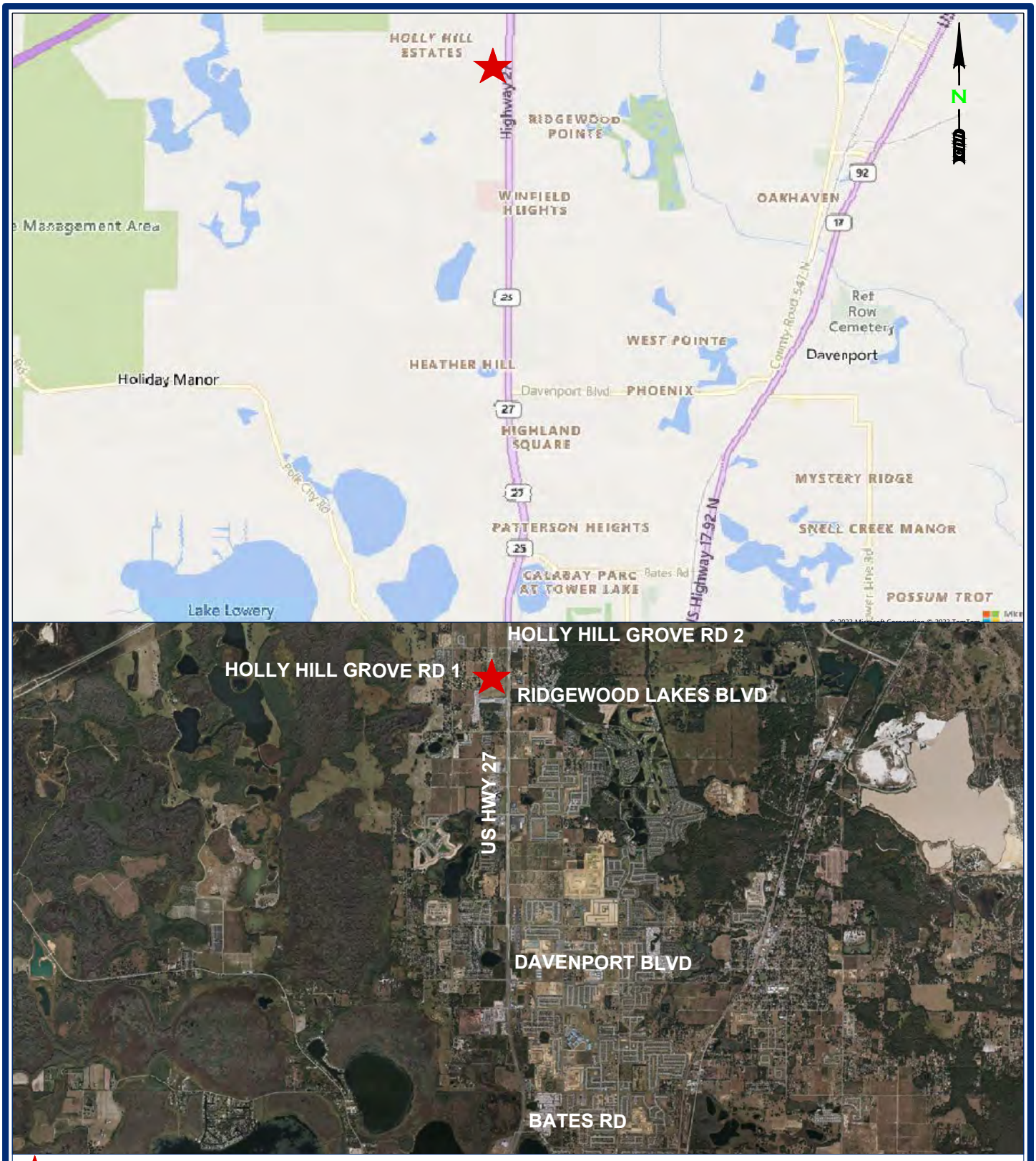

FIGURE 1

RETAIL CENTER WITH OUTPARCELS

DAVENPORT, POLK COUNTY, FLORIDA

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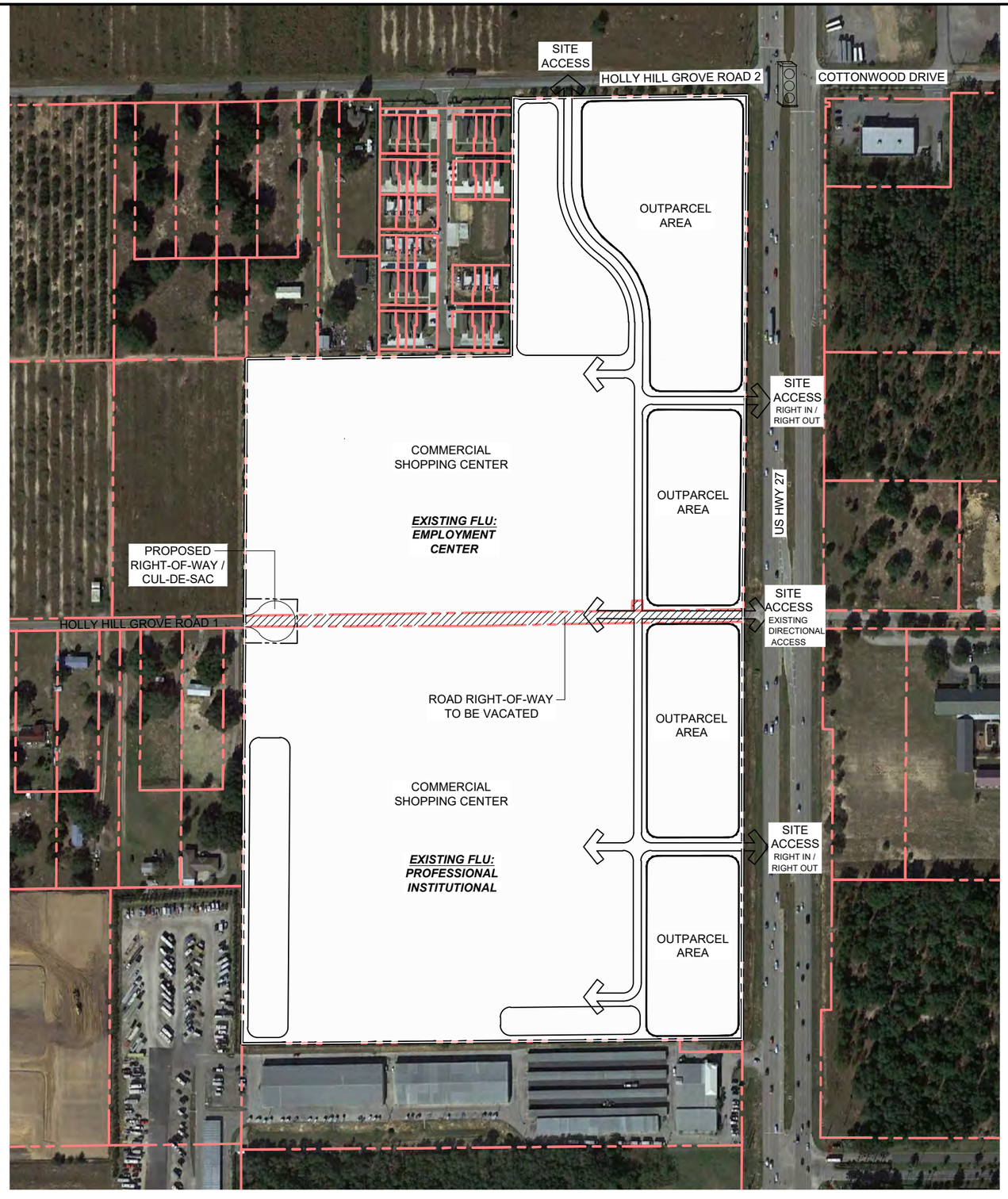
Engineers
Architects
Planners
Landscape Architects
Transportation/Traffic
Surveyors
Environmental Scientists
Construction Management



0 75 150 300

SCALE: 1"= 300'

PROJECT INFORMATION

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

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

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

PROPOSED PARKING RATIO: ..... PER CODE

CONCEPTUAL SITE PLAN
HOLLY HILL GROVE, FLORIDA

CONCEPT 1.0

Date: 12-1-2023
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Scale: 1" = 300'

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Table 1

Roadway Study Area

Roadway Segment	From	To	2021 AADT	LOS Standard	Link Number	Peak Hour Capacity at LOS Std [1] [2]	2022 Peak Hour Volume [1]	Currently Deficient	PM Pk Project Traffic Assign %	PM Pk Project Traffic (Enter = 947) (Exit = 961)	Project Traffic Capacity Consumption
US Hwy 27	Bates Rd	CR 547	54,000	D	5114N	3,171	2,479	No	32%	303	9.6%
					5114S	3,171	2,381	No	32%	308	9.7%
	Interstate 4	CR 54 (Reagan Pkwy)	30,500	D	5111N	3,171	1,345	No	23%	221	7.0%
					5111S	3,171	1,400	No	43%	407	12.8%
	CR 547	Interstate 4	57,900	D	5110N	3,171	2,658	No	48%	461	14.5%
					5110S	3,171	2,553	No	50%	481	15.2%
	CR 17 (Polk City Rd)	Bates Rd	49,000	D	5109N	3,171	2,249	No	21%	199	6.3%
					5109S	3,171	2,161	No	21%	202	6.4%
	US 17/92	CR 17 (Polk City Rd)	49,000	D	5108N	3,171	2,249	No	16%	152	4.8%
					5108S	3,171	2,161	No	16%	154	4.8%
CR 54 (Reagan Pkwy)	US 27	Champions Gate Blvd	23,100	D	4039E	1,800	806	No	12%	115	6.4%
					4039W	1,800	839	No	12%	114	6.3%
Heller Brother Blvd	FDC Grove Rd	US 27	2,900	D	8408E	1,630	133	No	3%	28	1.7%
					8408W	1,630	128	No	3%	29	1.8%
Holly Hill Rd	CR 547	US 27	6,100	D	8316N	790	213	No	1%	10	1.2%
					8316S	790	222	No	1%	9	1.2%
North Blvd W	US 27	Holly Hill Road	5,400	E	8322E	790	196	No	1%	10	1.2%
					8322W	790	189	No	1%	9	1.2%
CR 547 (Jackson Hwy/Bay St)	US 27	CR 547 (Lee Jackson Hwy)	13,500	D	4053E	790	490	No	9%	86	10.9%
					4053W	790	471	No	9%	85	10.8%
Patterson Rd	US 27	10th St N	5,400	D	8327E	790	248	No	4%	38	4.8%
					8327W	790	238	No	4%	38	4.9%
Bates Rd	US 27	US 17/92	13,000	D	8207E	790	573	No	6%	58	7.3%
					8207W	790	597	No	6%	57	7.2%
US Hwy 17/92 (Seventeenth St)	CR 580 (Johnson Ave E)	CR 547	15,600	D	5022N	880	545	No	8%	76	8.6%
					5022S	880	567	No	8%	77	8.7%
CR 17	CR 557	US 27	11,500	D	4029E	790	528	No	4%	38	4.8%
					4029W	790	507	No	4%	38	4.9%
US 17/92	Pomelo St	US 27	23,000	D	5017N	2,000	836	No	8%	76	3.8%
					5017S	2,000	803	No	8%	77	3.8%

[1] Information from 2022 Polk County TPO Roadway Network Database

[2] US 27 Capacity change based upon 2023 FDOT Q/LOS Handbook service volumes increase for exclusive right-turn lanes

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

Intersections:

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

Roadway Segments:

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

Existing Conditions

Data Collection

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

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

Intersection Analysis

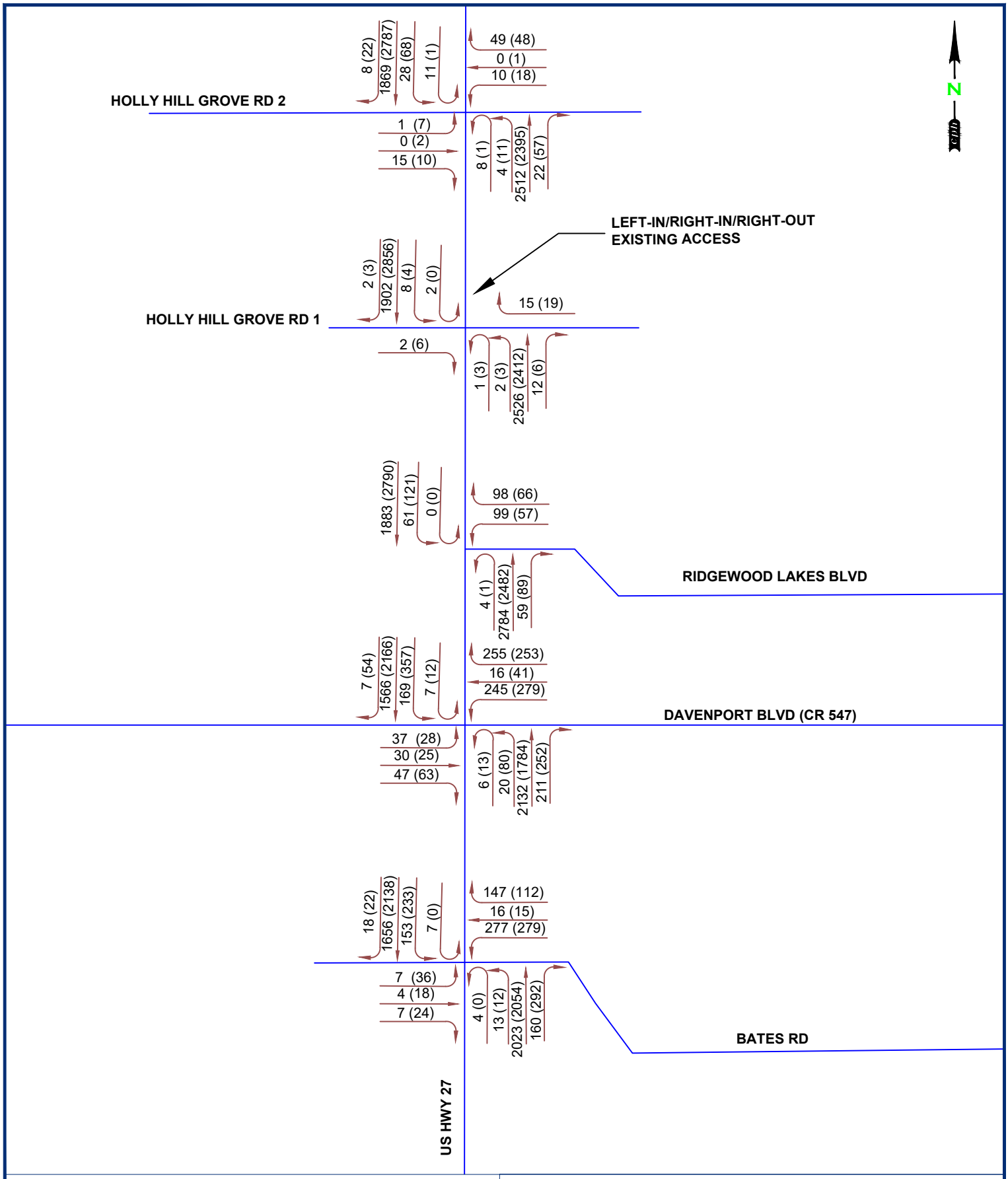
Intersection analyses were performed at the study intersections for the AM and PM Peak periods based on methodology outlined in *Highway Capacity Manual, 7th Edition* (HCM 7th) using Synchro (version 12) software. It should be noted, U-turn movements were treated as left turns for analysis purposes due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

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

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

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

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



TRAFFIC FLOW DIRECTION

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

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

Table 2
Existing Conditions - Level of Service

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

Background Conditions

Growth

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

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

It was determined that the 4.1% growth rate was greater than the combined vested trips, therefore the growth rate was applied to generate background traffic conditions for 2026. Background growth calculations are included in **Appendix E.**

Future Improvements

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

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

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

Intersection Analysis

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

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

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

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

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

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

US Hwy 27 & Davenport Blvd [Signalized]

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

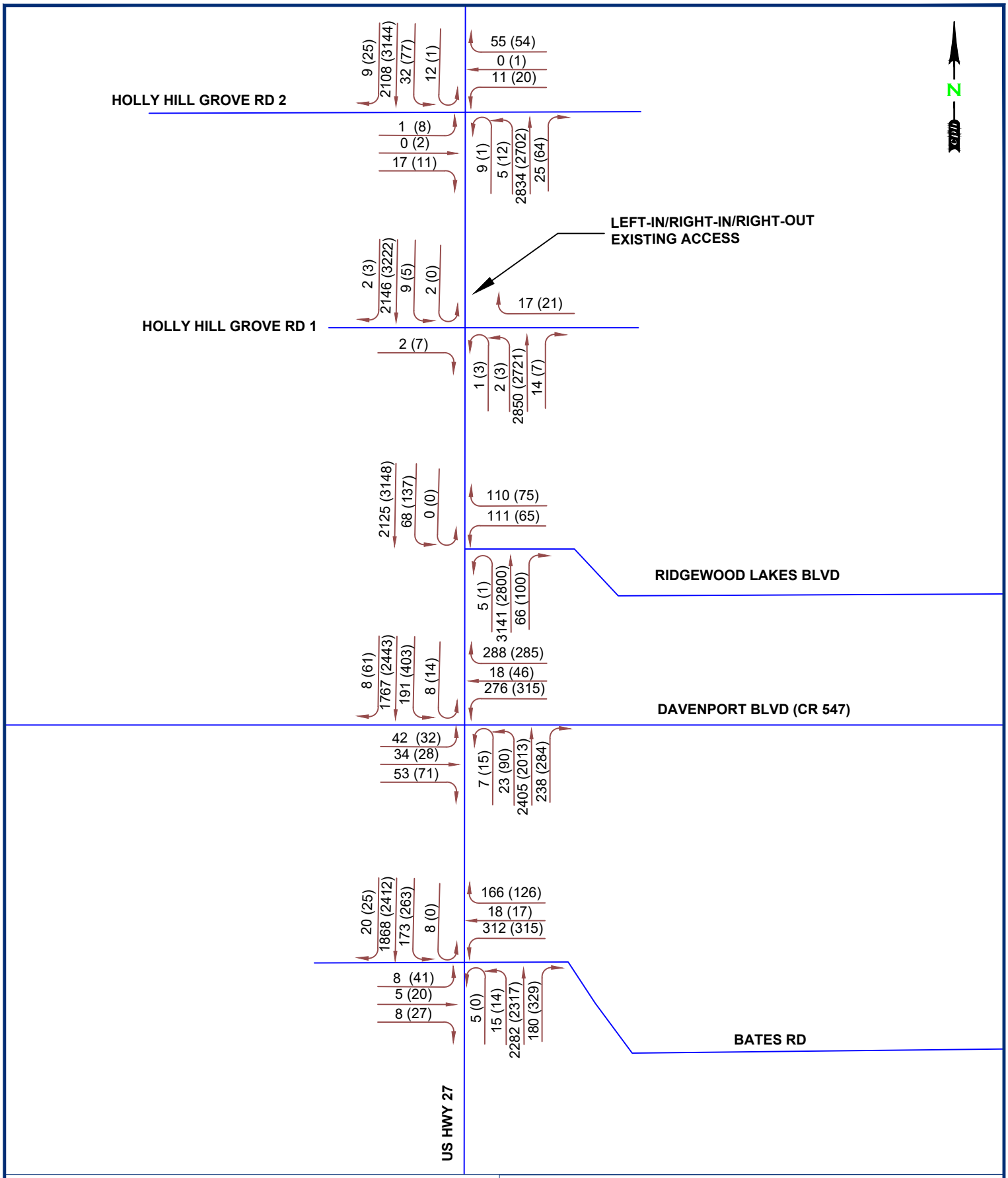

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FIGURE 3 - BACKGROUND TRAFFIC VOLUMES
RETAIL WITH OUTPARCELS
DAVENPORT, POLK COUNTY, FLORIDA

Table 3

Background Conditions - Level of Service

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

Project Traffic

Trip Generation

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

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

Project Trip Distribution and Assignment

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

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

Table 4

Total Trip Generation

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

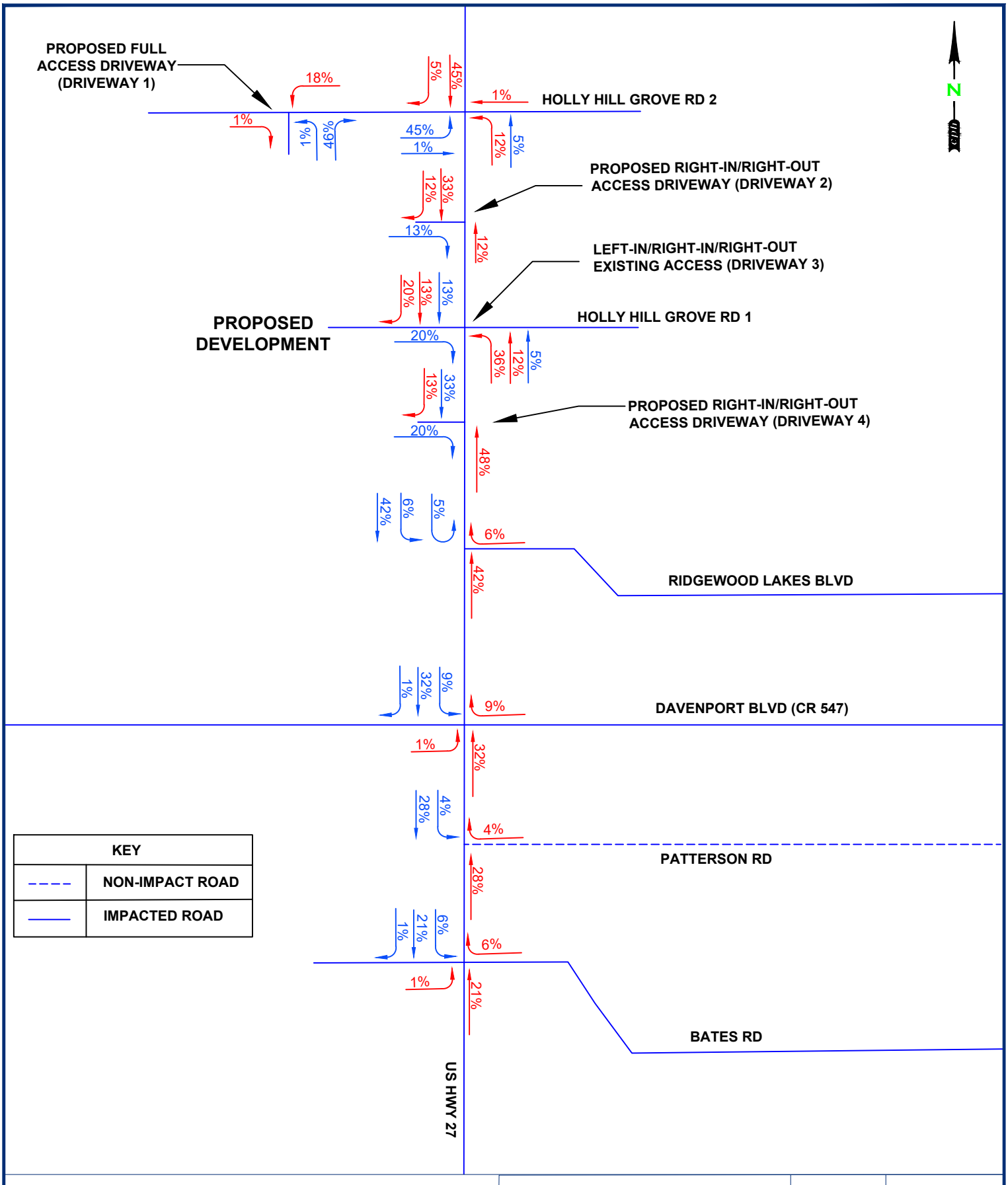

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FIGURE 4 - NET NEW TRIP DISTRIBUTION

RETAIL CENTER WITH OUTPARCELS

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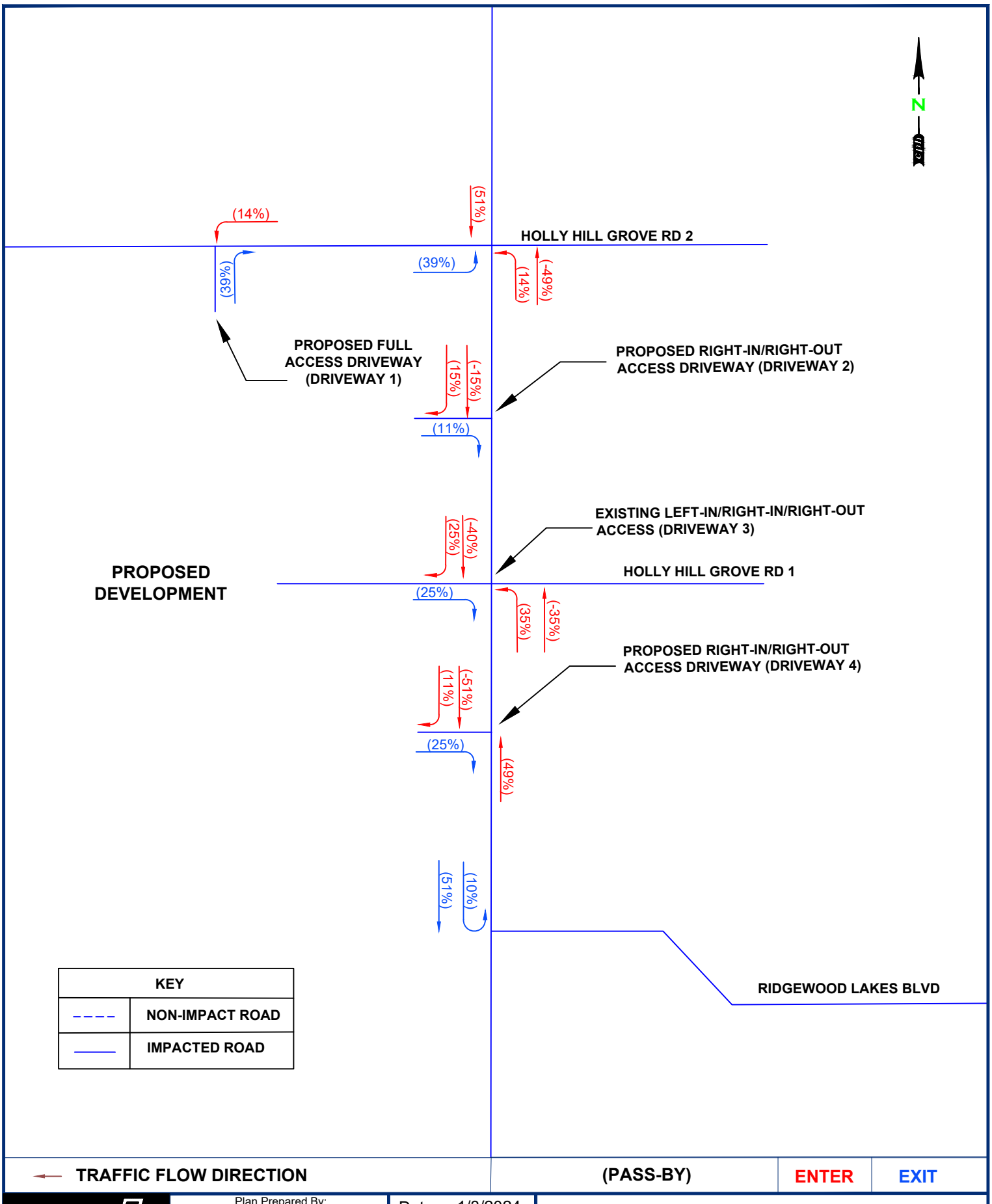

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FIGURE 5 - PASS-BY TRIP DISTRIBUTION

RETAIL WITH OUTPARCELS

DAVENPORT, POLK COUNTY, FLORIDA

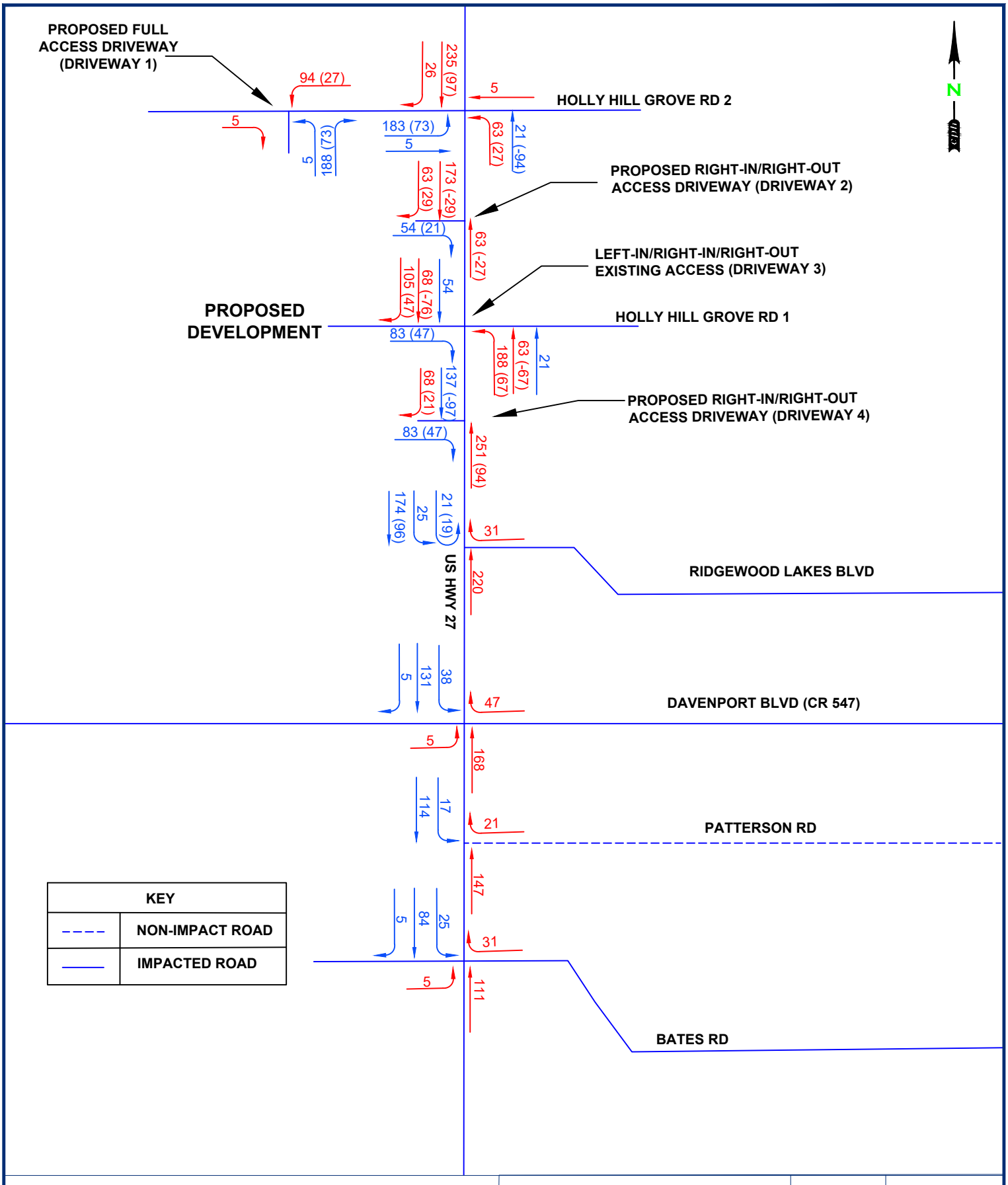

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FIGURE 6A - TRAFFIC ASSIGNMENT A.M.
RETAIL WITH OUTPARCELS
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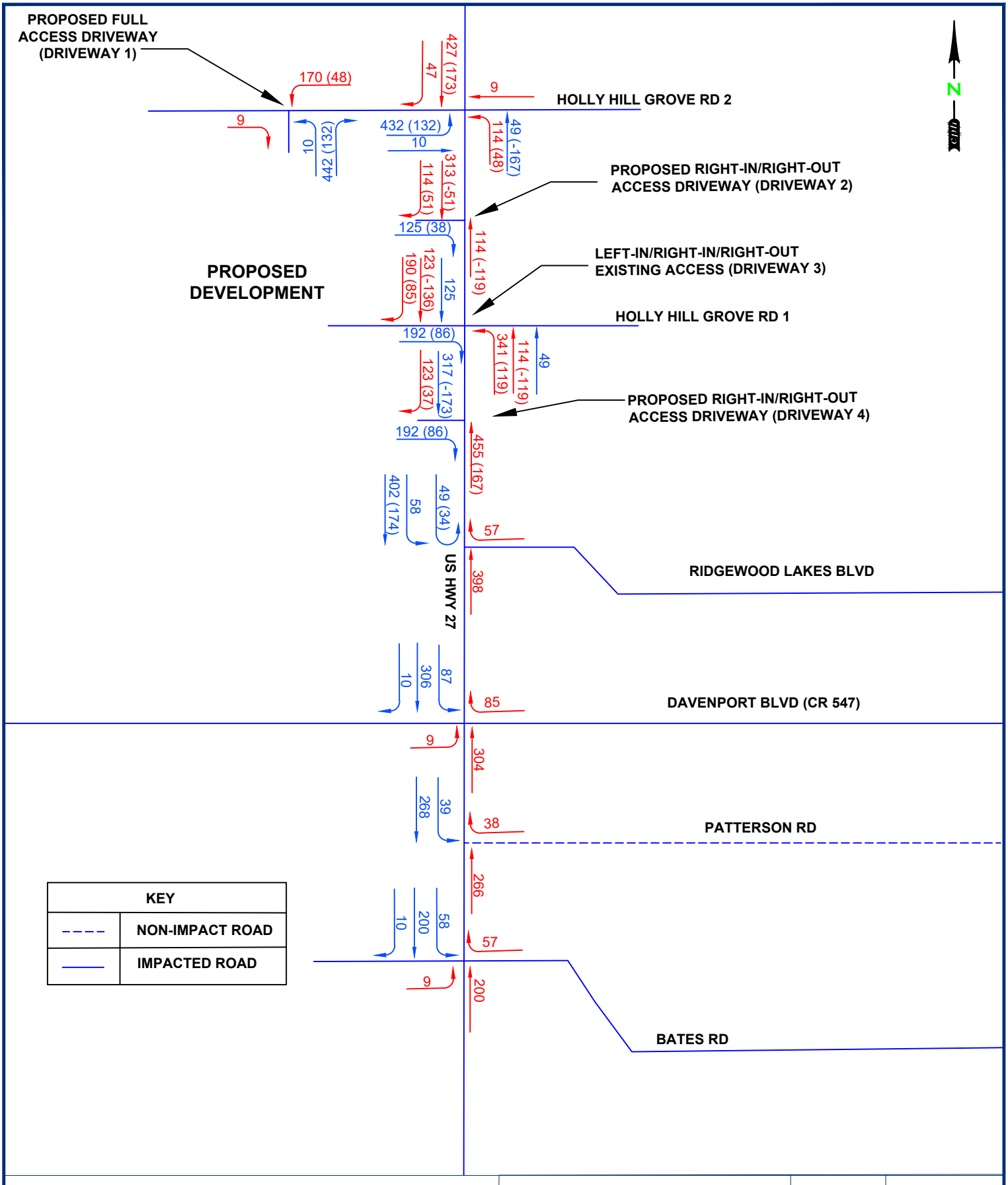

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FIGURE 6B - TRAFFIC ASSIGNMENT P.M.
RETAIL WITH OUTPARCELS
DAVENPORT, POLK COUNTY, FLORIDA

Future Conditions Analysis

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

Intersection Analysis

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

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

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

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

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

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

US Hwy 27 & Ridgewood Lakes Blvd [Signalized]

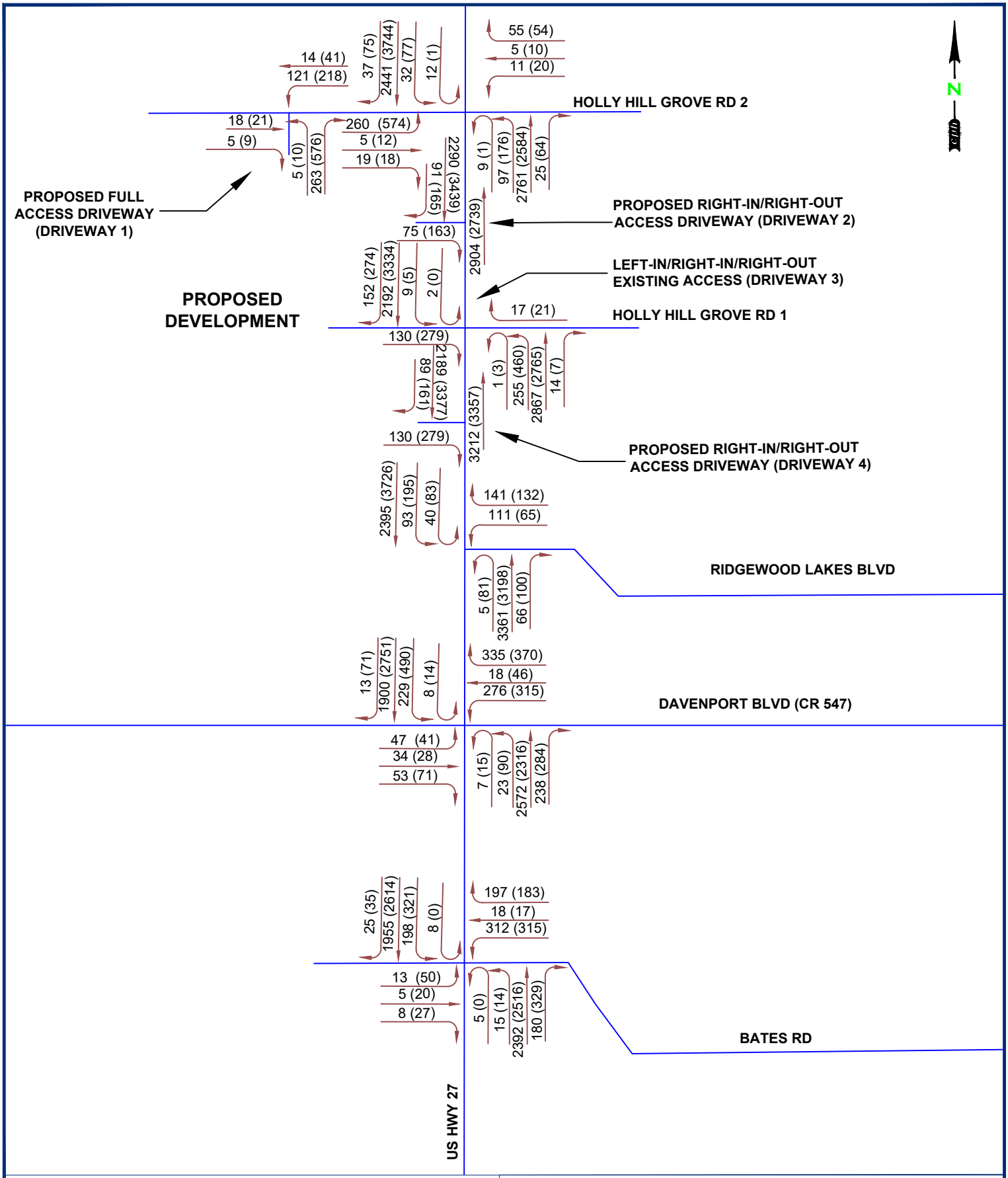
- Signal timing adjustments during the PM peak hour are anticipated to address deficiencies under future traffic conditions.

US Hwy 27 & Davenport Blvd [Signalized]

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

US Hwy 27 & Bates Rd [Signalized]

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



TRAFFIC FLOW DIRECTION

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

cph
www.cphcorp.com
Plan Prepared By:
CPH, LLC.
Licenses:
Eng. C.O.A. No. 3215
Survey L.B. No. 7143
Arch. Lic. No. AA2600926
Lndscp. Lic. No. LC0000298
5601 Mariner St. STE 105 Tampa, Fl 33609 (813) 288-0233

Date: 1/3/2024
Job No.W131163
Scale: NTS
File:

FIGURE 7 - TOTAL TRAFFIC VOLUMES
RETAIL WITH OUTPARCELS
DAVENPORT, POLK COUNTY, FLORIDA

Table 5

Future Conditions - Level of Service

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

Roadway Capacity Analysis

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

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

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

Arterial Level of Service Analysis

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

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

Table 6A

Existing Roadway Capacity Analysis

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

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

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

Table 6B

Background (2026) Roadway Capacity Analysis

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

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

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

Table 6C

Total Buildout (2026) Roadway Capacity Analysis

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

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

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

Site Access

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

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

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

Conclusions

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

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

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

US Hwy 27 & Holly Hill Grove Rd 2

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

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

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

US Hwy 27 & Ridgewood Lakes Blvd

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

US Hwy 27 & Davenport Blvd

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

US Hwy 27 & Bates Rd

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

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

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

APPENDIX A
EXISTING TRAFFIC COUNTS

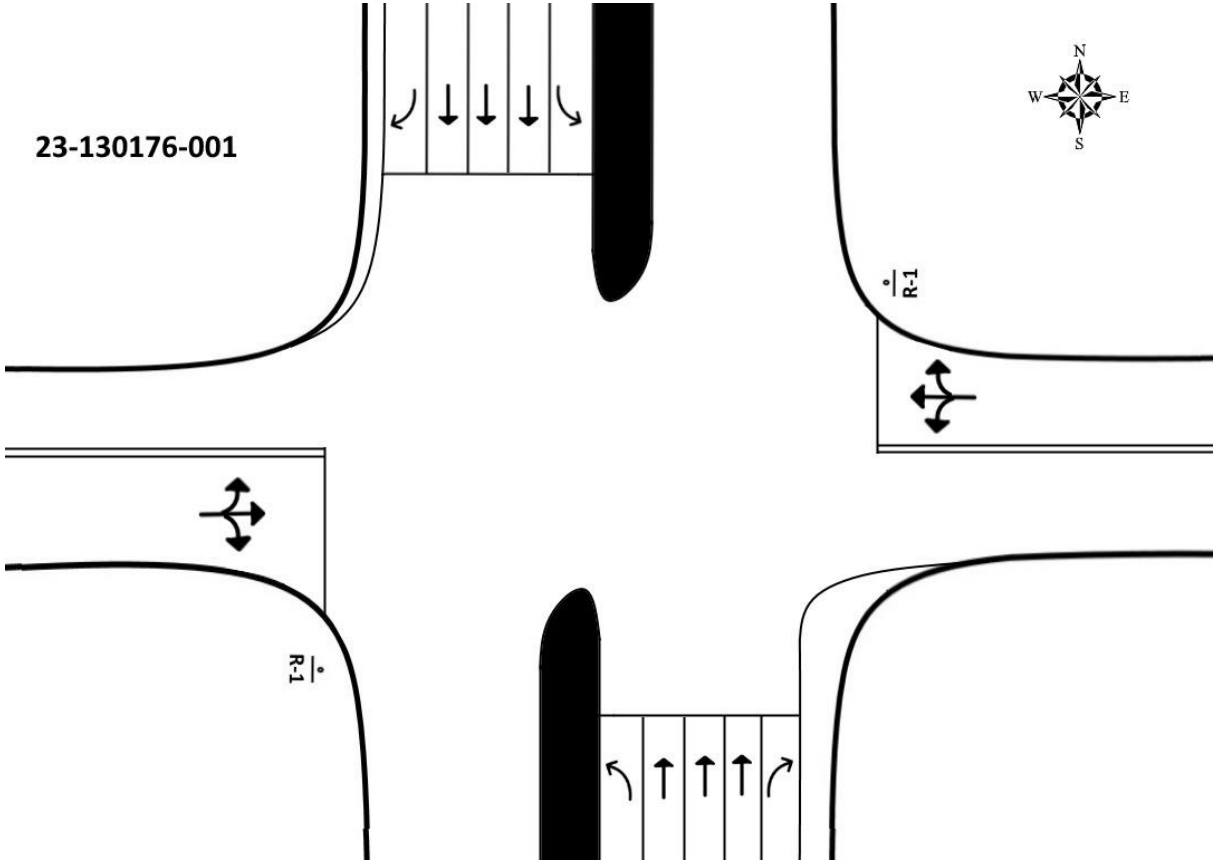
National Data & Surveying Services

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

N

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

Speed: **55 MPH**



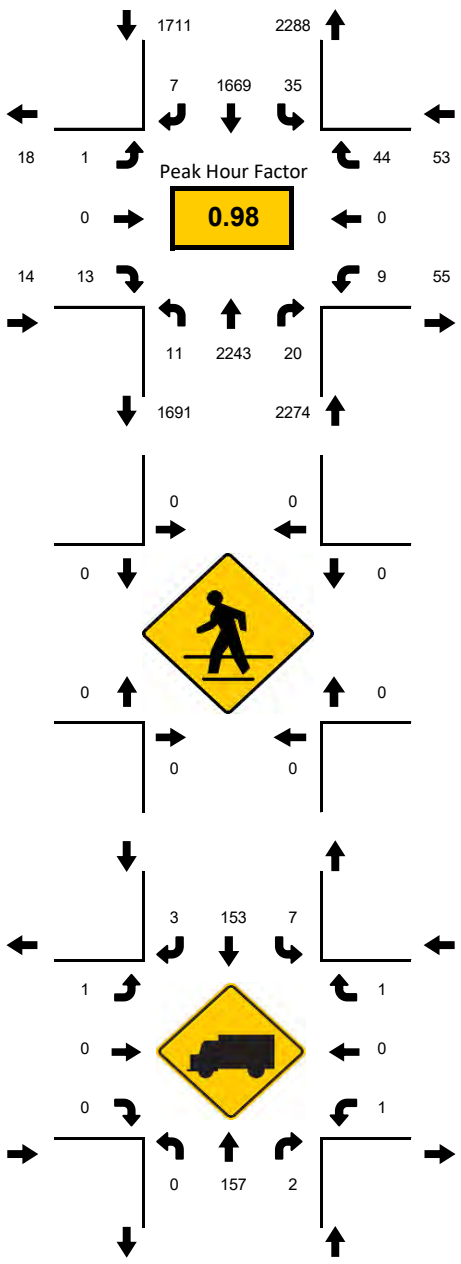
E/W Street: **Holly Hill Grove Rd 2/Cottonwood Rd**

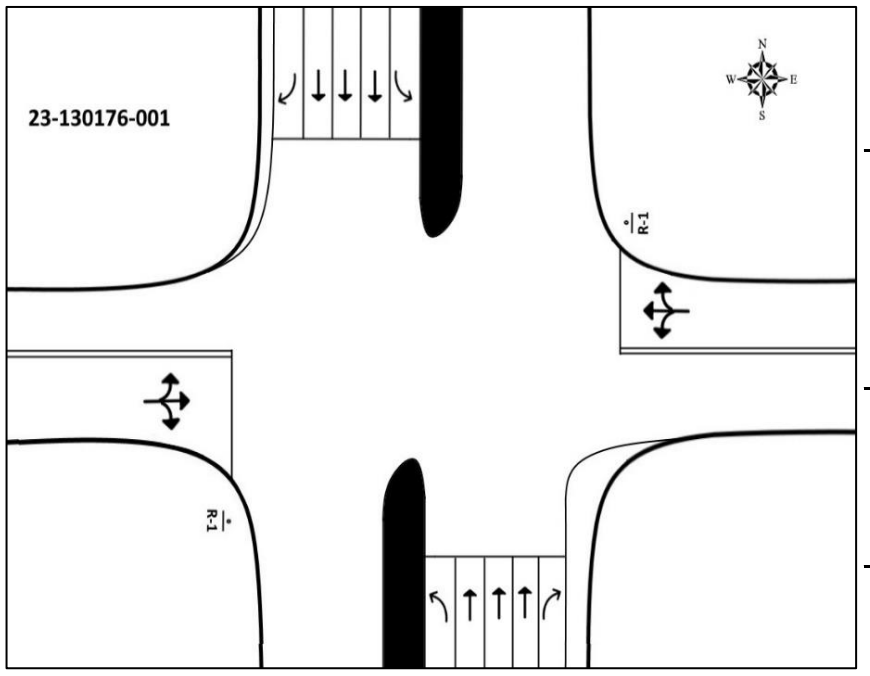
Speed: **25/30 MPH**

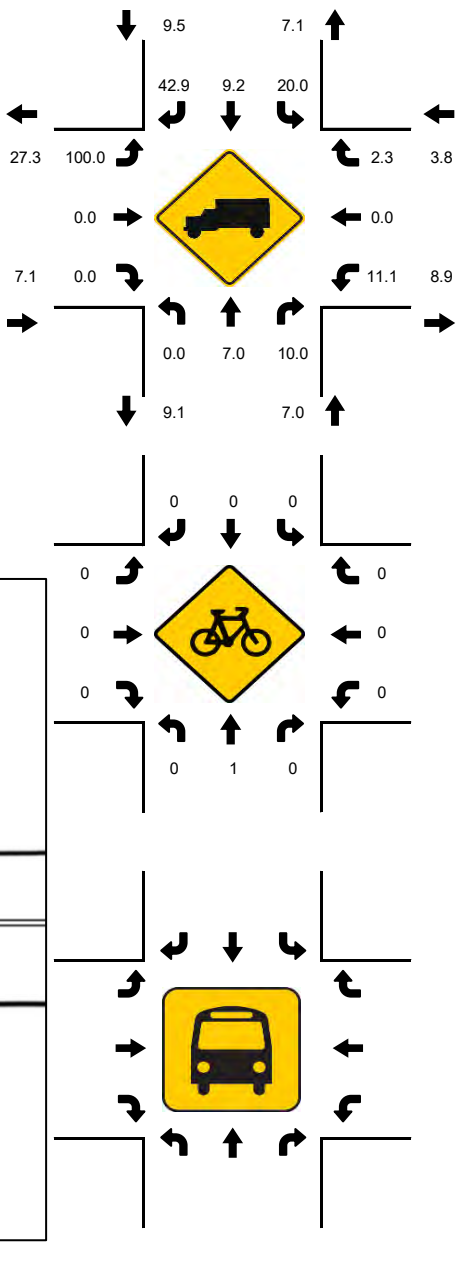
LOCATION: US HWY 27 & Holly Hill Grove Rd 2/Cottonwood Rd
CITY/STATE: Davenport, FL

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

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





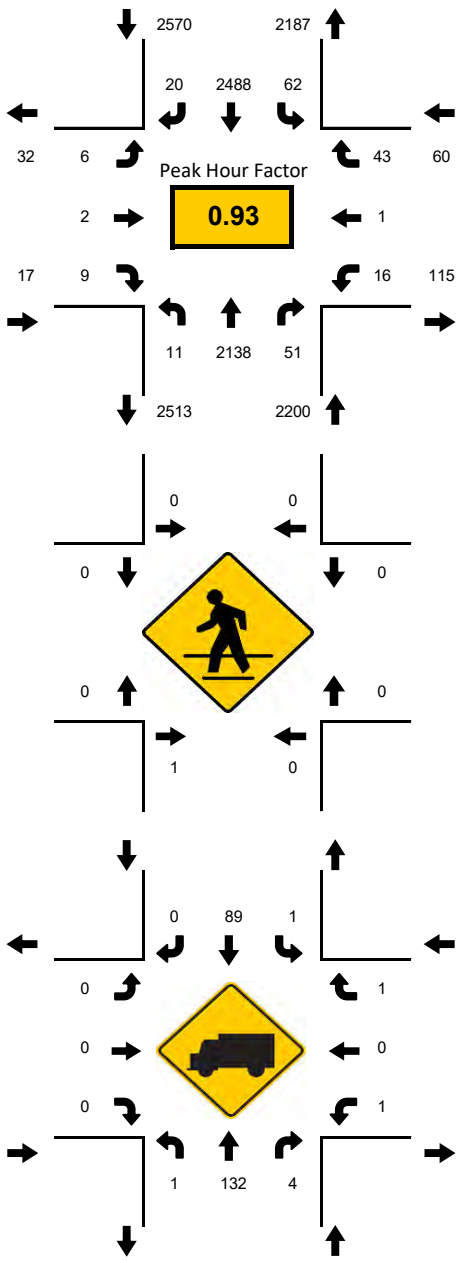


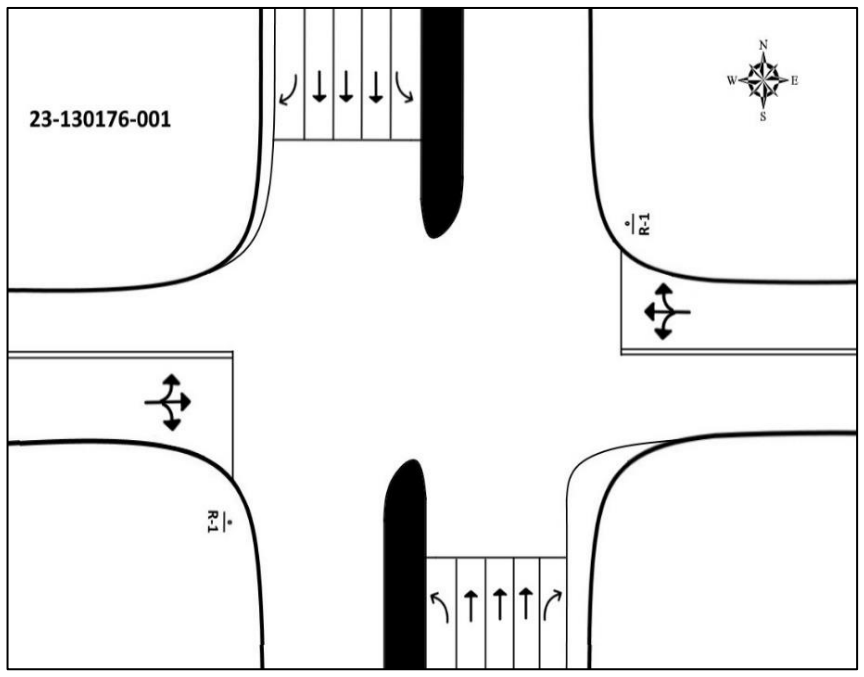
15-Min Count Period Beginning At	US HWY 27 Northbound					US HWY 27 Southbound					lly Hill Grove Rd 2/Cottonwood Eastbound					lly Hill Grove Rd 2/Cottonwood Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
7:00 AM	0	589	1	0		4	324	2	3	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

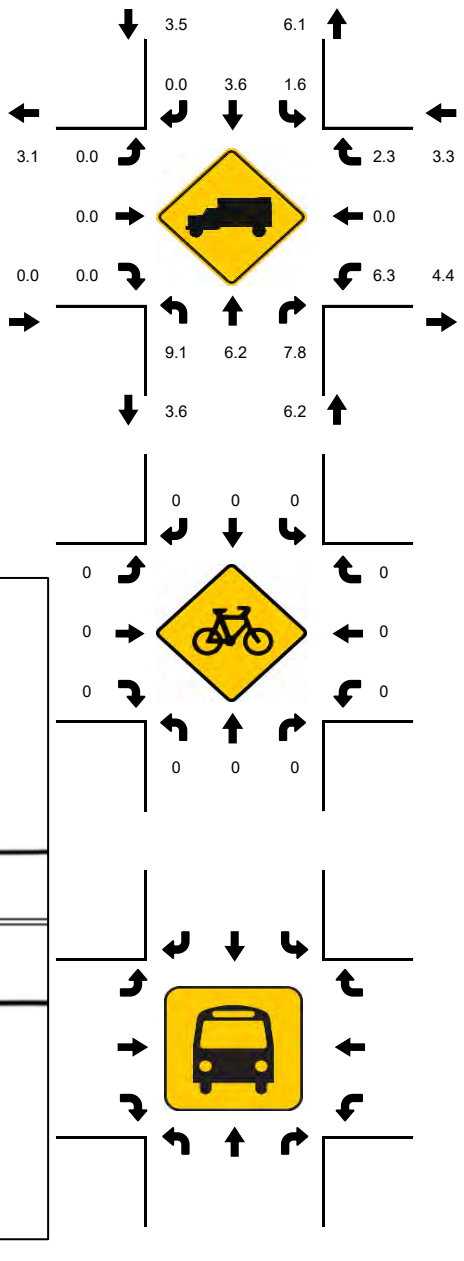
LOCATION: US HWY 27 & Holly Hill Grove Rd 2/Cottonwood Rd
CITY/STATE: Davenport, FL

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

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







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

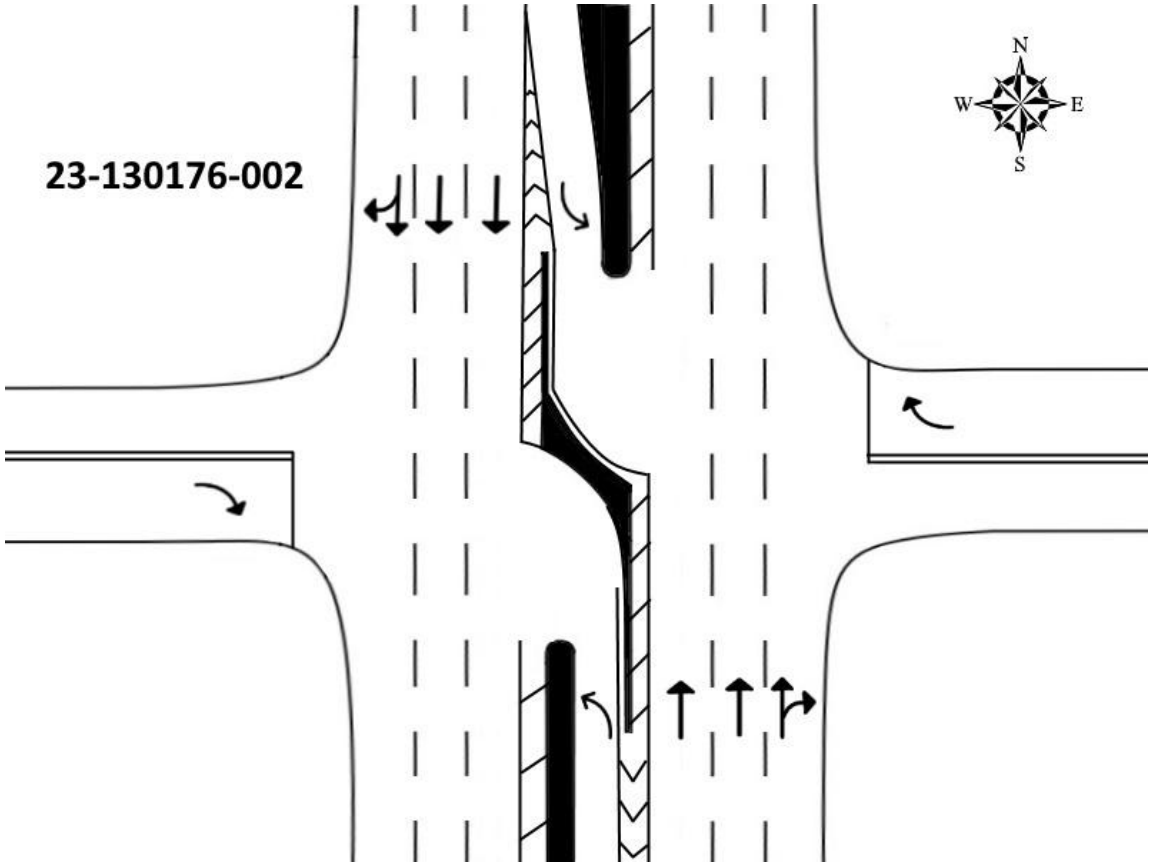
National Data & Surveying Services

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

N

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

Speed: **55 MPH**



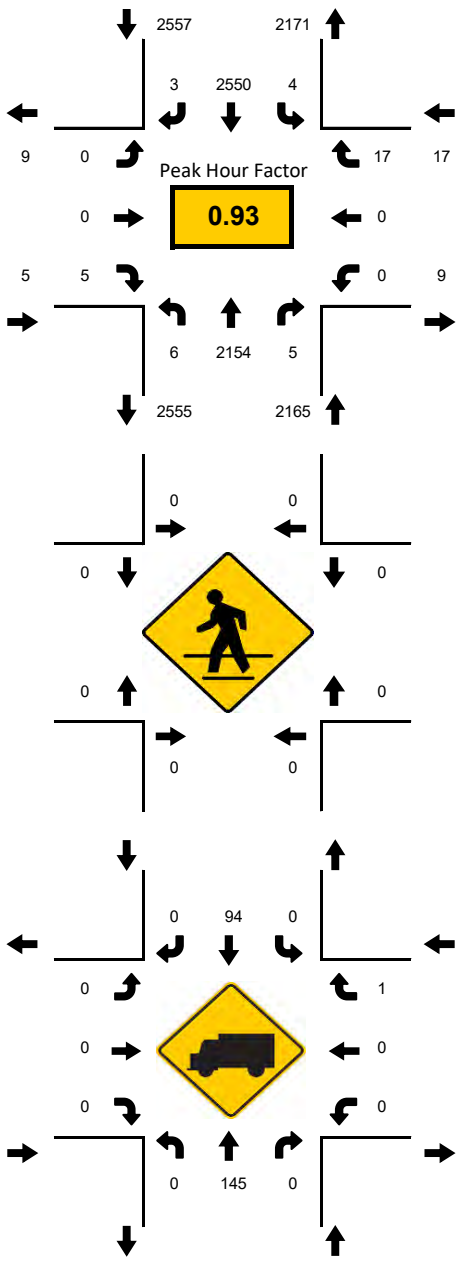
E/W Street: **Holly Hill Grove Rd 1**

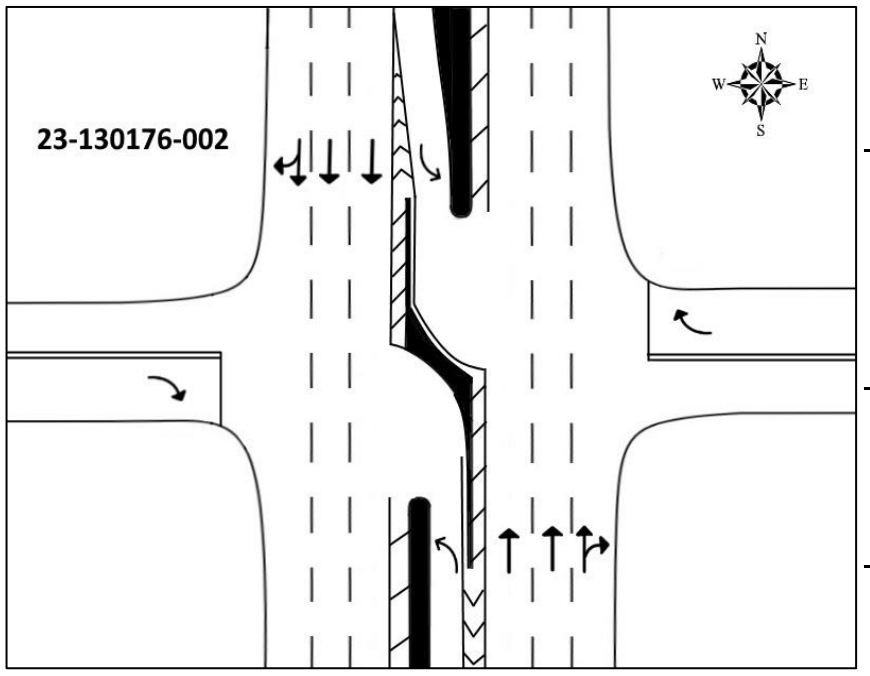
Speed: **N/A**

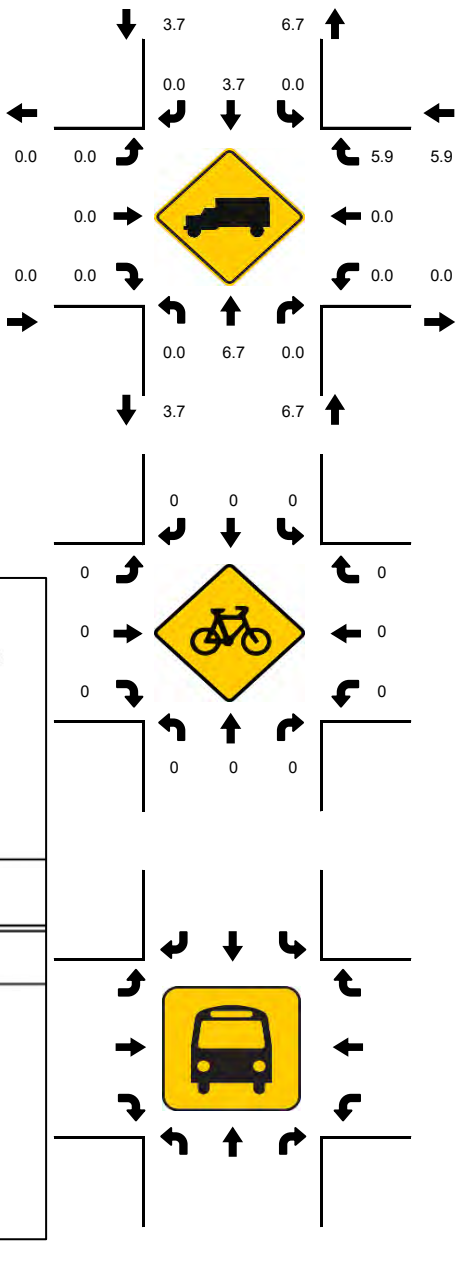
LOCATION: US HWY 27 & Holly Hill Grove Rd 1
CITY/STATE: Davenport, FL

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

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





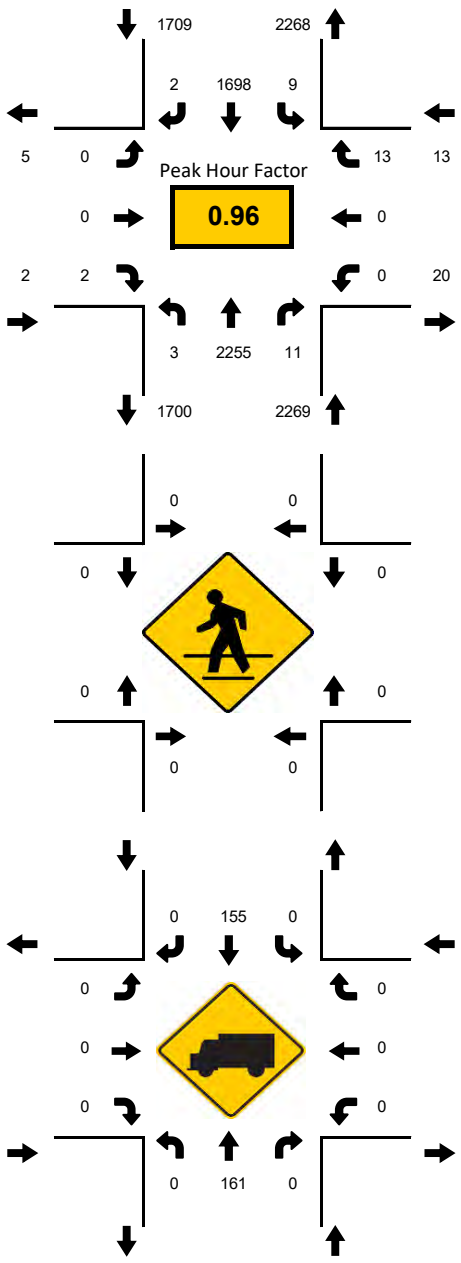


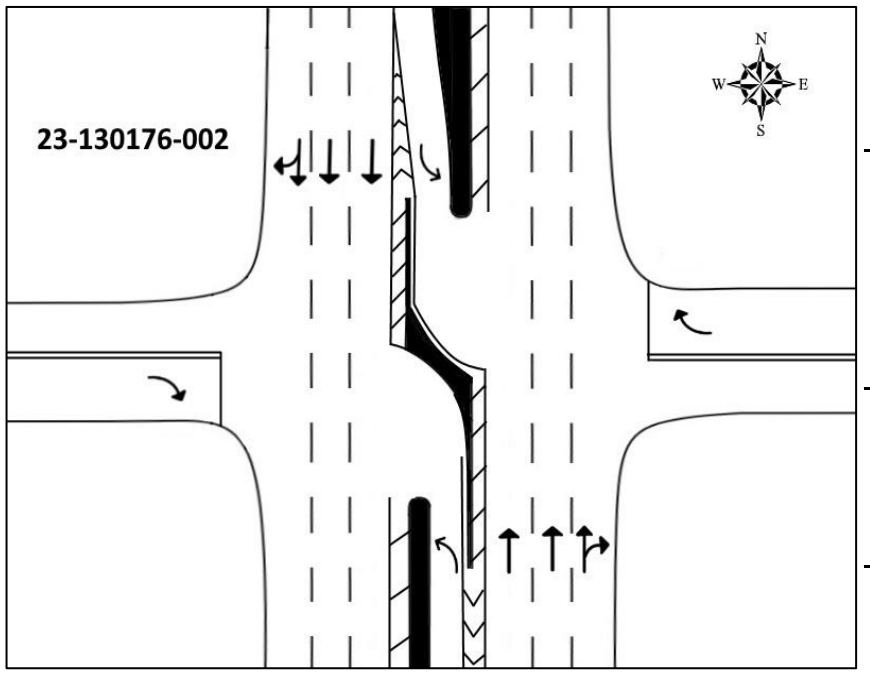
15-Min Count Period Beginning At	US HWY 27 Northbound					US HWY 27 Southbound					Holly Hill Grove Rd 1 Eastbound					Holly Hill Grove Rd 1 Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
4:00 PM	1	563	1	0		3	615	0	1		0	0	1	0		0	0	3	0		1188	4701
4:15 PM	1	522	3	1		4	617	0	1		0	0	0	0		0	0	6	0		1155	4629
4:30 PM	2	508	3	1		0	640	0	0		0	0	2	0		0	0	5	0		1161	4744
4:45 PM	1	551	1	0		1	638	2	0		0	0	0	0		0	0	3	0		1197	4737
5:00 PM	0	522	1	0		0	586	1	0		0	0	2	0		0	0	4	0		1116	4711
5:15 PM	0	573	0	2		3	686	0	0		0	0	1	0		0	0	5	0		1270	3595
5:30 PM	1	546	2	0		2	593	0	2		0	0	3	0		0	0	5	0		1154	2325
5:45 PM	2	511	0	1		1	648	3	2		0	0	2	0		0	0	1	0		1171	1171
Peak 15-Min Flowrates	**Northbound**					**Southbound**					**Eastbound**					**Westbound**					**Total**	
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
All Vehicles	8	2292	12	8		12	2744	8	0		0	0	8	0		0	0	20	0		**5112**	
Heavy Trucks	0	156	0	0		0	104	0	0		0	0	0	0		0	0	4	0		**264**	
Pedestrians		0					0					0					0				**0**	
Bicycles	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		**0**	
Buses																						
Stopped Buses																						

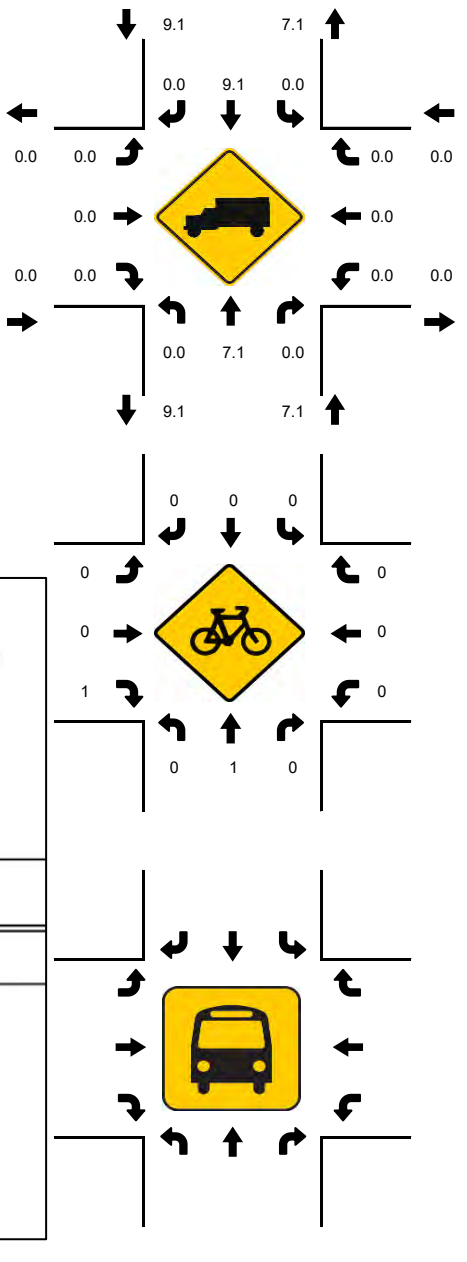
LOCATION: US HWY 27 & Holly Hill Grove Rd 1
CITY/STATE: Davenport, FL

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

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







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

National Data & Surveying Services

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

Speed: **55 MPH**

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

Date: **06/13/2023**

Weather: **Sunny**

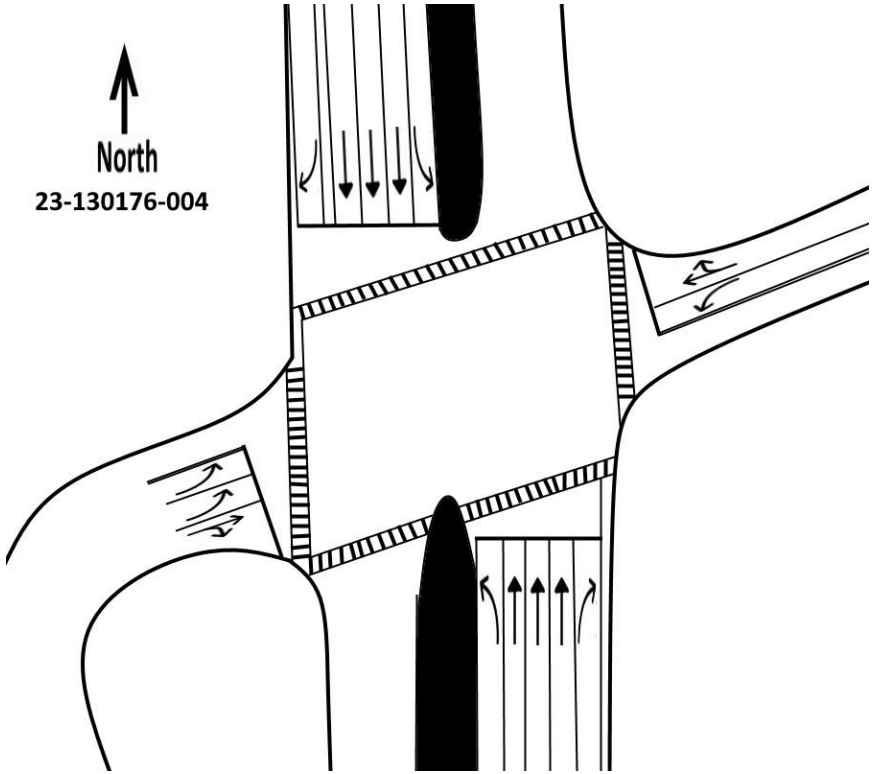
City: **Haines City**

County: **Polk**

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

16:00 - 18:00

Control: **Signalized**



E/W Street: **Bates Rd**

Speed: **40 MPH**

SIGNAL TIMING

AM

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

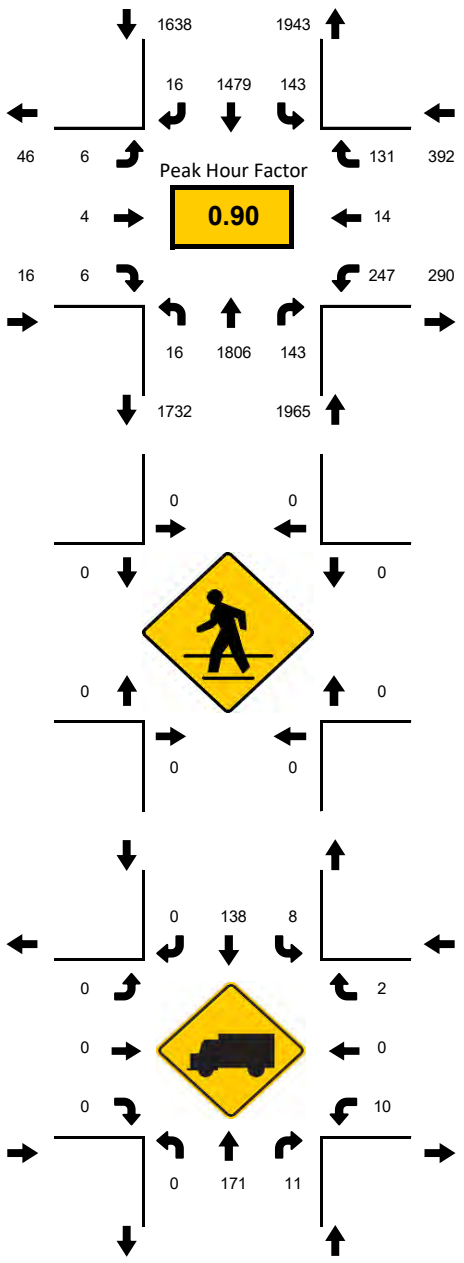
PM

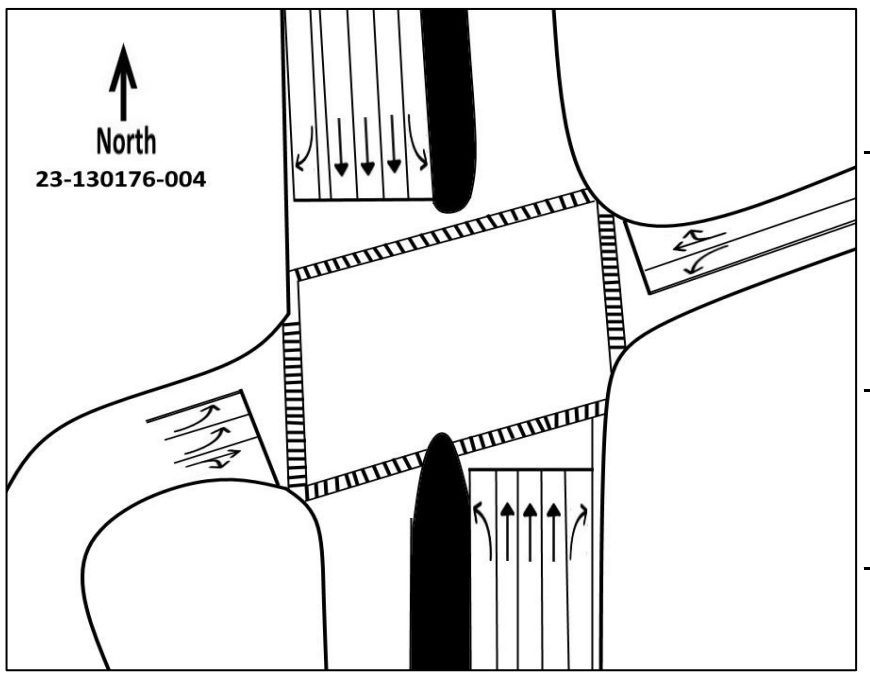
PHASES	1	2	3
NL/NT	00:21	-	00:26
NT/ST	01:33	02:26	01:51
SL/ST	00:42	00:41	00:41
EL/ET	00:17	-	00:17
WL/WT	00:45	00:55	01:10
ET/WT	-	00:19	-

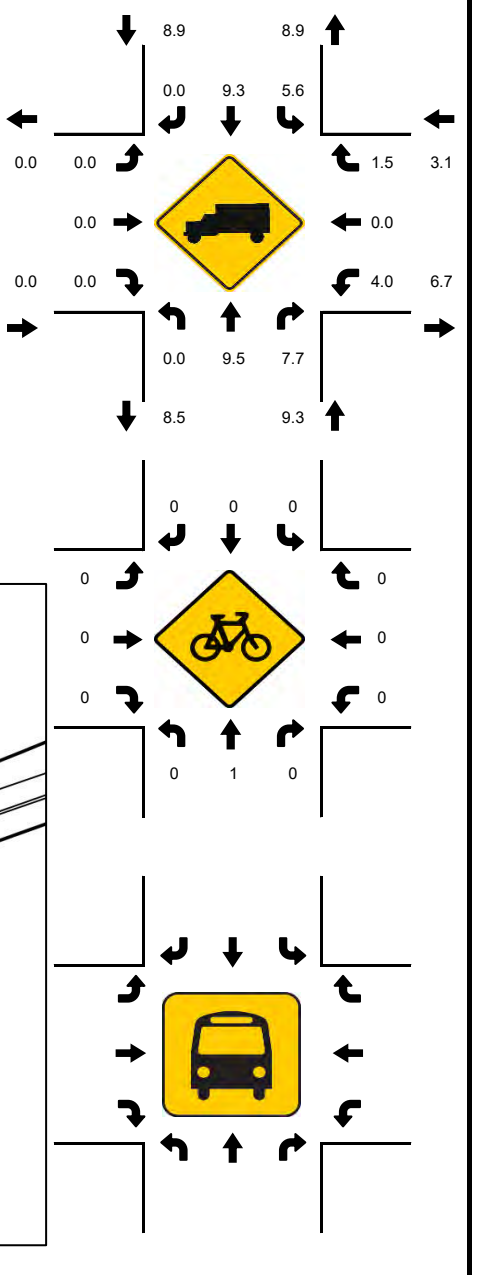
LOCATION: US HWY 27 & Bates Rd
CITY/STATE: Haines City, FL

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

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





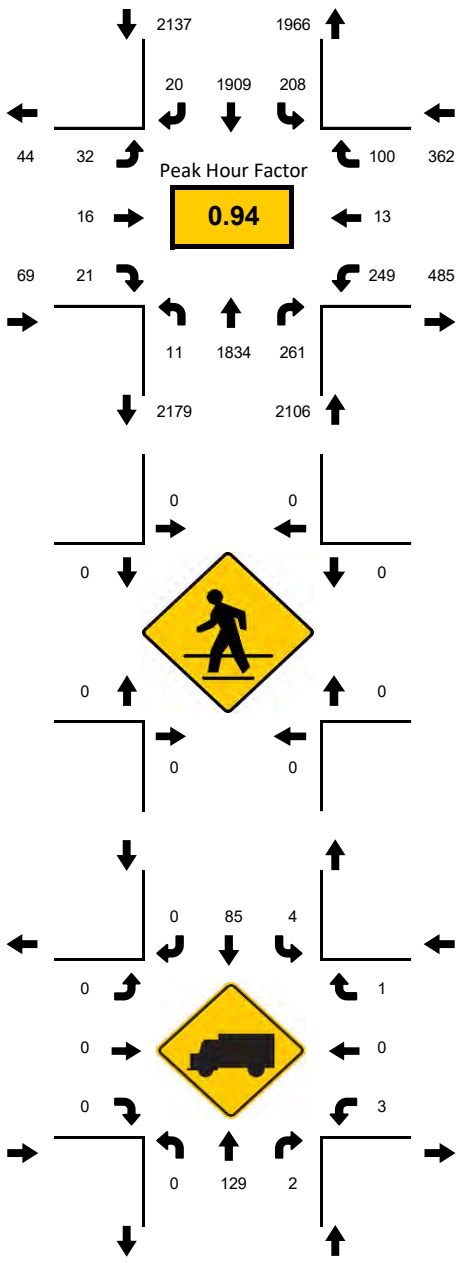


15-Min Count Period Beginning At	US HWY 27 Northbound					US HWY 27 Southbound					Bates Rd Eastbound					Bates Rd Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
7:00 AM	1	387	22	0		24	281	4	0		0	0	0	0		59	4	38	0		820	3806
7:15 AM	4	461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

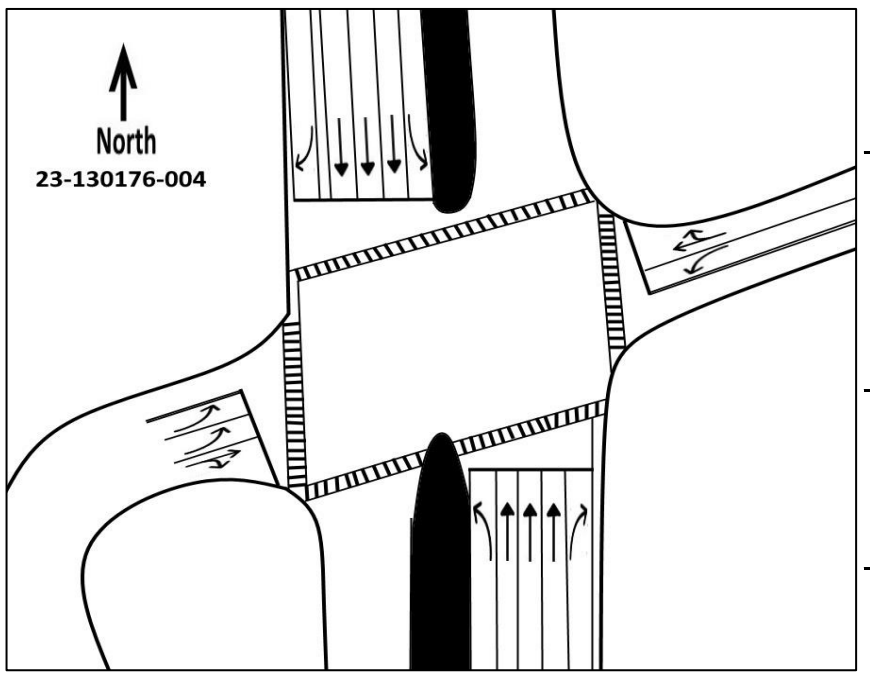
LOCATION: US HWY 27 & Bates Rd
CITY/STATE: Haines City, FL

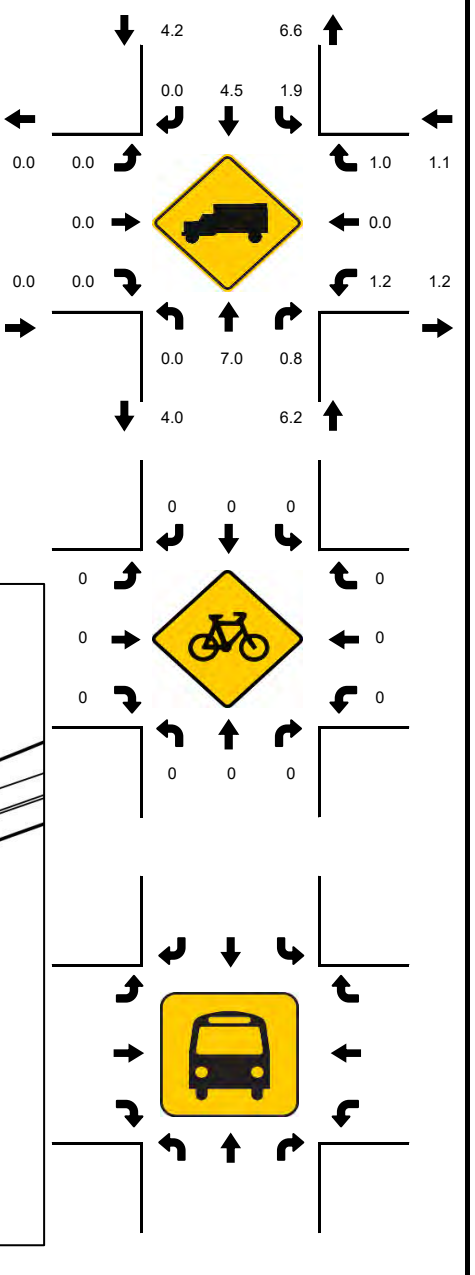
PROJECT ID: 23-130176-004
DATE: Tue, Jun 13, 2023

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



National Data & Surveying Services





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

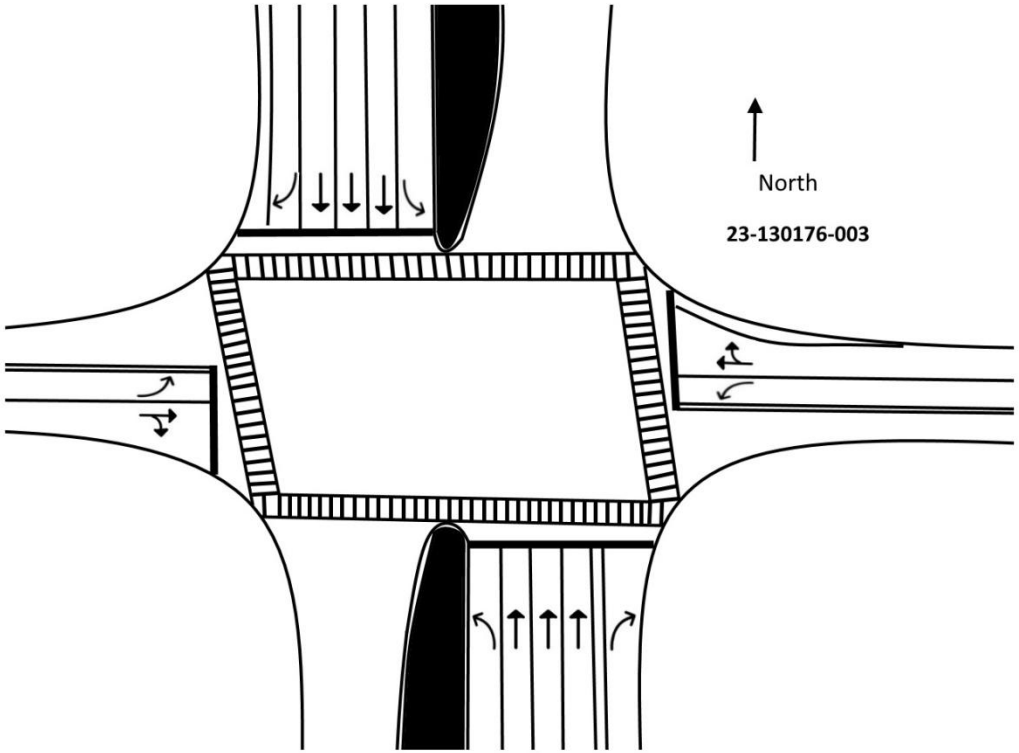
National Data & Surveying Services

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

Speed: **55 MPH**

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

Speed: **45 MPH**



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

Date: **06/13/2023**

Weather: **Sunny**

City: **Davenport**

County: **Polk**

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

16:00 - 18:00

Control: **Signalized**

SIGNAL TIMING

AM

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

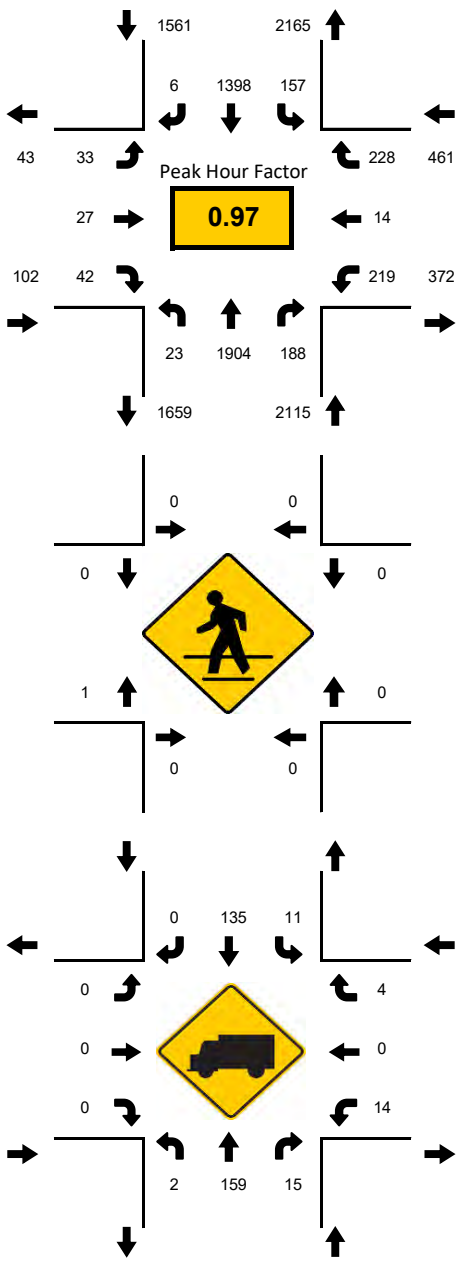
PM

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

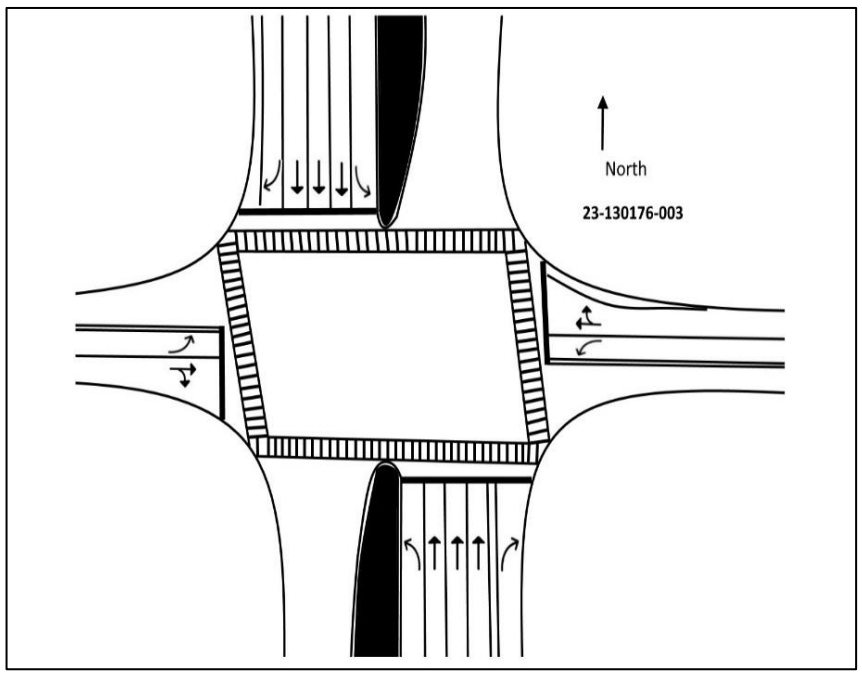
LOCATION: US HWY 27 & Sanders Rd/Davenport Blvd
CITY/STATE: Davenport, FL

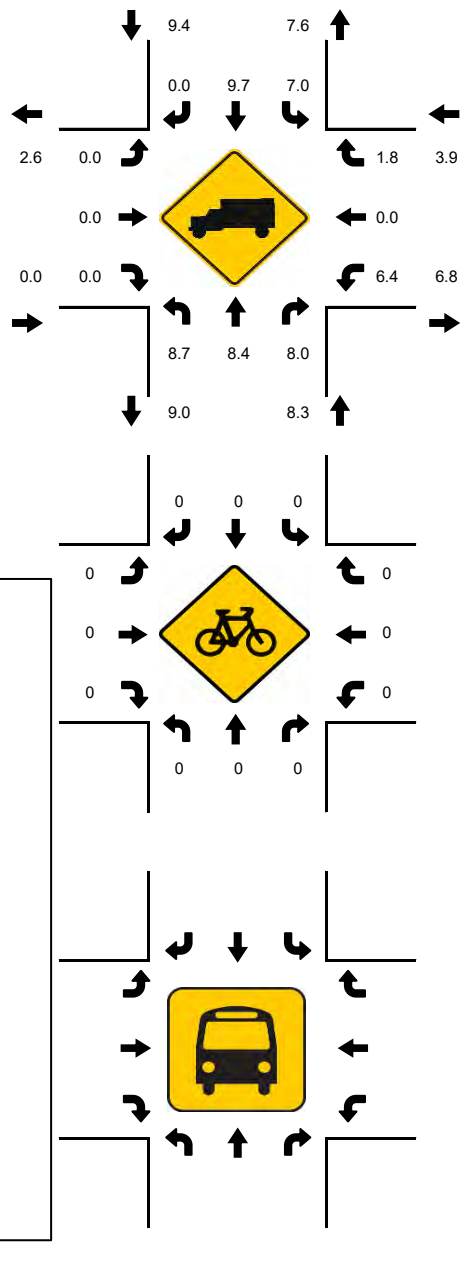
PROJECT ID: 23-130176-003
DATE: Tue, Jun 13, 2023

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



National Data & Surveying Services



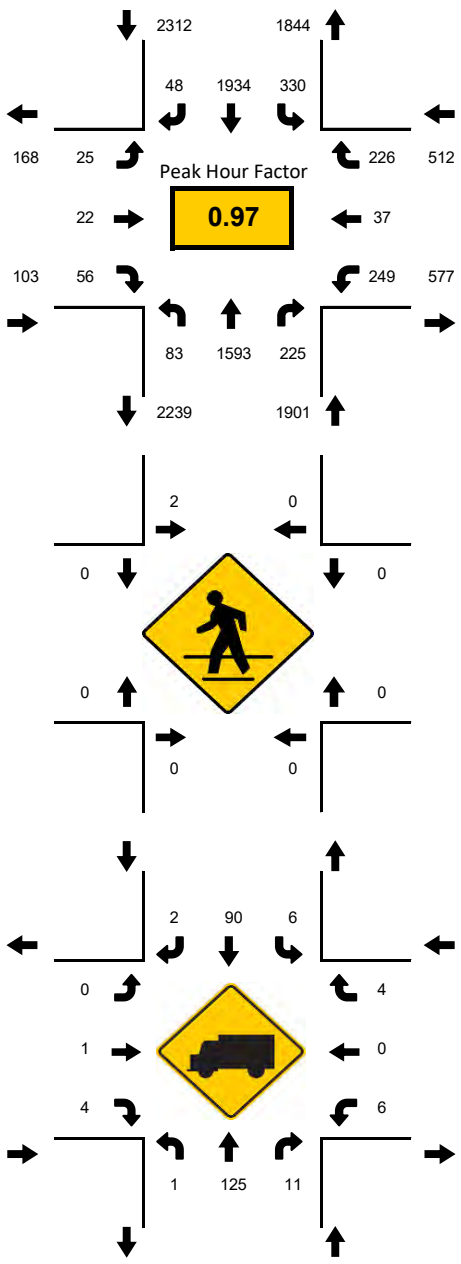


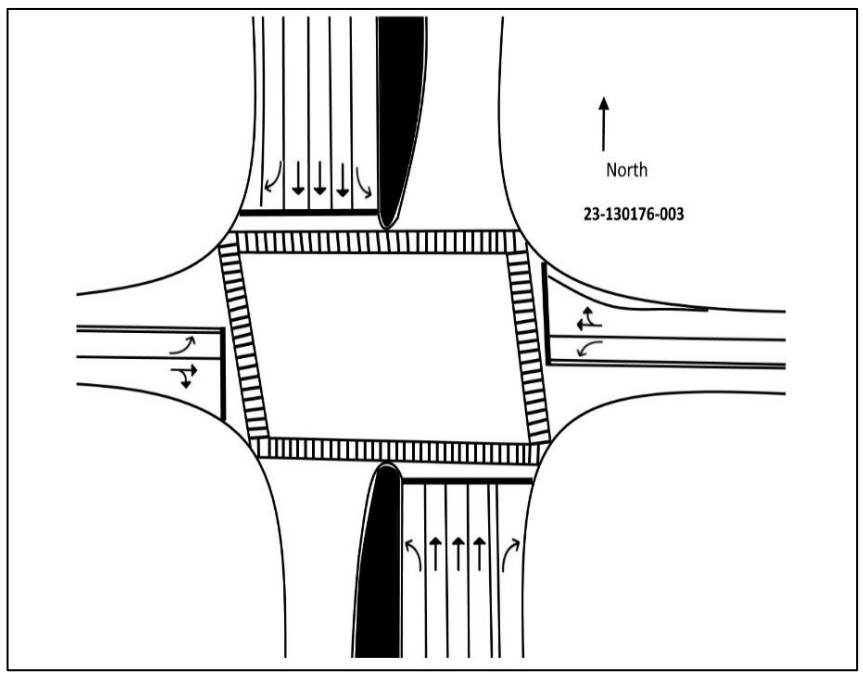
15-Min Count Period Beginning At	US HWY 27 Northbound					US HWY 27 Southbound					Sanders Rd/Davenport Blvd Eastbound					Sanders Rd/Davenport Blvd Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
7:00 AM	2	400	38	0		26	224	3	0		12	7	7	0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

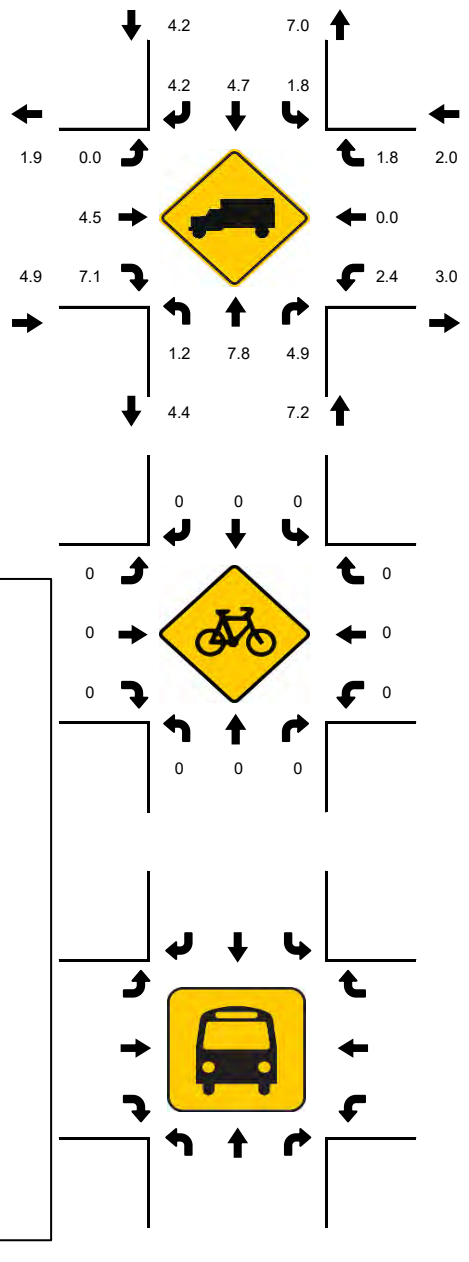
LOCATION: US HWY 27 & Sanders Rd/Davenport Blvd
CITY/STATE: Davenport, FL

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

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







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

APPENDIX B
TURNING MOVEMENT WORKSHEETS

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

MOCF: 0.95

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

* PEAK SEASON

TRAFFIC VOLUMES FOR PROPOSED PROJECT AT STUDY INTERSECTIONS

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

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

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

"VACATED ROW TRIPS"	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBU	NBT	NBR	SBL	SBU	SBT	SBR	TOTAL
ADDED TRIPS	**0**	**0**	**2**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**6**

"PROJECT TRAFFIC" LAND USE	TRIP TYPE	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBU	NBT	NBR	SBL	SBU	SBT	SBR	TOTAL
Proposed Project	%Pass-By - Enter							14%		-49%				51%		
	Pass - By - Enter	0	0	0	0	0	0	27	0	-94	0	0	0	97	0	**31**
	%Pass-By - Exit	39%														
	Pass - By - Exit	73	0	0	0	0	0	0	0	0	0	0	0	0	0	**73**
	% New Trips - Enter					1%		12%						45%	5%	
	New Trips - Enter	0	0	0	0	5	0	63	0	0	0	0	0	235	26	**329**
	% New Trips - Exit	45%	1%							5%						
	New Trips - Exit	186	5	0	0	0	0	0	0	21	0	0	0	0	0	**212**
TOTAL PROJECT TRAFFIC		**259**	**5**	**0**	**0**	**5**	**0**	**90**	**0**	**-73**	**0**	**0**	**0**	**333**	**26**	**645**
TOTAL TRAFFIC		**260**	**5**	**19**	**11**	**5**	**55**	**97**	**9**	**2761**	**25**	**32**	**12**	**2441**	**37**	

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

TRAFFIC VOLUMES FOR PROPOSED PROJECT AT STUDY INTERSECTIONS

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

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

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

"VACATED ROW TRIPS"	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBU	NBT	NBR	SBL	SBU	SBT	SBR	TOTAL
ADDED TRIPS	**0**	**0**	**7**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**13**

"PROJECT TRAFFIC" LAND USE	TRIP TYPE	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBU	NBT	NBR	SBL	SBU	SBT	SBR	TOTAL
Proposed Project	%Pass-By - Enter							14%		-49%				51%		
	Pass - By - Enter	0	0	0	0	0	0	48	0	-167	0	0	0	173	0	**54**
	%Pass-By - Exit	39%														
	Pass - By - Exit	133	0	0	0	0	0	0	0	0	0	0	0	0	0	**133**
	% New Trips - Enter					1%		12%						45%	5%	
	New Trips - Enter	0	0	0	0	9	0	114	0	0	0	0	0	426	47	**597**
	% New Trips - Exit	45%	1%							5%						
	New Trips - Exit	433	10	0	0	0	0	0	0	49	0	0	0	0	0	**492**
TOTAL PROJECT TRAFFIC		**566**	**10**	**0**	**0**	**9**	**0**	**161**	**0**	**-118**	**0**	**0**	**0**	**600**	**47**	**1276**
TOTAL TRAFFIC		**574**	**12**	**18**	**20**	**10**	**54**	**176**	**1**	**2584**	**64**	**77**	**1**	**3744**	**75**	

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

TRAFFIC VOLUMES FOR PROPOSED PROJECT AT STUDY INTERSECTIONS

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

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

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

"VACATED ROW TRIPS"	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBU	NBT	NBR	SBL	SBU	SBT	SBR	TOTAL
NEGATED TRIPS	**0**	**0**	**-2**	**0**	**0**	**0**	**-2**	**0**	**0**	**0**	**0**	**0**	**0**	**-2**	**-6**

"PROJECT TRAFFIC" LAND USE	TRIP TYPE	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBU	NBT	NBR	SBL	SBU	SBT	SBR	TOTAL
Proposed Project	%Pass-By - Enter							35%		-35%				-40%	25%	
	Pass - By - Enter	0	0	0	0	0	0	67	0	-67	0	0	0	-76	48	**-29**
	%Pass-By - Exit			25%												
	Pass - By - Exit	0	0	47	0	0	0	0	0	0	0	0	0	0	0	**47**
	% New Trips - Enter							36%		12%				13%	20%	
	New Trips - Enter	0	0	0	0	0	0	188	0	63	0	0	0	68	105	**424**
	% New Trips - Exit			20%						5%				13%		
	New Trips - Exit	0	0	83	0	0	0	0	0	21	0	0	0	54	0	**158**
TOTAL PROJECT TRAFFIC		**0**	**0**	**130**	**0**	**0**	**0**	**255**	**0**	**17**	**0**	**0**	**0**	**46**	**152**	**600**
TOTAL TRAFFIC		**0**	**0**	**130**	**0**	**0**	**17**	**255**	**1**	**2867**	**14**	**9**	**2**	**2192**	**152**	

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

TRAFFIC VOLUMES FOR PROPOSED PROJECT AT STUDY INTERSECTIONS

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

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

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

"VACATED ROW TRIPS"	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBU	NBT	NBR	SBL	SBU	SBT	SBR	TOTAL
NEGATED TRIPS	**0**	**0**	**-7**	**0**	**0**	**0**	**-3**	**0**	**0**	**0**	**0**	**0**	**0**	**-3**	**-13**

"PROJECT TRAFFIC" LAND USE	TRIP TYPE	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBU	NBT	NBR	SBL	SBU	SBT	SBR	TOTAL
Proposed Project	%Pass-By - Enter							35%		-35%				-40%	25%	
	Pass - By - Enter	0	0	0	0	0	0	119	0	-119	0	0	0	-136	85	**-51**
	%Pass-By - Exit			25%												
	Pass - By - Exit	0	0	86	0	0	0	0	0	0	0	0	0	0	0	**86**
	% New Trips - Enter							36.00%		12.00%				13.00%	20.00%	
	New Trips - Enter	0	0	0	0	0	0	341	0	114	0	0	0	123	189	**767**
	% New Trips - Exit			20%						5%				13%		
	New Trips - Exit	0	0	193	0	0	0	0	0	49	0	0	0	125	0	**367**
TOTAL PROJECT TRAFFIC		**0**	**0**	**279**	**0**	**0**	**0**	**460**	**0**	**44**	**0**	**0**	**0**	**112**	**274**	**1169**

TOTAL TRAFFIC	**0**	**0**	**279**	**0**	**0**	**21**	**460**	**3**	**2765**	**7**	**5**	**0**	**3334**	**274**

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

TRAFFIC VOLUMES FOR PROPOSED PROJECT
AT STUDY INTERSECTIONS

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

"EXISTING TRAFFIC" (DO NOT USE)	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBU	NBT	NBR	SBL	SBU	SBT	SBR
Raw Turning Movements	0	0	0	88	0	87	4	0	2494	52	54	0	1687	0
100th Highest Hour Factor	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030
EXISTING PEAK SEASON	**0**	**0**	**0**	**91**	**0**	**90**	**4**	**0**	**2569**	**54**	**56**	**0**	**1738**	**0**

"ADJUSTED EXISTING TRAFFIC"	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBU	NBT	NBR	SBL	SBU	SBT	SBR
Years To Buildout	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Yearly Growth Rate	4.1%	4.1%	4.1%	4.1%	4.1%	4.1%	4.1%	4.1%	4.1%	4.1%	4.1%	4.1%	4.1%	4.1%
TRAFFIC GROWTH	0	0	0	8	0	8	0	0	215	5	5	0	145	0
EXISTING TRAFFIC	**0**	**0**	**0**	**99**	**0**	**98**	**4**	**0**	**2784**	**59**	**61**	**0**	**1883**	**0**

"BACKGROUND TRAFFIC"	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBU	NBT	NBR	SBL	SBU	SBT	SBR
Years To Buildout	5	5	5	5	5	5	5	5	5	5	5	5	5	5
Yearly Growth Rate	4.1%	4.1%	4.1%	4.1%	4.1%	4.1%	4.1%	4.1%	4.1%	4.1%	4.1%	4.1%	4.1%	4.1%
BACKGROUND TRAFFIC GROWTH	0	0	0	20	0	20	1	0	572	12	12	0	387	0
NON-PROJECT TRAFFIC	**0**	**0**	**0**	**111**	**0**	**110**	**5**	**0**	**3141**	**66**	**68**	**0**	**2125**	**0**

"PROJECT TRAFFIC"

LAND USE	TRIP TYPE	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBU	NBT	NBR	SBL	SBU	SBT	SBR	TOTAL
Proposed Project	%Pass-By - Enter															
	Pass - By - Enter	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	%Pass-By - Exit												10%	51%		
	Pass - By - Exit	0	0	0	0	0	0	0	0	0	0	0	19	96	0	**115**
	% New Trips - Enter						6%			42%						
	New Trips - Enter	0	0	0	0	0	31	0	0	220	0	0	0	0	0	**251**
	% New Trips - Exit											6%	5%	42%		
	New Trips - Exit	0	0	0	0	0	0	0	0	0	0	25	21	174	0	**220**
TOTAL PROJECT TRAFFIC		**0**	**0**	**0**	**0**	**0**	**31**	**0**	**0**	**220**	**0**	**25**	**40**	**270**	**0**	**586**

TOTAL TRAFFIC	**0**	**0**	**0**	**111**	**0**	**141**	**5**	**0**	**3361**	**66**	**93**	**40**	**2395**	**0**

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

TRAFFIC VOLUMES FOR PROPOSED PROJECT
AT STUDY INTERSECTIONS

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

"EXISTING TRAFFIC" (DO NOT USE)	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBU	NBT	NBR	SBL	SBU	SBT	SBR
Raw Turning Movements	0	0	0	51	0	59	1	0	2223	80	109	0	2500	0
100th Highest Hour Factor	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030
EXISTING PEAK SEASON	**0**	**0**	**0**	**53**	**0**	**61**	**1**	**0**	**2290**	**82**	**112**	**0**	**2575**	**0**

"ADJUSTED EXISTING TRAFFIC"	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBU	NBT	NBR	SBL	SBU	SBT	SBR
Years To Buildout	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Yearly Growth Rate	4.1%	4.1%	4.1%	4.1%	4.1%	4.1%	4.1%	4.1%	4.1%	4.1%	4.1%	4.1%	4.1%	4.1%
TRAFFIC GROWTH	0	0	0	4	0	5	0	0	192	7	9	0	215	0
EXISTING TRAFFIC	**0**	**0**	**0**	**57**	**0**	**66**	**1**	**0**	**2482**	**89**	**121**	**0**	**2790**	**0**

"BACKGROUND TRAFFIC"	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBU	NBT	NBR	SBL	SBU	SBT	SBR
Years To Buildout	5	5	5	5	5	5	5	5	5	5	5	5	5	5
Yearly Growth Rate	4.1%	4.1%	4.1%	4.1%	4.1%	4.1%	4.1%	4.1%	4.1%	4.1%	4.1%	4.1%	4.1%	4.1%
BACKGROUND TRAFFIC GROWTH	0	0	0	12	0	14	0	0	510	18	25	0	573	0
NON-PROJECT TRAFFIC	**0**	**0**	**0**	**65**	**0**	**75**	**1**	**0**	**2800**	**100**	**137**	**0**	**3148**	**0**

"PROJECT TRAFFIC"

LAND USE	TRIP TYPE	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBU	NBT	NBR	SBL	SBU	SBT	SBR	TOTAL
Proposed Project	%Pass-By - Enter															
	Pass - By - Enter	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	%Pass-By - Exit												10%	51%		
	Pass - By - Exit	0	0	0	0	0	0	0	0	0	0	0	34	174	0	**209**
	% New Trips - Enter						6%			42%						
	New Trips - Enter	0	0	0	0	0	57	0	0	398	0	0	0	0	0	**455**
	% New Trips - Exit											6%	5%	42%		
	New Trips - Exit	0	0	0	0	0	0	0	0	0	0	58	49	404	0	**511**
OTAL PROJECT TRAFFIC		**0**	**0**	**0**	**0**	**0**	**57**	**0**	**0**	**398**	**0**	**58**	**83**	**578**	**0**	**1174**

TOTAL TRAFFIC	0	0	0	65	0	132	1	0	3198	100	195	83	3726	0

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

TRAFFIC VOLUMES FOR PROPOSED PROJECT AT STUDY INTERSECTIONS

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

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

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

"PROJECT TRAFFIC"

LAND USE	TRIP TYPE	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBU	NBT	NBR	SBL	SBU	SBT	SBR	TOTAL
Proposed Project	%Pass-By - Enter															
	Pass - By - Enter	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	%Pass-By - Exit															
	Pass - By - Exit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	% New Trips - Enter	1%					9%			32%						
	New Trips - Enter	5	0	0	0	0	47	0	0	167	0	0	0	0	0	**220**
	% New Trips - Exit											9%		32%	1%	
	New Trips - Exit	0	0	0	0	0	0	0	0	0	0	38	0	133	5	**176**
TOTAL PROJECT TRAFFIC		**5**	**0**	**0**	**0**	**0**	**47**	**0**	**0**	**167**	**0**	**38**	**0**	**133**	**5**	**396**

	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBU	NBT	NBR	SBL	SBU	SBT	SBR
TOTAL TRAFFIC	**47**	**34**	**53**	**276**	**18**	**335**	**23**	**7**	**2572**	**238**	**229**	**8**	**1900**	**13**

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

TRAFFIC VOLUMES FOR PROPOSED PROJECT AT STUDY INTERSECTIONS

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

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

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

"PROJECT TRAFFIC"

LAND USE	TRIP TYPE	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBU	NBT	NBR	SBL	SBU	SBT	SBR	TOTAL
Proposed Project	%Pass-By - Enter															
	Pass - By - Enter	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	%Pass-By - Exit															
	Pass - By - Exit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	% New Trips - Enter	1%					9%			32%						
	New Trips - Enter	9	0	0	0	0	85	0	0	303	0	0	0	0	0	**398**
	% New Trips - Exit											9%		32%	1%	
	New Trips - Exit	0	0	0	0	0	0	0	0	0	0	87	0	308	10	**405**
TOTAL PROJECT TRAFFIC		**9**	**0**	**0**	**0**	**0**	**85**	**0**	**0**	**303**	**0**	**87**	**0**	**308**	**10**	**803**
TOTAL TRAFFIC		**41**	**28**	**71**	**315**	**46**	**370**	**90**	**15**	**2316**	**284**	**490**	**14**	**2751**	**71**	

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

TRAFFIC VOLUMES FOR PROPOSED PROJECT AT STUDY INTERSECTIONS

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

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

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

"PROJECT TRAFFIC"

LAND USE	TRIP TYPE	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBU	NBT	NBR	SBL	SBU	SBT	SBR	TOTAL
Proposed Project	%Pass-By - Enter															
	Pass - By - Enter	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	%Pass-By - Exit															
	Pass - By - Exit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	% New Trips - Enter	1%					6%			21%						
	New Trips - Enter	5	0	0	0	0	31	0	0	110	0	0	0	0	0	**146**
	% New Trips - Exit											6%		21%	1%	
	New Trips - Exit	0	0	0	0	0	0	0	0	0	0	25	0	87	5	**117**
TOTAL PROJECT TRAFFIC		**5**	**0**	**0**	**0**	**0**	**31**	**0**	**0**	**110**	**0**	**25**	**0**	**87**	**5**	**263**

	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBU	NBT	NBR	SBL	SBU	SBT	SBR
TOTAL TRAFFIC	**13**	**5**	**8**	**312**	**18**	**197**	**15**	**5**	**2392**	**180**	**198**	**8**	**1955**	**25**

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

TRAFFIC VOLUMES FOR PROPOSED PROJECT AT STUDY INTERSECTIONS

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

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

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

"PROJECT TRAFFIC"

LAND USE	TRIP TYPE	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBU	NBT	NBR	SBL	SBU	SBT	SBR	TOTAL
Proposed Project	%Pass-By - Enter															
	Pass - By - Enter	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	%Pass-By - Exit															
	Pass - By - Exit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	% New Trips - Enter	1%					6%			21%						
	New Trips - Enter	9	0	0	0	0	57	0	0	199	0	0	0	0	0	**265**
	% New Trips - Exit											6%		21%	1%	
	New Trips - Exit	0	0	0	0	0	0	0	0	0	0	58	0	202	10	**270**
TOTAL PROJECT TRAFFIC		**9**	**0**	**0**	**0**	**0**	**57**	**0**	**0**	**199**	**0**	**58**	**0**	**202**	**10**	**535**

	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBU	NBT	NBR	SBL	SBU	SBT	SBR
TOTAL TRAFFIC	**50**	**20**	**27**	**315**	**17**	**183**	**14**	**0**	**2516**	**329**	**321**	**0**	**2614**	**35**

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

TRAFFIC VOLUMES FOR PROPOSED PROJECT AT STUDY INTERSECTIONS

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

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

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

"PROJECT TRAFFIC" LAND USE	TRIP TYPE	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBU	NBT	NBR	SBL	SBU	SBT	SBR	TOTAL
Proposed Project	%Pass-By - Enter				14%											
	Pass - By - Enter	0	0	0	27	0	0	0	0	0	0	0	0	0	0	**27**
	%Pass-By - Exit										39%					
	Pass - By - Exit	0	0	0	0	0	0	0	0	0	73	0	0	0	0	**73**
	% New Trips - Enter			1%	18%											
	New Trips - Enter	0	0	5	94	0	0	0	0	0	0	0	0	0	0	**99**
	% New Trips - Exit							1%			46%					
	New Trips - Exit	0	0	0	0	0	0	5	0	0	190	0	0	0	0	**195**
TOTAL PROJECT TRAFFIC		**0**	**0**	**5**	**121**	**0**	**0**	**5**	**0**	**0**	**263**	**0**	**0**	**0**	**0**	**394**

TOTAL TRAFFIC	**0**	**18**	**5**	**121**	**14**	**0**	**5**	**0**	**0**	**263**	**0**	**0**	**0**	**0**

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

TRAFFIC VOLUMES FOR PROPOSED PROJECT AT STUDY INTERSECTIONS

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

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

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

"PROJECT TRAFFIC" LAND USE	TRIP TYPE	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBU	NBT	NBR	SBL	SBU	SBT	SBR	TOTAL
Proposed Project	%Pass-By - Enter				14%											
	Pass - By - Enter	0	0	0	48	0	0	0	0	0	0	0	0	0	0	**48**
	%Pass-By - Exit										39%					
	Pass - By - Exit	0	0	0	0	0	0	0	0	0	133	0	0	0	0	**133**
	% New Trips - Enter			1%	18%											
	New Trips - Enter	0	0	9	170	0	0	0	0	0	0	0	0	0	0	**180**
	% New Trips - Exit							1%			46%					
	New Trips - Exit	0	0	0	0	0	0	10	0	0	443	0	0	0	0	**453**
TOTAL PROJECT TRAFFIC		**0**	**0**	**9**	**218**	**0**	**0**	**10**	**0**	**0**	**576**	**0**	**0**	**0**	**0**	**814**

TOTAL TRAFFIC	**0**	**21**	**9**	**218**	**41**	**0**	**10**	**0**	**0**	**576**	**0**	**0**	**0**	**0**

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

TRAFFIC VOLUMES FOR PROPOSED PROJECT AT STUDY INTERSECTIONS

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

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

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

"PROJECT TRAFFIC"

LAND USE	TRIP TYPE	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBU	NBT	NBR	SBL	SBU	SBT	SBR	TOTAL
Proposed Project	%Pass-By - Enter									-14%				-15%	15%	
	Pass - By - Enter	0	0	0	0	0	0	0	0	-27	0	0	0	-29	29	**-27**
	%Pass-By - Exit			11%												
	Pass - By - Exit	0	0	21	0	0	0	0	0	0	0	0	0	0	0	**21**
	% New Trips - Enter									12%				33%	12%	
	New Trips - Enter	0	0	0	0	0	0	0	0	63	0	0	0	173	63	**298**
	% New Trips - Exit			13%												
	New Trips - Exit	0	0	54	0	0	0	0	0	0	0	0	0	0	0	**54**
TOTAL PROJECT TRAFFIC		**0**	**0**	**75**	**0**	**0**	**0**	**0**	**0**	**36**	**0**	**0**	**0**	**144**	**91**	**346**
TOTAL TRAFFIC		**0**	**0**	**75**	**0**	**0**	**0**	**0**	**0**	**2904**	**0**	**0**	**0**	**2290**	**91**	

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

TRAFFIC VOLUMES FOR PROPOSED PROJECT AT STUDY INTERSECTIONS

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

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

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

"PROJECT TRAFFIC"

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

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

TRAFFIC VOLUMES FOR PROPOSED PROJECT AT STUDY INTERSECTIONS

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

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

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

"PROJECT TRAFFIC"

LAND USE	TRIP TYPE	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBU	NBT	NBR	SBL	SBU	SBT	SBR	TOTAL
Proposed Project	%Pass-By - Enter									49%				-51%	11%	
	Pass - By - Enter	0	0	0	0	0	0	0	0	94	0	0	0	-97	21	**17**
	%Pass-By - Exit			25%												
	Pass - By - Exit	0	0	47	0	0	0	0	0	0	0	0	0	0	0	**47**
	% New Trips - Enter									48%					13%	
	New Trips - Enter	0	0	0	0	0	0	0	0	251	0	0	0	0	68	**319**
	% New Trips - Exit			20%										33%		
	New Trips - Exit	0	0	83	0	0	0	0	0	0	0	0	0	137	0	**220**
TOTAL PROJECT TRAFFIC		**0**	**0**	**130**	**0**	**0**	**0**	**0**	**0**	**345**	**0**	**0**	**0**	**40**	**89**	**603**
TOTAL TRAFFIC		**0**	**0**	**130**	**0**	**0**	**0**	**0**	**0**	**3212**	**0**	**0**	**0**	**2189**	**89**	

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

TRAFFIC VOLUMES FOR PROPOSED PROJECT AT STUDY INTERSECTIONS

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

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

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

"PROJECT TRAFFIC"

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

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

APPENDIX C
SIGNAL TIMINGS

Station : 1340 - US 27_Bates (Standard File)

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

Preemption

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

Preempt LP

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

Station : 1340 - US 27_Bates (Standard File)

Coordination

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

Station : 1340 - US 27_Bates (Standard File)

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

Scheduler

	Month												Day of Week							Day of Month										1									2									3		
Plan	**J**	**F**	**M**	**A**	**M**	**J**	**J**	**A**	**S**	**O**	**N**	**D**	**S**	**M**	**T**	**W**	**T**	**F**	**S**	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**0**	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**0**	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**0**	**1**	**Day Plan**
1			1	1	1	1	1	1	1	1				1	1	1	1	1		1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
2	1	1	1	1	1	1	1	1	1	1	1	1							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	2
3	1	1	1	1	1	1	1	1	1	1	1	1	1							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	3
4										1				1	1	1	1	1												1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
5	1	1									1	1		1	1	1	1	1		1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
6			1											1	1	1	1	1		1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1													1
7																																																				1
8																																																				1
9																																																				1
10																																																				1
11																																																				1
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29																																																				1
30																																																				1
31																																																				1
32																																																				1

User Comments:

FDOT - DISTRICT 1

Signal Timing Report

(For isolated traffic signal)

Drawn By:	
Date:	
Checked By:	
Date:	

Approved By:
Date:

Revisions

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

Controller Timings

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

SOP 7

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

Notes:

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

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

FDOT - DISTRICT 1

Signal Timing Report

(For isolated traffic signal)

Drawn By:	
Date:	
Checked By:	
Date:	

Approved By:

Renjan Joseph, P.E. # 68284

Date:

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

Disclaimer Statement

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

Controller Timings

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

SOP SPECIAL

Ring - 1	1	2	
Ring - 2	5	6	8

Notes:

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

APPENDIX D
LEVEL OF SERVICE REPORTS FOR EXISTING CONDITIONS

Intersection	
Int Delay, s/veh	31.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	0	15	10	0	49	12	2512	22	39	1869	8
Future Vol, veh/h	1	0	15	10	0	49	12	2512	22	39	1869	8
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	560	-	535	560	-	515
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	98	98	98	98	98	98	98	98	98	98	98	98
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	0	15	10	0	50	12	2563	22	40	1907	8

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	3037	4597	954	3430	4583	1282	1915	0	0	2586	0	0
Stage 1	1987	1987	-	2588	2588	-	-	-	-	-	-	-
Stage 2	1050	2610	-	842	1995	-	-	-	-	-	-	-
Critical Hdwy	6.44	6.54	7.14	6.44	6.54	7.14	5.34	-	-	5.34	-	-
Critical Hdwy Stg 1	7.34	5.54	-	7.34	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.74	5.54	-	6.74	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.82	4.02	3.92	3.82	4.02	3.92	3.12	-	-	3.12	-	-
Pot Cap-1 Maneuver	14	1	223	~ 8	1	134	138	-	-	62	-	-
Stage 1	39	105	-	14	51	-	-	-	-	-	-	-
Stage 2	219	50	-	294	104	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	3	0	223	~ 2	0	134	138	-	-	62	-	-
Mov Cap-2 Maneuver	3	0	-	~ 2	0	-	-	-	-	-	-	-
Stage 1	14	38	-	13	47	-	-	-	-	-	-	-
Stage 2	125	45	-	100	38	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/veh	$ 55.13	$ 2264.47	0.16	2.71
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	138	-	-	38	13	62	-	-
HCM Lane V/C Ratio	0.089	-	-	0.424	4.72	0.637	-	-
HCM Control Delay (s/veh)	33.6	-	-	155.3	$ 2264.5	133.2	-	-
HCM Lane LOS	D	-	-	F	F	F	-	-
HCM 95th %tile Q(veh)	0.3	-	-	1.5	8.6	2.7	-	-

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

Intersection	
Int Delay, s/veh	0.3

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

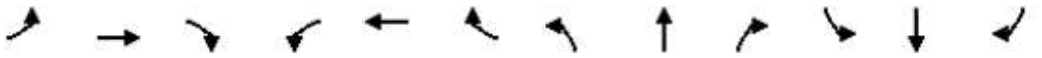
Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	-	-	992	-	-	1322	1983	0	0	2644	0	0
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	7.14	-	-	7.14	5.34	-	-	5.34	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-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

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	22.31	37.6	0.04	0.42
HCM LOS	C	E		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	128	-	-	210	126	58	-	-
HCM Lane V/C Ratio	0.025	-	-	0.01	0.124	0.179	-	-
HCM Control Delay (s/veh)	33.9	-	-	22.3	37.6	79.8	-	-
HCM Lane LOS	D	-	-	C	E	F	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0	0.4	0.6	-	-

HCM 7th Signalized Intersection Summary
3: US Hwy 27 & Ridgewood Lakes

01/10/2024



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

Timer - Assigned Phs	1	2				6		8				
Phs Duration (G+Y+Rc), s	8.9	69.3				78.2		13.1				
Change Period (Y+Rc), s	4.5	4.5				4.5		4.5				
Max Green Setting (Gmax), s	28.5	63.7				73.7		37.3				
Max Q Clear Time (g_c+I1), s	5.3	40.6				13.8		8.0				
Green Ext Time (p_c), s	0.1	21.0				24.5		0.7				

Intersection Summary		
HCM 7th Control Delay, s/veh		10.4
HCM 7th LOS		B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Traffic Volume (veh/h)	7	4	7	277	16	147	4	13	2023	160	7	153
Future Volume (veh/h)	7	4	7	277	16	147	4	13	2023	160	7	153
Initial Q (Qb), veh	0	0	0	0	0	0		0	0	0		0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00		1.00		1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00
Work Zone On Approach		No			No				No			
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870		1870	1870	1870		1870
Adj Flow Rate, veh/h	8	4	8	308	18	163		14	2248	178		170
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90		0.90	0.90	0.90		0.90
Percent Heavy Veh, %	2	2	2	2	2	2		2	2	2		2
Cap, veh/h	33	10	20	332	32	290		26	2514	780		186
Arrive On Green	0.01	0.02	0.02	0.19	0.20	0.20		0.01	0.49	0.49		0.10
Sat Flow, veh/h	3456	557	1113	1781	160	1449		1781	5106	1585		1781
Grp Volume(v), veh/h	8	0	12	308	0	181		14	2248	178		170
Grp Sat Flow(s),veh/h/ln	1728	0	1670	1781	0	1609		1781	1702	1585		1781
Q Serve(g_s), s	0.3	0.0	1.1	25.3	0.0	15.1		1.2	59.4	4.2		14.0
Cycle Q Clear(g_c), s	0.3	0.0	1.1	25.3	0.0	15.1		1.2	59.4	4.2		14.0
Prop In Lane	1.00		0.67	1.00		0.90		1.00		1.00		1.00
Lane Grp Cap(c), veh/h	33	0	31	332	0	322		26	2514	780		186
V/C Ratio(X)	0.24	0.00	0.39	0.93	0.00	0.56		0.53	0.89	0.23		0.92
Avail Cap(c_a), veh/h	265	0	79	392	0	322		69	2610	810		186
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00		1.00	1.00	1.00		1.00
Uniform Delay (d), s/veh	73.1	0.0	72.1	59.5	0.0	53.6		72.7	34.2	4.2		65.9
Incr Delay (d2), s/veh	3.8	0.0	7.9	25.7	0.0	2.2		15.7	4.3	0.1		42.8
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0		0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	0.5	13.6	0.0	6.3		0.6	23.7	3.3		8.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	76.9	0.0	80.0	85.2	0.0	55.8		88.4	38.6	4.3		108.7
LnGrp LOS	E		F	F		E		F	D	A		F
Approach Vol, veh/h		20			489				2440			
Approach Delay, s/veh		78.8			74.3				36.3			
Approach LOS		E			E				D			

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.4	92.5	7.6	37.2	23.1	80.8	34.6	10.1
Change Period (Y+Rc), s	9.2	7.6	6.2	* 7.4	7.6	* 7.6	6.9	7.4
Max Green Setting (Gmax), s	5.8	83.4	11.4	* 30	15.5	* 76	32.7	7.0
Max Q Clear Time (g_c+I1), s	3.2	37.9	2.3	17.1	16.0	61.4	27.3	3.1
Green Ext Time (p_c), s	0.0	18.5	0.0	0.7	0.0	11.8	0.4	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	37.3
HCM 7th LOS	D

Notes

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

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

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Traffic Volume (veh/h)	37	30	47	245	16	255	6	20	2132	211	7	169
Future Volume (veh/h)	37	30	47	245	16	255	6	20	2132	211	7	169
Initial Q (Qb), veh	0	0	0	0	0	0		0	0	0		0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00		1.00		1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00
Work Zone On Approach		No			No				No			
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870		1870	1870	1870		1870
Adj Flow Rate, veh/h	38	31	48	253	16	263		21	2198	218		174
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97		0.97	0.97	0.97		0.97
Percent Heavy Veh, %	2	2	2	2	2	2		2	2	2		2
Cap, veh/h	134	157	243	314	22	358		202	2653	824		201
Arrive On Green	0.24	0.24	0.24	0.24	0.24	0.24		0.02	0.52	0.52		0.07
Sat Flow, veh/h	1100	662	1024	1320	92	1507		1781	5106	1585		1781
Grp Volume(v), veh/h	38	0	79	253	0	279		21	2198	218		174
Grp Sat Flow(s),veh/h/ln	1100	0	1686	1320	0	1599		1781	1702	1585		1781
Q Serve(g_s), s	4.7	0.0	5.3	27.0	0.0	23.0		0.8	51.7	10.9		7.9
Cycle Q Clear(g_c), s	27.7	0.0	5.3	32.4	0.0	23.0		0.8	51.7	10.9		7.9
Prop In Lane	1.00		0.61	1.00		0.94		1.00		1.00		1.00
Lane Grp Cap(c), veh/h	134	0	400	314	0	380		202	2653	824		201
V/C Ratio(X)	0.28	0.00	0.20	0.80	0.00	0.74		0.10	0.83	0.26		0.87
Avail Cap(c_a), veh/h	134	0	400	314	0	380		372	2704	839		403
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00		1.00	1.00	1.00		1.00
Uniform Delay (d), s/veh	62.9	0.0	43.4	56.4	0.0	50.2		16.9	28.9	19.1		37.9
Incr Delay (d2), s/veh	1.1	0.0	0.2	14.1	0.0	7.3		0.2	2.5	0.4		10.7
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0		0.0
%ile BackOfQ(50%),veh/ln	1.3	0.0	2.2	10.0	0.0	9.8		0.3	19.9	3.9		6.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	64.1	0.0	43.7	70.5	0.0	57.4		17.1	31.4	19.4		48.6
LnGrp LOS	E		D	E		E		B	C	B		D
Approach Vol, veh/h		117			532				2437			
Approach Delay, s/veh		50.3			63.6				30.2			
Approach LOS		D			E				C			

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	11.4	89.0		42.0	18.8	81.6		42.0				
Change Period (Y+Rc), s	8.6	7.6		8.2	8.6	7.6		8.2				
Max Green Setting (Gmax), s	16.4	85.4		33.8	26.4	75.4		33.8				
Max Q Clear Time (g_c+I1), s	2.8	30.2		34.4	9.9	53.7		29.7				
Green Ext Time (p_c), s	0.0	32.3		0.0	0.4	20.3		0.1				

Intersection Summary	
HCM 7th Control Delay, s/veh	31.4
HCM 7th LOS	C

Notes

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

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

Intersection	
Int Delay, s/veh	92.4

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

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

Approach	EB	WB	NB	SB
HCM Control Delay, s/veh	$ 6704.01	$ 5227.99	0.72	7.69
HCM LOS	F	F		

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

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

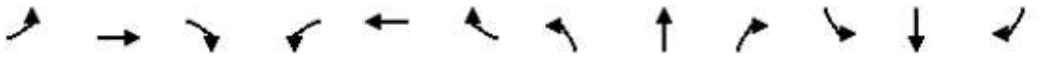
Intersection	
Int Delay, s/veh	0.4

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

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

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	48.21	37.7	0.33	0.09
HCM LOS	E	E		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	35	-	-	90	130	61	-	-
HCM Lane V/C Ratio	0.187	-	-	0.072	0.157	0.07	-	-
HCM Control Delay (s/veh)	131.7	-	-	48.2	37.7	68	-	-
HCM Lane LOS	F	-	-	E	E	F	-	-
HCM 95th %tile Q(veh)	0.6	-	-	0.2	0.5	0.2	-	-



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

Timer - Assigned Phs	1	2				6		8				
Phs Duration (G+Y+Rc), s	12.4	68.0				80.4		13.4				
Change Period (Y+Rc), s	8.0	8.0				8.0		6.7				
Max Green Setting (Gmax), s	25.0	60.0				60.0		35.3				
Max Q Clear Time (g_c+I1), s	5.3	46.5				15.4		5.9				
Green Ext Time (p_c), s	0.1	11.2				12.6		0.4				

Intersection Summary												
HCM 7th Control Delay, s/veh			13.9									
HCM 7th LOS			B									

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	36	18	24	279	15	112	12	2054	292	233	2138	22
Future Volume (veh/h)	36	18	24	279	15	112	12	2054	292	233	2138	22
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	38	19	26	297	16	119	13	2185	311	248	2274	23
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	431	30	41	323	19	141	87	2589	804	272	3077	955
Arrive On Green	0.10	0.04	0.04	0.15	0.10	0.10	0.01	0.51	0.51	0.12	0.60	0.60
Sat Flow, veh/h	3456	715	979	1781	191	1423	1781	5106	1585	1781	5106	1585
Grp Volume(v), veh/h	38	0	45	297	0	135	13	2185	311	248	2274	23
Grp Sat Flow(s),veh/h/ln	1728	0	1694	1781	0	1614	1781	1702	1585	1781	1702	1585
Q Serve(g_s), s	0.0	0.0	4.3	22.5	0.0	13.6	0.7	61.0	19.9	17.1	52.8	0.5
Cycle Q Clear(g_c), s	0.0	0.0	4.3	22.5	0.0	13.6	0.7	61.0	19.9	17.1	52.8	0.5
Prop In Lane	1.00		0.58	1.00		0.88	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	431	0	72	323	0	160	87	2589	804	272	3077	955
V/C Ratio(X)	0.09	0.00	0.63	0.92	0.00	0.84	0.15	0.84	0.39	0.91	0.74	0.02
Avail Cap(c_a), veh/h	431	0	293	589	0	674	222	2884	895	427	3408	1058
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	67.1	0.0	77.9	66.9	0.0	73.2	33.8	35.1	25.0	69.0	23.6	3.7
Incr Delay (d2), s/veh	0.1	0.0	8.7	11.1	0.0	11.1	0.8	2.3	0.3	16.6	0.8	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	0.0	2.1	13.2	0.0	6.1	0.3	24.3	7.5	11.3	19.7	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	67.1	0.0	86.6	78.0	0.0	84.3	34.6	37.4	25.3	85.6	24.3	3.7
LnGrp LOS	E		F	E		F	C	D	C	F	C	A
Approach Vol, veh/h		83			432			2509			2545	
Approach Delay, s/veh		77.7			80.0			35.9			30.1	
Approach LOS		E			E			D			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.4	107.3	23.3	23.3	27.2	91.5	32.3	14.4
Change Period (Y+Rc), s	9.2	7.6	6.9	* 6.9	7.6	* 7.6	6.9	7.4
Max Green Setting (Gmax), s	14.8	110.4	10.8	* 69	34.1	* 93	50.1	28.6
Max Q Clear Time (g_c+I1), s	2.7	54.8	2.0	15.6	19.1	63.0	24.5	6.3
Green Ext Time (p_c), s	0.0	29.1	0.0	0.8	0.6	20.9	0.8	0.1

Intersection Summary	
HCM 7th Control Delay, s/veh	37.3
HCM 7th LOS	D

Notes

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Traffic Volume (veh/h)	28	25	63	279	41	253	13	80	1784	252	12	357
Future Volume (veh/h)	28	25	63	279	41	253	13	80	1784	252	12	357
Initial Q (Qb), veh	0	0	0	0	0	0		0	0	0		0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00		1.00		1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00
Work Zone On Approach		No			No				No			
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870		1870	1870	1870		1870
Adj Flow Rate, veh/h	29	26	65	288	42	261		82	1839	260		368
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97		0.97	0.97	0.97		0.97
Percent Heavy Veh, %	2	2	2	2	2	2		2	2	2		2
Cap, veh/h	129	117	292	315	55	344		153	2000	621		398
Arrive On Green	0.25	0.25	0.25	0.25	0.25	0.25		0.04	0.39	0.39		0.19
Sat Flow, veh/h	1076	474	1184	1306	224	1395		1781	5106	1585		1781
Grp Volume(v), veh/h	29	0	91	288	0	303		82	1839	260		368
Grp Sat Flow(s),veh/h/ln	1076	0	1657	1306	0	1619		1781	1702	1585		1781
Q Serve(g_s), s	3.6	0.0	6.2	28.6	0.0	24.5		3.9	48.4	16.9		23.8
Cycle Q Clear(g_c), s	28.1	0.0	6.2	34.8	0.0	24.5		3.9	48.4	16.9		23.8
Prop In Lane	1.00		0.71	1.00		0.86		1.00		1.00		1.00
Lane Grp Cap(c), veh/h	129	0	408	315	0	399		153	2000	621		398
V/C Ratio(X)	0.22	0.00	0.22	0.91	0.00	0.76		0.53	0.92	0.42		0.93
Avail Cap(c_a), veh/h	129	0	408	315	0	399		426	2039	633		621
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00		1.00	1.00	1.00		1.00
Uniform Delay (d), s/veh	62.4	0.0	42.4	57.5	0.0	49.3		30.0	40.9	31.3		44.6
Incr Delay (d2), s/veh	0.9	0.0	0.3	29.5	0.0	8.2		2.9	7.3	0.5		14.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0		0.0
%ile BackOfQ(50%),veh/ln	1.0	0.0	2.5	12.8	0.0	10.6		1.7	20.4	6.3		13.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	63.2	0.0	42.7	87.0	0.0	57.6		32.9	48.1	31.7		58.8
LnGrp LOS	E		D	F		E		C	D	C		E
Approach Vol, veh/h		120			591				2181			
Approach Delay, s/veh		47.7			71.9				45.6			
Approach LOS		D			E				D			

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	14.4	83.9		43.0	35.3	62.9		43.0				
Change Period (Y+Rc), s	8.6	7.6		8.2	8.6	7.6		8.2				
Max Green Setting (Gmax), s	27.4	73.4		34.8	44.4	56.4		34.8				
Max Q Clear Time (g_c+I1), s	5.9	52.5		36.8	25.8	50.4		30.1				
Green Ext Time (p_c), s	0.2	15.4		0.0	1.0	4.9		0.2				

Intersection Summary		
HCM 7th Control Delay, s/veh	42.1	
HCM 7th LOS	D	

Notes

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

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

APPENDIX E
GROWTH RATE

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

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

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

INPUT DATA

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

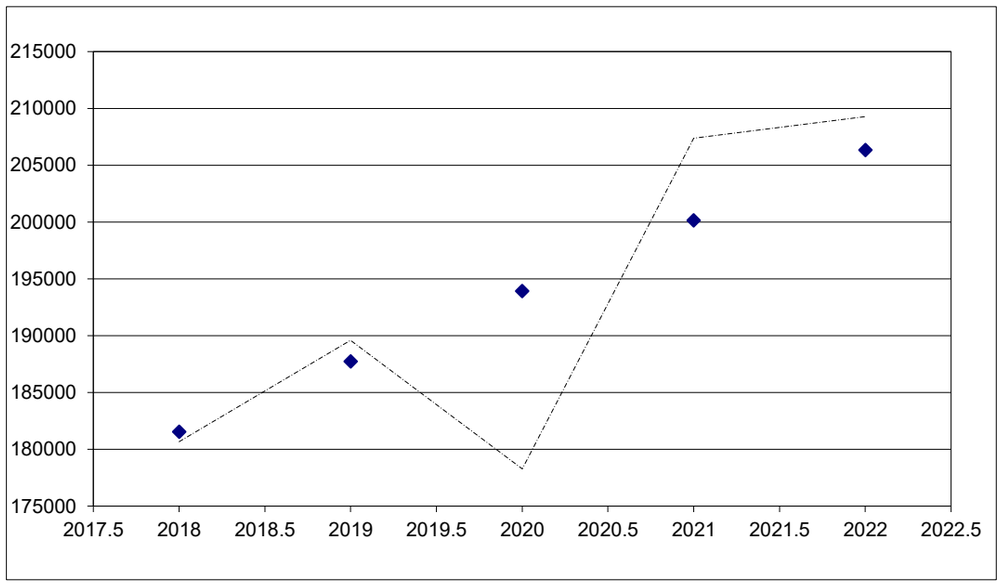
OUTPUT DATA

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

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

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

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



FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2022 HISTORICAL AADT REPORT

COUNTY: 16 - POLK

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

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

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

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2022 HISTORICAL AADT REPORT

COUNTY: 16 - POLK

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

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

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FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2022 HISTORICAL AADT REPORT

COUNTY: 16 - POLK

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

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

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FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2022 HISTORICAL AADT REPORT

COUNTY: 16 - POLK

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

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

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FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2022 HISTORICAL AADT REPORT

COUNTY: 16 - POLK

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

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

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S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
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*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

ILL TANK RD,POLK CO

R 547/BAY ST

Month Vlookup

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

APPENDIX F
LEVEL OF SERVICE EDITION REPORTS FOR BACKGROUND CONDITIONS

Intersection	
Int Delay, s/veh	28.4

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

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

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

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	104	-	-	43	16	~ 42	-	-
HCM Lane V/C Ratio	0.138	-	-	0.431	4.253	1.073	-	-
HCM Control Delay (s/veh)	45.2	-	-	142.3	$ 1949.6	$ 311.8	-	-
HCM Lane LOS	E	-	-	F	F	F	-	-
HCM 95th %tile Q(veh)	0.5	-	-	1.5	9.2	4.3	-	-

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

Intersection	
Int Delay, s/veh	0.5

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

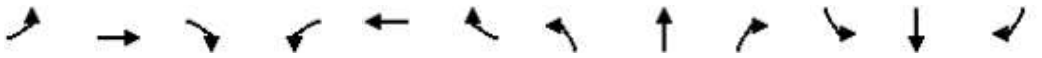
Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	-	-	1119	-	-	1492	2238	0	0	2983	0	0
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	7.14	-	-	7.14	5.34	-	-	5.34	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-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

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

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	95	-	-	173	96	39	-	-
HCM Lane V/C Ratio	0.033	-	-	0.012	0.184	0.297	-	-
HCM Control Delay (s/veh)	44.4	-	-	26.1	50.6	133.6	-	-
HCM Lane LOS	E	-	-	D	F	F	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0	0.6	1	-	-

HCM 7th Signalized Intersection Summary
3: US Hwy 27 & Ridgewood Lakes Blvd

01/10/2024



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

Timer - Assigned Phs	1	2				6		8				
Phs Duration (G+Y+Rc), s	9.5	68.7				78.2		14.0				
Change Period (Y+Rc), s	4.5	4.5				4.5		4.5				
Max Green Setting (Gmax), s	28.5	63.7				73.7		37.3				
Max Q Clear Time (g_c+I1), s	5.8	58.5				17.3		8.8				
Green Ext Time (p_c), s	0.1	5.1				30.0		0.7				

Intersection Summary		
HCM 7th Control Delay, s/veh		15.8
HCM 7th LOS		B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Traffic Volume (veh/h)	8	5	8	312	18	166	5	15	2282	180	8	173
Future Volume (veh/h)	8	5	8	312	18	166	5	15	2282	180	8	173
Initial Q (Qb), veh	0	0	0	0	0	0		0	0	0		0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00		1.00		1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00
Work Zone On Approach		No			No				No			
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870		1870	1870	1870		1870
Adj Flow Rate, veh/h	9	6	9	347	20	184		17	2536	200		192
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90		0.90	0.90	0.90		0.90
Percent Heavy Veh, %	2	2	2	2	2	2		2	2	2		2
Cap, veh/h	175	11	16	405	32	295		101	2487	772		219
Arrive On Green	0.01	0.02	0.02	0.19	0.20	0.20		0.02	0.49	0.49		0.09
Sat Flow, veh/h	3456	675	1013	1781	158	1451		1781	5106	1585		1781
Grp Volume(v), veh/h	9	0	15	347	0	204		17	2536	200		192
Grp Sat Flow(s),veh/h/ln	1728	0	1688	1781	0	1609		1781	1702	1585		1781
Q Serve(g_s), s	0.4	0.0	1.2	26.4	0.0	16.2		0.8	68.4	4.4		10.8
Cycle Q Clear(g_c), s	0.4	0.0	1.2	26.4	0.0	16.2		0.8	68.4	4.4		10.8
Prop In Lane	1.00		0.60	1.00		0.90		1.00		1.00		1.00
Lane Grp Cap(c), veh/h	175	0	27	405	0	327		101	2487	772		219
V/C Ratio(X)	0.05	0.00	0.56	0.86	0.00	0.62		0.17	1.02	0.26		0.88
Avail Cap(c_a), veh/h	946	0	272	405	0	327		296	2487	772		370
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00		1.00	1.00	1.00		1.00
Uniform Delay (d), s/veh	66.7	0.0	68.6	52.7	0.0	51.0		30.5	36.0	3.8		61.1
Incr Delay (d2), s/veh	0.1	0.0	17.3	16.5	0.0	3.7		0.8	23.1	0.2		12.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0		0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	0.7	13.5	0.0	6.8		0.3	31.2	3.5		7.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	66.9	0.0	85.9	69.2	0.0	54.7		31.3	59.2	3.9		73.1
LnGrp LOS	E		F	E		D		C	F	A		E
Approach Vol, veh/h		24			551				2753			
Approach Delay, s/veh		78.8			63.8				55.0			
Approach LOS		E			E				D			

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.6	85.2	7.7	35.9	20.8	76.0	34.0	9.6
Change Period (Y+Rc), s	9.2	7.6	6.2	* 7.4	7.6	* 7.6	6.9	7.4
Max Green Setting (Gmax), s	17.8	73.4	32.8	* 18	25.1	* 68	27.1	22.6
Max Q Clear Time (g_c+I1), s	2.8	45.1	2.4	18.2	12.8	70.4	28.4	3.2
Green Ext Time (p_c), s	0.0	17.5	0.0	0.0	0.4	0.0	0.0	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	45.2
HCM 7th LOS	D

Notes

User approved ignoring U-Turning movement.

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

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

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

01/03/2024

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

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	11.8	100.7		40.0	22.5	90.0		40.0				
Change Period (Y+Rc), s	8.6	7.6		8.2	8.6	7.6		8.2				
Max Green Setting (Gmax), s	11.4	92.4		31.8	21.4	82.4		31.8				
Max Q Clear Time (g_c+I1), s	2.9	34.9		33.8	13.6	68.2		33.8				
Green Ext Time (p_c), s	0.0	19.4		0.0	0.3	12.4		0.0				

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

Notes

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

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

Intersection	
Int Delay, s/veh	433.4

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

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

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	$ 41287.98	$ 22987.12	1.4	18.02
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	23	-	-	-	2	~ 39	-	-
HCM Lane V/C Ratio	0.609	-	-	56.728	43.687	2.147	-	-
HCM Control Delay (s/veh)	299.4	-	-	$ 41287	$ 22987.1	$ 750	-	-
HCM Lane LOS	F	-	-	F	F	F	-	-
HCM 95th %tile Q(veh)	1.8	-	-	4.6	12.3	9.1	-	-

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

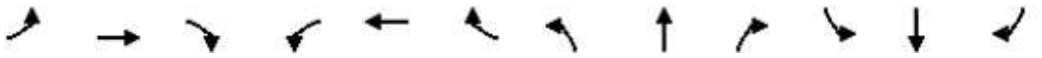
Intersection	
Int Delay, s/veh	0.6

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

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	-	-	1734	-	-	1467	3468	0	0	2933	0	0
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	7.14	-	-	7.14	5.34	-	-	5.34	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.92	-	-	3.92	3.12	-	-	3.12	-	-
Pot Cap-1 Maneuver	0	0	66	0	0	100	21	-	-	41	-	-
Stage 1	0	0	-	0	0	-	-	-	-	-	-	-
Stage 2	0	0	-	0	0	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	-	66	-	-	100	21	-	-	41	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	66.88	51.03	0.52	0.16
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	21	-	-	66	100	41	-	-
HCM Lane V/C Ratio	0.303	-	-	0.115	0.225	0.131	-	-
HCM Control Delay (s/veh)	235.6	-	-	66.9	51	105.5	-	-
HCM Lane LOS	F	-	-	F	F	F	-	-
HCM 95th %tile Q(veh)	0.9	-	-	0.4	0.8	0.4	-	-



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

Timer - Assigned Phs	1	2				6		8				
Phs Duration (G+Y+Rc), s	18.4	68.0				86.4		14.1				
Change Period (Y+Rc), s	8.0	8.0				8.0		6.7				
Max Green Setting (Gmax), s	25.0	60.0				60.0		35.3				
Max Q Clear Time (g_c+I1), s	10.2	61.7				46.9		7.1				
Green Ext Time (p_c), s	0.3	0.0				12.7		0.4				

Intersection Summary		
HCM 7th Control Delay, s/veh		23.3
HCM 7th LOS		C

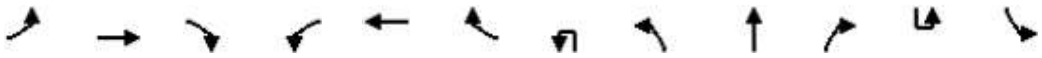
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	41	20	27	315	17	126	14	2317	329	263	2412	25
Future Volume (veh/h)	41	20	27	315	17	126	14	2317	329	263	2412	25
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00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

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.6	93.9	10.4	36.8	29.5	76.0	34.0	13.2
Change Period (Y+Rc), s	9.2	7.6	6.2	* 7.4	7.6	* 7.6	6.9	7.4
Max Green Setting (Gmax), s	17.8	73.4	32.8	* 18	25.1	* 68	27.1	22.6
Max Q Clear Time (g_c+I1), s	2.8	69.0	3.8	14.8	21.6	70.4	29.1	6.5
Green Ext Time (p_c), s	0.0	4.1	0.1	0.2	0.3	0.0	0.0	0.1

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

Notes

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



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

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	14.8	105.2		40.0	30.0	90.0		40.0				
Change Period (Y+Rc), s	8.6	7.6		8.2	8.6	7.6		8.2				
Max Green Setting (Gmax), s	11.4	92.4		31.8	21.4	82.4		31.8				
Max Q Clear Time (g_c+I1), s	6.2	69.5		33.8	23.4	60.2		33.8				
Green Ext Time (p_c), s	0.1	19.1		0.0	0.0	16.6		0.0				

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

Notes

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

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

APPENDIX G
OTISS TRIP GENERATION CALCULATIONS – ACTUAL PROPOSED

PROJECT DETAILS

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

SCENARIO SUMMARY

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

Scenario - 1

Scenario Name: Proposed AM Peak
User Group:
Dev. phase: 1
No. of Years to Project Traffic : 0
Analyst Note:
Warning:

VEHICLE TRIPS BEFORE REDUCTION

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

VEHICLE TO PERSON TRIP CONVERSION

BASELINE SITE VEHICLE CHARACTERISTICS:

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

ESTIMATED BASELINE SITE PERSON TRIPS:

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

INTERNAL VEHICLE TRIP REDUCTION

LAND USE GROUP ASSIGNMENT:

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

BALANCED PERSON TRIPS:

813 - Free-Standing Discount Superstore — 945 - Convenience Store/Gas Station-VFP (16-24)

Persons Exit	PAF	UIPTC	Unconstrained Demand	==>>> BALANCED ==>>>	Unconstrained Demand	UIPTC	PAF	Persons Entry
207	0	0	0	**0**	0	0	0	134
Persons Entry	**PAF**	**UIPTC**	**Unconstrained Demand**	**<<<== BALANCED <<<==**	**Unconstrained Demand**	**UIPTC**	**PAF**	**Persons Exit**
263	0	0	0	**0**	0	0	0	134

813 - Free-Standing Discount Superstore — 857 - Discount Club

Persons Exit	PAF	UIPTC	Unconstrained Demand	==>>> BALANCED ==>>>	Unconstrained Demand	UIPTC	PAF	Persons Entry
207	0	0	0	**0**	0	0	0	129
Persons Entry	**PAF**	**UIPTC**	**Unconstrained Demand**	**<<<== BALANCED <<<==**	**Unconstrained Demand**	**UIPTC**	**PAF**	**Persons Exit**
263	0	0	0	**0**	0	0	0	83

813 - Free-Standing Discount Superstore — 934 - Fast-Food Restaurant with Drive-Through Window

Persons Exit	PAF	UIPTC	Unconstrained Demand	==>>> BALANCED ==>>>	Unconstrained Demand	UIPTC	PAF	Persons Entry
207	0	0	0	**0**	0	0	0	182
Persons Entry	**PAF**	**UIPTC**	**Unconstrained Demand**	**<<<== BALANCED <<<==**	**Unconstrained Demand**	**UIPTC**	**PAF**	**Persons Exit**
263	0	0	0	**0**	0	0	0	175

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

Persons Exit	PAF	UIPTC	Unconstrained Demand	==>>> BALANCED ==>>>	Unconstrained Demand	UIPTC	PAF	Persons Entry
207	0	0	0	**0**	0	0	0	43
Persons Entry	**PAF**	**UIPTC**	**Unconstrained Demand**	**<<<== BALANCED <<<==**	**Unconstrained Demand**	**UIPTC**	**PAF**	**Persons Exit**
263	0	0	0	**0**	0	0	0	26

945 - Convenience Store/Gas Station-VFP (16-24) — 857 - Discount Club

Persons Exit	PAF	UIPTC	Unconstrained Demand	==>>> BALANCED ==>>>	Unconstrained Demand	UIPTC	PAF	Persons Entry
134	0	0	0	**0**	0	0	0	129
Persons Entry	**PAF**	**UIPTC**	**Unconstrained Demand**	**<<<== BALANCED <<<==**	**Unconstrained Demand**	**UIPTC**	**PAF**	**Persons Exit**
134	0	0	0	**0**	0	0	0	83

945 - Convenience Store/Gas Station-VFP (16-24) — 934 - Fast-Food Restaurant with Drive-Through Window

Persons Exit	PAF	UIPTC	Unconstrained Demand	==>>> BALANCED ==>>>	Unconstrained Demand	UIPTC	PAF	Persons Entry
134	0	0	0	**0**	0	0	0	182
Persons Entry	**PAF**	**UIPTC**	**Unconstrained Demand**	**<<<== BALANCED <<<==**	**Unconstrained Demand**	**UIPTC**	**PAF**	**Persons Exit**
134	0	0	0	**0**	0	0	0	175

945 - Convenience Store/Gas Station-VFP (16-24) — 821 - Shopping Plaza (40-150k)-Supermarket - No

Persons Exit	PAF	UIPTC	Unconstrained Demand	==>>> BALANCED ==>>>	Unconstrained Demand	UIPTC	PAF	Persons Entry
134	0	0	0	**0**	0	0	0	43
Persons Entry	**PAF**	**UIPTC**	**Unconstrained Demand**	**<<<== BALANCED <<<==**	**Unconstrained Demand**	**UIPTC**	**PAF**	**Persons Exit**
134	0	0	0	**0**	0	0	0	26

857 - Discount Club — 934 - Fast-Food Restaurant with Drive-Through Window

Persons Exit	PAF	UIPTC	Unconstrained Demand	==>>> BALANCED ==>>>	Unconstrained Demand	UIPTC	PAF	Persons Entry
83	0	0	0	**0**	0	0	0	182
Persons Entry	**PAF**	**UIPTC**	**Unconstrained Demand**	**<<<== BALANCED <<<==**	**Unconstrained Demand**	**UIPTC**	**PAF**	**Persons Exit**
129	0	0	0	**0**	0	0	0	175

857 - Discount Club								821 - Shopping Plaza (40-150k)-Supermarket - No
Persons Exit	PAF	UIPTC	Unconstrained Demand	==>>> BALANCED ==>>>	Unconstrained Demand	UIPTC	PAF	Persons Entry
83	0	0	0	**0**	0	0	0	43
Persons Entry	PAF	UIPTC	Unconstrained Demand	<<<== BALANCED <<<==	Unconstrained Demand	UIPTC	PAF	Persons Exit
129	0	0	0	**0**	0	0	0	26

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

INTERNAL PERSON TRIPS:

813 - Free-Standing Discount Superstore

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

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

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

857 - Discount Club

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

934 - Fast-Food Restaurant with Drive-Through Window

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

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

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

INTERNAL VEHICLE TRIPS AND CAPTURE:

813 - Free-Standing Discount Superstore

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

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

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

857 - Discount Club

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

934 - Fast-Food Restaurant with Drive-Through Window

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

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

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

PASS-BY VEHICLE TRIP REDUCTION

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

DIVERTED VEHICLE TRIP REDUCTION

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

EXTRA VEHICLE TRIP REDUCTION

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

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

NEW VEHICLE TRIPS

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

RESULTS

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

Scenario - 2

Scenario Name: Proposed PM Peak
User Group:
Dev. phase: 1
No. of Years to Project Traffic : 0
Analyst Note:
Warning:

VEHICLE TRIPS BEFORE REDUCTION

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

VEHICLE TO PERSON TRIP CONVERSION

BASELINE SITE VEHICLE CHARACTERISTICS:

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

ESTIMATED BASELINE SITE PERSON TRIPS:

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

INTERNAL VEHICLE TRIP REDUCTION

LAND USE GROUP ASSIGNMENT:

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

BALANCED PERSON TRIPS:

813 - Free-Standing Discount Superstore — 945 - Convenience Store/Gas Station-VFP (16-24)

Persons Exit	PAF	UIPTC	Unconstrained Demand	==>>> BALANCED ==>>>	Unconstrained Demand	UIPTC	PAF	Persons Entry
558	0	0	0	**0**	0	0	0	116
Persons Entry	**PAF**	**UIPTC**	**Unconstrained Demand**	**<<<== BALANCED <<<==**	**Unconstrained Demand**	**UIPTC**	**PAF**	**Persons Exit**
536	0	0	0	**0**	0	0	0	116

813 - Free-Standing Discount Superstore — 857 - Discount Club

Persons Exit	PAF	UIPTC	Unconstrained Demand	==>>> BALANCED ==>>>	Unconstrained Demand	UIPTC	PAF	Persons Entry
558	0	0	0	**0**	0	0	0	594
Persons Entry	**PAF**	**UIPTC**	**Unconstrained Demand**	**<<<== BALANCED <<<==**	**Unconstrained Demand**	**UIPTC**	**PAF**	**Persons Exit**
536	0	0	0	**0**	0	0	0	594

813 - Free-Standing Discount Superstore — 934 - Fast-Food Restaurant with Drive-Through Window

Persons Exit	PAF	UIPTC	Unconstrained Demand	==>>> BALANCED ==>>>	Unconstrained Demand	UIPTC	PAF	Persons Entry
558	0	0	0	**0**	0	0	0	137
Persons Entry	**PAF**	**UIPTC**	**Unconstrained Demand**	**<<<== BALANCED <<<==**	**Unconstrained Demand**	**UIPTC**	**PAF**	**Persons Exit**
536	0	0	0	**0**	0	0	0	127

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

Persons Exit	PAF	UIPTC	Unconstrained Demand	==>>> BALANCED ==>>>	Unconstrained Demand	UIPTC	PAF	Persons Entry
558	0	0	0	**0**	0	0	0	102
Persons Entry	**PAF**	**UIPTC**	**Unconstrained Demand**	**<<<== BALANCED <<<==**	**Unconstrained Demand**	**UIPTC**	**PAF**	**Persons Exit**
536	0	0	0	**0**	0	0	0	106

945 - Convenience Store/Gas Station-VFP (16-24) — 857 - Discount Club

Persons Exit	PAF	UIPTC	Unconstrained Demand	==>>> BALANCED ==>>>	Unconstrained Demand	UIPTC	PAF	Persons Entry
116	0	0	0	**0**	0	0	0	594
Persons Entry	**PAF**	**UIPTC**	**Unconstrained Demand**	**<<<== BALANCED <<<==**	**Unconstrained Demand**	**UIPTC**	**PAF**	**Persons Exit**
116	0	0	0	**0**	0	0	0	594

945 - Convenience Store/Gas Station-VFP (16-24) — 934 - Fast-Food Restaurant with Drive-Through Window

Persons Exit	PAF	UIPTC	Unconstrained Demand	==>>> BALANCED ==>>>	Unconstrained Demand	UIPTC	PAF	Persons Entry
116	0	0	0	**0**	0	0	0	137
Persons Entry	**PAF**	**UIPTC**	**Unconstrained Demand**	**<<<== BALANCED <<<==**	**Unconstrained Demand**	**UIPTC**	**PAF**	**Persons Exit**
116	0	0	0	**0**	0	0	0	127

945 - Convenience Store/Gas Station-VFP (16-24) — 821 - Shopping Plaza (40-150k)-Supermarket - No

Persons Exit	PAF	UIPTC	Unconstrained Demand	==>>> BALANCED ==>>>	Unconstrained Demand	UIPTC	PAF	Persons Entry
116	0	0	0	**0**	0	0	0	102
Persons Entry	**PAF**	**UIPTC**	**Unconstrained Demand**	**<<<== BALANCED <<<==**	**Unconstrained Demand**	**UIPTC**	**PAF**	**Persons Exit**
116	0	0	0	**0**	0	0	0	106

857 - Discount Club — 934 - Fast-Food Restaurant with Drive-Through Window

Persons Exit	PAF	UIPTC	Unconstrained Demand	==>>> BALANCED ==>>>	Unconstrained Demand	UIPTC	PAF	Persons Entry
594	0	0	0	**0**	0	0	0	137
Persons Entry	**PAF**	**UIPTC**	**Unconstrained Demand**	**<<<== BALANCED <<<==**	**Unconstrained Demand**	**UIPTC**	**PAF**	**Persons Exit**
594	0	0	0	**0**	0	0	0	127

857 - Discount Club								821 - Shopping Plaza (40-150k)-Supermarket - No
Persons Exit	PAF	UIPTC	Unconstrained Demand	==>>> BALANCED ==>>>	Unconstrained Demand	UIPTC	PAF	Persons Entry
594	0	0	0	**0**	0	0	0	102
Persons Entry	PAF	UIPTC	Unconstrained Demand	<<<== BALANCED <<<==	Unconstrained Demand	UIPTC	PAF	Persons Exit
594	0	0	0	**0**	0	0	0	106

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

INTERNAL PERSON TRIPS:

813 - Free-Standing Discount Superstore

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

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

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

857 - Discount Club

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

934 - Fast-Food Restaurant with Drive-Through Window

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

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

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

INTERNAL VEHICLE TRIPS AND CAPTURE:

813 - Free-Standing Discount Superstore

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

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

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

857 - Discount Club

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

934 - Fast-Food Restaurant with Drive-Through Window

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

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

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

PASS-BY VEHICLE TRIP REDUCTION

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

DIVERTED VEHICLE TRIP REDUCTION

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

EXTRA VEHICLE TRIP REDUCTION

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

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

NEW VEHICLE TRIPS

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

RESULTS

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

Scenario - 3

Scenario Name: Proposed Weekday
User Group:
Dev. phase: 1
No. of Years to Project Traffic : 0
Analyst Note:
Warning:

VEHICLE TRIPS BEFORE REDUCTION

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

VEHICLE TO PERSON TRIP CONVERSION

BASELINE SITE VEHICLE CHARACTERISTICS:

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

ESTIMATED BASELINE SITE PERSON TRIPS:

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

INTERNAL VEHICLE TRIP REDUCTION

LAND USE GROUP ASSIGNMENT:

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

BALANCED PERSON TRIPS:

813 - Free-Standing Discount Superstore — 945 - Convenience Store/Gas Station-VFP (16-24)

Persons Exit	PAF	UIPTC	Unconstrained Demand	==>>> BALANCED ==>>>	Unconstrained Demand	UIPTC	PAF	Persons Entry
6378	0	0	0	**0**	0	0	0	1887
Persons Entry	**PAF**	**UIPTC**	**Unconstrained Demand**	**<<<== BALANCED <<<==**	**Unconstrained Demand**	**UIPTC**	**PAF**	**Persons Exit**
6378	0	0	0	**0**	0	0	0	1887

813 - Free-Standing Discount Superstore — 857 - Discount Club

Persons Exit	PAF	UIPTC	Unconstrained Demand	==>>> BALANCED ==>>>	Unconstrained Demand	UIPTC	PAF	Persons Entry
6378	0	0	0	**0**	0	0	0	5619
Persons Entry	**PAF**	**UIPTC**	**Unconstrained Demand**	**<<<== BALANCED <<<==**	**Unconstrained Demand**	**UIPTC**	**PAF**	**Persons Exit**
6378	0	0	0	**0**	0	0	0	5619

813 - Free-Standing Discount Superstore — 934 - Fast-Food Restaurant with Drive-Through Window

Persons Exit	PAF	UIPTC	Unconstrained Demand	==>>> BALANCED ==>>>	Unconstrained Demand	UIPTC	PAF	Persons Entry
6378	0	0	0	**0**	0	0	0	1870
Persons Entry	**PAF**	**UIPTC**	**Unconstrained Demand**	**<<<== BALANCED <<<==**	**Unconstrained Demand**	**UIPTC**	**PAF**	**Persons Exit**
6378	0	0	0	**0**	0	0	0	1870

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

Persons Exit	PAF	UIPTC	Unconstrained Demand	==>>> BALANCED ==>>>	Unconstrained Demand	UIPTC	PAF	Persons Entry
6378	0	0	0	**0**	0	0	0	1350
Persons Entry	**PAF**	**UIPTC**	**Unconstrained Demand**	**<<<== BALANCED <<<==**	**Unconstrained Demand**	**UIPTC**	**PAF**	**Persons Exit**
6378	0	0	0	**0**	0	0	0	1350

945 - Convenience Store/Gas Station-VFP (16-24) — 857 - Discount Club

Persons Exit	PAF	UIPTC	Unconstrained Demand	==>>> BALANCED ==>>>	Unconstrained Demand	UIPTC	PAF	Persons Entry
1887	0	0	0	**0**	0	0	0	5619
Persons Entry	**PAF**	**UIPTC**	**Unconstrained Demand**	**<<<== BALANCED <<<==**	**Unconstrained Demand**	**UIPTC**	**PAF**	**Persons Exit**
1887	0	0	0	**0**	0	0	0	5619

945 - Convenience Store/Gas Station-VFP (16-24) — 934 - Fast-Food Restaurant with Drive-Through Window

Persons Exit	PAF	UIPTC	Unconstrained Demand	==>>> BALANCED ==>>>	Unconstrained Demand	UIPTC	PAF	Persons Entry
1887	0	0	0	**0**	0	0	0	1870
Persons Entry	**PAF**	**UIPTC**	**Unconstrained Demand**	**<<<== BALANCED <<<==**	**Unconstrained Demand**	**UIPTC**	**PAF**	**Persons Exit**
1887	0	0	0	**0**	0	0	0	1870

945 - Convenience Store/Gas Station-VFP (16-24) — 821 - Shopping Plaza (40-150k)-Supermarket - No

Persons Exit	PAF	UIPTC	Unconstrained Demand	==>>> BALANCED ==>>>	Unconstrained Demand	UIPTC	PAF	Persons Entry
1887	0	0	0	**0**	0	0	0	1350
Persons Entry	**PAF**	**UIPTC**	**Unconstrained Demand**	**<<<== BALANCED <<<==**	**Unconstrained Demand**	**UIPTC**	**PAF**	**Persons Exit**
1887	0	0	0	**0**	0	0	0	1350

857 - Discount Club — 934 - Fast-Food Restaurant with Drive-Through Window

Persons Exit	PAF	UIPTC	Unconstrained Demand	==>>> BALANCED ==>>>	Unconstrained Demand	UIPTC	PAF	Persons Entry
5619	0	0	0	**0**	0	0	0	1870
Persons Entry	**PAF**	**UIPTC**	**Unconstrained Demand**	**<<<== BALANCED <<<==**	**Unconstrained Demand**	**UIPTC**	**PAF**	**Persons Exit**
5619	0	0	0	**0**	0	0	0	1870

857 - Discount Club								821 - Shopping Plaza (40-150k)-Supermarket - No
Persons Exit	PAF	UIPTC	Unconstrained Demand	==>>> BALANCED ==>>>	Unconstrained Demand	UIPTC	PAF	Persons Entry
5619	0	0	0	**0**	0	0	0	1350
Persons Entry	PAF	UIPTC	Unconstrained Demand	<<<== BALANCED <<<==	Unconstrained Demand	UIPTC	PAF	Persons Exit
5619	0	0	0	**0**	0	0	0	1350

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

INTERNAL PERSON TRIPS:

813 - Free-Standing Discount Superstore

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

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

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

857 - Discount Club

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

934 - Fast-Food Restaurant with Drive-Through Window

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

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

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

INTERNAL VEHICLE TRIPS AND CAPTURE:

813 - Free-Standing Discount Superstore

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

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

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

857 - Discount Club

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

934 - Fast-Food Restaurant with Drive-Through Window

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

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

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

PASS-BY VEHICLE TRIP REDUCTION

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

DIVERTED VEHICLE TRIP REDUCTION

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

EXTRA VEHICLE TRIP REDUCTION

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

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

NEW VEHICLE TRIPS

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

RESULTS

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

APPENDIX H
LEVEL OF SERVICE REPORTS FOR FUTURE CONDITIONS

Intersection	
Int Delay, s/veh	183188.7

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

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

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	$ 368649.99	$ 145303.12	16.1	4.63
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	~ 67	-	-	-	-	46	-	-
HCM Lane V/C Ratio	1.617	-	-	7765.921	267.433	0.98	-	-
HCM Control Delay (s/veh)	$ 439.3	-	-	$ 368649.9	$ 145303.1	265.3	-	-
HCM Lane LOS	F	-	-	F	F	F	-	-
HCM 95th %tile Q(veh)	9.5	-	-	39	11.4	4	-	-

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

Intersection	
Int Delay, s/veh	60.6

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

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

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

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

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

Intersection	
Int Delay, s/veh	8.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	18	5	121	14	5	263
Future Vol, veh/h	18	5	121	14	5	263
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	20	5	132	15	5	286

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	25	0	301	22
Stage 1	-	-	-	-	22	-
Stage 2	-	-	-	-	278	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1589	-	691	1055
Stage 1	-	-	-	-	1000	-
Stage 2	-	-	-	-	769	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1589	-	633	1055
Mov Cap-2 Maneuver	-	-	-	-	633	-
Stage 1	-	-	-	-	1000	-
Stage 2	-	-	-	-	705	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	6.69	9.7
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	633	1055	-	-	1576	-
HCM Lane V/C Ratio	0.009	0.271	-	-	0.083	-
HCM Control Delay (s/veh)	10.7	9.7	-	-	7.5	0
HCM Lane LOS	B	A	-	-	A	A
HCM 95th %tile Q(veh)	0	1.1	-	-	0.3	-

Intersection	
Int Delay, s/veh	1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	75	0	2904	2290	91
Future Vol, veh/h	0	75	0	2904	2290	91
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	82	0	3157	2489	99

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	-	1294	-	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	7.14	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.92	-	-	-	-
Pot Cap-1 Maneuver	0	132	0	-	-	-
Stage 1	0	-	0	-	-	-
Stage 2	0	-	0	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	-	132	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	69.1	0	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	-	132	-	-
HCM Lane V/C Ratio	-	0.62	-	-
HCM Control Delay (s/veh)	-	69.1	-	-
HCM Lane LOS	-	F	-	-
HCM 95th %tile Q(veh)	-	3.2	-	-

Intersection	
Int Delay, s/veh	3.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	130	0	3212	2189	89
Future Vol, veh/h	0	130	0	3212	2189	89
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	141	0	3491	2379	97

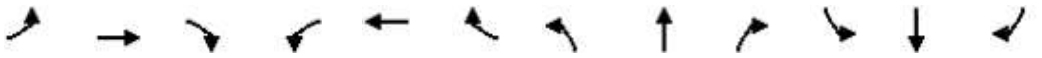
Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	-	1238	-	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	7.14	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.92	-	-	-	-
Pot Cap-1 Maneuver	0	144	0	-	-	-
Stage 1	0	-	0	-	-	-
Stage 2	0	-	0	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	-	144	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/veh	32.05	0	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	-	144	-	-
HCM Lane V/C Ratio	-	0.984	-	-
HCM Control Delay (s/veh)	-	132.1	-	-
HCM Lane LOS	-	F	-	-
HCM 95th %tile Q(veh)	-	7.1	-	-

HCM 7th Signalized Intersection Summary
3: US Hwy 27 & Ridgewood Lakes Blvd

01/10/2024



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

Timer - Assigned Phs	1	2				6		8				
Phs Duration (G+Y+Rc), s	14.5	68.2				82.7		16.7				
Change Period (Y+Rc), s	4.5	4.5				4.5		4.5				
Max Green Setting (Gmax), s	28.5	63.7				73.7		37.3				
Max Q Clear Time (g_c+I1), s	9.9	65.7				24.0		11.3				
Green Ext Time (p_c), s	0.3	0.0				33.8		0.8				

Intersection Summary												
HCM 7th Control Delay, s/veh			45.8									
HCM 7th LOS			D									

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Traffic Volume (veh/h)	13	5	8	312	18	197	5	15	2392	180	8	198
Future Volume (veh/h)	13	5	8	312	18	197	5	15	2392	180	8	198
Initial Q (Qb), veh	0	0	0	0	0	0		0	0	0		0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00		1.00		1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00
Work Zone On Approach		No			No				No			
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870		1870	1870	1870		1870
Adj Flow Rate, veh/h	14	6	9	347	20	219		17	2658	200		220
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90		0.90	0.90	0.90		0.90
Percent Heavy Veh, %	2	2	2	2	2	2		2	2	2		2
Cap, veh/h	187	11	16	398	26	287		94	2443	758		246
Arrive On Green	0.01	0.02	0.02	0.19	0.20	0.20		0.02	0.48	0.48		0.11
Sat Flow, veh/h	3456	675	1013	1781	134	1471		1781	5106	1585		1781
Grp Volume(v), veh/h	14	0	15	347	0	239		17	2658	200		220
Grp Sat Flow(s),veh/h/ln	1728	0	1688	1781	0	1606		1781	1702	1585		1781
Q Serve(g_s), s	0.6	0.0	1.3	27.0	0.0	20.1		0.8	68.4	4.8		13.3
Cycle Q Clear(g_c), s	0.6	0.0	1.3	27.0	0.0	20.1		0.8	68.4	4.8		13.3
Prop In Lane	1.00		0.60	1.00		0.92		1.00		1.00		1.00
Lane Grp Cap(c), veh/h	187	0	26	398	0	313		94	2443	758		246
V/C Ratio(X)	0.07	0.00	0.57	0.87	0.00	0.76		0.18	1.09	0.26		0.89
Avail Cap(c_a), veh/h	928	0	267	398	0	313		285	2443	758		363
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00		1.00	1.00	1.00		1.00
Uniform Delay (d), s/veh	67.4	0.0	69.9	54.2	0.0	54.4		32.7	37.3	4.3		61.0
Incr Delay (d2), s/veh	0.2	0.0	17.6	18.7	0.0	10.5		0.9	47.2	0.2		17.3
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0		0.0
%ile BackOfQ(50%),veh/ln	0.3	0.0	0.7	14.0	0.0	8.9		0.3	36.8	3.7		8.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	67.6	0.0	87.4	72.9	0.0	64.9		33.6	84.5	4.5		78.3
LnGrp LOS	E		F	E		E		C	F	A		E
Approach Vol, veh/h		29			586				2875			
Approach Delay, s/veh		77.9			69.6				78.6			
Approach LOS		E			E				E			

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.7	87.7	8.3	35.3	23.3	76.0	34.0	9.6
Change Period (Y+Rc), s	9.2	7.6	6.2	* 7.4	7.6	* 7.6	6.9	7.4
Max Green Setting (Gmax), s	17.8	73.4	32.8	* 18	25.1	* 68	27.1	22.6
Max Q Clear Time (g_c+I1), s	2.8	48.6	2.6	22.1	15.3	70.4	29.0	3.3
Green Ext Time (p_c), s	0.0	16.9	0.0	0.0	0.4	0.0	0.0	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	57.8
HCM 7th LOS	E

Notes

User approved ignoring U-Turning movement.

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

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Traffic Volume (veh/h)	47	34	53	276	18	335	7	23	2572	238	8	229
Future Volume (veh/h)	47	34	53	276	18	335	7	23	2572	238	8	229
Initial Q (Qb), veh	0	0	0	0	0	0		0	0	0		0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00		1.00		1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00
Work Zone On Approach		No			No				No			
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870		1870	1870	1870		1870
Adj Flow Rate, veh/h	48	35	55	285	19	345		24	2652	245		236
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97		0.97	0.97	0.97		0.97
Percent Heavy Veh, %	2	2	2	2	2	2		2	2	2		2
Cap, veh/h	46	133	208	251	17	306		168	2676	831		257
Arrive On Green	0.20	0.20	0.20	0.20	0.20	0.20		0.02	0.52	0.52		0.12
Sat Flow, veh/h	1018	655	1030	1307	83	1514		1781	5106	1585		1781
Grp Volume(v), veh/h	48	0	90	285	0	364		24	2652	245		236
Grp Sat Flow(s),veh/h/ln	1018	0	1685	1307	0	1598		1781	1702	1585		1781
Q Serve(g_s), s	0.0	0.0	7.1	24.7	0.0	31.8		1.0	80.8	13.7		16.4
Cycle Q Clear(g_c), s	31.8	0.0	7.1	31.8	0.0	31.8		1.0	80.8	13.7		16.4
Prop In Lane	1.00		0.61	1.00		0.95		1.00		1.00		1.00
Lane Grp Cap(c), veh/h	46	0	341	251	0	323		168	2676	831		257
V/C Ratio(X)	1.05	0.00	0.26	1.13	0.00	1.13		0.14	0.99	0.29		0.92
Avail Cap(c_a), veh/h	46	0	341	251	0	323		260	2676	831		289
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00		1.00	1.00	1.00		1.00
Uniform Delay (d), s/veh	78.6	0.0	52.8	68.5	0.0	62.7		18.2	37.0	21.0		56.0
Incr Delay (d2), s/veh	147.4	0.0	0.4	97.7	0.0	88.6		0.4	15.4	0.9		30.3
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0		0.0
%ile BackOfQ(50%),veh/ln	3.7	0.0	3.0	16.9	0.0	20.6		0.4	34.6	5.1		10.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	226.0	0.0	53.2	166.2	0.0	151.3		18.6	52.4	22.0		86.3
LnGrp LOS	F		D	F		F		B	D	C		F
Approach Vol, veh/h		138			649				2921			
Approach Delay, s/veh		113.3			157.9				49.6			
Approach LOS		F			F				D			

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	11.8	105.4		40.0	27.2	90.0		40.0				
Change Period (Y+Rc), s	8.6	7.6		8.2	8.6	7.6		8.2				
Max Green Setting (Gmax), s	11.4	92.4		31.8	21.4	82.4		31.8				
Max Q Clear Time (g_c+I1), s	3.0	39.0		33.8	18.4	82.8		33.8				
Green Ext Time (p_c), s	0.0	21.8		0.0	0.2	0.0		0.0				

Intersection Summary	
HCM 7th Control Delay, s/veh	54.2
HCM 7th LOS	D

Notes

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

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

Intersection	
Int Delay, s/veh	225085.1

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

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

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	$ 27539973.39	$ 33265.05	$ 580.57	11.83
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	~ 10	-	-	-	1	~ 46	-	-
HCM Lane V/C Ratio	19.901	-	5974.614	63.942	1.841	-	-	-
HCM Control Delay (s/veh)	$ 9266.2	-	$ 27539973.4	$ 33265.1	$ 591.3	-	-	-
HCM Lane LOS	F	-	-	F	F	F	-	-
HCM 95th %tile Q(veh)	25.4	-	-	84.1	13.6	8.5	-	-

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

Intersection	
Int Delay, s/veh	1249

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

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	-	-	1940	-	-	1490	3880	0	0	2981	0	0
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	7.14	-	-	7.14	5.34	-	-	5.34	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.92	-	-	3.92	3.12	-	-	3.12	-	-
Pot Cap-1 Maneuver	0	0	~ 47	0	0	97	~ 13	-	-	39	-	-
Stage 1	0	0	-	0	0	-	-	-	-	-	-	-
Stage 2	0	0	-	0	0	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	-	~ 47	-	-	97	~ 13	-	-	39	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	$ 2585.91	53.27	$ 2536.17	0.16
HCM LOS	F	F		

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

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

Intersection	
Int Delay, s/veh	10.9

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	21	9	218	41	10	576
Future Vol, veh/h	21	9	218	41	10	576
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	23	10	237	45	11	626

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	33	0	546	28
Stage 1	-	-	-	-	28	-
Stage 2	-	-	-	-	518	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1579	-	499	1048
Stage 1	-	-	-	-	995	-
Stage 2	-	-	-	-	598	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1579	-	422	1048
Mov Cap-2 Maneuver	-	-	-	-	422	-
Stage 1	-	-	-	-	995	-
Stage 2	-	-	-	-	506	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	6.47	13.41
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	422	1048	-	-	1515	-
HCM Lane V/C Ratio	0.026	0.598	-	-	0.15	-
HCM Control Delay (s/veh)	13.8	13.4	-	-	7.7	0
HCM Lane LOS	B	B	-	-	A	A
HCM 95th %tile Q(veh)	0.1	4.1	-	-	0.5	-

Intersection	
Int Delay, s/veh	37

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	163	0	2739	3439	165
Future Vol, veh/h	0	163	0	2739	3439	165
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	177	0	2977	3738	179

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	-	1959	-	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	7.14	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.92	-	-	-	-
Pot Cap-1 Maneuver	0	~ 46	0	-	-	-
Stage 1	0	-	0	-	-	-
Stage 2	0	-	0	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	-	~ 46	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	$ 1478.29	0	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	-	46	-	-
HCM Lane V/C Ratio	-	3.88	-	-
HCM Control Delay (s/veh)		$ 1478.3	-	-
HCM Lane LOS	-	F	-	-
HCM 95th %tile Q(veh)	-	19.8	-	-

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

Intersection	
Int Delay, s/veh	98.6

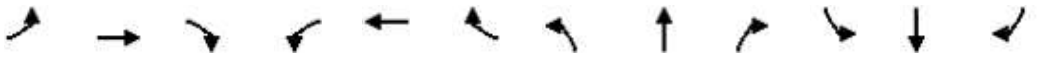
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	279	0	3357	3377	161
Future Vol, veh/h	0	279	0	3357	3377	161
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage,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

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

Approach	EB	NB	SB
HCM Control Delay, s/v	$ 2534.52	0	0
HCM LOS	F		

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

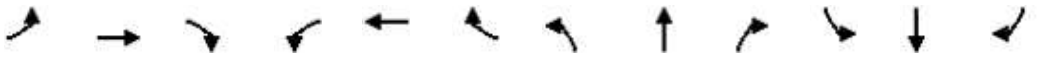
Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon



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

Timer - Assigned Phs	1	2				6		8				
Phs Duration (G+Y+Rc), s	29.8	68.0				97.8		19.7				
Change Period (Y+Rc), s	8.0	8.0				8.0		6.7				
Max Green Setting (Gmax), s	25.0	60.0				60.0		35.3				
Max Q Clear Time (g_c+I1), s	21.5	62.0				91.8		12.4				
Green Ext Time (p_c), s	0.3	0.0				0.0		0.6				

Intersection Summary		
HCM 7th Control Delay, s/veh		101.2
HCM 7th LOS		F



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

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.6	97.1	10.7	36.6	32.7	76.0	34.0	13.3
Change Period (Y+Rc), s	9.2	7.6	6.2	* 7.4	7.6	* 7.6	6.9	7.4
Max Green Setting (Gmax), s	17.8	73.4	32.8	* 18	25.1	* 68	27.1	22.6
Max Q Clear Time (g_c+I1), s	2.8	81.6	4.3	21.4	27.1	70.4	29.1	6.6
Green Ext Time (p_c), s	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.1

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

Notes

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Traffic Volume (veh/h)	41	28	71	315	46	370	15	90	2316	284	14	490
Future Volume (veh/h)	41	28	71	315	46	370	15	90	2316	284	14	490
Initial Q (Qb), veh	0	0	0	0	0	0		0	0	0		0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00		1.00		1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00
Work Zone On Approach		No			No				No			
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870		1870	1870	1870		1870
Adj Flow Rate, veh/h	45	30	77	342	50	402		98	2517	309		533
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92		0.92	0.92	0.92		0.92
Percent Heavy Veh, %	2	2	2	2	2	2		2	2	2		2
Cap, veh/h	45	92	237	230	35	285		119	2630	816		287
Arrive On Green	0.20	0.20	0.20	0.20	0.20	0.20		0.04	0.51	0.51		0.13
Sat Flow, veh/h	939	464	1192	1287	178	1434		1781	5106	1585		1781
Grp Volume(v), veh/h	45	0	107	342	0	452		98	2517	309		533
Grp Sat Flow(s),veh/h/ln	939	0	1656	1287	0	1612		1781	1702	1585		1781
Q Serve(g_s), s	0.0	0.0	8.9	22.9	0.0	31.8		4.3	75.4	18.8		21.4
Cycle Q Clear(g_c), s	31.8	0.0	8.9	31.8	0.0	31.8		4.3	75.4	18.8		21.4
Prop In Lane	1.00		0.72	1.00		0.89		1.00		1.00		1.00
Lane Grp Cap(c), veh/h	45	0	329	230	0	320		119	2630	816		287
V/C Ratio(X)	1.00	0.00	0.33	1.49	0.00	1.41		0.82	0.96	0.38		1.85
Avail Cap(c_a), veh/h	45	0	329	230	0	320		176	2630	816		287
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00		1.00	1.00	1.00		1.00
Uniform Delay (d), s/veh	80.0	0.0	54.9	70.8	0.0	64.1		38.7	37.1	23.4		58.2
Incr Delay (d2), s/veh	134.2	0.0	0.6	242.3	0.0	202.4		17.6	10.1	1.3		397.8
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0		0.0
%ile BackOfQ(50%),veh/ln	3.5	0.0	3.7	24.8	0.0	30.8		2.4	31.5	7.0		42.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	214.2	0.0	55.5	313.0	0.0	266.5		56.3	47.2	24.7		456.0
LnGrp LOS	F		E	F		F		E	D	C		F
Approach Vol, veh/h		152			794				2924			
Approach Delay, s/veh		102.5			286.5				45.1			
Approach LOS		F			F				D			

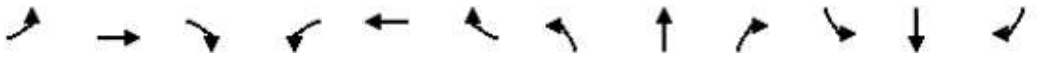
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	14.9	105.1		40.0	30.0	90.0		40.0				
Change Period (Y+Rc), s	8.6	7.6		8.2	8.6	7.6		8.2				
Max Green Setting (Gmax), s	11.4	92.4		31.8	21.4	82.4		31.8				
Max Q Clear Time (g_c+I1), s	6.3	90.3		33.8	23.4	77.4		33.8				
Green Ext Time (p_c), s	0.1	2.1		0.0	0.0	4.7		0.0				

Intersection Summary												
HCM 7th Control Delay, s/veh			98.3									
HCM 7th LOS			F									

Notes

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

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



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

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	7.8	57.0		22.3	11.2	53.6		22.3				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	5.0	53.0		18.5	8.2	49.8		18.5				
Max Q Clear Time (g_c+I1), s	4.2	44.6		17.8	7.2	38.2		5.2				
Green Ext Time (p_c), s	0.0	7.8		0.1	0.0	10.1		0.2				

Intersection Summary												
HCM 7th Control Delay, s/veh			21.6									
HCM 7th LOS			C									

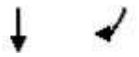
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Traffic Volume (veh/h)	47	34	53	276	18	335	7	23	2572	238	8	229
Future Volume (veh/h)	47	34	53	276	18	335	7	23	2572	238	8	229
Initial Q (Qb), veh	0	0	0	0	0	0		0	0	0		0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00		1.00		1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00
Work Zone On Approach		No			No				No			
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870		1870	1870	1870		1870
Adj Flow Rate, veh/h	48	35	55	285	19	345		24	2652	245		236
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97		0.97	0.97	0.97		0.97
Percent Heavy Veh, %	2	2	2	2	2	2		2	2	2		2
Cap, veh/h	89	171	269	332	22	396		147	2470	767		228
Arrive On Green	0.26	0.26	0.26	0.26	0.26	0.26		0.02	0.48	0.48		0.10
Sat Flow, veh/h	1018	655	1030	1307	83	1514		1781	5106	1585		1781
Grp Volume(v), veh/h	48	0	90	285	0	364		24	2652	245		236
Grp Sat Flow(s),veh/h/ln	1018	0	1685	1307	0	1598		1781	1702	1585		1781
Q Serve(g_s), s	6.9	0.0	6.7	34.8	0.0	34.9		1.1	77.4	15.1		16.4
Cycle Q Clear(g_c), s	41.8	0.0	6.7	41.5	0.0	34.9		1.1	77.4	15.1		16.4
Prop In Lane	1.00		0.61	1.00		0.95		1.00		1.00		1.00
Lane Grp Cap(c), veh/h	89	0	440	332	0	417		147	2470	767		228
V/C Ratio(X)	0.54	0.00	0.20	0.86	0.00	0.87		0.16	1.07	0.32		1.04
Avail Cap(c_a), veh/h	89	0	440	332	0	417		182	2470	767		228
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00		1.00	1.00	1.00		1.00
Uniform Delay (d), s/veh	76.8	0.0	46.1	62.3	0.0	56.5		23.1	41.3	25.2		57.5
Incr Delay (d2), s/veh	6.4	0.0	0.2	19.6	0.0	17.9		0.5	41.6	1.1		69.6
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0		0.0
%ile BackOfQ(50%),veh/ln	2.1	0.0	2.8	13.1	0.0	15.9		0.5	39.7	5.7		13.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	83.2	0.0	46.4	81.9	0.0	74.5		23.6	82.9	26.3		127.1
LnGrp LOS	F		D	F		E		C	F	C		F
Approach Vol, veh/h		138			649				2921			
Approach Delay, s/veh		59.2			77.7				77.7			
Approach LOS		E			E				E			

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	11.9	98.1		50.0	25.0	85.0		50.0				
Change Period (Y+Rc), s	8.6	7.6		8.2	8.6	7.6		8.2				
Max Green Setting (Gmax), s	6.4	87.4		41.8	16.4	77.4		41.8				
Max Q Clear Time (g_c+I1), s	3.1	45.2		43.5	18.4	79.4		43.8				
Green Ext Time (p_c), s	0.0	19.9		0.0	0.0	0.0		0.0				

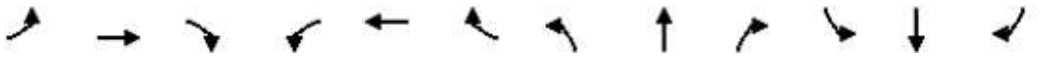
Intersection Summary		
HCM 7th Control Delay, s/veh		61.9
HCM 7th LOS		E

Notes

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



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



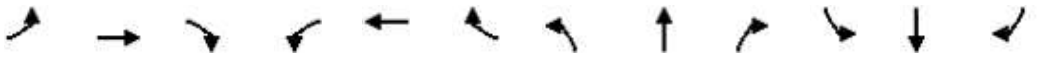
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	574	12	18	20	10	54	177	2584	64	78	3744	75
Future Volume (veh/h)	574	12	18	20	10	54	177	2584	64	78	3744	75
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	617	13	19	22	11	58	190	2778	69	84	4026	81
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	671	167	244	52	21	72	83	2959	919	105	3023	938
Arrive On Green	0.13	0.24	0.24	0.07	0.07	0.07	0.05	0.58	0.58	0.06	0.59	0.59
Sat Flow, veh/h	3456	686	1003	279	297	1012	1781	5106	1585	1781	5106	1585
Grp Volume(v), veh/h	617	0	32	91	0	0	190	2778	69	84	4026	81
Grp Sat Flow(s),veh/h/ln	1728	0	1690	1588	0	0	1781	1702	1585	1781	1702	1585
Q Serve(g_s), s	15.7	0.0	2.0	5.2	0.0	0.0	6.5	69.9	2.7	6.5	82.5	3.1
Cycle Q Clear(g_c), s	15.7	0.0	2.0	7.8	0.0	0.0	6.5	69.9	2.7	6.5	82.5	3.1
Prop In Lane	1.00		0.59	0.24		0.64	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	671	0	410	146	0	0	83	2959	919	105	3023	938
V/C Ratio(X)	0.92	0.00	0.08	0.62	0.00	0.00	2.29	0.94	0.08	0.80	1.33	0.09
Avail Cap(c_a), veh/h	714	0	540	245	0	0	83	2959	919	211	3023	938
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	55.9	0.0	40.7	63.6	0.0	0.0	66.4	27.0	12.9	64.7	28.4	12.2
Incr Delay (d2), s/veh	16.6	0.0	0.1	4.3	0.0	0.0	615.2	6.8	0.0	12.7	151.7	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	12.2	0.0	0.9	3.4	0.0	0.0	17.1	26.8	0.9	3.2	71.6	1.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	72.5	0.0	40.8	67.9	0.0	0.0	681.7	33.8	12.9	77.5	180.1	12.3
LnGrp LOS	E		D	E			F	C	B	E	F	B
Approach Vol, veh/h		649			91			3037			4191	
Approach Delay, s/veh		70.9			67.9			73.8			174.8	
Approach LOS		E			E			E			F	

Timer - Assigned Phs	1	2		4	5	6	7	8				
Phs Duration (G+Y+Rc), s	13.7	86.3		39.3	12.0	88.0	23.9	15.5				
Change Period (Y+Rc), s	5.5	5.5		5.5	5.5	5.5	5.5	5.5				
Max Green Setting (Gmax), s	16.5	72.5		44.5	6.5	82.5	20.1	18.9				
Max Q Clear Time (g_c+I1), s	8.5	71.9		4.0	8.5	84.5	17.7	9.8				
Green Ext Time (p_c), s	0.1	0.6		0.1	0.0	0.0	0.6	0.2				

Intersection Summary												
HCM 7th Control Delay, s/veh			126.6									
HCM 7th LOS			F									

Notes

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



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

Timer - Assigned Phs	1	2				6		8				
Phs Duration (G+Y+Rc), s	21.0	99.0				120.0		21.7				
Change Period (Y+Rc), s	8.0	8.0				8.0		6.7				
Max Green Setting (Gmax), s	13.0	91.0				112.0		23.3				
Max Q Clear Time (g_c+I1), s	15.0	93.0				114.0		14.6				
Green Ext Time (p_c), s	0.0	0.0				0.0		0.4				

Intersection Summary		
HCM 7th Control Delay, s/veh	59.7	
HCM 7th LOS	E	

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	50	20	27	315	17	183	14	2516	329	321	2614	35
Future Volume (veh/h)	50	20	27	315	17	183	14	2516	329	321	2614	35
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	53	21	29	335	18	195	15	2677	350	341	2781	37
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	281	27	37	374	26	280	79	2512	780	234	2894	898
Arrive On Green	0.03	0.04	0.04	0.18	0.19	0.19	0.02	0.49	0.49	0.11	0.57	0.57
Sat Flow, veh/h	3456	711	982	1781	136	1470	1781	5106	1585	1781	5106	1585
Grp Volume(v), veh/h	53	0	50	335	0	213	15	2677	350	341	2781	37
Grp Sat Flow(s),veh/h/ln	1728	0	1694	1781	0	1606	1781	1702	1585	1781	1702	1585
Q Serve(g_s), s	2.2	0.0	4.5	27.1	0.0	19.0	0.6	75.4	22.1	16.1	79.4	1.6
Cycle Q Clear(g_c), s	2.2	0.0	4.5	27.1	0.0	19.0	0.6	75.4	22.1	16.1	79.4	1.6
Prop In Lane	1.00		0.58	1.00		0.92	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	281	0	65	374	0	306	79	2512	780	234	2894	898
V/C Ratio(X)	0.19	0.00	0.77	0.90	0.00	0.70	0.19	1.07	0.45	1.46	0.96	0.04
Avail Cap(c_a), veh/h	1033	0	272	374	0	306	259	2512	780	234	2894	898
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	67.7	0.0	73.0	56.5	0.0	57.9	36.2	38.9	25.4	55.0	31.6	14.7
Incr Delay (d2), s/veh	0.3	0.0	17.6	23.1	0.0	6.8	1.1	38.4	0.4	227.6	9.4	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	0.0	2.3	14.6	0.0	8.2	0.3	38.0	8.3	23.4	31.9	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	68.0	0.0	90.6	79.6	0.0	64.7	37.3	77.4	25.8	282.5	41.0	14.7
LnGrp LOS	E		F	E		E	D	F	C	F	D	B
Approach Vol, veh/h		103			548			3042			3159	
Approach Delay, s/veh		79.0			73.8			71.2			66.8	
Approach LOS		E			E			E			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.6	94.4	10.7	36.6	23.0	83.0	34.0	13.2
Change Period (Y+Rc), s	9.2	7.6	6.2	* 7.4	6.9	7.6	6.9	7.4
Max Green Setting (Gmax), s	17.8	71.4	37.8	* 15	16.1	75.4	27.1	24.6
Max Q Clear Time (g_c+I1), s	2.6	81.4	4.2	21.0	18.1	77.4	29.1	6.5
Green Ext Time (p_c), s	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.1

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

Notes

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

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

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

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	15.2	104.8		40.0	37.0	83.0		40.0				
Change Period (Y+Rc), s	8.6	7.6		8.2	8.6	7.6		8.2				
Max Green Setting (Gmax), s	24.4	79.4		31.8	28.4	75.4		31.8				
Max Q Clear Time (g_c+I1), s	6.5	90.8		33.8	30.4	77.4		33.8				
Green Ext Time (p_c), s	0.2	0.0		0.0	0.0	0.0		0.0				

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

Notes

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

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

APPENDIX I
POLK TPO 2022 ROADWAY NETWORK DATABASE

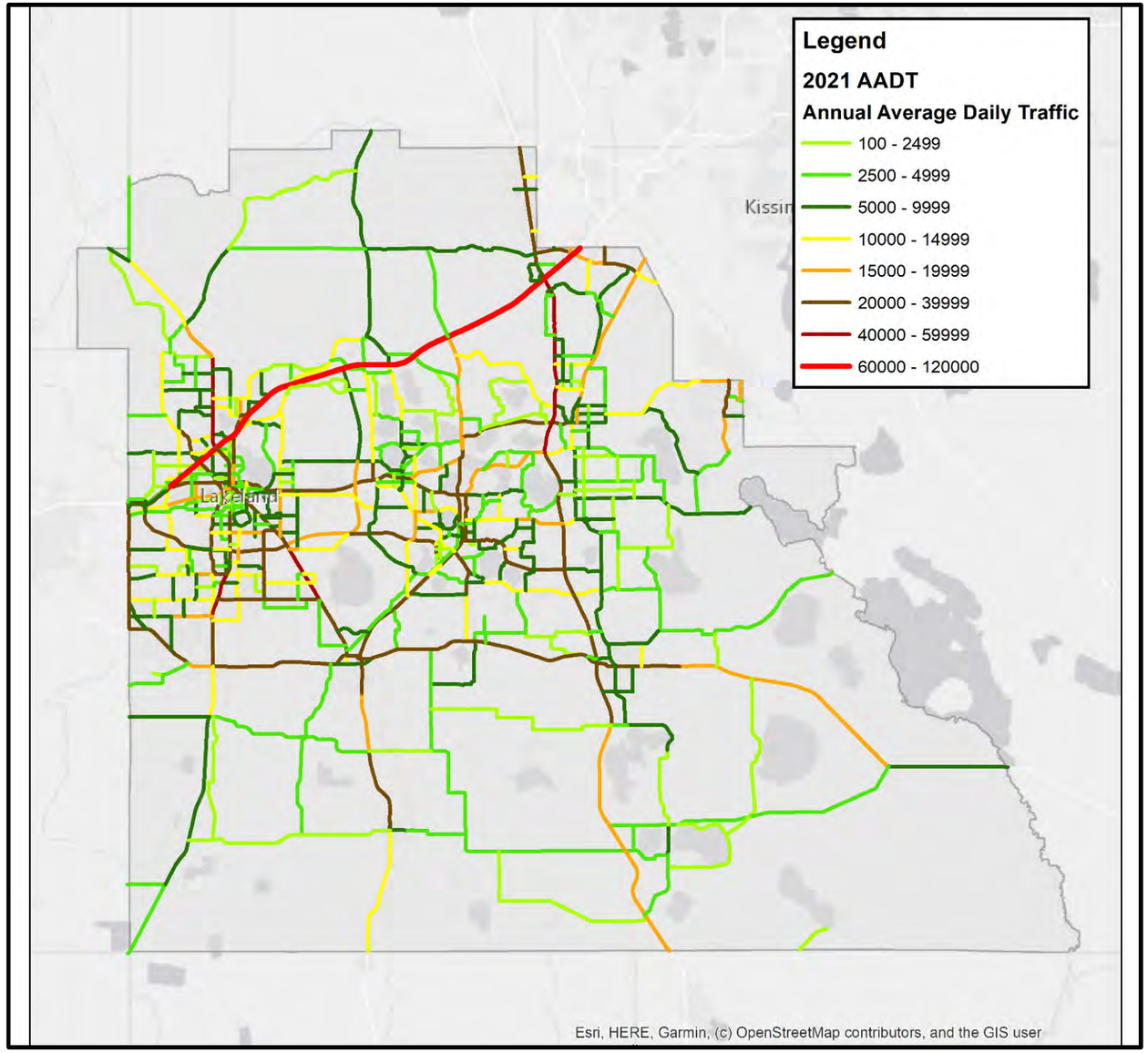
Polk Transportation Planning Organization

2022 ROADWAY NETWORK DATABASE

EFFECTIVE DATE: APRIL 8, 2022

DATABASE TERMINOLOGY

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



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

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

2022 POLK COUNTY ROADWAY NETWORK DATABASE

Link	Road Segment	From	To	Roadway Characteristics				Estimated Traffic Characteristics				Peak Hour / Peak Season							Historical Crash Data 2017 - 2021		Multimodal Factors				
										100th Highest Hour											Transit	Sidewalk		Bicycle Facility	
				Laneage Lane Type	Capacity Group	Segment Length	Functional Classification	2021 Annual Avg. Daily Traffic	AADT Growth Rate (%)	D-Factor	K-Factor	Two-Hour Average Volume	Level of Service	Direc-tional Capacity	LOS Standard Multi-Modal	High-Way	Volume to Capacity Ratio	Volume-to-Capacity Ratio in Five Years	Projected LOS in Five Years	Total Crashes	Crash Rate	Presence	Presence	Coverage	Presence	Coverage
8301N	ADAMS ROAD/MOHAWK RD	BOLENDER ROAD	CR 559	2U	L02	1.8	URBAN COLLECTOR	2,900	2.0	0.490	0.0900	128	C	790	TRANSITIONING	D	0.16	0.18	C	6	0.622	NO	PARTIAL	0.59	NONE	0.00
8301S	ADAMS ROAD/MOHAWK RD	BOLENDER ROAD	CR 559	2U	L02	1.8	URBAN COLLECTOR	2,900	2.0	0.510	0.0900	133	C	790	TRANSITIONING	D	0.17	0.19	C	6	0.622	NO	PARTIAL	0.59	NONE	0.00
8302E	ALAMO DRIVE	OLD HIGHWAY 37	SR 37	2U	L02	0.2	URBAN COLLECTOR	8,500	2.0	0.510	0.0750	309	C	790	TCCO	E	0.39	0.43	C	8	2.075	NO	PARTIAL	1.00	NONE	0.00
8302W	ALAMO DRIVE	OLD HIGHWAY 37	SR 37	2U	L02	0.2	URBAN COLLECTOR	8,500	2.0	0.490	0.0750	297	C	790	TCCO	E	0.38	0.41	C	8	2.075	NO	PARTIAL	1.00	NONE	0.00
8303E	ALAMO DRIVE	SR 563 (HARDEN BLVD S)	OLD HIGHWAY 37	2U	L02	0.8	URBAN COLLECTOR	4,900	2.0	0.490	0.0900	216	C	790	TSDA	D	0.27	0.30	C	8	1.187	NO	PARTIAL	0.94	NONE	0.00
8303W	ALAMO DRIVE	SR 563 (HARDEN BLVD S)	OLD HIGHWAY 37	2U	L02	0.8	URBAN COLLECTOR	4,900	2.0	0.510	0.0900	225	C	790	TSDA	D	0.28	0.31	C	8	1.187	NO	PARTIAL	0.94	NONE	0.00
4010E	ALTURAS-BABSON PARK CUTOFF RD	CR 559	US 27	2U	H02	12.1	RURAL MAJOR COLLECTOR	1,800	2.0	0.490	0.0900	79	B	450	OTHER	C	0.18	0.19	B	23	0.579	NO	NONE	0.00	NONE	0.00
4010W	ALTURAS-BABSON PARK CUTOFF RD	CR 559	US 27	2U	H02	12.1	RURAL MAJOR COLLECTOR	1,800	2.0	0.510	0.0900	83	B	450	OTHER	C	0.18	0.20	B	23	0.579	NO	NONE	0.00	NONE	0.00
4011N	AMERICAN SUPERIOR BLVD/HOOVER RD/SHELL RD/LK ELO	CR 655 (SNIVELY AVE)	AVE Z SE	2U	L02	1.7	URBAN COLLECTOR	3,200	2.0	0.490	0.0900	141	C	790	TSDA	D	0.18	0.20	C	4	0.406	NO	NONE	0.00	PARTIAL	0.03
4011S	AMERICAN SUPERIOR BLVD/HOOVER RD/SHELL RD/LK ELO	CR 655 (SNIVELY AVE)	AVE Z SE	2U	L02	1.7	URBAN COLLECTOR	3,200	2.0	0.510	0.0900	147	C	790	TSDA	D	0.19	0.20	C	4	0.406	NO	NONE	0.00	PARTIAL	0.03
4012E	ARIANA ST	WABASH AVE S	SR 563 (HARDEN BLVD)	2U	L02	1.0	URBAN COLLECTOR	10,700	2.0	0.510	0.0750	389	C	790	MULTI-MODAL	D	0.49	0.54	C	30	1.510	YES	PARTIAL	0.59	NONE	0.00
4012W	ARIANA ST	WABASH AVE S	SR 563 (HARDEN BLVD)	2U	L02	1.0	URBAN COLLECTOR	10,700	2.0	0.490	0.0750	374	C	790	MULTI-MODAL	D	0.47	0.52	C	30	1.510	YES	PARTIAL	0.59	NONE	0.00
8000E	ARIANA STREET	SR 563 (HARDEN BLVD)	SR 37 (FLORIDA AVENUE S)	2U	L02	1.0	URBAN COLLECTOR	3,800	2.0	0.510	0.0900	174	C	790	TRANSITIONING	D	0.22	0.24	C	22	3.198	YES	FULL	1.81	PARTIAL	0.25
8000W	ARIANA STREET	SR 563 (HARDEN BLVD)	SR 37 (FLORIDA AVENUE S)	2U	L02	1.0	URBAN COLLECTOR	3,800	2.0	0.490	0.0900	168	C	790	TRANSITIONING	D	0.21	0.23	C	22	3.198	YES	FULL	1.81	PARTIAL	0.25
8057E	AVENUE C SE	1ST STREET SOUTH	6TH STREET	2U	L02	0.5	URBAN COLLECTOR	2,600	2.0	0.510	0.0750	94	C	790	TCCO	E	0.12	0.13	C	2	0.838	NO	PARTIAL	1.63	NONE	0.00
8057W	AVENUE C SE	1ST STREET SOUTH	6TH STREET	2U	L02	0.5	URBAN COLLECTOR	2,600	2.0	0.490	0.0750	91	C	790	TCCO	E	0.11	0.13	C	2	0.838	NO	PARTIAL	1.63	NONE	0.00
8055E	AVENUE C SW	1ST STREET SOUTH	US 17 (6TH STREET NW)	2U	L02	0.4	URBAN COLLECTOR	2,900	2.0	0.510	0.0750	105	C	790	TCCO	E	0.13	0.15	C	4	1.915	YES	PARTIAL	1.44	NONE	0.00
8055W	AVENUE C SW	1ST STREET SOUTH	US 17 (6TH STREET NW)	2U	L02	0.4	URBAN COLLECTOR	2,900	2.0	0.490	0.0750	101	C	790	TCCO	E	0.13	0.14	C	4	1.915	YES	PARTIAL	1.44	NONE	0.00
8060E	AVENUE K SE	1ST STREET SOUTH	6TH STREET SE	2U	L02	0.5	URBAN COLLECTOR	6,900	2.0	0.510	0.0750	251	C	790	TCCO	E	0.32	0.35	C	12	1.892	YES	PARTIAL	1.66	NONE	0.00
8060W	AVENUE K SE	1ST STREET SOUTH	6TH STREET SE	2U	L02	0.5	URBAN COLLECTOR	6,900	2.0	0.490	0.0750	241	C	790	TCCO	E	0.30	0.34	C	12	1.892	YES	PARTIAL	1.66	NONE	0.00
8059E	AVENUE K SW	US 17 (3RD STREET SW)	1ST STREET SOUTH	2U	L02	0.2	URBAN COLLECTOR	7,900	2.0	0.490	0.0750	276	C	790	TCCO	E	0.35	0.38	C	3	0.835	YES	PARTIAL	0.75	NONE	0.00
8059W	AVENUE K SW	US 17 (3RD STREET SW)	1ST STREET SOUTH	2U	L02	0.2	URBAN COLLECTOR	7,900	2.0	0.510	0.0750	287	C	790	TCCO	E	0.36	0.40	C	3	0.835	YES	PARTIAL	0.75	NONE	0.00
8061E	AVENUE O SW	7TH STREET SW	1ST STREET SOUTH	2U	L02	0.5	URBAN COLLECTOR	6,200	2.0	0.510	0.0750	225	C	790	TCCO	E	0.29	0.31	C	4	0.704	YES	PARTIAL	0.58	NONE	0.00
8061W	AVENUE O SW	7TH STREET SW	1ST STREET SOUTH	2U	L02	0.5	URBAN COLLECTOR	6,200	2.0	0.490	0.0750	216	C	790	TCCO	E	0.27	0.30	C	4	0.704	YES	PARTIAL	0.58	NONE	0.00
4013E	AVENUE T NE/COUNTRY CLUB RD N	SR 544	LAKE HAMILTON DR W	2U	L02	3.6	URBAN COLLECTOR	7,100	2.0	0.490	0.0900	313	C	790	TRANSITIONING	D	0.40	0.44	C	55	1.190	YES	FULL	1.86	NONE	0.00
4013W	AVENUE T NE/COUNTRY CLUB RD N	SR 544	LAKE HAMILTON DR W	2U	L02	3.6	URBAN COLLECTOR	7,100	2.0	0.510	0.0900	326	C	790	TRANSITIONING	D	0.41	0.45	C	55	1.190	YES	FULL	1.86	NONE	0.00
8072E	AVON PARK CUTOFF RD	US 98	US 27/98	2U	H02	12.2	RURAL MAJOR COLLECTOR	1,000	2.0	0.510	0.0900	46	B	450	OTHER	C	0.10	0.11	B	16	0.716	NO	NONE	0.00	NONE	0.00
8072W	AVON PARK CUTOFF RD	US 98	US 27/98	2U	H02	12.2	RURAL MAJOR COLLECTOR	1,000	2.0	0.490	0.0900	44	B	450	OTHER	C	0.10	0.11	B	16	0.716	NO	NONE	0.00	NONE	0.00
8073N	BAILEY ROAD	SR 60	SHEPHERD ROAD	2U	L02	2.1	URBAN COLLECTOR	5,000	2.0	0.510	0.0900	230	C	790	TRANSITIONING	D	0.29	0.32	C	19	1.014	NO	PARTIAL	0.03	NONE	0.00
8073S	BAILEY ROAD	SR 60	SHEPHERD ROAD	2U	L02	2.1	URBAN COLLECTOR	5,000	2.0	0.490	0.0900	221	C	790	TRANSITIONING	D	0.28	0.31	C	19	1.014	NO	PARTIAL	0.03	NONE	0.00
8304E	BAKER AVENUE E/BAKER DAIRY RD	US 17/92	POWER LINE ROAD	2U	L02	1.7	URBAN COLLECTOR	5,100	2.0	0.510	0.0750	185	C	790	TCCO	E	0.23	0.26	C	11	0.708	YES	PARTIAL	0.42	NONE	0.00
8304W	BAKER AVENUE E/BAKER DAIRY RD	US 17/92	POWER LINE ROAD	2U	L02	1.7	URBAN COLLECTOR	5,100	2.0	0.490	0.0750	178	C	790	TCCO	E	0.23	0.25	C	11	0.708	YES	PARTIAL	0.42	NONE	0.00
8074E	BANANA ROAD	CAMPBELL ROAD N	US 98	2U	L02	1.8	URBAN COLLECTOR	6,200	2.0	0.510	0.0900	285	C	790	TRANSITIONING	D	0.36	0.40	C	32	1.603	YES	PARTIAL	0.83	NONE	0.00
8074W	BANANA ROAD	CAMPBELL ROAD N	US 98	2U	L02	1.8	URBAN COLLECTOR	6,200	2.0	0.490	0.0900	273	C	790	TRANSITIONING	D	0.35	0.38	C	32	1.603	YES	PARTIAL	0.83	NONE	0.00
8075E	BANNON ISLAND ROAD	SR 17 (SCENIC HIGHWAY)	CR 544 (LAKE MARION ROAD)	2U	L02	2.5	URBAN COLLECTOR	200	2.0	0.490	0.0750	7	C	790	TCCO	E	0.01	0.01	C	1	1.101	NO	NONE	0.00	NONE	0.00
8075W	BANNON ISLAND ROAD	SR 17 (SCENIC HIGHWAY)	CR 544 (LAKE MARION ROAD)	2U	L02	2.5	URBAN COLLECTOR	200	2.0	0.510	0.0750	7	C	790	TCCO	E	0.01	0.01	C	1	1.101	NO	NONE	0.00	NONE	0.00
8207E	BATES ROAD	US 27	US 17/92	2U	L02	1.6	URBAN COLLECTOR	13,000	2.0	0.490	0.0900	573	C	790	TRANSITIONING	D	0.73	0.80	C	49	1.318	YES	PARTIAL	1.00	NONE	0.00
8207W	BATES ROAD	US 27	US 17/92	2U	L02	1.6	URBAN COLLECTOR	13,000	2.0	0.510	0.0900	597	C	790	TRANSITIONING	D	0.76	0.83	C	49	1.318	YES	PARTIAL	1.00	NONE	0.00
8058E	BEACON ROAD	SR 563 (HARDEN BLVD)	LAKE HOLLINGSWORTH DRIVE	2U	L02	1.5	URBAN COLLECTOR	6,700	2.0	0.490	0.0900	295	C	790	TRANSITIONING	D	0.37	0.41	C	23	1.294	YES	PARTIAL	0.99	PARTIAL	0.02
8058W	BEACON ROAD	SR 563 (HARDEN BLVD)	LAKE HOLLINGSWORTH DRIVE	2U	L02	1.5	URBAN COLLECTOR	6,700	2.0	0.510	0.0900	308	C	790	TRANSITIONING	D	0.39	0.43	C	23	1.294	YES	PARTIAL	0.99	PARTIAL	0.02
8407E	BELLA CITTA BOULEVARD	US 27	OSCEOLA COUNTY LINE	2B	I02	0.3	URBAN COLLECTOR	10,600	2.0	0.490	0.0900	467	C	640	TSDA	D	0.73	0.80	C	2	0.361	NO	PARTIAL	0.84	NONE	0.00
8407W	BELLA CITTA BOULEVARD	US 27	OSCEOLA COUNTY LINE	2B	I02	0.3	URBAN COLLECTOR	10,600	2.0	0.510	0.0900	487	C	640	TSDA	D	0.76	0.84	C	2	0.361	NO	PARTIAL	0.84	NONE	0.00
8056E	BELLA VISTA STREET	MARTIN LUTHER KING JR AVENUE	LAKE PARKER DRIVE W	2U	L02	1.0	URBAN COLLECTOR	4,500	2.0	0.510	0.0750	164	C	790	TCCO	E	0.21	0.23	C	8	0.945	NO	PARTIAL	1.18	NONE	0.00
8056W	BELLA VISTA STREET	MARTIN LUTHER KING JR AVENUE	LAKE PARKER DRIVE W	2U	L02	1.0	URBAN COLLECTOR	4,500	2.0	0.490	0.0750	157	C	790	TCCO	E	0.20	0.22	C	8	0.945	NO	PARTIAL	1.18	NONE	0.00
8411E	BELLA VISTA STREET	WALKER ROAD	CR 542A	2U	B02	1.5	URBAN COLLECTOR	700	2.0	0.490	0.0900	31	C	880	TSDA	D	0.04	0.04	C	6	3.104	NO	NONE	0.00	NONE	0.00
8411W	BELLA VISTA STREET	WALKER ROAD	CR 542A	2U	B02	1.5	URBAN COLLECTOR	700	2.0	0.510	0.0900	32	C	880	TSDA	D	0.04	0.04	C	6	3.104	NO	NONE	0.00	NONE	0.00
8076E	BELLA VISTA STREET W/KENDRICK LN	CR 542A (GALLOWAY RD N)	SR 539 (KATHLEEN ROAD)	2U	L02	1.4	URBAN COLLECTOR	2,100	2.0	0.490	0.0750	73	C	790	TCCO	E	0.09	0.10	C	18	2.706	NO	PARTIAL	0.11	PARTIAL	0.20
8076W	BELLA VISTA STREET W/KENDRICK LN	CR 542A (GALLOWAY RD N)	SR 539 (KATHLEEN ROAD)	2U	L02	1.4	URBAN COLLECTOR	2,100	2.0	0.510	0.0750	76	C	790	TCCO	E	0.10	0.11	C	18	2.706	NO	PARTIAL	0.11	PARTIAL	0.20
8305N	BICE GROVE ROAD	CR 544	CR 546	2U	L02	1.5	RURAL MINOR COLLECTOR	1,100	2.0	0.510	0.0900	50	C	790	TRANSITIONING	D	0.06	0.07	C	1	0.332	NO	NONE	0.00	NONE	0.00
8305S	BICE GROVE ROAD	CR 544	CR 546	2U	L02	1.5	RURAL MINOR COLLECTOR	1,100	2.0	0.490	0.0900	49	C	790	TRANSITIONING	D	0.06	0.07	C	1	0.332	NO	NONE	0.00	NONE	0.00
8221N	BLUE JORDAN ROAD	LAKE REEDY BLVD N	CR 630	2U	H02	1.7	RURAL MINOR COLLECTOR	800	2.0	0.510	0.0900	37	B	1,110	TRANSITIONING	D	0.03	0.04	B	0	0.000	NO	NONE	0.00	NONE	0.00
8221S	BLUE JORDAN ROAD	LAKE REEDY BLVD N	CR 630	2U	H02	1.7	RURAL MINOR COLLECTOR	800	2.0	0.490	0.0900	35	B	1,110	TRANSITIONING	D	0.03	0.03	B	0	0.000	NO	NONE	0.00	NONE	0.00
4016E	BOLENDER RD	CR 559 (POLK CITY ROAD)	LAKE ALFRED RD	2U	L02	1.6	URBAN COLLECTOR	5,000	2.0	0.510	0.0900	230	C	790	TRANSITIONING	D	0.29	0.32	C	9	0.614	NO	PARTIAL	0.33	NONE	0.00
4016W	BOLENDER RD	CR 559 (POLK CITY ROAD)	LAKE ALFRED RD	2U	L02	1.6	URBAN COLLECTOR	5,000	2.0	0.490	0.0900	221	C	790	TRANSITIONING	D	0.28	0.31	C	9	0.614	NO	PARTIAL	0.33	NONE	0.00
4018E	BRIDGERS AVE	US 92	US 92 (MAGNOLIA AVENUE)	2U	L02	2.0	URBAN COLLECTOR	3,900	2.0	0.490	0.0750	136	C	790	TCCO	E	0.17	0.19	C	40	2.752	YES	PARTIAL	1.04	NONE	0.00
4018W	BRIDGERS AVE	US 92	US 92 (MAGNOLIA AVENUE)	2U	L02	2.0	URBAN COLLECTOR	3,900	2.0	0.510	0.0750	142	C	790	TCCO	E	0.18	0.20	C	40	2.752	YES	PARTIAL	1.04	NONE	0.00
5403N	BROADWAY AVE N	MAIN ST	SR 60 (VAN FLEET DRIVE)	4D	C02	0.5	URBAN COLLECTOR	14,400	2.0	0.490	0.0750	503	C	1,790	TCCO	E	0.28	0.31	C	50	3.629	YES	FULL	1.70	NONE	0.00
5403S	BROADWAY AVE N	MAIN ST	SR 60 (VAN FLEET DRIVE)	4D	C02	0.5	URBAN COLLECTOR	14,400	2.0	0.510	0.0750	523	C	1,790	TCCO	E	0.29	0.32	C	50	3.629	YES	FULL	1.70	NONE	0.00
4020N	BUCKEYE LOOP RD	SR 542 (DUNDEE RD)	AVE T NE	2U	L02	1.5	URBAN COLLECTOR	10,700	2.0	0.510	0.0900	491	C	790	TRANSITIONING	D	0.62	0.68	C	14	0.494	NO	PARTIAL	0.30	PARTIAL	0.25
4020S	BUCKEYE LOOP RD	SR 542 (DUNDEE RD)	AVE T NE	2U	L02	1.5	URBAN COLLECTOR	10,700	2.0	0.490	0.0900	472	C	790	TRANSITIONING	D	0.60	0.66	C	14	0.494	NO	PARTIAL	0.30	PARTIAL	0.25
4021E	BUCKEYE RD	11TH ST NE	BUCKEYE LOOP RD	2U	L02	1.2	URBAN COLLECTOR	3,700	2.0	0.510	0.0900	170	C	790	TRANSITIONING	D	0.21	0.24	C	5	0.638	NO	PARTIAL	0.54	NONE	0.00
4021W	BUCKEYE RD	11TH ST NE	BUCKEYE LOOP RD	2U	L02	1.2	URBAN COLLECTOR	3,700	2.0	0.490	0.0900	163	C	790	TRANSITIONING	D	0.21	0.23	C	5	0.638	NO	PARTIAL	0.54	NONE	0.00
8306E	CAMELLIA DRIVE	SR 540	LAKE SHIPP DR S	2U	L02	0.8	LOCAL ROAD	1,400	2.0	0.490	0.0900	62	C	790	TSDA	D	0.08	0.09	C	2	0.988	NO	PARTIAL	0.74	NONE	0.00
8306W	CAMELLIA DRIVE	SR 540	LAKE SHIPP DR S	2U	L02	0.8	LOCAL ROAD	1,400	2.0	0.510	0.0900	64	C	790	TSDA	D	0.08	0.09	C	2	0.988	NO	PARTIAL	0.74	NONE	0.00
8077N	CAMPBELL RD N	CR 35A (KATHLEEN RD)	CR 35A (SOCRUM LOOP RD W)	2U	L02	3.3	URBAN COLLECTOR	2,600	2.0	0.510	0.0900	119	C	790	TRANSITIONING	D	0.15	0.17	C	23	1.471	NO	PARTIAL	0.56	NONE	0.00
8077S	CAMPBELL RD N	CR 35A (KATHLEEN RD)	CR 35A (SOCRUM LOOP RD W)	2U	L02	3.3	URBAN COLLECTOR	2,600	2.0	0.490	0.0900	115	C	790	TRANSITIONING	D	0.15	0.16	C	23	1.471	NO	PARTIAL	0.56	NONE	0.00
4022N	CANAL AVE/LAKE PARKER DR E/IDLEWILD ST/MORGAN CON	CR 542 (MAIN STREET E)	FISH HATCHERY RD	2U	L02	2.4	URBAN COLLECTOR	5,100	2.0	0.510	0.0900	234	C	790	TSDA	D	0.30	0.33	C	39	1.726	YES	PARTIAL	0.28	NONE	0.00
4022S	CANAL AVE/LAKE PARKER DR E/IDLEWILD ST/MORGAN CON	CR 542 (MAIN STREET E)	FISH HATCHERY RD	2U	L02	2.4	URBAN COLLECTOR	5,100	2.0	0.490	0.0900	225	C	790	TSDA	D	0.28	0.31	C	39	1.726	YES	PARTIAL	0.28	NONE	0.00
8210E	CANAL AVENUE/WATKINS ROAD	LAKE MABEL LOOP ROAD	CR 542 (LAKE HATCHINEHA ROAD)	2U	N02	5.9	RURAL MINOR COLLECTOR	2,400	2.0	0.490	0.0900	106	C	640	OTHER	C	0.17	0.18	C	15	0.578	NO	NONE	0.00	NONE	0.00
8210W	CANAL AVENUE/WATKINS ROAD	LAKE MABEL LOOP ROAD	CR 542 (LAKE HATCHINEHA ROAD)	2U	N02	5.9	RURAL MINOR COLLECTOR	2,400	2.0	0.510	0.0900	110	C	640	OTHER	C	0.17	0.19	C	15	0.578	NO	NONE	0.00	NONE	0.00
8078N	CARL FLOYD ROAD	CR 550 (OVERLOOK DRIVE SE)	SR 542 (DUNDEE ROAD)	2U	L02	0.5	URBAN COLLECTOR	8,000	2.0	0.490	0.0900	353	C	790	TSDA	D	0.45	0.49	C	6	0.785	NO	NONE	0.00	NONE	0.00
8078S	CARL FLOYD ROAD	CR 550 (OVERLOOK DRIVE SE)	SR 542 (DUNDEE ROAD)	2U	L02	0.5	URBAN COLLECTOR	8,000	2.0	0.510	0.0900	367	C	790	TSDA	D	0.46	0.51	C	6	0.785	NO	NONE	0.00	NONE	0.00
8001E	CARPENTER'S WAY/WEDGEWOOD ESTATES BLVD	US 98	CR 582 (FLORIDA AVENUE N)	2U	L02	1.3	URBAN COLLECTOR	6,900	2.0	0.510	0.0750	251	C	790	TCCO	E	0.32	0.35	C	46	2.720	YES	PARTIAL	1.37	PARTIAL	0.93
8001W	CARPENTER'S WAY/WEDGEWOOD ESTATES BLVD	US 98	CR 582 (FLORIDA AVENUE N)	2U	L02	1.3	URBAN COLLECTOR	6,900	2.0	0.490	0.0750	241	C	790	TCCO	E	0.30	0.34	C	46	2.720	YES	PARTIAL	1.37	PARTIAL	0.93
8079E	CARTER ROAD	SR 37	CR 540A	2U	L02	2.8	URBAN COLLECTOR	11,500	2.0	0.510	0.0900	528	C	790	TSDA	D	0.67	0.73	C	18	0.306	YES	PARTIAL	1.13	NONE	0.00
8079W	CARTER ROAD	SR 37	CR 540A	2U	L02	2.8	URBAN COLLECTOR	11,500	2.0	0.490	0.0900	507	C	790	TSDA	D	0.64	0.71	C	18	0.306	YES	PARTIAL	1.13	NONE	0.00
8307E	CASS ROAD	ADAMS BARN RD	CR 557A (OLD LAKE ALFRED RD)	2U	N02	1.4	URBAN COLLECTOR	600	2.0	0.510	0.0900	28	C	720	TRANSITIONING	D	0.04	0.04	C	4	2.695	NO	NONE	0.00	NONE	0.00
8307W	CASS ROAD	ADAMS BARN RD	CR 557A (OLD LAKE ALFRED RD)	2U	N02	1.4	URBAN COLLECTOR	600	2.0	0.490	0.0900	26	C	720	TRANSITIONING	D	0.04	0.04	C	4	2.695	NO	NONE	0.00	NONE	0.00
8205E	CENTRAL AVENUE	US 27	SR 17 (SCENIC HIGHWAY)	2U	L02	0.8	URBAN COLLECTOR	6,900	2.0	0.510	0.0750	251	C	790	TCCO	E	0.32	0.35	C	26	2.447	YES	PARTIAL	1.36	NONE	0.00
8205W	CENTRAL AVENUE	US 27	SR 17 (SCENIC HIGHWAY)	2U	L02	0.8	URBAN COLLECTOR	6,900	2.0	0.490	0.0750	241	C	790	TCCO	E	0.30	0.34	C	26	2.447	YES	PARTIAL	1.36	NONE	0.00
8206E	CENTRAL AVENUE	SR 60	US 27	2U	L02	0.6	URBAN COLLECTOR	3,400	2.0	0.510	0.0750	124	C	790	TCCO	E	0.16	0.17	C	15	4.108	YES	NONE	0.00	NONE	0.00
8206W	CENTRAL AVENUE	SR 60	US 27	2U	L02	0.6	URBAN COLLECTOR	3,400	2.0	0.490	0.0750	119	C	790	TCCO	E	0.15	0.17	C	15	4.108	YES	NONE	0.00	NONE	0.00
8216N	CHAMPIONS GATE BOULEVARD	CR 54	OSCEOLA COUNTY LINE	4U	L02	0.3	URBAN COLLECTOR	18,300	2.0	0.490	0.0900	807	C	1,710	TSDA	D	0.47	0.52	C	7	0.809	NO	FULL	1.61	NONE	0.00
8216S	CHAMPIONS GATE BOULEVARD	CR 54	OSCEOLA COUNTY LINE	4U	L02	0.3	URBAN COLLECTOR	18,300	2.0	0.510	0.0900	840	C	1,710	TSDA	D	0.49	0.54	C	7	0.809	NO	FULL	1.61	NONE	0.00
4164N	CHARLOTTE RD/DAIRY RD	SR 544 (HAVENDALE BLVD)	LAKE ALFRED RD	2U	L02	1.6	URBAN COLLECTOR	12,100	2.0	0.510	0.0750	440	C	790	TCCO	E	0.56	0.61	C	84	2.348	YES	PARTIAL	0.55	NONE	0.00
4164S	CHARLOTTE RD/DAIRY RD	SR 544 (HAVENDALE BLVD)	LAKE ALFRED RD	2U	L02	1.6	URBAN COLLECTOR	12,100	2.0	0.490	0.0750	422	C	790	TCCO	E	0.53	0.59	C	84	2.348	YES	PARTIAL	0.55	NONE	0.00
8080E	CHERRY LANE	LUNN ROAD	OLD HIGHWAY 37	2U	L02	1.0	URBAN COLLECTOR	1,700	2.0	0.490	0.0900	75	C	790	TSDA	D	0.09	0.10	C	3	0.958	NO	PARTIAL	0.37	NONE	0.00
8080W	CHERRY LANE	LUNN ROAD	OLD HIGHWAY 37	2U	L02	1.0	URBAN COLLECTOR	1,700	2.0	0.510	0.0900	78	C	790	TSDA	D	0.10	0.11	C	3	0.958	NO	PARTIAL	0.37	NONE	0.00
4023N	CHESTNUT RD N	US 92 (NEW TAMPA HWY)	10TH ST W	2U	L02	1.5	URBAN COLLECTOR	3,900	2.0	0.490	0.0750	136	C	790	TCCO	E	0.17	0.19	C	13	1.239	YES	PARTIAL	0.36	NONE	0.00
4023S	CHESTNUT RD N	US 92 (NEW TAMPA HWY)	10TH ST W	2U	L02	1.5	URBAN COLLECTOR	3,900	2.0	0.510	0.0750	142	C	790	TCCO	E	0.18	0.20	C	13	1.239	YES	PARTIAL	0.36	NONE	0.00
8415N	CLARK ROAD	CR 542 (OLD TAMPA HWY)	NORTH FRONTAGE ROAD	2U	C02	0.7	URBAN COLLECTOR	5,100	2.0	0.510	0.0900	234	C	750	TSDA	D	0.31	0.34	C	28	4.548	YES	NONE	0.00	FULL	2.00
8415S	CLARK ROAD	CR 542 (OLD TAMPA HWY)	NORTH FRONTAGE ROAD	2U	C02	0.7	URBAN COLLECTOR	5,100	2.0	0.490	0.0900	225	C	750	TSDA	D	0.30	0.33	C	28	4.548	YES	NONE	0.00	FULL	2.00
8002N	CLEVELAND HEIGHTS BLVD	WESTOVER STREET	LAKE HOLLINGSWORTH DRIVE	4U	L02	1.4	URBAN COLLECTOR	13,700	2.0	0.490	0.0750	478	C	1,710	TCCO	E	0.28	0.31	C	34	0.959	NO	FULL	1.84	NONE	0.00
8002S	CLEVELAND HEIGHTS BLVD	WESTOVER STREET	LAKE HOLLINGSWORTH DRIVE	4U	L02	1.4	URBAN COLLECTOR	13,700	2.0	0.510	0.0750	498	C	1,710	TCCO	E	0.29	0.32	C	34	0.959	NO	FULL	1.84	NONE	0.00
8003N	CLEVELAND HEIGHT

Link	Road Segment	From	To	Roadway Characteristics				Estimated Traffic Characteristics				Peak Hour / Peak Season							Historical Crash Data 2017 - 2021		Multimodal Factors				
								2021	AADT	100th Highest Hour		Two-Hour	Level	Direc-	LOS Standard		Volume to	Volume-to-	Projected		Transit	Sidewalk		Bicycle Facility	
				Laneage Lane Type	Capacity Group	Segment Length	Functional Classification	Annual Avg. Daily Traffic	Growth Rate (%)	D-Factor	K-Factor	Average Volume	of Service	tional Capacity	Multi-Modal	High-Way	Capacity Ratio	Capacity Ratio in Five Years	LOS in Five Years	Total Crashes	Crash Rate	Presence	Presence	Coverage	Presence	Coverage
8081N	COLBERT ROAD	CR 540 (CLUBHOUSE ROAD)	US 98	2U	L02	0.9	URBAN COLLECTOR	2,800	2.0	0.510	0.0750	102	C	790	TCCO	E	0.13	0.14	C	34	7.596	NO	PARTIAL	0.31	NONE	0.00
8081S	COLBERT ROAD	CR 540 (CLUBHOUSE ROAD)	US 98	2U	L02	0.9	URBAN COLLECTOR	2,800	2.0	0.490	0.0750	98	C	790	TCCO	E	0.12	0.14	C	34	7.596	NO	PARTIAL	0.31	NONE	0.00
4024E	COLEMAN RD/AVE C SW	SPIRIT LAKE RD	21ST ST SW	2U	L02	1.6	URBAN COLLECTOR	5,200	2.0	0.490	0.0900	229	C	790	TSDA	D	0.29	0.32	C	29	1.934	YES	PARTIAL	0.89	NONE	0.00
4024W	COLEMAN RD/AVE C SW	SPIRIT LAKE RD	21ST ST SW	2U	L02	1.6	URBAN COLLECTOR	5,200	2.0	0.510	0.0900	239	C	790	TSDA	D	0.30	0.33	C	29	1.934	YES	PARTIAL	0.89	NONE	0.00
4014E	COMMERCE POINT DR	US 98	SR 659 (COMBEE RD S)	2U	L02	0.5	URBAN COLLECTOR	9,600	2.0	0.490	0.0750	335	C	790	TCCO	E	0.42	0.47	C	4	0.430	YES	PARTIAL	0.72	NONE	0.00
4014W	COMMERCE POINT DR	US 98	SR 659 (COMBEE RD S)	2U	L02	0.5	URBAN COLLECTOR	9,600	2.0	0.510	0.0750	349	C	790	TCCO	E	0.44	0.49	C	4	0.430	YES	PARTIAL	0.72	NONE	0.00
8308N	COOLEY ROAD	SR 540	SR 655 (RECKER HIGHWAY)	2U	L02	1.0	URBAN COLLECTOR	1,300	2.0	0.510	0.0900	60	C	790	TSDA	D	0.08	0.08	C	0	0.000	NO	PARTIAL	0.23	NONE	0.00
8308S	COOLEY ROAD	SR 540	SR 655 (RECKER HIGHWAY)	2U	L02	1.0	URBAN COLLECTOR	1,300	2.0	0.490	0.0900	57	C	790	TSDA	D	0.07	0.08	C	0	0.000	NO	PARTIAL	0.23	NONE	0.00
4025N	CORONET RD	SR 60	COUNTY LINE ROAD	2U	N02	1.9	URBAN COLLECTOR	5,400	2.0	0.510	0.0900	248	C	720	TRANSITIONING	D	0.34	0.38	C	15	0.793	NO	NONE	0.00	NONE	0.00
4025S	CORONET RD	SR 60	COUNTY LINE ROAD	2U	N02	1.9	URBAN COLLECTOR	5,400	2.0	0.490	0.0900	238	C	720	TRANSITIONING	D	0.33	0.36	C	15	0.793	NO	NONE	0.00	NONE	0.00
4026N	COUNTRY CLUB RD S	SR 542 (DUNDEE RD)	LAKE HAMILTON DR W	2U	L02	2.4	URBAN COLLECTOR	4,700	2.0	0.510	0.0900	216	C	790	TRANSITIONING	D	0.27	0.30	C	11	0.533	NO	PARTIAL	0.34	NONE	0.00
4026S	COUNTRY CLUB RD S	SR 542 (DUNDEE RD)	LAKE HAMILTON DR W	2U	L02	2.4	URBAN COLLECTOR	4,700	2.0	0.490	0.0900	207	C	790	TRANSITIONING	D	0.26	0.29	C	11	0.533	NO	PARTIAL	0.34	NONE	0.00
8422N	COUNTRY CLUB ROAD	WALNUT STREET	POLK CO/L (CADDY DRIVE)	2U	A02	1.2	URBAN COLLECTOR	19,000	2.0	0.510	0.0900	872	C	1,200	TSDA	D	0.73	0.80	D	37	0.897	YES	PARTIAL	0.99	NONE	0.00
8422S	COUNTRY CLUB ROAD	WALNUT STREET	POLK CO/L (CADDY DRIVE)	2U	A02	1.2	URBAN COLLECTOR	19,000	2.0	0.490	0.0900	838	C	1,200	TSDA	D	0.70	0.77	D	37	0.897	YES	PARTIAL	0.99	NONE	0.00
4027N	COUNTY LINE RD	SR 60	PIPKIN ROAD WEST	4D	L02	3.0	URBAN COLLECTOR	20,600	2.0	0.510	0.0900	946	C	1,800	TRANSITIONING	D	0.53	0.58	C	56	0.494	NO	PARTIAL	0.56	FULL	1.97
4027S	COUNTY LINE RD	SR 60	PIPKIN ROAD WEST	4D	L02	3.0	URBAN COLLECTOR	20,600	2.0	0.490	0.0900	908	C	1,800	TRANSITIONING	D	0.50	0.56	C	56	0.494	NO	PARTIAL	0.56	FULL	1.97
4028N	COUNTY LINE RD	PIPKIN ROAD WEST	I-4	4D	L02	4.5	URBAN COLLECTOR	23,300	2.0	0.510	0.0900	1,069	C	1,800	TRANSITIONING	D	0.59	0.65	C	161	0.835	YES	PARTIAL	0.70	PARTIAL	0.15
4028S	COUNTY LINE RD	PIPKIN ROAD WEST	I-4	4D	L02	4.5	URBAN COLLECTOR	23,300	2.0	0.490	0.0900	1,028	C	1,800	TRANSITIONING	D	0.57	0.63	C	161	0.835	YES	PARTIAL	0.70	PARTIAL	0.15
8414E	COUNTY LINE ROAD/NORTH FRONTAGE ROAD	INTERSTATE 4	CR 542A	2U	B02	2.9	URBAN COLLECTOR	4,000	2.0	0.490	0.0900	176	C	880	TSDA	D	0.20	0.22	C	63	2.997	YES	PARTIAL	0.77	PARTIAL	1.44
8414W	COUNTY LINE ROAD/NORTH FRONTAGE ROAD	INTERSTATE 4	CR 542A	2U	B02	2.9	URBAN COLLECTOR	4,000	2.0	0.510	0.0900	184	C	880	TSDA	D	0.21	0.23	C	63	2.997	YES	PARTIAL	0.77	PARTIAL	1.44
4029E	CR 17	CR 557	US 27	2U	L02	7.9	URBAN COLLECTOR	11,500	2.0	0.510	0.0900	528	C	790	TRANSITIONING	D	0.67	0.73	C	46	0.277	NO	PARTIAL	0.21	FULL	1.98
4029W	CR 17	CR 557	US 27	2U	L02	7.9	URBAN COLLECTOR	11,500	2.0	0.490	0.0900	507	C	790	TRANSITIONING	D	0.64	0.71	C	46	0.277	NO	PARTIAL	0.21	FULL	1.98
4031E	CR 17A (BURNS AVE)	SR 17	BRENTWOOD DRIVE	4U	L02	1.7	URBAN COLLECTOR	9,300	2.0	0.510	0.0900	427	C	1,710	TRANSITIONING	D	0.25	0.27	C	24	0.835	NO	FULL	1.83	NONE	0.00
4031W	CR 17A (BURNS AVE)	SR 17	BRENTWOOD DRIVE	4U	L02	1.7	URBAN COLLECTOR	9,300	2.0	0.490	0.0900	410	C	1,710	TRANSITIONING	D	0.24	0.26	C	24	0.835	NO	FULL	1.83	NONE	0.00
8120E	CR 17A (BURNS AVE)	BRENTWOOD DRIVE	MAMMOTH GROVE RD	2U	L02	1.7	URBAN COLLECTOR	6,700	2.0	0.510	0.0900	308	C	790	TRANSITIONING	D	0.39	0.43	C	12	0.587	NO	NONE	0.00	PARTIAL	0.15
8120W	CR 17A (BURNS AVE)	BRENTWOOD DRIVE	MAMMOTH GROVE RD	2U	L02	1.7	URBAN COLLECTOR	6,700	2.0	0.490	0.0900	295	C	790	TRANSITIONING	D	0.37	0.41	C	12	0.587	NO	NONE	0.00	PARTIAL	0.15
4102E	CR 17A (CHALET SUZANNE RD)	SR 17 (SCENIC HIGHWAY)	US 27	2U	L02	1.7	URBAN COLLECTOR	11,400	2.0	0.510	0.0900	523	C	790	TRANSITIONING	D	0.66	0.73	C	62	1.716	YES	PARTIAL	0.16	PARTIAL	0.56
4102W	CR 17A (CHALET SUZANNE RD)	SR 17 (SCENIC HIGHWAY)	US 27	2U	L02	1.7	URBAN COLLECTOR	11,400	2.0	0.490	0.0900	503	C	790	TRANSITIONING	D	0.64	0.70	C	62	1.716	YES	PARTIAL	0.16	PARTIAL	0.56
4030N	CR 17A (MASTERPIECE GARDENS RD/MASTERPIECE RD)	MAMMOTH GROVE RD	SR 17	2U	L02	6.1	URBAN COLLECTOR	3,400	2.0	0.490	0.0900	150	C	790	TRANSITIONING	D	0.19	0.21	C	22	0.586	NO	NONE	0.00	NONE	0.00
4030S	CR 17A (MASTERPIECE GARDENS RD/MASTERPIECE RD)	MAMMOTH GROVE RD	SR 17	2U	L02	6.1	URBAN COLLECTOR	3,400	2.0	0.510	0.0900	156	C	790	TRANSITIONING	D	0.20	0.22	C	22	0.586	NO	NONE	0.00	NONE	0.00
4033N	CR 17B (BUCK MOORE RD)	SR 60	CR 17A (BURNS AVE)	2U	L02	1.4	URBAN COLLECTOR	11,600	2.0	0.490	0.0900	512	C	790	TRANSITIONING	D	0.65	0.71	C	24	0.808	NO	PARTIAL	0.42	PARTIAL	0.14
4033S	CR 17B (BUCK MOORE RD)	SR 60	CR 17A (BURNS AVE)	2U	L02	1.4	URBAN COLLECTOR	11,600	2.0	0.510	0.0900	532	C	790	TRANSITIONING	D	0.67	0.74	C	24	0.808	NO	PARTIAL	0.42	PARTIAL	0.14
4032E	CR 17B (ELEVENTH ST S/HUNT BROTHERS RD)	US 27	SR 60	2U	L02	3.3	URBAN COLLECTOR	6,600	2.0	0.490	0.0750	230	C	790	TCCO	E	0.29	0.32	C	29	0.729	YES	PARTIAL	0.15	FULL	1.92
4032W	CR 17B (ELEVENTH ST S/HUNT BROTHERS RD)	US 27	SR 60	2U	L02	3.3	URBAN COLLECTOR	6,600	2.0	0.510	0.0750	240	C	790	TCCO	E	0.30	0.33	C	29	0.729	YES	PARTIAL	0.15	FULL	1.92
4035N	CR 35A (KATHLEEN RD)	I-4	CR 542A (GALLOWAY RD N)	4D	L02	2.3	URBAN COLLECTOR	24,200	2.0	0.510	0.0900	1,111	C	1,800	TSDA	D	0.62	0.68	C	60	0.568	YES	FULL	1.94	PARTIAL	0.15
4035S	CR 35A (KATHLEEN RD)	I-4	CR 542A (GALLOWAY RD N)	4D	L02	2.3	URBAN COLLECTOR	24,200	2.0	0.490	0.0900	1,067	C	1,800	TSDA	D	0.59	0.65	C	60	0.568	YES	FULL	1.94	PARTIAL	0.15
4036N	CR 35A (KATHLEEN RD)	DUFF RD	CR 35A (SOCRUM LOOP RD W)	2U	N02	2.3	URBAN COLLECTOR	10,400	2.0	0.510	0.0900	477	C	720	TRANSITIONING	D	0.66	0.73	C	16	0.374	NO	PARTIAL	0.07	NONE	0.00
4036S	CR 35A (KATHLEEN RD)	DUFF RD	CR 35A (SOCRUM LOOP RD W)	2U	N02	2.3	URBAN COLLECTOR	10,400	2.0	0.490	0.0900	459	C	720	TRANSITIONING	D	0.64	0.70	C	16	0.374	NO	PARTIAL	0.07	NONE	0.00
4167N	CR 35A (KATHLEEN RD)	CR 542A (GALLOWAY RD N)	DUFF RD	4D	L02	2.9	URBAN COLLECTOR	14,100	2.0	0.490	0.0900	622	C	1,800	TRANSITIONING	D	0.35	0.38	C	35	0.476	NO	FULL	1.88	FULL	2.00
4167S	CR 35A (KATHLEEN RD)	CR 542A (GALLOWAY RD N)	DUFF RD	4D	L02	2.9	URBAN COLLECTOR	14,100	2.0	0.510	0.0900	647	C	1,800	TRANSITIONING	D	0.36	0.40	C	35	0.476	NO	FULL	1.88	FULL	2.00
4034E	CR 35A (SOCRUM LOOP RD W)	CR 35A (KATHLEEN RD)	US 98	2U	L02	3.2	URBAN COLLECTOR	2,400	2.0	0.510	0.0900	110	C	790	TRANSITIONING	D	0.14	0.15	C	14	1.008	NO	PARTIAL	0.08	PARTIAL	0.02
4034W	CR 35A (SOCRUM LOOP RD W)	CR 35A (KATHLEEN RD)	US 98	2U	L02	3.2	URBAN COLLECTOR	2,400	2.0	0.490	0.0900	106	C	790	TRANSITIONING	D	0.13	0.15	C	14	1.008	NO	PARTIAL	0.08	PARTIAL	0.02
4037N	CR 37A (SCOTT LAKE RD)	CR 540A	HALLAM DR	2D	B02	2.1	URBAN COLLECTOR	12,700	2.0	0.490	0.0900	560	C	920	TSDA	D	0.61	0.67	C	25	0.517	NO	PARTIAL	1.52	NONE	0.00
4037S	CR 37A (SCOTT LAKE RD)	CR 540A	HALLAM DR	2D	B02	2.1	URBAN COLLECTOR	12,700	2.0	0.510	0.0900	583	C	920	TSDA	D	0.63	0.70	C	25	0.517	NO	PARTIAL	1.52	NONE	0.00
4038N	CR 37B (LAKELAND HIGHLANDS RD)	CR 540A	LAKE MIRIAM DR	4D	L02	1.5	URBAN COLLECTOR	23,800	2.0	0.490	0.0900	1,050	C	1,800	TRANSITIONING	D	0.58	0.64	C	31	0.475	NO	FULL	1.79	FULL	2.00
4038S	CR 37B (LAKELAND HIGHLANDS RD)	CR 540A	LAKE MIRIAM DR	4D	L02	1.5	URBAN COLLECTOR	23,800	2.0	0.510	0.0900	1,092	C	1,800	TRANSITIONING	D	0.61	0.67	C	31	0.475	NO	FULL	1.79	FULL	2.00
4163N	CR 37B (LAKELAND HIGHLANDS RD)	LAKE MIRIAM DR	SR 570 (POLK PARKWAY)	4D	L02	1.5	URBAN COLLECTOR	25,900	2.0	0.490	0.0750	904	C	1,800	TCCO	E	0.50	0.55	C	53	0.750	NO	PARTIAL	1.37	PARTIAL	1.60
4163S	CR 37B (LAKELAND HIGHLANDS RD)	LAKE MIRIAM DR	SR 570 (POLK PARKWAY)	4D	L02	1.5	URBAN COLLECTOR	25,900	2.0	0.510	0.0750	941	C	1,800	TCCO	E	0.52	0.58	C	53	0.750	NO	PARTIAL	1.37	PARTIAL	1.60
4176N	CR 37B (LAKELAND HIGHLANDS RD)	SR 570 (POLK PARKWAY)	EDGEWOOD DR E	4D	L02	1.0	URBAN COLLECTOR	23,600	2.0	0.510	0.0750	858	C	1,800	TCCO	E	0.48	0.52	C	37	0.824	NO	PARTIAL	1.59	PARTIAL	1.62
4176S	CR 37B (LAKELAND HIGHLANDS RD)	SR 570 (POLK PARKWAY)	EDGEWOOD DR E	4D	L02	1.0	URBAN COLLECTOR	23,600	2.0	0.490	0.0750	824	C	1,800	TCCO	E	0.46	0.50	C	37	0.824	NO	PARTIAL	1.59	PARTIAL	1.62
4039E	CR 54 (RONALD REAGAN PKWY)	US 27	CHAMPIONS GATE BLVD	4D	L02	2.1	URBAN COLLECTOR	23,100	2.0	0.490	0.0750	806	C	1,800	TCCO	D	0.45	0.49	C	26	0.291	NO	FULL	1.81	FULL	2.00
4039W	CR 54 (RONALD REAGAN PKWY)	US 27	CHAMPIONS GATE BLVD	4D	L02	2.1	URBAN COLLECTOR	23,100	2.0	0.510	0.0750	839	C	1,800	TCCO	D	0.47	0.51	C	26	0.291	NO	FULL	1.81	FULL	2.00
7304E	CR 54 (RONALD REAGAN PKWY)	CHAMPIONS GATE BLVD	LAKE WILSON RD	4D	L02	2.3	URBAN COLLECTOR	16,600	2.0	0.510	0.0900	762	C	1,800	TSDA	D	0.42	0.47	C	29	0.425	YES	FULL	1.80	FULL	2.00
7304W	CR 54 (RONALD REAGAN PKWY)	CHAMPIONS GATE BLVD	LAKE WILSON RD	4D	L02	2.3	URBAN COLLECTOR	16,600	2.0	0.490	0.0900	732	C	1,800	TSDA	D	0.41	0.45	C	29	0.425	YES	FULL	1.80	FULL	2.00
7305E	CR 54 (RONALD REAGAN PKWY)	LAKE WILSON RD	US 17/92	4D	L02	2.1	URBAN COLLECTOR	26,500	2.0	0.510	0.0900	1,216	C	1,800	TSDA	D	0.68	0.74	C	39	0.392	YES	FULL	1.72	FULL	2.00
7305W	CR 54 (RONALD REAGAN PKWY)	LAKE WILSON RD	US 17/92	4D	L02	2.1	URBAN COLLECTOR	26,500	2.0	0.490	0.0900	1,169	C	1,800	TSDA	D	0.65	0.71	C	39	0.392	YES	FULL	1.72	FULL	2.00
4040E	CR 540 (CLUBHOUSE RD)	CR 37B (LAKELAND HIGHLANDS RD)	US 98	2U	I02	2.7	URBAN COLLECTOR	11,100	2.0	0.490	0.0900	490	C	800	TRANSITIONING	D	0.61	0.67	C	42	0.768	NO	PARTIAL	1.48	PARTIAL	0.79
4040W	CR 540 (CLUBHOUSE RD)	CR 37B (LAKELAND HIGHLANDS RD)	US 98	2U	I02	2.7	URBAN COLLECTOR	11,100	2.0	0.510	0.0900	509	C	800	TRANSITIONING	D	0.64	0.70	C	42	0.768	NO	PARTIAL	1.48	PARTIAL	0.79
4162W	CR 540A (CENTRAL BARD RD)	CR 37B (LAKELAND HIGHLANDS RD)	US 98	5U	L02	3.3	URBAN COLLECTOR	23,400	2.0	0.490	0.0900	1,032	C	1,800	TSDA	D	0.57	0.63	C	45	0.322	NO	FULL	1.83	FULL	2.00
4162E	CR 540A (CENTRAL BARN RD)	CR 37B (LAKELAND HIGHLANDS RD)	US 98	5U	L02	3.3	URBAN COLLECTOR	23,400	2.0	0.510	0.0900	1,074	C	1,800	TSDA	D	0.60	0.66	C	45	0.322	NO	FULL	1.83	FULL	2.00
4041E	CR 540A (CENTRAL BARN RD)	SR 37 (FLORIDA AVENUE S)	CR 37B (LAKELAND HIGHLANDS ROAD)	5U	L02	2.8	URBAN COLLECTOR	25,400	2.0	0.490	0.0900	1,120	C	1,800	TSDA	D	0.62	0.68	C	43	0.333	NO	PARTIAL	1.74	FULL	2.00
4041W	CR 540A (CENTRAL BARN RD)	SR 37 (FLORIDA AVENUE S)	CR 37B (LAKELAND HIGHLANDS ROAD)	5U	L02	2.8	URBAN COLLECTOR	25,400	2.0	0.510	0.0900	1,166	C	1,800	TSDA	D	0.65	0.71	C	43	0.333	NO	PARTIAL	1.74	FULL	2.00
4093E	CR 540A (ELOISE LOOP RD)	POLLARD RD	CR 653 (RATTLESNAKE ROAD)	2U	L02	2.3	URBAN COLLECTOR	13,600	2.0	0.510	0.0900	624	C	790	TSDA	D	0.79	0.87	C	36	0.644	NO	PARTIAL	0.46	NONE	0.00
4093W	CR 540A (ELOISE LOOP RD)	POLLARD RD	CR 653 (RATTLESNAKE ROAD)	2U	L02	2.3	URBAN COLLECTOR	13,600	2.0	0.490	0.0900	600	C	790	TSDA	D	0.76	0.84	C	36	0.644	NO	PARTIAL	0.46	NONE	0.00
4094N	CR 540A (LAKE RUBY DR W)	THOMPSON NURSERY RD	SR 540 (CYPRESS GARDENS BLVD)	2U	L02	1.7	URBAN COLLECTOR	7,900	2.0	0.510	0.0900	363	C	790	TSDA	D	0.46	0.50	C	14	0.587	NO	PARTIAL	0.61	NONE	0.00
4094S	CR 540A (LAKE RUBY DR W)	THOMPSON NURSERY RD	SR 540 (CYPRESS GARDENS BLVD)	2U	L02	1.7	URBAN COLLECTOR	7,900	2.0	0.490	0.0900	348	C	790	TSDA	D	0.44	0.49	C	14	0.587	NO	PARTIAL	0.61	NONE	0.00
4046E	CR 542 (AVE G NW)	LAKE HOWARD DR NW	SR 655 (RECKER HIGHWAY)	2U	L02	1.7	URBAN COLLECTOR	15,200	2.0	0.490	0.0750	531	C	790	MULTI-MODAL	D	0.67	0.74	C	47	0.983	YES	PARTIAL	0.96	NONE	0.00
4046W	CR 542 (AVE G NW)	LAKE HOWARD DR NW	SR 655 (RECKER HIGHWAY)	2U	L02	1.7	URBAN COLLECTOR	15,200	2.0	0.510	0.0750	552	C	790	MULTI-MODAL	D	0.70	0.77	C	47	0.983	YES	PARTIAL	0.96	NONE	0.00
4169E	CR 542 (K-VILLE AVE)	THORNHILL ROAD	SR 655 (RECKER HIGHWAY)	2U	L02	2.0	URBAN COLLECTOR	9,000	2.0	0.490	0.0900	397	C	790	TRANSITIONING	D	0.50	0.55	C	21	0.630	NO	PARTIAL	0.02	NONE	0.00
4169W	CR 542 (K-VILLE AVE)	THORNHILL ROAD	SR 655 (RECKER HIGHWAY)	2U	L02	2.0	URBAN COLLECTOR	9,000	2.0	0.510	0.0900	413	C	790	TRANSITIONING	D	0.52	0.58	C	21	0.630	NO	PARTIAL	0.02	NONE	0.00
4042E	CR 542 (LAKE HATCHINEHA RD)	SR 17 (SCENIC HIGHWAY)	LAKE HATCHINEHA	2U	L02	10.9	URBAN COLLECTOR	7,300	2.0	0.490	0.0900	322	C	790	TRANSITIONING	D	0.41	0.45	C	43	0.295	NO	NONE	0.00	NONE	0.00
4042W	CR 542 (LAKE HATCHINEHA RD)	SR 17 (SCENIC HIGHWAY)	LAKE HATCHINEHA	2U	L02	10.9	URBAN COLLECTOR	7,300	2.0	0.510	0.0900	335	C	790	TRANSITIONING	D	0.42	0.47	C	43	0.295	NO	NONE	0.00	NONE	0.00
4044E	CR 542 (MAIN ST E)	US 98 (LAKE PARKER AVE)	SR 659 (COMBEE ROAD)	2U	L02	2.1	URBAN COLLECTOR	7,800	2.0	0.490	0.0750	272	C	790	TCCO	E	0.34	0.38	C	44	1.462	YES	PARTIAL	1.16	PARTIAL	0.26
4044W	CR 542 (MAIN ST E)	US 98 (LAKE PARKER AVE)	SR 659 (COMBEE ROAD)	2U	L02	2.1	URBAN COLLECTOR	7,800	2.0	0.510	0.0750	283	C	790	TCCO	E	0.36	0.39	C	44	1.462	YES	PARTIAL	1.16	PARTIAL	0.26
4043E	CR 542 (MAIN ST E/K-VILLE AVE)	SR 659 (COMBEE ROAD)	THORNHILL RD	2U	B02	6.0	URBAN COLLECTOR	11,200	2.0	0.510	0.0750	407	C	880	TCCO	E	0.46	0.51	C	74	0.606	YES	PARTIAL	0.16	PARTIAL	0.15
4043W	CR 542 (MAIN ST E/K-VILLE AVE)	SR 659 (COMBEE ROAD)	THORNHILL RD	2U	B02	6.0	URBAN COLLECTOR	11,200	2.0	0.490	0.0750	391	C	880	TCCO	E	0.44	0.49	C	74	0.606	YES	PARTIAL	0.16	PARTIAL	0.15
4047E	CR 542 (OLD TAMPA HWY)	COUNTY LINE RD	WABASH AVE S	2B	I02	4.3	URBAN COLLECTOR	3,700	2.0	0.510	0.0750	134	C	640	TCCO	E	0.21	0.23	C	35	1.207	YES	PARTIAL	0.08	NONE	0.00
4047W	CR 542 (OLD TAMPA HWY)	COUNTY LINE RD	WABASH AVE S	2B	I02	4.3	URBAN COLLECTOR	3,700	2.0	0.490	0.0750	129	C	640	TCCO	E	0.20	0.22	C	35	1.207	YES	PARTIAL	0.08	NONE	0.00
4045N	CR 542A (GALLOWAY RD N)	US 92 (NEW TAMPA HWY)	10TH ST W	2U	L02	2.5	URBAN COLLECTOR	13,200	2.0	0.490	0.0750	461	C	790	TCCO	E	0.58	0.64	C	59	0.966	YES	PARTIAL	0.27	PARTIAL	0.44
4045S	CR 542A (GALLOWAY RD N)	US 92 (NEW TAMPA HWY)	10TH ST W	2U	L02	2.5	URBAN COLLECTOR	13,200	2.0	0.510	0.0750	480	C	790	TCCO	E	0.61	0.67	C	59	0.966	YES	PARTIAL	0.27	PARTIAL	0.44
4165N	CR 542A (GALLOWAY RD)	10TH ST W	CR 35A (KATHLEEN ROAD)	2U	L02	2.6	URBAN COLLECTOR	13,100	2.0	0.510	0.0900	601	C	790	TSDA	D	0.76	0.84	C	92	1.504	NO	PARTIAL	0.01	NONE	0.00
4165S	CR 542A (GALLOWAY RD)	10TH ST W	CR 35A (KATHLEEN ROAD)	2U	L02	2.6	URBAN COLLECTOR	13,100	2.0	0.490	0.0900	578	C	790	TSDA	D	0.73	0.80	C	92	1.504	NO	PARTIAL	0.01	NONE	0.00
4049E	CR 544/LAKE MARION RD W/JIM EDWARDS RD	SR 17 (SCENIC HIGHWAY)	CR 542 (LAKE HATCHINEHA ROAD)	2U	L02	8.2	URBAN COLLECTOR	4,700	2.0	0.490	0.0900	207	C	790	TRANSITIONING	D	0.26	0.29	C	52	0.737	NO	PARTIAL	0.08	PARTIAL	0.01
4049W	CR 544/LAKE MARION RD W/JIM EDWARDS RD	SR 17 (SCENIC HIGHWAY)	CR 542 (LAKE HATCHINEHA ROAD)	2U	L02	8.2	URBAN COLLECTOR	4,700	2.0	0.510	0.0900	216	C	790	TRANSITIONING	D	0.27	0.30	C	52	0.737	NO	PARTIAL	0.08	PARTIAL	0.01
4048E	CR 544A (DERBY AVE W)	SR 655 (RECKER HIGHWAY)	SR 544 (HAVENDALE BLVD)	2U	L02	2.1	URBAN COLLECTOR	3,300	2.0	0.510	0.0750	120	C	790	TCCO	E	0.15	0.17	C	28	2.173	YES	PARTIAL	0.01	PARTIAL	0.11
4048W	CR 544A (DERBY AVE W)	SR 655 (RECKER HIGHWAY)	SR 544 (HAVENDALE BLVD)	2U	L02	2.1	URBAN COLLECTOR	3,300	2.0	0.490	0.0750	115	C	790	TCCO	E	0.15	0.16	C	28	2.173	YES	PARTIAL	0.01	PARTIAL	0.11
4051E	CR 546 (KOKOMO RD)	SR 17 (SCENIC HIGHWAY)	CR 544	2U	L02	5.4	URBAN COLLECTOR	3,800	2.0	0.510	0.0900	174	C	790	TRANSITIONING	D	0.22	0.24	C	41	1.087	NO	PARTIAL	0.13	PARTIAL	1.45
4051W	CR 546 (KOKOMO RD)	SR 17 (SCENIC HIGHWAY)	CR 544	2U	L02	5.4	URBAN COLLECTOR	3,800	2.0	0.490	0.0900	168	C	790	TRANSITIONING	D	0.21	0.23	C	41	1.087	NO	PARTIAL	0.13	PARTIAL	1.45
8309E	CR 546 (KOKOMO RD)	US 27	SR 17 (SCENIC HIGHWAY)	2U	L02	0.9	URBAN COLLECTOR	6,900	2.0	0.490	0.0750	241	C	790	TCCO	E	0.30	0.34	C	1	0.085	NO	NONE	0.00	NONE	0.00
8309W	CR 546 (KOKOMO RD)	US 27	SR 17 (SCENIC HIGHWAY)	2U	L02	0.9	URBAN COLLECTOR	6,900	2.0	0.510	0.0750	251	C	790	TCCO	E	0.32	0.35	C	1	0.085	NO	NONE	0.00	NONE	0.00
4050E	CR 546 (SADDLE CREEK RD/OLD DIXIE HWY)	SR 659 (COMBEE ROAD)	LAKE ARIANA BLVD	2U	H02	6.0	URBAN COLLECTOR	8,800	2.0	0.510	0.0900	404	C	730	TRANSITIONING

Link	Road Segment	From	To	Roadway Characteristics				Estimated Traffic Characteristics				Peak Hour / Peak Season							Historical Crash Data 2017 - 2021		Multimodal Factors				
								2021	AADT	100th Highest Hour		Two-Hour	Level	Direc-	LOS Standard		Volume to	Volume-to-	Projected		Transit	Sidewalk		Bicycle Facility	
				Laneage Lane Type	Capacity Group	Segment Length	Functional Classification	Annual Avg. Daily Traffic	Growth Rate (%)	D-Factor	K-Factor	Average Volume	of Service	tional Capacity	Multi-Modal	High-Way	Capacity Ratio	Capacity Ratio in Five Years	LOS in Five Years	Total Crashes	Crash Rate	Presence	Presence	Coverage	Presence	Coverage
4054E	CR 550 (OVERLOOK DR)	SR 540 (CYPRESS GARDENS BLVD)	SR 542 (DUNDEE ROAD)	2U	L02	2.8	URBAN COLLECTOR	8,400	2.0	0.510	0.0900	386	C	790	TRANSITIONING	D	0.49	0.54	C	29	0.668	NO	PARTIAL	1.04	NONE	0.00
4054W	CR 550 (OVERLOOK DR)	SR 540 (CYPRESS GARDENS BLVD)	SR 542 (DUNDEE ROAD)	2U	L02	2.8	URBAN COLLECTOR	8,400	2.0	0.490	0.0900	370	C	790	TRANSITIONING	D	0.47	0.52	C	29	0.668	NO	PARTIAL	1.04	NONE	0.00
4056N	CR 555 (AGRICOLA RD)	CR 630	SR 60 (MAIN STREET W)	2U	L02	10.9	URBAN COLLECTOR	3,600	2.0	0.490	0.0900	159	C	750	OTHER	C	0.21	0.23	C	21	0.292	NO	PARTIAL	0.01	NONE	0.00
4056S	CR 555 (AGRICOLA RD)	CR 630	SR 60 (MAIN STREET W)	2U	L02	10.9	URBAN COLLECTOR	3,600	2.0	0.510	0.0900	165	C	750	OTHER	C	0.22	0.24	C	21	0.292	NO	PARTIAL	0.01	NONE	0.00
4173N	CR 557/POMELO ST	US 17/92	I-4	4D	G02	6.3	URBAN COLLECTOR	17,700	2.0	0.510	0.0900	812	B	2,910	TRANSITIONING	D	0.28	0.31	B	130	0.633	NO	PARTIAL	0.16	PARTIAL	0.07
4173S	CR 557/POMELO ST	US 17/92	I-4	4D	G02	6.3	URBAN COLLECTOR	17,700	2.0	0.490	0.0900	781	B	2,910	TRANSITIONING	D	0.27	0.30	B	130	0.633	NO	PARTIAL	0.16	PARTIAL	0.07
4057E	CR 557A (POLK CITY RD)	SR 559	CR 557	2U	H02	4.7	RURAL MAJOR COLLECTOR	2,900	2.0	0.510	0.0900	133	B	730	TRANSITIONING	D	0.18	0.20	B	8	0.320	NO	NONE	0.00	FULL	2.00
4057W	CR 557A (POLK CITY RD)	SR 559	CR 557	2U	H02	4.7	RURAL MAJOR COLLECTOR	2,900	2.0	0.490	0.0900	128	B	730	TRANSITIONING	D	0.18	0.19	B	8	0.320	NO	NONE	0.00	FULL	2.00
6804N	CR 559	GAPWAY ROAD	I-4	2U	A02	3.6	URBAN COLLECTOR	11,300	2.0	0.510	0.0900	519	B	1,200	TRANSITIONING	D	0.43	0.48	B	90	1.210	NO	PARTIAL	0.50	PARTIAL	1.12
6804S	CR 559	GAPWAY ROAD	I-4	2U	A02	3.6	URBAN COLLECTOR	11,300	2.0	0.490	0.0900	498	B	1,200	TRANSITIONING	D	0.42	0.46	B	90	1.210	NO	PARTIAL	0.50	PARTIAL	1.12
4017E	CR 559 (BOMBER RD)	US 17	CR 655 (RIFLE RANGE RD)	2U	N02	3.3	URBAN COLLECTOR	7,400	2.0	0.490	0.0900	326	C	720	TRANSITIONING	D	0.45	0.50	C	45	1.000	YES	PARTIAL	0.57	NONE	0.00
4017W	CR 559 (BOMBER RD)	US 17	CR 655 (RIFLE RANGE RD)	2U	N02	3.3	URBAN COLLECTOR	7,400	2.0	0.510	0.0900	340	C	720	TRANSITIONING	D	0.47	0.52	C	45	1.000	YES	PARTIAL	0.57	NONE	0.00
6803N	CR 559/LAKE ARIANA BLVD	LAKE STELLA DRIVE	GAPWAY ROAD	2U	B02	3.1	URBAN COLLECTOR	8,500	2.0	0.510	0.0900	390	C	880	TRANSITIONING	D	0.44	0.49	C	78	1.623	YES	PARTIAL	0.73	PARTIAL	0.91
6803S	CR 559/LAKE ARIANA BLVD	LAKE STELLA DRIVE	GAPWAY ROAD	2U	B02	3.1	URBAN COLLECTOR	8,500	2.0	0.490	0.0900	375	C	880	TRANSITIONING	D	0.43	0.47	C	78	1.623	YES	PARTIAL	0.73	PARTIAL	0.91
4059E	CR 580 (JOHNSON AVE E)	US 17/92	POWER LINE ROAD	2U	B02	2.2	URBAN COLLECTOR	9,800	1.8	0.490	0.0750	342	C	880	TCCO	E	0.39	0.43	C	24	0.797	NO	PARTIAL	0.32	PARTIAL	0.48
4059W	CR 580 (JOHNSON AVE E)	US 17/92	POWER LINE ROAD	2U	B02	2.2	URBAN COLLECTOR	9,800	1.8	0.510	0.0750	356	C	880	TCCO	E	0.40	0.45	C	24	0.797	NO	PARTIAL	0.32	PARTIAL	0.48
4201E	CR 580 (JOHNSON AVE E/CYPRESS PKWY/MARION CREEK R	POWER LINE ROAD	RHODODENDRON AVE	2B	I02	6.5	PRINCIPAL ARTERIAL	12,900	2.0	0.510	0.0750	469	C	640	TCCO	E	0.73	0.81	C	68	0.441	YES	PARTIAL	0.04	PARTIAL	0.08
4201W	CR 580 (JOHNSON AVE E/CYPRESS PKWY/MARION CREEK R	POWER LINE ROAD	RHODODENDRON AVE	2B	I02	6.5	PRINCIPAL ARTERIAL	12,900	2.0	0.490	0.0750	450	C	640	TCCO	E	0.70	0.77	C	68	0.441	YES	PARTIAL	0.04	PARTIAL	0.08
4202E	CR 580 (JOHNSON AVE E/CYPRESS PKWY/MARION CREEK R	RHODODENDRON AVE	OSCEOLA COUNTY LINE	4D	B02	1.8	PRINCIPAL ARTERIAL	16,600	2.0	0.510	0.0750	603	C	2,000	TCCO	E	0.30	0.33	C	18	0.339	YES	PARTIAL	0.35	NONE	0.00
4202W	CR 580 (JOHNSON AVE E/CYPRESS PKWY/MARION CREEK R	RHODODENDRON AVE	OSCEOLA COUNTY LINE	4D	B02	1.8	PRINCIPAL ARTERIAL	16,600	2.0	0.490	0.0750	580	C	2,000	TCCO	E	0.29	0.32	C	18	0.339	YES	PARTIAL	0.35	NONE	0.00
4062N	CR 582 (FLORIDA AVE N)	GRIFFIN RD	SR 33 (LAKLAND HILLS BLVD)	2U	L02	1.2	URBAN COLLECTOR	2,200	2.0	0.490	0.0750	77	C	790	MULTI-MODAL	D	0.10	0.11	C	18	3.728	YES	PARTIAL	0.96	PARTIAL	1.59
4062S	CR 582 (FLORIDA AVE N)	GRIFFIN RD	SR 33 (LAKLAND HILLS BLVD)	2U	L02	1.2	URBAN COLLECTOR	2,200	2.0	0.510	0.0750	80	C	790	MULTI-MODAL	D	0.10	0.11	C	18	3.728	YES	PARTIAL	0.96	PARTIAL	1.59
4166E	CR 582 (GRIFFIN RD)	CR 35A (KATHLEEN RD)	US 98	4D	L02	1.8	URBAN COLLECTOR	14,900	2.0	0.510	0.0750	541	C	1,800	TCCO	E	0.30	0.33	C	119	2.485	YES	FULL	1.83	FULL	2.00
4166W	CR 582 (GRIFFIN RD)	CR 35A (KATHLEEN RD)	US 98	4D	L02	1.8	URBAN COLLECTOR	14,900	2.0	0.490	0.0750	520	C	1,800	TCCO	E	0.29	0.32	C	119	2.485	YES	FULL	1.83	FULL	2.00
4172E	CR 582 (GRIFFIN RD)	US 98	SR 33 (LAKLAND HILLS BLVD)	4D	L02	0.8	URBAN COLLECTOR	12,800	2.0	0.490	0.0750	447	C	1,800	MULTI-MODAL	D	0.25	0.27	C	6	0.333	NO	FULL	1.85	FULL	2.00
4172W	CR 582 (GRIFFIN RD)	US 98	SR 33 (LAKLAND HILLS BLVD)	4D	L02	0.8	URBAN COLLECTOR	12,800	2.0	0.510	0.0750	465	C	1,800	MULTI-MODAL	D	0.26	0.28	C	6	0.333	NO	FULL	1.85	FULL	2.00
4061E	CR 582 (KNIGHTS STATION RD)	HILLSBOROUGH COUNTY LINE	CR 35A (KATHLEEN ROAD)	2U	L02	3.8	URBAN COLLECTOR	8,000	2.0	0.510	0.0900	367	C	790	TRANSITIONING	D	0.46	0.51	C	57	1.025	NO	PARTIAL	0.01	PARTIAL	0.02
4061W	CR 582 (KNIGHTS STATION RD)	HILLSBOROUGH COUNTY LINE	CR 35A (KATHLEEN ROAD)	2U	L02	3.8	URBAN COLLECTOR	8,000	2.0	0.490	0.0900	353	C	790	TRANSITIONING	D	0.45	0.49	C	57	1.025	NO	PARTIAL	0.01	PARTIAL	0.02
4060N	CR 582 (SOCRUM LOOP RD N)	SR 33	DAUGHTERY RD E	4D	C02	1.2	URBAN COLLECTOR	23,800	2.0	0.490	0.0750	831	D	1,700	TCCO	E	0.49	0.54	D	82	1.550	YES	PARTIAL	1.44	PARTIAL	0.58
4060S	CR 582 (SOCRUM LOOP RD N)	SR 33	DAUGHTERY RD E	4D	C02	1.2	URBAN COLLECTOR	23,800	2.0	0.510	0.0750	865	D	1,700	TCCO	E	0.51	0.56	D	82	1.550	YES	PARTIAL	1.44	PARTIAL	0.58
4161N	CR 582 (SOCRUM LOOP RD N)	DAUGHTERY RD E	OLD POLK CITY RD	4D	L02	1.0	URBAN COLLECTOR	16,500	2.0	0.510	0.0900	757	C	1,800	TRANSITIONING	D	0.42	0.46	C	24	0.796	NO	PARTIAL	1.10	FULL	2.00
4161S	CR 582 (SOCRUM LOOP RD N)	DAUGHTERY RD E	OLD POLK CITY RD	4D	L02	1.0	URBAN COLLECTOR	16,500	2.0	0.490	0.0900	728	C	1,800	TRANSITIONING	D	0.40	0.44	C	24	0.796	NO	PARTIAL	1.10	FULL	2.00
4063E	CR 630 (BREWSTER RD)	SR 37	US 17/98	2B	K02	12.3	MINOR ARTERIAL	2,000	2.0	0.510	0.0900	92	B	900	OTHER	C	0.10	0.11	B	20	0.445	NO	PARTIAL	0.07	NONE	0.00
4063W	CR 630 (BREWSTER RD)	SR 37	US 17/98	2B	K02	12.3	MINOR ARTERIAL	2,000	2.0	0.490	0.0900	88	B	900	OTHER	C	0.10	0.11	B	20	0.445	NO	PARTIAL	0.07	NONE	0.00
4064E	CR 630 (INDIAN LAKES CUTOFF)	US 27	SR 60	2U	L02	18.3	URBAN COLLECTOR	3,200	2.0	0.490	0.0900	141	C	750	OTHER	C	0.19	0.21	C	47	0.439	NO	PARTIAL	0.04	NONE	0.00
4064W	CR 630 (INDIAN LAKES CUTOFF)	US 27	SR 60	2U	L02	18.3	URBAN COLLECTOR	3,200	2.0	0.510	0.0900	147	C	750	OTHER	C	0.20	0.22	C	47	0.439	NO	PARTIAL	0.04	NONE	0.00
4065E	CR 630A (FORT MEADE ROAD)	CR 630	SR 17 (SCENIC HIGHWAY)	2U	L02	2.5	URBAN COLLECTOR	2,500	2.0	0.510	0.0900	115	C	790	TRANSITIONING	D	0.15	0.16	C	13	1.131	NO	NONE	0.00	NONE	0.00
4065W	CR 630A (FORT MEADE ROAD)	CR 630	SR 17 (SCENIC HIGHWAY)	2U	L02	2.5	URBAN COLLECTOR	2,500	2.0	0.490	0.0900	110	C	790	TRANSITIONING	D	0.14	0.15	C	13	1.131	NO	NONE	0.00	NONE	0.00
4066E	CR 630A (FROSTPROOF CONNECTOR)	US 27	CR 630	2U	L02	1.5	URBAN COLLECTOR	3,000	2.0	0.490	0.0900	132	C	790	TRANSITIONING	D	0.17	0.18	C	9	1.101	NO	NONE	0.00	NONE	0.00
4066W	CR 630A (FROSTPROOF CONNECTOR)	US 27	CR 630	2U	L02	1.5	URBAN COLLECTOR	3,000	2.0	0.510	0.0900	138	C	790	TRANSITIONING	D	0.17	0.19	C	9	1.101	NO	NONE	0.00	NONE	0.00
4067N	CR 64 (ARBUCKLE RD)	HIGHLANDS COUNTY LINE	LAKE ARBUCKLE	2U	H02	2.1	RURAL MAJOR COLLECTOR	1,100	2.0	0.510	0.0900	50	B	450	OTHER	C	0.11	0.12	B	3	0.717	NO	NONE	0.00	NONE	0.00
4067S	CR 64 (ARBUCKLE RD)	HIGHLANDS COUNTY LINE	LAKE ARBUCKLE	2U	H02	2.1	RURAL MAJOR COLLECTOR	1,100	2.0	0.490	0.0900	49	B	450	OTHER	C	0.11	0.12	B	3	0.717	NO	NONE	0.00	NONE	0.00
4068E	CR 640	US 27	SR 17 (SCENIC HIGHWAY)	2U	N02	1.0	URBAN COLLECTOR	4,300	2.0	0.490	0.0900	190	C	720	TRANSITIONING	D	0.26	0.29	C	4	0.516	YES	NONE	0.00	NONE	0.00
4068W	CR 640	US 27	SR 17 (SCENIC HIGHWAY)	2U	N02	1.0	URBAN COLLECTOR	4,300	2.0	0.510	0.0900	197	C	720	TRANSITIONING	D	0.27	0.30154	C	4	0.516	YES	NONE	0.00	NONE	0.00
4070E	CR 640	SR 37	US 17/98	2B	K02	10.5	MINOR ARTERIAL	4,000	2.0	0.510	0.0900	184	B	1,220	TRANSITIONING	D	0.15	0.17	B	37	0.484	YES	NONE	0.00	NONE	0.00
4070W	CR 640	SR 37	US 17/98	2B	K02	10.5	MINOR ARTERIAL	4,000	2.0	0.490	0.0900	176	B	1,220	TRANSITIONING	D	0.14	0.16	B	37	0.484	YES	NONE	0.00	NONE	0.00
4200E	CR 640 (HOMELAND GARFIELD RD)	US 17/98	CR 559 (80 FOOT RD)	2B	K02	3.7	MINOR ARTERIAL	2,100	2.0	0.510	0.0900	96	B	1,220	TRANSITIONING	D	0.08	0.09	B	2	0.141	NO	NONE	0.00	NONE	0.00
4200W	CR 640 (HOMELAND GARFIELD RD)	US 17/98	CR 559 (80 FOOT RD)	2B	K02	3.7	MINOR ARTERIAL	2,100	2.0	0.490	0.0900	93	B	1,220	TRANSITIONING	D	0.08	0.08	B	2	0.141	NO	NONE	0.00	NONE	0.00
4069E	CR 640 (PINECREST RD)	HILLSBOROUGH COUNTY LINE	SR 37	2B	K02	4.8	MINOR ARTERIAL	6,200	2.0	0.510	0.0900	285	B	900	OTHER	C	0.32	0.35	B	9	0.167	NO	NONE	0.00	NONE	0.00
4069W	CR 640 (PINECREST RD)	HILLSBOROUGH COUNTY LINE	SR 37	2B	K02	4.8	MINOR ARTERIAL	6,200	2.0	0.490	0.0900	273	B	900	OTHER	C	0.30	0.33	B	9	0.167	NO	NONE	0.00	NONE	0.00
8092E	CR 653 (RATTLESNAKE RD)/OLD BARTOW LAKE WALES ROA	SR 60	CR 540A (ELOISE LOOP RD)	2U	L02	6.2	URBAN COLLECTOR	4,600	2.0	0.510	0.0900	211	C	790	TRANSITIONING	D	0.27	0.29	C	8	0.155	NO	PARTIAL	0.38	NONE	0.00
8092W	CR 653 (RATTLESNAKE RD)/OLD BARTOW LAKE WALES ROA	SR 60	CR 540A (ELOISE LOOP RD)	2U	L02	6.2	URBAN COLLECTOR	4,600	2.0	0.490	0.0900	203	C	790	TRANSITIONING	D	0.26	0.28	C	8	0.155	NO	PARTIAL	0.38	NONE	0.00
4071N	CR 655 (BERKLEY RD)	SR 559 (C FRED JONES BLVD)	SR 33 (COMMON WEALTH AVE SW)	2U	L02	2.1	URBAN COLLECTOR	4,200	1.8	0.510	0.0750	153	C	790	TCCO	E	0.19	0.21	C	14	0.842	NO	PARTIAL	1.05	PARTIAL	0.93
4071S	CR 655 (BERKLEY RD)	SR 559 (C FRED JONES BLVD)	SR 33 (COMMON WEALTH AVE SW)	2U	L02	2.1	URBAN COLLECTOR	4,200	1.8	0.490	0.0750	147	C	790	TCCO	E	0.19	0.20	C	14	0.842	NO	PARTIAL	1.05	PARTIAL	0.93
4074N	CR 655 (RIFLE RANGE RD)	SR 60	CR 559 (BOMBER RD)	2U	L02	2.8	URBAN COLLECTOR	11,900	2.0	0.490	0.0750	415	C	790	MULTI-MODAL	D	0.53	0.58	C	52	0.852	YES	PARTIAL	0.70	NONE	0.00
4074S	CR 655 (RIFLE RANGE RD)	SR 60	CR 559 (BOMBER RD)	2U	L02	2.8	URBAN COLLECTOR	11,900	2.0	0.510	0.0750	432	C	790	MULTI-MODAL	D	0.55	0.60	C	52	0.852	YES	PARTIAL	0.70	NONE	0.00
4168N	CR 655 (RIFLE RANGE RD/SNIVELY AVE)	CR 559 (BOMBER RD)	US 17	2U	B02	2.9	URBAN COLLECTOR	20,100	2.0	0.510	0.0750	730	C	880	MULTI-MODAL	D	0.83	0.91	C	115	1.084	YES	PARTIAL	0.56	PARTIAL	0.03
4168S	CR 655 (RIFLE RANGE RD/SNIVELY AVE)	CR 559 (BOMBER RD)	US 17	2U	B02	2.9	URBAN COLLECTOR	20,100	2.0	0.490	0.0750	702	C	880	MULTI-MODAL	D	0.80	0.88	C	115	1.084	YES	PARTIAL	0.56	PARTIAL	0.03
4073N	CR 655A (COX RD/ALTURAS RD N)	CR 559/CR 655A (80 FOOT RD)	SR 60	2U	H02	5.1	RURAL MAJOR COLLECTOR	5,300	2.0	0.490	0.0900	234	B	450	OTHER	C	0.52	0.57	C	17	0.344	NO	NONE	0.00	NONE	0.00
4073S	CR 655A (COX RD/ALTURAS RD N)	CR 559/CR 655A (80 FOOT RD)	SR 60	2U	H02	5.1	RURAL MAJOR COLLECTOR	5,300	2.0	0.510	0.0900	243	C	450	OTHER	C	0.54	0.59	C	17	0.344	NO	NONE	0.00	NONE	0.00
4075E	CR 676 (NICHOLS RD)	HILLSBOROUGH COUNTY LINE	SR 60	2U	L02	4.2	URBAN COLLECTOR	2,600	2.0	0.510	0.0900	119	C	750	OTHER	C	0.16	0.18	C	13	0.655	NO	NONE	0.00	PARTIAL	0.03
4075W	CR 676 (NICHOLS RD)	HILLSBOROUGH COUNTY LINE	SR 60	2U	L02	4.2	URBAN COLLECTOR	2,600	2.0	0.490	0.0900	115	C	750	OTHER	C	0.15	0.17	C	13	0.655	NO	NONE	0.00	PARTIAL	0.03
8004E	CRESAP STREET/LAKE HUNTER DRIVE	SR 563 (SIKES BLVD)	SR 37 (FLORIDA AVENUE S)	2U	L02	1.0	URBAN COLLECTOR	2,700	2.0	0.490	0.0750	94	C	790	TCCO	E	0.12	0.13	C	6	1.281	YES	PARTIAL	1.49	PARTIAL	1.15
8004W	CRESAP STREET/LAKE HUNTER DRIVE	SR 563 (SIKES BLVD)	SR 37 (FLORIDA AVENUE S)	2U	L02	1.0	URBAN COLLECTOR	2,700	2.0	0.510	0.0750	98	C	790	TCCO	E	0.12	0.14	C	6	1.281	YES	PARTIAL	1.49	PARTIAL	1.15
8082E	CREWS LAKE DRIVE/CREWSLAKE ROAD/LAKELAND HIGHLA	CR 540A	CR 540A	2U	L02	3.5	URBAN COLLECTOR	4,600	2.0	0.510	0.0900	211	C	790	TSDA	D	0.27	0.29	C	26	0.877	NO	PARTIAL	0.42	PARTIAL	0.05
8082W	CREWS LAKE DRIVE/CREWSLAKE ROAD/LAKELAND HIGHLA	CR 540A	CR 540A	2U	L02	3.5	URBAN COLLECTOR	4,600	2.0	0.490	0.0900	203	C	790	TSDA	D	0.26	0.28	C	26	0.877	NO	PARTIAL	0.42	PARTIAL	0.05
4078E	CRUMP RD	COUNTRY CLUB RD S	US 27	2U	N02	2.2	URBAN COLLECTOR	3,400	2.0	0.490	0.0900	150	C	720	TRANSITIONING	D	0.21	0.23	C	6	0.444	NO	PARTIAL	0.18	NONE	0.00
4078W	CRUMP RD	COUNTRY CLUB RD S	US 27	2U	N02	2.2	URBAN COLLECTOR	3,400	2.0	0.510	0.0900	156	C	720	TRANSITIONING	D	0.22	0.24	C	6	0.444	NO	PARTIAL	0.18	NONE	0.00
4079E	CRUTCHFIELD RD	SR 546 (SWINDELL RD)	WABASH AVE N	2U	L02	1.2	URBAN COLLECTOR	800	2.0	0.490	0.0750	28	C	790	TCCO	E	0.04	0.04	C	2	1.133	YES	PARTIAL	0.99	NONE	0.00
4079W	CRUTCHFIELD RD	SR 546 (SWINDELL RD)	WABASH AVE N	2U	L02	1.2	URBAN COLLECTOR	800	2.0	0.510	0.0750	29	C	790	TCCO	E	0.04	0.04	C	2	1.133	YES	PARTIAL	0.99	NONE	0.00
4077N	CRYSTAL BEACH RD/THORNHILL RD	OLD BARTOW EAGLE LAKE RD	SR 540	2B	I02	3.9	URBAN COLLECTOR	7,300	2.0	0.510	0.0900	335	C	640	TSDA	D	0.52	0.58	C	32	0.619	NO	PARTIAL	0.04	NONE	0.00
4077S	CRYSTAL BEACH RD/THORNHILL RD	OLD BARTOW EAGLE LAKE RD	SR 540	2B	I02	3.9	URBAN COLLECTOR	7,300	2.0	0.490	0.0900	322	C	640	TSDA	D	0.50	0.55	C	32	0.619	NO	PARTIAL	0.04	NONE	0.00
4080E	CRYSTAL LAKE DR N	US 98 (BARTOW RD)	SR 659 (COMBEE ROAD)	2U	L02	1.3	URBAN COLLECTOR	8,600	2.0	0.490	0.0750	300	C	790	MULTI-MODAL	D	0.38	0.42	C	31	1.535	YES	PARTIAL	1.30	NONE	0.00
4080W	CRYSTAL LAKE DR N	US 98 (BARTOW RD)	SR 659 (COMBEE ROAD)	2U	L02	1.3	URBAN COLLECTOR	8,600	2.0	0.510	0.0750	313	C	790	MULTI-MODAL	D	0.40	0.44	C	31	1.535	YES	PARTIAL	1.30	NONE	0.00
4081E	CRYSTAL LAKE DR S	US 98	SR 659 (COMBEE ROAD)	2U	L02	1.0	URBAN COLLECTOR	6,700	2.0	0.490	0.0900	295	C	790	TRANSITIONING	D	0.37	0.41	C	12	0.947	YES	PARTIAL	0.84	NONE	0.00
4081W	CRYSTAL LAKE DR S	US 98	SR 659 (COMBEE ROAD)	2U	L02	1.0	URBAN COLLECTOR	6,700	2.0	0.510	0.0900	308	C	790	TRANSITIONING	D	0.39	0.43	C	12	0.947	YES	PARTIAL	0.84	NONE	0.00
8005E	CRYSTAL LAKE DRIVE	LAKE HOLLINGSWORTH DRIVE	US 98 (BARTOW RD)	2U	L02	0.7	URBAN COLLECTOR	11,800	2.0	0.510	0.0750	429	C	790	TCCO	E	0.54	0.60	C	18	1.247	YES	PARTIAL	1.33	FULL	2.00
8005W	CRYSTAL LAKE DRIVE	LAKE HOLLINGSWORTH DRIVE	US 98 (BARTOW RD)	2U	L02	0.7	URBAN COLLECTOR	11,800	2.0	0.490	0.0750	412	C	790	TCCO	E	0.52	0.57	C	18	1.247	YES	PARTIAL	1.33	FULL	2.00
4082E	CYPRESS GARDENS RD	SR 540 (CYPRESS GARDENS BLVD SE)	LAKE NED RD	2U	B02	0.9	URBAN COLLECTOR	12,100	2.0	0.490	0.0750	422	C	880	TCCO	E	0.48	0.53	C	44	2.195	YES	PARTIAL	0.95	NONE	0.00
4082W	CYPRESS GARDENS RD	SR 540 (CYPRESS GARDENS BLVD SE)	LAKE NED RD	2U	B02	0.9	URBAN COLLECTOR	12,100	2.0	0.510	0.0750	440	C	880	TCCO	E	0.50	0.55	C	44	2.195	YES	PARTIAL	0.95	NONE	0.00
4171N	CYPRESS GARDENS RD	LAKE NED ROAD	SR 540 (CYPRESS GARDENS BLVD SE)	2U	L02	2.0	URBAN COLLECTOR	8,000	2.0	0.510	0.0900	367	C	790	TSDA	D	0.46	0.51	C	37	1.269	YES	PARTIAL	1.14	NONE	0.00
4171S	CYPRESS GARDENS RD	LAKE NED ROAD	SR 540 (CYPRESS GARDENS BLVD SE)	2U	L02	2.0	URBAN COLLECTOR	8,000	2.0	0.490	0.0900	353	C	790	TSDA	D	0.45	0.49	C	37	1.269	YES	PARTIAL	1.14	NONE	0.00
8006E	DAUGHTERY ROAD EAST	US 98	CR 582 (SOCRUM LOOP ROAD N)	2U	L02	2.2	URBAN COLLECTOR	12,900	2.0	0.510	0.0900	431	C	790	TRANSITIONING	D	0.55	0.60	C	59	1.151	NO	PARTIAL	0.80	NONE	0.00
8006W	DAUGHTERY ROAD EAST	US 98	CR 582 (SOCRUM LOOP ROAD N)	2U	L02	2.2	URBAN COLLECTOR	12,900	2.0	0.490	0.0900	415	C	790	TRANSITIONING	D	0.52	0.58	C	59	1.151	NO	PARTIAL	0.80	NONE	0.00
8083E	DAUGHTERY ROAD WEST	GIBSONIA-GALLOWAY RD	US 98	2U	L02	1.3	URBAN COLLECTOR	8,300	2.0	0.490	0.0900	366	C	790	TRANSITIONING	D	0.46	0.51	C	59	3.097	YES	PARTIAL	0.07	NONE	0.00
8083W	DAUGHTERY ROAD WEST	GIBSONIA-GALLOWAY RD	US 98	2U	L02	1.3	URBAN COLLECTOR	8,300	2.0	0.510	0.0900	381	C	790	TRANSITIONING	D	0.48	0.53	C	59	3.097	YES	PARTIAL	0.07	NONE	0.00
8403E	DEEN STILL ROAD	SR 33	US 27	2U	P02	10.5	RURAL MINOR COLLECTOR	3,300	2.0	0.510	0.0900	151	B	1,110	OTHER	D	0.14	0.15	B	54	0.514	NO	NONE	0.00	NONE	0.00
8403W	DEEN STILL ROAD	SR 33	US 27	2U	P02	10.5	RURAL MINOR COLLECTOR	3,300	2.0	0.490	0.0900	146	B	1,110	OTHER	D	0.13	0.14	B	54	0.514	NO	NONE	0.00	NONE	0.00
8404E	DEEN STILL ROAD	ROCK RIDGE ROAD	SR 33	2U	P02	8.2	RURAL MINOR COLLECTOR	5,500	2.0	0.510	0.0900	252	B	1,110	OTHER	D	0.23	0.25	B	20	0.406	NO	PARTIAL	0.05	NONE	0.00
8404W	DEEN STILL ROAD	ROCK RIDGE ROAD	SR 33	2U	P02	8.2	RURAL MINOR COLLECTOR	5,500	2.0	0.490	0.0900	243	B	1,110	OTHER	D	0.22	0.24	B	20	0.406	NO	PARTIAL	0.05	NONE	0.00
8084E	DEESON ROAD	HILLSBOROUGH COUNTY LINE	CR 35A (KATHLEEN ROAD)	2U	L02	2.2	URBAN COLLECTOR	4,100	2.0	0.510	0.0900	188	C	790	TRANSITIONING	D	0.24	0.26	C	24	1.447	NO	NONE	0.00	NONE	0.00
8084W	DEESON ROAD	HILLSBOROUGH COUNTY LINE	CR 35A (KATHLE

Link	Road Segment	From	To	Roadway Characteristics				Estimated Traffic Characteristics				Peak Hour / Peak Season							Historical Crash Data 2017 - 2021		Multimodal Factors				
								2021	AADT	100th Highest Hour		Two-Hour	Level	Direc-	LOS Standard		Volume to	Volume-to-			Transit	Sidewalk		Bicycle Facility	
				Laneage	Capacity	Segment	Functional	Annual Avg.	Growth	D-	K-	Average	of	tional	Multi-	High-	Capacity	Capacity Ratio	Projected LOS in						
				Lane Type	Group	Length	Classification	Daily Traffic	Rate (%)	Factor	Factor	Volume	Service	Capacity	Modal	Way	Ratio	in Five Years	Five Years	Total Crashes	Crash Rate	Presence	Presence	Coverage	Presence	Coverage
4088E	DUFF RD	CR 35A (KATHLEEN RD)	US 98	2U	L02	3.0	URBAN COLLECTOR	8,900	2.0	0.490	0.0900	392	C	790	TRANSITIONING	D	0.50	0.55	C	63	1.277	YES	PARTIAL	0.56	NONE	0.00
4088W	DUFF RD	CR 35A (KATHLEEN RD)	US 98	2U	L02	3.0	URBAN COLLECTOR	8,900	2.0	0.510	0.0900	409	C	790	TRANSITIONING	D	0.52	0.57	C	63	1.277	YES	PARTIAL	0.56	NONE	0.00
8103E	DUNDEE ROAD	US 27	SR 17 (SCENIC HIGHWAY)	2U	C02	0.9	URBAN COLLECTOR	12,600	2.0	0.490	0.0750	440	D	800	TCCO	E	0.55	0.60	D	40	1.998	YES	PARTIAL	0.95	PARTIAL	0.05
8103W	DUNDEE ROAD	US 27	SR 17 (SCENIC HIGHWAY)	2U	C02	0.9	URBAN COLLECTOR	12,600	2.0	0.510	0.0750	458	D	800	TCCO	E	0.57	0.63	D	40	1.998	YES	PARTIAL	0.95	PARTIAL	0.05
8430E	DUNSON ROAD	US 27	DEAD END EAST	2U	B02	1.0	URBAN COLLECTOR	4,500	2.0	0.490	0.0900	198	C	880	TSDA	D	0.23	0.25	C	3	0.358	YES	PARTIAL	0.74	NONE	0.00
8430W	DUNSON ROAD	US 27	DEAD END EAST	2U	B02	1.0	URBAN COLLECTOR	4,500	2.0	0.510	0.0900	207	C	880	TSDA	D	0.23	0.26	C	3	0.358	YES	PARTIAL	0.74	NONE	0.00
4091E	EAGLE LAKE LOOP RD	CR 655 (RIFLE RANGE ROAD)	POLLARD RD	2U	L02	1.0	URBAN COLLECTOR	9,100	2.0	0.510	0.0750	331	C	790	MULTI-MODAL	D	0.42	0.46	C	8	0.478	NO	PARTIAL	0.35	NONE	0.00
4091W	EAGLE LAKE LOOP RD	CR 655 (RIFLE RANGE ROAD)	POLLARD RD	2U	L02	1.0	URBAN COLLECTOR	9,100	2.0	0.490	0.0750	318	C	790	MULTI-MODAL	D	0.40	0.44	C	8	0.478	NO	PARTIAL	0.35	NONE	0.00
4089E	EAGLE LAKE LOOP RD/EAGLE AVE E	US 17 (4TH STREET)	CR 655 (RIFLE RANGE RD)	2U	L02	2.2	URBAN COLLECTOR	4,800	2.0	0.490	0.0750	168	C	790	TCCO	E	0.21	0.23	C	21	1.094	YES	PARTIAL	0.46	NONE	0.00
4089W	EAGLE LAKE LOOP RD/EAGLE AVE E	US 17 (4TH STREET)	CR 655 (RIFLE RANGE RD)	2U	L02	2.2	URBAN COLLECTOR	4,800	2.0	0.510	0.0750	174	C	790	TCCO	E	0.22	0.24	C	21	1.094	YES	PARTIAL	0.46	NONE	0.00
4090E	EDGEWOOD DRIVE E	US 98	CR 37B (LAKELAND HIGHLANDS ROAD)	4D	L02	0.7	URBAN COLLECTOR	21,100	2.0	0.510	0.0750	767	C	1,800	TCCO	E	0.43	0.47	C	12	0.431	YES	FULL	1.85	NONE	0.00
4090W	EDGEWOOD DRIVE E	US 98	CR 37B (LAKELAND HIGHLANDS ROAD)	4D	L02	0.7	URBAN COLLECTOR	21,100	2.0	0.490	0.0750	737	C	1,800	TCCO	E	0.41	0.45	C	12	0.431	YES	FULL	1.85	NONE	0.00
8008E	EDGEWOOD DRIVE E	SR 37 (FLORIDA AVENUE S)	CR 37B (LAKELAND HIGHLANDS ROAD)	2D	L02	2.0	URBAN COLLECTOR	17,500	2.0	0.510	0.0750	636	C	830	MULTI-MODAL	D	0.77	0.84	C	96	1.505	YES	FULL	1.82	NONE	0.00
8008W	EDGEWOOD DRIVE E	SR 37 (FLORIDA AVENUE S)	CR 37B (LAKELAND HIGHLANDS ROAD)	2D	L02	2.0	URBAN COLLECTOR	17,500	2.0	0.490	0.0750	611	C	830	MULTI-MODAL	D	0.74	0.81	C	96	1.505	YES	FULL	1.82	NONE	0.00
8217N	EIGHTH ST/DETOUR ROAD	LAKE MARIE BLVD	CR 542 (LAKE HATCHINEHA ROAD)	2U	L02	1.3	URBAN COLLECTOR	3,200	2.0	0.510	0.0750	116	C	790	TCCO	E	0.15	0.16	C	4	0.547	NO	PARTIAL	0.55	NONE	0.00
8217S	EIGHTH ST/DETOUR ROAD	LAKE MARIE BLVD	CR 542 (LAKE HATCHINEHA ROAD)	2U	L02	1.3	URBAN COLLECTOR	3,200	2.0	0.490	0.0750	112	C	790	TCCO	E	0.14	0.16	C	4	0.547	NO	PARTIAL	0.55	NONE	0.00
8110E	ELOISE LOOP ROAD	CR 655 (RIFLE RANGE ROAD)	EAGLE LAKE LOOP ROAD	2U	L02	1.3	URBAN COLLECTOR	7,900	2.0	0.510	0.0900	363	C	790	TRANSITIONING	D	0.46	0.50	C	17	0.892	NO	PARTIAL	0.04	NONE	0.00
8110W	ELOISE LOOP ROAD	CR 655 (RIFLE RANGE ROAD)	EAGLE LAKE LOOP ROAD	2U	L02	1.3	URBAN COLLECTOR	7,900	2.0	0.490	0.0900	348	C	790	TRANSITIONING	D	0.44	0.49	C	17	0.892	NO	PARTIAL	0.04	NONE	0.00
7500E	ERNEST M SMITH BLVD	US 98	US 17	4U	L02	2.1	URBAN COLLECTOR	9,500	2.0	0.490	0.0900	419	C	1,710	TRANSITIONING	D	0.25	0.27	C	32	0.895	NO	PARTIAL	1.08	FULL	2.00
7500W	ERNEST M SMITH BLVD	US 98	US 17	4U	L02	2.1	URBAN COLLECTOR	9,500	2.0	0.510	0.0900	436	C	1,710	TRANSITIONING	D	0.26	0.28	C	32	0.895	NO	PARTIAL	1.08	FULL	2.00
6906E	ERNIE CALDWELL ROAD	HELLER BROTHERS BLVD	PINE TREE TRAIL	4D	L02	0.7	URBAN COLLECTOR	9,400	2.0	0.490	0.0750	328	C	1,800	TCCO	D	0.18	0.20	C	27	0.549	YES	PARTIAL	1.92	FULL	2.00
6906W	ERNIE CALDWELL ROAD	HELLER BROTHERS BLVD	PINE TREE TRAIL	4D	L02	0.7	URBAN COLLECTOR	9,400	2.0	0.510	0.0750	342	C	1,800	TCCO	D	0.19	0.21	C	27	0.549	YES	PARTIAL	1.92	FULL	2.00
6911E	ERNIE CALDWELL ROAD	PINE TREE TRAIL	US 17/92	4D	L02	0.7	URBAN COLLECTOR	4,200	2.0	0.490	0.0750	147	C	1,800	TCCO	D	0.08	0.09	C	0	0.000	YES	FULL	1.86	FULL	2.00
6911W	ERNIE CALDWELL ROAD	PINE TREE TRAIL	US 17/92	4D	L02	0.7	URBAN COLLECTOR	4,200	2.0	0.510	0.0750	153	C	1,800	TCCO	D	0.08	0.09	C	0	0.000	YES	FULL	1.86	FULL	2.00
8310E	EVENHOUSE ROAD	CR 557 (BUENA VISTA DRIVE)	EXPERIMENT STATION ROAD	2U	L02	1.1	URBAN COLLECTOR	3,500	2.0	0.490	0.0900	154	C	790	TRANSITIONING	D	0.20	0.21	C	3	0.414	NO	PARTIAL	0.62	NONE	0.00
8310W	EVENHOUSE ROAD	CR 557 (BUENA VISTA DRIVE)	EXPERIMENT STATION ROAD	2U	L02	1.1	URBAN COLLECTOR	3,500	2.0	0.510	0.0900	161	C	790	TRANSITIONING	D	0.20	0.22	C	3	0.414	NO	PARTIAL	0.62	NONE	0.00
8009E	EWELL ROAD	COUNTY LINE ROAD	SR 37 (S FLORIDA AVE)	2U	L02	5.2	URBAN COLLECTOR	11,600	2.0	0.490	0.0900	512	C	790	TSDA	D	0.65	0.71	C	87	0.778	NO	PARTIAL	0.08	PARTIAL	0.04
8009W	EWELL ROAD	COUNTY LINE ROAD	SR 37 (S FLORIDA AVE)	2U	L02	5.2	URBAN COLLECTOR	11,600	2.0	0.510	0.0900	532	C	790	TSDA	D	0.67	0.74	C	87	0.778	NO	PARTIAL	0.08	PARTIAL	0.04
8312N	EXPERIMENT STATION ROAD	OLD HAINES CITY - LAKE ALFRED ROAD	EVENHOUSE ROAD	2U	L02	0.6	URBAN COLLECTOR	2,500	2.0	0.510	0.0900	115	C	790	TRANSITIONING	D	0.15	0.16	C	4	1.377	NO	NONE	0.00	NONE	0.00
8312S	EXPERIMENT STATION ROAD	OLD HAINES CITY - LAKE ALFRED ROAD	EVENHOUSE ROAD	2U	L02	0.6	URBAN COLLECTOR	2,500	2.0	0.490	0.0900	110	C	790	TRANSITIONING	D	0.14	0.15	C	4	1.377	NO	NONE	0.00	NONE	0.00
8406N	FDC GROVE RD/PARK PLACE BLVD	US 27	HELLER BROTHERS BLVD	2U	C02	3.0	URBAN COLLECTOR	3,000	2.0	0.490	0.0900	132	C	750	TSDA	D	0.18	0.19	C	8	0.490	NO	PARTIAL	0.37	PARTIAL	0.12
8406S	FDC GROVE RD/PARK PLACE BLVD	US 27	HELLER BROTHERS BLVD	2U	C02	3.0	URBAN COLLECTOR	3,000	2.0	0.510	0.0900	138	C	750	TSDA	D	0.18	0.20	C	8	0.490	NO	PARTIAL	0.37	PARTIAL	0.12
8067N	FIFTEENTH STREET SW	LAKE SHIPP DRIVE	LAKE HOWARD DRIVE SW	2U	L02	0.4	URBAN COLLECTOR	3,500	2.0	0.510	0.0750	127	C	790	TCCO	E	0.16	0.18	C	1	0.417	NO	PARTIAL	0.87	NONE	0.00
8067S	FIFTEENTH STREET SW	LAKE SHIPP DRIVE	LAKE HOWARD DRIVE SW	2U	L02	0.4	URBAN COLLECTOR	3,500	2.0	0.490	0.0750	122	C	790	TCCO	E	0.15	0.17	C	1	0.417	NO	PARTIAL	0.87	NONE	0.00
8010E	FIFTH STREET	SR 539 (KATHLEEN ROAD)	US 98 (FLORIDA AVENUE N)	2U	L02	0.9	URBAN COLLECTOR	1,800	2.0	0.510	0.0750	65	C	790	TCCO	E	0.08	0.09	C	8	2.767	YES	PARTIAL	1.34	NONE	0.00
8010W	FIFTH STREET	SR 539 (KATHLEEN ROAD)	US 98 (FLORIDA AVENUE N)	2U	L02	0.9	URBAN COLLECTOR	1,800	2.0	0.490	0.0750	63	C	790	TCCO	E	0.08	0.09	C	8	2.767	YES	PARTIAL	1.34	NONE	0.00
8068N	FIRST STREET SOUTH	SR 542 CENTRAL AVE	SR 540 (CYPRESS GARDENS BLVD SE)	4D	L02	1.3	MINOR ARTERIAL	26,300	2.0	0.490	0.0750	918	C	1,800	TCCO	E	0.51	0.56	C	115	1.915	YES	PARTIAL	1.67	NONE	0.00
8068S	FIRST STREET SOUTH	SR 542 CENTRAL AVE	SR 540 (CYPRESS GARDENS BLVD SE)	4D	L02	1.3	MINOR ARTERIAL	26,300	2.0	0.510	0.0750	956	C	1,800	TCCO	E	0.53	0.58	C	115	1.915	YES	PARTIAL	1.67	NONE	0.00
4092N	FISH HATCHERY RD	CR 542	CR 546 (SADDLE CREEK RD)	2U	L02	2.0	URBAN COLLECTOR	4,300	2.0	0.490	0.0900	190	C	790	TSDA	D	0.24	0.26	C	41	2.601	NO	PARTIAL	0.36	NONE	0.00
4092S	FISH HATCHERY RD	CR 542	CR 546 (SADDLE CREEK RD)	2U	L02	2.0	URBAN COLLECTOR	4,300	2.0	0.510	0.0900	197	C	790	TSDA	D	0.25	0.27	C	41	2.601	NO	PARTIAL	0.36	NONE	0.00
8115E	FITZGERALD ROAD	SR 37 (FLORIDA AVENUE S)	CR 37A (SCOTT LAKE ROAD)	2U	L02	0.9	URBAN COLLECTOR	5,500	2.0	0.490	0.0900	243	C	790	TSDA	D	0.31	0.34	C	4	0.445	NO	PARTIAL	0.32	NONE	0.00
8115W	FITZGERALD ROAD	SR 37 (FLORIDA AVENUE S)	CR 37A (SCOTT LAKE ROAD)	2U	L02	0.9	URBAN COLLECTOR	5,500	2.0	0.510	0.0900	252	C	790	TSDA	D	0.32	0.35	C	4	0.445	NO	PARTIAL	0.32	NONE	0.00
8426E	FLORENCE VILLA GROVE ROAD	US 27	OSCEOLA COUNTY LINE	2U	C02	0.8	URBAN COLLECTOR	10,900	2.0	0.510	0.0900	500	D	750	TSDA	D	0.67	0.73	D	8	0.535	NO	PARTIAL	1.18	NONE	0.00
8426W	FLORENCE VILLA GROVE ROAD	US 27	OSCEOLA COUNTY LINE	2U	C02	0.8	URBAN COLLECTOR	10,900	2.0	0.490	0.0900	481	D	750	TSDA	D	0.64	0.71	D	8	0.535	NO	PARTIAL	1.18	NONE	0.00
8321N	FLORIDA AVENUE N/PINEHURST ST	US 98	CR 582 (GRIFFIN ROAD)	2U	L02	0.6	URBAN COLLECTOR	4,400	2.0	0.490	0.0750	154	C	790	TCCO	E	0.19	0.21	C	3	0.577	YES	PARTIAL	1.17	NONE	0.00
8321S	FLORIDA AVENUE N/PINEHURST ST	US 98	CR 582 (GRIFFIN ROAD)	2U	L02	0.6	URBAN COLLECTOR	4,400	2.0	0.510	0.0750	160	C	790	TCCO	E	0.20	0.22	C	3	0.577	YES	PARTIAL	1.17	NONE	0.00
4007N	FORTY-SECOND ST NW	CR 542 (AVENUE G NW)	SR 544 (HAVENDALE BLVD NW)	2U	L02	1.7	URBAN COLLECTOR	14,700	2.0	0.510	0.0900	675	C	790	TRANSITIONING	D	0.85	0.94	C	40	0.872	NO	PARTIAL	0.16	NONE	0.00
4007S	FORTY-SECOND ST NW	CR 542 (AVENUE G NW)	SR 544 (HAVENDALE BLVD NW)	2U	L02	1.7	URBAN COLLECTOR	14,700	2.0	0.490	0.0900	648	C	790	TRANSITIONING	D	0.82	0.90	C	40	0.872	NO	PARTIAL	0.16	NONE	0.00
8086E	GAPWAY ROAD	SR 655 (BERKLEY ROAD)	CR 559	2U	L02	1.9	URBAN COLLECTOR	3,800	2.0	0.490	0.0900	168	C	790	TRANSITIONING	D	0.21	0.23	C	6	0.452	NO	PARTIAL	0.09	NONE	0.00
8086W	GAPWAY ROAD	SR 655 (BERKLEY ROAD)	CR 559	2U	L02	1.9	URBAN COLLECTOR	3,800	2.0	0.510	0.0900	174	C	790	TRANSITIONING	D	0.22	0.24	C	6	0.452	NO	PARTIAL	0.09	NONE	0.00
5315E	GARY ROAD N/GARY ROAD E	CR 542 (MAIN STREET E)	US 92 (MEMORIAL BLVD)	2U	B02	1.2	URBAN COLLECTOR	3,600	2.0	0.490	0.0750	126	C	880	TCCO	E	0.14	0.16	C	12	1.530	YES	PARTIAL	1.21	PARTIAL	1.84
5315W	GARY ROAD N/GARY ROAD E	CR 542 (MAIN STREET E)	US 92 (MEMORIAL BLVD)	2U	B02	1.2	URBAN COLLECTOR	3,600	2.0	0.510	0.0750	131	C	880	TCCO	E	0.15	0.16	C	12	1.530	YES	PARTIAL	1.21	PARTIAL	1.84
5703E	GEORGE JENKINS BLVD	SLOAN AVE N	SR 35 (FLORIDA AVE N)	4D	B02	0.8	PRINCIPAL ARTERIAL	18,800	2.0	0.490	0.0750	656	C	2,000	TCCO	E	0.33	0.36	C	91	2.701	YES	FULL	1.89	FULL	2.00
5703W	GEORGE JENKINS BLVD	SLOAN AVE N	SR 35 (FLORIDA AVE N)	4D	B02	0.8	PRINCIPAL ARTERIAL	18,800	2.0	0.510	0.0750	683	C	2,000	TCCO	E	0.34	0.38	C	91	2.701	YES	FULL	1.89	FULL	2.00
8107E	GIBSONIA-GALLOWAY ROAD	CR 35A (KATHLEEN ROAD)	US 98	2U	L02	3.3	URBAN COLLECTOR	7,000	2.0	0.510	0.0900	321	C	790	TRANSITIONING	D	0.41	0.45	C	62	1.457	NO	PARTIAL	0.07	NONE	0.00
8107W	GIBSONIA-GALLOWAY ROAD	CR 35A (KATHLEEN ROAD)	US 98	2U	L02	3.3	URBAN COLLECTOR	7,000	2.0	0.490	0.0900	309	C	790	TRANSITIONING	D	0.39	0.43	C	62	1.457	NO	PARTIAL	0.07	NONE	0.00
8313E	GRACE AVENUE E/HORNET DRIVE	SR 17/TENTH STREET	30TH STREET	2U	L02	1.1	URBAN COLLECTOR	3,400	2.0	0.490	0.0750	119	C	790	TCCO	E	0.15	0.17	C	7	1.072	YES	PARTIAL	1.03	NONE	0.00
8313W	GRACE AVENUE E/HORNET DRIVE	SR 17/TENTH STREET	30TH STREET	2U	L02	1.1	URBAN COLLECTOR	3,400	2.0	0.510	0.0750	124	C	790	TCCO	E	0.16	0.17	C	7	1.072	YES	PARTIAL	1.03	NONE	0.00
8022E	GRANADA STREET	FLORIDA AVENUE N	WEST LAKE PARKER DRIVE	2U	L02	0.7	URBAN COLLECTOR	4,700	2.0	0.490	0.0900	207	C	790	TRANSITIONING	D	0.26	0.29	C	5	0.871	NO	PARTIAL	1.81	NONE	0.00
8022W	GRANADA STREET	FLORIDA AVENUE N	WEST LAKE PARKER DRIVE	2U	L02	0.7	URBAN COLLECTOR	4,700	2.0	0.510	0.0900	216	C	790	TRANSITIONING	D	0.27	0.30	C	5	0.871	NO	PARTIAL	1.81	NONE	0.00
8314N	GREEN ROAD	DAUGHTERY RD W	DUFF RD	2U	L02	1.0	URBAN COLLECTOR	6,800	2.0	0.510	0.0900	312	C	790	TRANSITIONING	D	0.40	0.43	C	3	0.239	NO	PARTIAL	1.01	NONE	0.00
8314S	GREEN ROAD	DAUGHTERY RD W	DUFF RD	2U	L02	1.0	URBAN COLLECTOR	6,800	2.0	0.490	0.0900	300	C	790	TRANSITIONING	D	0.38	0.42	C	3	0.239	NO	PARTIAL	1.01	NONE	0.00
8212N	H.L. SMITH ROAD S	LAKE MABEL LOOP ROAD	CR 542 (HATCHINEHA ROAD)	2U	L02	2.0	RURAL MINOR COLLECTOR	2,200	2.0	0.490	0.0900	97	C	790	TRANSITIONING	D	0.12	0.14	C	4	0.493	NO	NONE	0.00	NONE	0.00
8212S	H.L. SMITH ROAD S	LAKE MABEL LOOP ROAD	CR 542 (HATCHINEHA ROAD)	2U	L02	2.0	RURAL MINOR COLLECTOR	2,200	2.0	0.510	0.0900	101	C	790	TRANSITIONING	D	0.13	0.14	C	4	0.493	NO	NONE	0.00	NONE	0.00
8012E	HALLAM DRIVE	CLEVELAND HEIGHTS BLVD	CR 37B (LAKELAND HIGHLANDS ROAD)	2U	L02	1.6	URBAN COLLECTOR	5,100	2.0	0.490	0.0900	225	C	790	TRANSITIONING	D	0.28	0.31	C	21	1.397	NO	PARTIAL	1.27	NONE	0.00
8012W	HALLAM DRIVE	CLEVELAND HEIGHTS BLVD	CR 37B (LAKELAND HIGHLANDS ROAD)	2U	L02	1.6	URBAN COLLECTOR	5,100	2.0	0.510	0.0900	234	C	790	TRANSITIONING	D	0.30	0.33	C	21	1.397	NO	PARTIAL	1.27	NONE	0.00
8013N	HARDEN BLVD	PIPKIN ROAD W	SR 570 (POLK PARKWAY)	3B	C02	1.5	URBAN COLLECTOR	21,700	2.0	0.490	0.0750	758	D	1,340	TCCO	E	0.57	0.62	D	50	0.798	NO	PARTIAL	0.93	NONE	0.00
8013S	HARDEN BLVD	PIPKIN ROAD W	SR 570 (POLK PARKWAY)	3B	C02	1.5	URBAN COLLECTOR	21,700	2.0	0.510	0.0750	789	D	1,340	TCCO	E	0.59	0.65	D	50	0.798	NO	PARTIAL	0.93	NONE	0.00
8087E	HARDIN COMBEE ROAD	SR 659 (COMBEE ROAD)	FISH HATCHERY ROAD	2U	L02	0.8	URBAN COLLECTOR	1,700	2.0	0.510	0.0900	78	C	790	TSDA	D	0.10	0.11	C	6	2.573	NO	PARTIAL	0.09	NONE	0.00
8087W	HARDIN COMBEE ROAD	SR 659 (COMBEE ROAD)	FISH HATCHERY ROAD	2U	L02	0.8	URBAN COLLECTOR	1,700	2.0	0.490	0.0900	75	C	790	TSDA	D	0.09	0.10	C	6	2.573	NO	PARTIAL	0.09	NONE	0.00
8014N	HARTSELL ROAD	LAKE BEULAH DRIVE	SR 563 (SIKES BLVD)	2U	L02	0.2	URBAN COLLECTOR	3,200	2.0	0.490	0.0750	112	C	790	TCCO	E	0.14	0.16	C	1	0.749	NO	FULL	1.59	NONE	0.00
8014S	HARTSELL ROAD	LAKE BEULAH DRIVE	SR 563 (SIKES BLVD)	2U	L02	0.2	URBAN COLLECTOR	3,200	2.0	0.510	0.0750	116	C	790	TCCO	E	0.15	0.16	C	1	0.749	NO	FULL	1.59	NONE	0.00
8088N	HATCHER ROAD	SHEPHERD ROAD	EWELL ROAD	2U	L02	1.0	URBAN COLLECTOR	2,100	2.0	0.510	0.0900	96	C	790	TSDA	D	0.12	0.13	C	2	0.530	NO	PARTIAL	0.18	NONE	0.00
8088S	HATCHER ROAD	SHEPHERD ROAD	EWELL ROAD	2U	L02	1.0	URBAN COLLECTOR	2,100	2.0	0.490	0.0900	93	C	790	TSDA	D	0.12	0.13	C	2	0.530	NO	PARTIAL	0.18	NONE	0.00
4095N	HELENA RD	CR 540A (ELOISE LOOP RD)	SR 540 (CYPRESS GARDENS BLVD SE)	2U	L02	1.5	URBAN COLLECTOR	8,900	2.0	0.490	0.0750	311	C	790	TCCO	E	0.39	0.43	C	10	0.417	NO	PARTIAL	0.59	NONE	0.00
4095S	HELENA RD	CR 540A (ELOISE LOOP RD)	SR 540 (CYPRESS GARDENS BLVD SE)	2U	L02	1.5	URBAN COLLECTOR	8,900	2.0	0.510	0.0750	323	C	790	TCCO	E	0.41	0.45	C	10	0.417	NO	PARTIAL	0.59	NONE	0.00
8408E	HELLER BROTHERS BLVD	FDC GROVE ROAD	US 27	4D	C02	0.4	URBAN COLLECTOR	2,900	2.0	0.510	0.0900	133	C	1,630	TSDA	D	0.08	0.09	C	2	0.967	YES	FULL	2.00	FULL	2.00
8408W	HELLER BROTHERS BLVD	FDC GROVE ROAD	US 27	4D	C02	0.4	URBAN COLLECTOR	2,900	2.0	0.490	0.0900	128	C	1,630	TSDA	D	0.08	0.09	C	2	0.967	YES	FULL	2.00	FULL	2.00
8315E	HIGHLAND DRIVE W	OLD HIGHWAY 37	SR 37 (FLORIDA AVENUE S)	2U	L02	0.3	URBAN COLLECTOR	8,100	2.0	0.510	0.0750	294	C	790	TCCO	E	0.37	0.41	C	3	0.810	NO	PARTIAL	1.08	NONE	0.00
8315W	HIGHLAND DRIVE W	OLD HIGHWAY 37	SR 37 (FLORIDA AVENUE S)	2U	L02	0.3	URBAN COLLECTOR	8,100	2.0	0.490	0.0750	283	C	790	TCCO	E	0.36	0.39	C	3	0.810	NO	PARTIAL	1.08	NONE	0.00
4096E	HIGHLAND ST W/GREENWOOD ST W	CR 542 (OLD TAMPA HWY)	SR 563 (SIKES BLVD)	2U	L02	2.1	URBAN COLLECTOR	2,800	2.0	0.510	0.0900	129	C	790	TSDA	D	0.16	0.18	C	23	2.194	YES	PARTIAL	1.09	NONE	0.00
4096W	HIGHLAND ST W/GREENWOOD ST W	CR 542 (OLD TAMPA HWY)	SR 563 (SIKES BLVD)	2U	L02	2.1	URBAN COLLECTOR	2,800	2.0	0.490	0.0900	123	C	790	TSDA	D	0.16	0.17	C	23	2.194	YES	PARTIAL	1.09	NONE	0.00
8054E	HIGHLANDS DRIVE	SR 37 (FLORIDA AVENUE S)	CLEVELAND HEIGHTS BLVD	2U	L02	0.5	URBAN COLLECTOR	12,500	2.0	0.490	0.0750	436	C	790	TCCO	E	0.55	0.61	C	6	0.522	NO	PARTIAL	1.26	NONE	0.00
8054W	HIGHLANDS DRIVE	SR 37 (FLORIDA AVENUE S)	CLEVELAND HEIGHTS BLVD	2U	L02	0.5	URBAN COLLECTOR	12,500	2.0	0.510	0.0750	454	C	790	TCCO	E	0.57	0.63	C	6	0.522	NO	PARTIAL	1.26	NONE	0.00
8211E	HINSON AVENUE/POWER LINE ROAD	US 17/92	CR 580 (JOHNSON AVENUE)	2U	L02	2.2	URBAN COLLECTOR	9,500	2.0	0.490	0.0750	332	C	790	TCCO	E	0.42	0.46	C	36	0.948	YES	PARTIAL	0.38	NONE	0.00
8211W	HINSON AVENUE/POWER LINE ROAD	US 17/92	CR 580 (JOHNSON AVENUE)	2U	L02	2.2	URBAN COLLECTOR	9,500	2.0	0.510	0.0750	345	C	790	TCCO	E	0.44	0.48	C	36	0.948	YES	PARTIAL	0.38	NONE	0.00
8015N	HOLLINGSWORTH ROAD	LAKE HOLLINGSWORTH DRIVE	US 98 (BARTOW RD)	2U	L02	0.7	URBAN COLLECTOR	8,900	2.0	0.510	0.0750	323	C	790	TCCO	E	0.41	0.45	C	14	1.312	YES	PARTIAL	1.32	NONE	0.00
8015S	HOLLINGSWORTH ROAD	LAKE HOLLINGSWORTH DRIVE	US 98 (BARTOW RD)	2U	L02	0.7	URBAN COLLECTOR	8,900	2.0	0.490	0.0750	311	C	790	TCCO	E	0.39	0.43	C	14	1.312	YES	PARTIAL	1.32	NONE	0.00
8316N	HOLLY HILL ROAD	CR 547	US 27	2U	L02	2.0	URBAN COLLECTOR	6,100	2.0	0.490	0.0750	213	C	790	TCCO	E	0.27	0.30	C	36	1.639	NO	PARTIAL	0.66	NONE	0.00
8316S	HOLLY HILL ROAD	CR 547	US 27	2U	L02	2.0	URBAN COLLECTOR	6,100	2.0	0.510	0.0750	222	C	790	TCCO	E	0.28	0.31	C	36	1.639	NO	PARTIAL	0.66	NONE	0.00
8016N	INGRAHAM AVENUE	LAKE HOLLINGSWORTH DRIVE	US 98	2U	L02	0.9	URBAN COLLECTOR	3,700	2.0	0.490	0.0750	129	C	790	TCCO	E	0.16	0.18	C	9	1.526	YES	FULL	1.79	NONE	0.00
8016S	INGRAHAM AVENUE	LAKE HOLLINGSWORTH DRIVE	US 98

Link	Road Segment	From	To	Roadway Characteristics				Estimated Traffic Characteristics				Peak Hour / Peak Season							Historical Crash Data 2017 - 2021		Multimodal Factors				
								2021	AADT	100th Highest Hour		Two-Hour	Level	Direc-	LOS Standard		Volume to	Volume-to-	Projected		Transit	Sidewalk		Bicycle Facility	
				Laneage Lane Type	Capacity Group	Segment Length	Functional Classification	Annual Avg. Daily Traffic	Growth Rate (%)	D-Factor	K-Factor	Average Volume	of Service	tional Capacity	Multi-Modal	High-Way	Capacity Ratio	Capacity Ratio in Five Years	LOS in Five Years	Total Crashes	Crash Rate	Presence	Presence	Coverage	Presence	Coverage
5506E	INTERSTATE 4	SR 33	CR 557	6F	F02	10.1	PRINCIPAL ARTERIAL	88,400	2.0	0.510	0.0900	4,058	C	5,620	SIS	D	0.72	0.79	C	883	0.544	NO	NONE	0.00	NONE	0.00
5506W	INTERSTATE 4	SR 33	CR 557	6F	F02	10.1	PRINCIPAL ARTERIAL	88,400	2.0	0.490	0.0900	3,898	C	5,620	SIS	D	0.69	0.76	C	883	0.544	NO	NONE	0.00	NONE	0.00
8222E	INTERSTATE 4	CR 557	OSCEOLA COUNTY LINE	6F	F02	9.6	PRINCIPAL ARTERIAL	100,500	2.0	0.510	0.0900	4,613	D	5,620	SIS	D	0.82	0.90	D	1,366	0.778	NO	NONE	0.00	NONE	0.00
8222W	INTERSTATE 4	CR 557	OSCEOLA COUNTY LINE	6F	F02	9.6	PRINCIPAL ARTERIAL	100,500	2.0	0.490	0.0900	4,432	C	5,620	SIS	D	0.79	0.87	D	1,366	0.778	NO	NONE	0.00	NONE	0.00
8317N	KENTUCKY ST/JOHNSON AVE W/PRADO GRANDE AVE	OLD HAINES CITY - LAKE ALFRED ROAD	CR 17 (POLK CITY ROAD)	2U	L02	1.2	URBAN COLLECTOR	1,900	2.0	0.510	0.0750	69	C	790	TCCO	E	0.09	0.10	C	3	0.746	NO	NONE	0.00	NONE	0.00
8317S	KENTUCKY ST/JOHNSON AVE W/PRADO GRANDE AVE	OLD HAINES CITY - LAKE ALFRED ROAD	CR 17 (POLK CITY ROAD)	2U	L02	1.2	URBAN COLLECTOR	1,900	2.0	0.490	0.0750	66	C	790	TCCO	E	0.08	0.09	C	3	0.746	NO	NONE	0.00	NONE	0.00
8337E	KINNY HARMON ROAD	US 17/92	OSCEOLA COUNTY LINE	2U	L02	1.0	URBAN COLLECTOR	10,000	2.0	0.510	0.0900	459	C	790	TRANSITIONING	D	0.58	0.64	C	2	0.083	NO	PARTIAL	1.06	FULL	2.00
8337W	KINNY HARMON ROAD	US 17/92	OSCEOLA COUNTY LINE	2U	L02	1.0	URBAN COLLECTOR	10,000	2.0	0.490	0.0900	441	C	790	TRANSITIONING	D	0.56	0.61	C	2	0.083	NO	PARTIAL	1.06	FULL	2.00
4100N	LAKE ARIANA BLVD W	CR 546 (OLD DIXIE HWY)	CR 559 (POLK CITY ROAD)	2U	L02	2.2	URBAN COLLECTOR	4,500	2.0	0.510	0.0900	207	C	790	TRANSITIONING	D	0.26	0.29	C	10	0.564	NO	PARTIAL	0.60	NONE	0.00
4100S	LAKE ARIANA BLVD W	CR 546 (OLD DIXIE HWY)	CR 559 (POLK CITY ROAD)	2U	L02	2.2	URBAN COLLECTOR	4,500	2.0	0.490	0.0900	198	C	790	TRANSITIONING	D	0.25	0.28	C	10	0.564	NO	PARTIAL	0.60	NONE	0.00
7501E	LAKE BEULAH DR	OLIVE ST	OLIVE ST	2U	L02	1.3	URBAN COLLECTOR	2,400	2.0	0.510	0.0750	87	C	790	TCCO	E	0.11	0.12	C	4	1.342	YES	PARTIAL	1.42	NONE	0.00
7501W	LAKE BEULAH DR	OLIVE ST	OLIVE ST	2U	L02	1.3	URBAN COLLECTOR	2,400	2.0	0.490	0.0750	84	C	790	TCCO	E	0.11	0.12	C	4	1.342	YES	PARTIAL	1.42	NONE	0.00
8063N	LAKE ELBERT DRIVE/11TH STREET NE	SR 542 (CENTRAL AVE E)	AVENUE T NE	2U	L02	1.7	URBAN COLLECTOR	4,000	2.0	0.510	0.0900	184	C	790	TRANSITIONING	D	0.23	0.26	C	8	0.651	YES	PARTIAL	0.31	NONE	0.00
8063S	LAKE ELBERT DRIVE/11TH STREET NE	SR 542 (CENTRAL AVE E)	AVENUE T NE	2U	L02	1.7	URBAN COLLECTOR	4,000	2.0	0.490	0.0900	176	C	790	TRANSITIONING	D	0.22	0.25	C	8	0.651	YES	PARTIAL	0.31	NONE	0.00
4103N	LAKE HAMILTON DR W	COUNTRY CLUB RD N	SR 544 (LUCERNE PARK ROAD)	2U	L02	2.8	URBAN COLLECTOR	3,200	2.0	0.490	0.0900	141	C	790	TRANSITIONING	D	0.18	0.20	C	10	0.614	NO	NONE	0.00	NONE	0.00
4103S	LAKE HAMILTON DR W	COUNTRY CLUB RD N	SR 544 (LUCERNE PARK ROAD)	2U	L02	2.8	URBAN COLLECTOR	3,200	2.0	0.510	0.0900	147	C	790	TRANSITIONING	D	0.19	0.20	C	10	0.614	NO	NONE	0.00	NONE	0.00
4019N	LAKE HENDRY RD/STOKES RD/CR 559/CR 655A	US 98	SR 60	2U	N02	13.1	RURAL MAJOR COLLECTOR	2,500	2.0	0.510	0.0900	115	C	640	OTHER	C	0.18	0.20	C	27	0.452	NO	NONE	0.00	NONE	0.00
4019S	LAKE HENDRY RD/STOKES RD/CR 559/CR 655A	US 98	SR 60	2U	N02	13.1	RURAL MAJOR COLLECTOR	2,500	2.0	0.490	0.0900	110	C	640	OTHER	C	0.17	0.19	C	27	0.452	NO	NONE	0.00	NONE	0.00
8018E	LAKE HOLLINGSWORTH DRIVE (NORTH)	BELMAR STREET	CRYSTAL LAKE DRIVE	2U	L02	1.1	URBAN COLLECTOR	9,900	2.0	0.490	0.0750	346	C	790	MULTI-MODAL	D	0.44	0.48	C	12	0.619	YES	FULL	1.87	PARTIAL	1.00
8018W	LAKE HOLLINGSWORTH DRIVE (NORTH)	BELMAR STREET	CRYSTAL LAKE DRIVE	2U	L02	1.1	URBAN COLLECTOR	9,900	2.0	0.510	0.0750	360	C	790	MULTI-MODAL	D	0.46	0.50	C	12	0.619	YES	FULL	1.87	PARTIAL	1.00
8019E	LAKE HOLLINGSWORTH DRIVE (SOUTH)	BELMAR STREET	CRYSTAL LAKE DRIVE	2U	L02	1.8	URBAN COLLECTOR	7,700	2.0	0.490	0.0750	269	C	790	MULTI-MODAL	D	0.34	0.37	C	35	1.377	YES	PARTIAL	1.15	PARTIAL	1.32
8019W	LAKE HOLLINGSWORTH DRIVE (SOUTH)	BELMAR STREET	CRYSTAL LAKE DRIVE	2U	L02	1.8	URBAN COLLECTOR	7,700	2.0	0.510	0.0750	280	C	790	MULTI-MODAL	D	0.35	0.39	C	35	1.377	YES	PARTIAL	1.15	PARTIAL	1.32
8064E	LAKE HOWARD DRIVE	21ST STREET SW	AVENUE D NW	2U	L02	1.8	URBAN COLLECTOR	5,100	2.0	0.490	0.0750	178	C	790	TCCO	E	0.23	0.25	C	32	1.896	YES	PARTIAL	0.49	PARTIAL	0.14
8064W	LAKE HOWARD DRIVE	21ST STREET SW	AVENUE D NW	2U	L02	1.8	URBAN COLLECTOR	5,100	2.0	0.510	0.0750	185	C	790	TCCO	E	0.23	0.26	C	32	1.896	YES	PARTIAL	0.49	PARTIAL	0.14
8065E	LAKE HOWARD DRIVE/AVE D NW	AVENUE G NW	SR 549 (1ST STREET)	2U	L02	1.8	URBAN COLLECTOR	12,500	2.0	0.490	0.0750	436	C	790	TCCO	E	0.55	0.61	C	42	1.033	YES	FULL	1.79	PARTIAL	0.54
8065W	LAKE HOWARD DRIVE/AVE D NW	AVENUE G NW	SR 549 (1ST STREET)	2U	L02	1.8	URBAN COLLECTOR	12,500	2.0	0.510	0.0750	454	C	790	TCCO	E	0.57	0.63	C	42	1.033	YES	FULL	1.79	PARTIAL	0.54
4105N	LAKE LOWERY RD	OLD HAINES CITY-LAKE ALFRED RD	CR 17 (POLK CITY ROAD)	2U	H02	5.9	URBAN COLLECTOR	400	2.0	0.490	0.0900	18	B	730	TRANSITIONING	D	0.02	0.03	B	6	1.388	NO	NONE	0.00	NONE	0.00
4105S	LAKE LOWERY RD	OLD HAINES CITY-LAKE ALFRED RD	CR 17 (POLK CITY ROAD)	2U	H02	5.9	URBAN COLLECTOR	400	2.0	0.510	0.0900	18	B	730	TRANSITIONING	D	0.03	0.03	B	6	1.388	NO	NONE	0.00	NONE	0.00
8203N	LAKE MABEL LOOP RD	CR 17A (MASTERPIECE ROAD)	CANAL AVENUE	2U	L02	2.5	RURAL MINOR COLLECTOR	1,800	2.0	0.490	0.0900	79	C	790	TRANSITIONING	D	0.10	0.11	C	2	0.242	NO	NONE	0.00	NONE	0.00
8203S	LAKE MABEL LOOP RD	CR 17A (MASTERPIECE ROAD)	CANAL AVENUE	2U	L02	2.5	RURAL MINOR COLLECTOR	1,800	2.0	0.510	0.0900	83	C	790	TRANSITIONING	D	0.10	0.12	C	2	0.242	NO	NONE	0.00	NONE	0.00
8204N	LAKE MABEL LOOP RD/LAKE TRASK ROAD	CANAL AVENUE	SR 17 (SCENIC HIGHWAY)	2U	L02	2.1	URBAN COLLECTOR	4,100	2.0	0.490	0.0750	143	C	790	TCCO	E	0.18	0.20	C	3	0.191	NO	PARTIAL	0.17	NONE	0.00
8204S	LAKE MABEL LOOP RD/LAKE TRASK ROAD	CANAL AVENUE	SR 17 (SCENIC HIGHWAY)	2U	L02	2.1	URBAN COLLECTOR	4,100	2.0	0.510	0.0750	149	C	790	TCCO	E	0.19	0.21	C	3	0.191	NO	PARTIAL	0.17	NONE	0.00
8218E	LAKE MARIE BLVD	SR 17 (SCENIC HIGHWAY)	H.L. SMITH ROAD	2U	L02	2.0	URBAN COLLECTOR	5,500	2.0	0.490	0.0750	192	C	790	TCCO	E	0.24	0.27	C	1	0.051	NO	PARTIAL	0.18	NONE	0.00
8218W	LAKE MARIE BLVD	SR 17 (SCENIC HIGHWAY)	H.L. SMITH ROAD	2U	L02	2.0	URBAN COLLECTOR	5,500	2.0	0.510	0.0750	200	C	790	TCCO	E	0.25	0.28	C	1	0.051	NO	PARTIAL	0.18	NONE	0.00
8214N	LAKE MARION CREEK DR/MCMAN RD/EASTYWAY RD/ MIDWAY RD/LK MARION CREEK RD	POINCIANA PARKWAY	CR 580 (CYPRESS PARKWAY)	2U	N02	6.0	URBAN COLLECTOR	5,400	2.0	0.490	0.0900	238	C	720	TRANSITIONING	D	0.33	0.36	C	43	0.725	NO	PARTIAL	0.23	PARTIAL	1.00
8214S	LAKE MARION CREEK DR/MCMAN RD/EASTYWAY RD/ MIDWAY RD/LK MARION CREEK RD	POINCIANA PARKWAY	CR 580 (CYPRESS PARKWAY)	2U	N02	6.0	URBAN COLLECTOR	5,400	2.0	0.510	0.0900	248	C	720	TRANSITIONING	D	0.34	0.38	C	43	0.725	NO	PARTIAL	0.23	PARTIAL	1.00
8112N	LAKE MATTIE ROAD/ADAMS BARN ROAD	CR 559 (POLK CITY ROAD)	LAKE ALFRED ROAD	2U	L02	4.1	URBAN COLLECTOR	1,500	2.0	0.510	0.0900	69	C	790	TRANSITIONING	D	0.09	0.10	C	9	0.809	NO	PARTIAL	0.36	NONE	0.00
8112S	LAKE MATTIE ROAD/ADAMS BARN ROAD	CR 559 (POLK CITY ROAD)	LAKE ALFRED ROAD	2U	L02	4.1	URBAN COLLECTOR	1,500	2.0	0.490	0.0900	66	C	790	TRANSITIONING	D	0.08	0.09	C	9	0.809	NO	PARTIAL	0.36	NONE	0.00
4099E	LAKE MIRIAM DR	SR 37 (FLORIDA AVENUE S)	CR 37B (LAKELAND HIGHLANDS ROAD)	2U	M02	2.2	URBAN COLLECTOR	14,800	2.0	0.510	0.0900	679	D	680	TRANSITIONING	D	1.00	1.10	F	86	1.432	YES	PARTIAL	1.06	NONE	0.00
4099W	LAKE MIRIAM DR	SR 37 (FLORIDA AVENUE S)	CR 37B (LAKELAND HIGHLANDS ROAD)	2U	M02	2.2	URBAN COLLECTOR	14,800	2.0	0.490	0.0900	653	D	680	TRANSITIONING	D	0.96	1.06	E	86	1.432	YES	PARTIAL	1.06	NONE	0.00
8020E	LAKE MORTON DRIVE	MASSACHUSETTS AVE	MASSACHUSETTS AVE	2U	L02	1.0	URBAN COLLECTOR	4,100	2.0	0.490	0.0750	143	C	790	TCCO	E	0.18	0.20	C	6	0.815	YES	PARTIAL	0.87	NONE	0.00
8020W	LAKE MORTON DRIVE	MASSACHUSETTS AVE	MASSACHUSETTS AVE	2U	L02	1.0	URBAN COLLECTOR	4,100	2.0	0.510	0.0750	149	C	790	TCCO	E	0.19	0.21	C	6	0.815	YES	PARTIAL	0.87	NONE	0.00
4106E	LAKE NED/LAKE DAISY RD	CYPRESS GARDENS RD	CR 550 (OVERLOOK DRIVE SE)	2U	L02	2.0	URBAN COLLECTOR	5,900	2.0	0.490	0.0900	260	C	790	TSDA	D	0.33	0.36	C	17	0.794	NO	PARTIAL	0.26	NONE	0.00
4106W	LAKE NED/LAKE DAISY RD	CYPRESS GARDENS RD	CR 550 (OVERLOOK DRIVE SE)	2U	L02	2.0	URBAN COLLECTOR	5,900	2.0	0.510	0.0900	271	C	790	TSDA	D	0.34	0.38	C	17	0.794	NO	PARTIAL	0.26	NONE	0.00
8007N	LAKE PARKER DRIVE EAST	IDLEWILD STREET	OLD COMBEE ROAD	2U	L02	3.2	URBAN COLLECTOR	3,700	2.0	0.510	0.0900	170	C	790	TRANSITIONING	D	0.21	0.24	C	17	0.797	NO	NONE	0.00	NONE	0.00
8007S	LAKE PARKER DRIVE EAST	IDLEWILD STREET	OLD COMBEE ROAD	2U	L02	3.2	URBAN COLLECTOR	3,700	2.0	0.490	0.0900	163	C	790	TRANSITIONING	D	0.21	0.23	C	17	0.797	NO	NONE	0.00	NONE	0.00
8219E	LAKE REEDY BOULEVARD N	CR 630	LAKE ARBUCKLE RD	2U	H02	4.9	URBAN COLLECTOR	800	2.0	0.490	0.0900	35	B	730	TRANSITIONING	D	0.05	0.05	B	4	0.555	NO	NONE	0.00	NONE	0.00
8219W	LAKE REEDY BOULEVARD N	CR 630	LAKE ARBUCKLE RD	2U	H02	4.9	URBAN COLLECTOR	800	2.0	0.510	0.0900	37	B	730	TRANSITIONING	D	0.05	0.06	B	4	0.555	NO	NONE	0.00	NONE	0.00
8062E	LAKE SHIPP DR N/AVE N SW/AVE O SW	SR 655	7TH STREET SW	2U	L02	1.1	URBAN COLLECTOR	6,800	2.0	0.490	0.0750	237	C	790	TCCO	E	0.30	0.33	C	11	0.815	YES	PARTIAL	0.60	NONE	0.00
8062W	LAKE SHIPP DR N/AVE N SW/AVE O SW	SR 655	7TH STREET SW	2U	L02	1.1	URBAN COLLECTOR	6,800	2.0	0.510	0.0750	247	C	790	TCCO	E	0.31	0.34	C	11	0.815	YES	PARTIAL	0.60	NONE	0.00
8021N	LAKE SHORE DRIVE/WEST LAKE PARKER DRIVE	PARKER STREET	GRANADA STREET	2U	L02	1.9	URBAN COLLECTOR	3,900	2.0	0.510	0.0750	142	C	790	TCCO	E	0.18	0.20	C	24	1.738	NO	PARTIAL	1.18	PARTIAL	0.26
8021S	LAKE SHORE DRIVE/WEST LAKE PARKER DRIVE	PARKER STREET	GRANADA STREET	2U	L02	1.9	URBAN COLLECTOR	3,900	2.0	0.490	0.0750	136	C	790	TCCO	E	0.17	0.19	C	24	1.738	NO	PARTIAL	1.18	PARTIAL	0.26
6801N	LAKE STELLA DR	SHELBY ST	SR 559	2O	J02	0.2	URBAN COLLECTOR	2,500	2.0	0.510	0.0750	91	C	1,060	TCCO	D	0.09	0.09	C	4	5.493	YES	FULL	1.90	NONE	0.00
6802S	LAKE STELLA DR	SR 559	SHELBY ST	2O	J02	0.2	URBAN COLLECTOR	2,500	2.0	0.510	0.0750	91	C	1,060	TCCO	E	0.09	0.09	C	0	0.000	YES	PARTIAL	0.95	NONE	0.00
8215N	LAKE WILSON ROAD	CR 54 (RONALD REAGAN PKWY)	OSCEOLA COUNTY LINE	4D	L02	1.0	URBAN COLLECTOR	22,100	2.0	0.510	0.0900	1,014	C	1,800	TSDA	D	0.56	0.62	C	53	1.312	NO	PARTIAL	0.37	NONE	0.00
8215S	LAKE WILSON ROAD	CR 54 (RONALD REAGAN PKWY)	OSCEOLA COUNTY LINE	4D	L02	1.0	URBAN COLLECTOR	22,100	2.0	0.490	0.0900	975	C	1,800	TSDA	D	0.54	0.60	C	53	1.312	NO	PARTIAL	0.37	NONE	0.00
8023E	LIME STREET	LAKE BEULAH DRIVE	SR 37 (FLORIDA AVENUE S)	4U	L02	0.6	URBAN COLLECTOR	10,700	2.0	0.510	0.0750	389	C	1,710	TCCO	E	0.23	0.25	C	11	0.903	YES	FULL	1.66	NONE	0.00
8023W	LIME STREET	LAKE BEULAH DRIVE	SR 37 (FLORIDA AVENUE S)	4U	L02	0.6	URBAN COLLECTOR	10,700	2.0	0.490	0.0750	374	C	1,710	TCCO	E	0.22	0.24	C	11	0.903	YES	FULL	1.66	NONE	0.00
8024E	LIME STREET	SR 37 (FLORIDA AVENUE S)	INGRAHAM AVENUE S	2O	J02	0.8	URBAN COLLECTOR	6,600	2.0	0.510	0.0750	240	C	1,060	TCCO	E	0.23	0.25	C	17	1.879	YES	FULL	1.80	NONE	0.00
8024W	LIME STREET	SR 37 (FLORIDA AVENUE S)	INGRAHAM AVENUE S	2O	J02	0.8	URBAN COLLECTOR	6,600	2.0	0.490	0.0750	230	C	1,060	TCCO	E	0.22	0.24	C	17	1.879	YES	FULL	1.80	NONE	0.00
8025E	LIME STREET	INGRAHAM AVENUE S	US 98 (BARTOW RD)	2U	L02	0.3	URBAN COLLECTOR	1,000	2.0	0.510	0.0750	36	C	790	TCCO	E	0.05	0.05	C	4	8.606	NO	PARTIAL	1.54	NONE	0.00
8025W	LIME STREET	INGRAHAM AVENUE S	US 98 (BARTOW RD)	2U	L02	0.3	URBAN COLLECTOR	1,000	2.0	0.490	0.0750	35	C	790	TCCO	E	0.04	0.05	C	4	8.606	NO	PARTIAL	1.54	NONE	0.00
8026N	LINCOLN AVENUE S/OPPITZ LANE	LAKE HUNTER DRIVE	SR 37 (FLORIDA AVENUE S)	2U	L02	2.2	URBAN COLLECTOR	2,500	2.0	0.490	0.0900	110	C	790	TRANSITIONING	D	0.14	0.15	C	14	1.405	YES	PARTIAL	1.34	NONE	0.00
8026S	LINCOLN AVENUE S/OPPITZ LANE	LAKE HUNTER DRIVE	SR 37 (FLORIDA AVENUE S)	2U	L02	2.2	URBAN COLLECTOR	2,500	2.0	0.510	0.0900	115	C	790	TRANSITIONING	D	0.15	0.16	C	14	1.405	YES	PARTIAL	1.34	NONE	0.00
8114N	LIVE OAK ROAD/LAKE SEWARD DRIVE	CR 37B (LAKELAND HIGHLANDS RD)	LAKE MARIAM DRIVE	2U	L02	1.5	URBAN COLLECTOR	1,800	2.0	0.490	0.0900	79	C	790	TRANSITIONING	D	0.10	0.11	C	3	0.609	NO	PARTIAL	0.50	PARTIAL	0.06
8114S	LIVE OAK ROAD/LAKE SEWARD DRIVE	CR 37B (LAKELAND HIGHLANDS RD)	LAKE MARIAM DRIVE	2U	L02	1.5	URBAN COLLECTOR	1,800	2.0	0.510	0.0900	83	C	790	TRANSITIONING	D	0.10	0.12	C	3	0.609	NO	PARTIAL	0.50	PARTIAL	0.06
7306N	LOGISTICS PARKWAY	SR 60	OLD BARTOW LAKE WALES RD	2U	L02	0.6	URBAN COLLECTOR	2,500	2.0	0.510	0.0750	91	C	790	TCCO	E	0.11	0.13	C	1	0.364	NO	NONE	0.00	NONE	0.00
7306S	LOGISTICS PARKWAY	SR 60	OLD BARTOW LAKE WALES RD	2U	L02	0.6	URBAN COLLECTOR	2,500	2.0	0.490	0.0750	87	C	790	TCCO	E	0.11	0.12	C	1	0.364	NO	NONE	0.00	NONE	0.00
8421N	LOGISTICS PARKWAY	OLD BARTOW LAKE WALES RD	INTERMODAL DRIVE	2U	A02	1.0	URBAN COLLECTOR	2,500	2.0	0.510	0.0900	115	B	1,200	TSDA	D	0.10	0.11	B	0	0.000	NO	NONE	0.00	FULL	2.00
8421S	LOGISTICS PARKWAY	OLD BARTOW LAKE WALES RD	INTERMODAL DRIVE	2U	A02	1.0	URBAN COLLECTOR	2,500	2.0	0.490	0.0900	110	B	1,200	TSDA	D	0.09	0.10	B	0	0.000	NO	NONE	0.00	FULL	2.00
4108N	LONGFELLOW BLVD	CRYSTAL LAKE DR N	CR 542 (MAIN ST E)	2U	L02	1.5	URBAN COLLECTOR	7,800	2.0	0.490	0.0900	344	C	790	TSDA	D	0.44	0.48	C	19	0.888	YES	PARTIAL	0.84	NONE	0.00
4108S	LONGFELLOW BLVD	CRYSTAL LAKE DR N	CR 542 (MAIN ST E)	2U	L02	1.5	URBAN COLLECTOR	7,800	2.0	0.510	0.0900	358	C	790	TSDA	D	0.45	0.50	C	19	0.888	YES	PARTIAL	0.84	NONE	0.00
8318N	LUCERNE LOOP ROAD NE	SR 544 (LUCERNE PARK ROAD)	OLD LUCERNE PARK ROAD	2U	L02	0.8	URBAN COLLECTOR	2,100	2.0	0.510	0.0900	96	C	790	TRANSITIONING	D	0.12	0.13	C	0	0.000	YES	PARTIAL	0.47	NONE	0.00
8318S	LUCERNE LOOP ROAD NE	SR 544 (LUCERNE PARK ROAD)	OLD LUCERNE PARK ROAD	2U	L02	0.8	URBAN COLLECTOR	2,100	2.0	0.490	0.0900	93	C	790	TRANSITIONING	D	0.12	0.13	C	0	0.000	YES	PARTIAL	0.47	NONE	0.00
8027N	LUNN ROAD	EWELL ROAD	PIPKIN ROAD W	2U	L02	1.5	URBAN COLLECTOR	5,400	2.0	0.510	0.0900	248	C	790	TSDA	D	0.31	0.35	C	13	0.859	NO	PARTIAL	0.17	PARTIAL	0.12
8027S	LUNN ROAD	EWELL ROAD	PIPKIN ROAD W	2U	L02	1.5	URBAN COLLECTOR	5,400	2.0	0.490	0.0900	238	C	790	TSDA	D	0.30	0.33	C	13	0.859	NO	PARTIAL	0.17	PARTIAL	0.12
8089N	LUNN ROAD	SHEPHERD ROAD	EWELL ROAD	2U	L02	1.0	URBAN COLLECTOR	6,000	2.0	0.490	0.0900	265	C	790	TSDA	D	0.33	0.37	C	10	0.918	NO	PARTIAL	0.96	NONE	0.00
8089S	LUNN ROAD	SHEPHERD ROAD	EWELL ROAD	2U	L02	1.0	URBAN COLLECTOR	6,000	2.0	0.510	0.0900	275	C	790	TSDA	D	0.35	0.38	C	10	0.918	NO	PARTIAL	0.96	NONE	0.00
4109E	LYLE PKWY/E.F. GRIFFIN RD	US 98	US 98	2U	H02	4.3	URBAN COLLECTOR	3,700	2.0	0.490	0.0900	163	B	730	TRANSITIONING	D	0.22	0.25	B	31	1.062	NO	PARTIAL	0.34	NONE	0.00
4109W	LYLE PKWY/E.F. GRIFFIN RD	US 98	US 98	2U	H02	4.3	URBAN COLLECTOR	3,700	2.0	0.510	0.0900	170	B	730	TRANSITIONING	D	0.23	0.26	B	31	1.062	NO	PARTIAL	0.34	NONE	0.00
8090N	LYNCHBURG ROAD/MYERS LANE	US 92	LAKE ALFRED ROAD	2U	L02	1.6	URBAN COLLECTOR	4,700	2.0	0.490	0.0900	207	C	790	TRANSITIONING	D	0.26	0.29	C	15	1.116	NO	PARTIAL	0.00	NONE	0.00
8090S	LYNCHBURG ROAD/MYERS LANE	US 92	LAKE ALFRED ROAD	2U	L02	1.6	URBAN COLLECTOR	4,700	2.0	0.510	0.0900	216	C	790	TRANSITIONING	D	0.27	0.30	C	15	1.116	NO	PARTIAL	0.00	NONE	0.00
6901N	M.L. KING BLVD/TENTH STREET W	US 92 (MEMORIAL BLVD W)	US 98 (FLORIDA AVENUE N)	2U	C02	0.8	URBAN COLLECTOR	7,500	2.0	0.510	0.0750	273	C	800	TCCO	E	0.34	0.37	C	21	2.006	YES	FULL	1.68	FULL	1.85
6901S	M.L. KING BLVD/TENTH STREET W	US 92 (MEMORIAL BLVD W)	US 98 (FLORIDA AVENUE N)	2U	C02	0.8	URBAN COLLECTOR	7,500	2.0	0.490	0.0750	262	C	800	TCCO	E	0.33	0.36	C	21	2.006	YES	FULL	1.68	FULL	1.85
6800N	MAIN STREET	US 92	LAKE STELLA DRIVE	2U	B02	0.7	URBAN COLLECTOR	6,800	2.0	0.510	0.0750	247	C	880	TCCO	D	0.28	0.31	C	47	5.549	YES	FULL	1.67	NONE	0.00
6800S	MAIN STREET	US 92	LAKE STELLA DRIVE	2U	B02	0.7	URBAN COLLECTOR	6,800	2.0	0.490	0.0750	237	C	880	TCCO	D	0.27	0.30	C	47	5.549	YES	FULL	1.67	NONE	0.00
5314E	MAIN STREET E	SR 548 (BARTOW ROAD)	US 98 (LAKE PARKER AVE S)	2U	C02	0.4	URBAN COLLECTOR	4,200	2.0	0.490	0.0750	147	C	800	TCCO	E	0.18	0.20	C	12	4.128	NO	FULL	1.84	FULL	2.00
5314W	MAIN STREET E	SR 548 (BARTOW ROAD)	US 98 (LAKE PARKER AVE S)	2U	C02	0.4	URBAN COLLECTOR	4,200	2.0	0.510	0.0750	153	C	800	TCCO	E	0.19	0.21	C	12	4.128	NO	FULL	1.84	FULL	2.00
5905E	MAIN STREET E/FLAMINGO DRIVE E	SR 60	SR 60	2U	B02	2.2	URBAN COLLECTOR	6,500	2.0	0.510	0.0750	236	C	880	TCCO	E	0.27	0.30	C	76	2.949	YES	PARTIAL	1.44	NONE	0.00
5905W	MAIN STREET E/FLAMINGO DRIVE E	SR 60	SR 60	2U	B02	2.2	URBAN COLLECTOR	6,500	2.0	0.490	0.0750	227	C	880	TCCO	E	0.26	0.28	C	76	2.949	YES	PARTIAL	1.44	NONE	0.00
8046E	MAIN STREET W	LAKE BEULAH DRIVE	SR 33 (MASSACHUSETTES AVE)	2U	L02	1.0	URBAN COLLECTOR	1,900	2.0	0.490	0.

Link	Road Segment	From	To	Roadway Characteristics				Estimated Traffic Characteristics				Peak Hour / Peak Season							Historical Crash Data 2017 - 2021		Multimodal Factors				
								2021	AADT	100th Highest Hour		Two-Hour	Level	Direc-	LOS Standard		Volume to	Volume-to-	Projected		Transit	Sidewalk		Bicycle Facility	
				Laneage	Capacity	Segment	Functional	Annual Avg.	Growth	D-	K-	Average	of	tional	Multi-	High-	Capacity	Capacity Ratio	LOS in						
				Lane Type	Group	Length	Classification	Daily Traffic	Rate (%)	Factor	Factor	Volume	Service	Capacity	Modal	Way	Ratio	in Five Years	Five Years	Total Crashes	Crash Rate	Presence	Presence	Coverage	Presence	Coverage
4110E	MAINE AVE	SR 659 (COMBEE ROAD S)	REYNOLDS RD	2U	L02	1.0	URBAN COLLECTOR	6,600	2.0	0.490	0.0900	291	C	790	TSDA	D	0.37	0.41	C	9	0.742	NO	PARTIAL	0.39	NONE	0.00
4110W	MAINE AVE	SR 659 (COMBEE ROAD S)	REYNOLDS RD	2U	L02	1.0	URBAN COLLECTOR	6,600	2.0	0.510	0.0900	303	C	790	TSDA	D	0.38	0.42	C	9	0.742	NO	PARTIAL	0.39	NONE	0.00
8028N	MALL HILL DRIVE	CR 582 (GRIFFIN ROAD)	HAMPTON HILLS DRIVE	2U	L02	0.5	URBAN COLLECTOR	11,700	2.0	0.510	0.0750	425	C	790	TCCO	E	0.54	0.59	C	16	1.465	YES	PARTIAL	0.90	NONE	0.00
8028S	MALL HILL DRIVE	CR 582 (GRIFFIN ROAD)	HAMPTON HILLS DRIVE	2U	L02	0.5	URBAN COLLECTOR	11,700	2.0	0.490	0.0750	408	C	790	TCCO	E	0.52	0.57	C	16	1.465	YES	PARTIAL	0.90	NONE	0.00
8109N	MALL HILL DRIVE	CR 35A (KATHLEEN ROAD)	CR 582 (GRIFFIN ROAD)	2U	L02	0.8	URBAN COLLECTOR	6,900	2.0	0.510	0.0750	251	C	790	TCCO	E	0.32	0.35	C	22	2.108	YES	PARTIAL	0.82	NONE	0.00
8109S	MALL HILL DRIVE	CR 35A (KATHLEEN ROAD)	CR 582 (GRIFFIN ROAD)	2U	L02	0.8	URBAN COLLECTOR	6,900	2.0	0.490	0.0750	241	C	790	TCCO	E	0.30	0.34	C	22	2.108	YES	PARTIAL	0.82	NONE	0.00
8320N	MALL HILL DRIVE	HAMPTON HILLS DRIVE	SLEEPY HILL ROAD	2D	L02	0.5	URBAN COLLECTOR	7,300	2.0	0.510	0.0750	265	C	830	TCCO	E	0.32	0.35	C	2	0.322	NO	FULL	1.88	FULL	2.00
8320S	MALL HILL DRIVE	HAMPTON HILLS DRIVE	SLEEPY HILL ROAD	2D	L02	0.5	URBAN COLLECTOR	7,300	2.0	0.490	0.0750	255	C	830	TCCO	E	0.31	0.34	C	2	0.322	NO	FULL	1.88	FULL	2.00
4117E	MAMMOTH GROVE RD	SR 60	CAMP MACK RD	2U	N02	2.1	RURAL MAJOR COLLECTOR	800	2.0	0.510	0.0900	37	C	640	OTHER	C	0.06	0.06	C	3	0.980	NO	NONE	0.00	NONE	0.00
4117W	MAMMOTH GROVE RD	SR 60	CAMP MACK RD	2U	N02	2.1	RURAL MAJOR COLLECTOR	800	2.0	0.490	0.0900	35	C	640	OTHER	C	0.06	0.06	C	3	0.980	NO	NONE	0.00	NONE	0.00
4118E	MAMMOTH GROVE RD/CAMP MACK RD	CR 17A (MASTERPIECE GARDENS ROAD)	KISSIMMEE RIVER	2U	H02	12.2	RURAL MAJOR COLLECTOR	2,700	2.0	0.490	0.0900	119	B	450	OTHER	C	0.26	0.29	B	22	0.367	NO	NONE	0.00	NONE	0.00
4118W	MAMMOTH GROVE RD/CAMP MACK RD	CR 17A (MASTERPIECE GARDENS ROAD)	KISSIMMEE RIVER	2U	H02	12.2	RURAL MAJOR COLLECTOR	2,700	2.0	0.510	0.0900	124	B	450	OTHER	C	0.28	0.30	B	22	0.367	NO	NONE	0.00	NONE	0.00
4111E	MARCUM RD/SOCRUM LOOP RD N	OLD POLK CITY RD	US 98	4U	L02	1.7	URBAN COLLECTOR	12,800	2.0	0.510	0.0900	588	C	1,710	TRANSITIONING	D	0.34	0.38	C	75	1.940	NO	FULL	1.83	FULL	2.00
4111W	MARCUM RD/SOCRUM LOOP RD N	OLD POLK CITY RD	US 98	4U	L02	1.7	URBAN COLLECTOR	12,800	2.0	0.490	0.0900	564	C	1,710	TRANSITIONING	D	0.33	0.36	C	75	1.940	NO	FULL	1.83	FULL	2.00
8101N	MARIGOLD AVENUE	PALMETTO STREET	CR 580 (CYPRESS PARKWAY)	4D	B02	2.2	URBAN COLLECTOR	24,300	2.0	0.510	0.0900	1,115	C	2,000	TRANSITIONING	D	0.56	0.61	C	82	0.412	YES	PARTIAL	0.63	PARTIAL	0.40
8101S	MARIGOLD AVENUE	PALMETTO STREET	CR 580 (CYPRESS PARKWAY)	4D	B02	2.2	URBAN COLLECTOR	24,300	2.0	0.490	0.0900	1,072	C	2,000	TRANSITIONING	D	0.54	0.59	C	82	0.412	YES	PARTIAL	0.63	PARTIAL	0.40
8431N	MARIGOLD AVENUE	POINCIANA PARKWAY	PALMETTO STREET	2U	B02	2.3	URBAN COLLECTOR	18,100	2.0	0.490	0.0900	798	C	880	TSDA	D	0.91	1.00	D	51	0.671	YES	PARTIAL	0.24	NONE	0.00
8431S	MARIGOLD AVENUE	POINCIANA PARKWAY	PALMETTO STREET	2U	B02	2.3	URBAN COLLECTOR	18,100	2.0	0.510	0.0900	831	D	880	TSDA	D	0.94	1.04	F	51	0.671	YES	PARTIAL	0.24	NONE	0.00
8029N	MASSACHUSETTS AVENUE	LAKE MORTON DRIVE	MAIN STREET E	4U	L02	0.3	URBAN COLLECTOR	5,400	2.0	0.490	0.0750	189	C	1,710	TCCO	E	0.11	0.12	C	9	3.089	YES	FULL	1.76	NONE	0.00
8029S	MASSACHUSETTS AVENUE	LAKE MORTON DRIVE	MAIN STREET E	4U	L02	0.3	URBAN COLLECTOR	5,400	2.0	0.510	0.0750	196	C	1,710	TCCO	E	0.11	0.13	C	9	3.089	YES	FULL	1.76	NONE	0.00
8030E	MCDONALD STREET	SR 37 (FLORIDA AVENUE S)	INGRAHAM AVENUE S	2U	L02	0.8	URBAN COLLECTOR	4,600	2.0	0.490	0.0750	161	C	790	TCCO	E	0.20	0.22	C	10	1.581	YES	FULL	1.80	NONE	0.00
8030W	MCDONALD STREET	SR 37 (FLORIDA AVENUE S)	INGRAHAM AVENUE S	2U	L02	0.8	URBAN COLLECTOR	4,600	2.0	0.510	0.0750	167	C	790	TCCO	E	0.21	0.23	C	10	1.581	YES	FULL	1.80	NONE	0.00
4112N	MCKEAN ST	SR 655 (RECKER HIGHWAY)	BRIDGERS AVE W	2U	L02	0.8	URBAN COLLECTOR	2,100	2.0	0.510	0.0750	76	C	790	TCCO	E	0.10	0.11	C	1	0.340	NO	PARTIAL	0.37	NONE	0.00
4112S	MCKEAN ST	SR 655 (RECKER HIGHWAY)	BRIDGERS AVE W	2U	L02	0.8	URBAN COLLECTOR	2,100	2.0	0.490	0.0750	73	C	790	TCCO	E	0.09	0.10	C	1	0.340	NO	PARTIAL	0.37	NONE	0.00
4114E	McNICHOLS AVE/KEYSTONE RD	LAKE ARIANA BLVD	LAKE ALFRED RD	2U	L02	1.2	URBAN COLLECTOR	1,100	2.0	0.490	0.0900	49	C	790	TRANSITIONING	D	0.06	0.07	C	4	1.649	NO	PARTIAL	0.27	NONE	0.00
4114W	McNICHOLS AVE/KEYSTONE RD	LAKE ARIANA BLVD	LAKE ALFRED RD	2U	L02	1.2	URBAN COLLECTOR	1,100	2.0	0.510	0.0900	50	C	790	TRANSITIONING	D	0.06	0.07	C	4	1.649	NO	PARTIAL	0.27	NONE	0.00
8105E	MEDULLA ROAD	COUNTY LINE ROAD	PIPKIN ROAD W	2U	L02	2.2	URBAN COLLECTOR	1,200	2.0	0.510	0.0900	55	C	790	TRANSITIONING	D	0.07	0.08	C	11	2.326	YES	PARTIAL	0.10	PARTIAL	0.01
8105W	MEDULLA ROAD	COUNTY LINE ROAD	PIPKIN ROAD W	2U	L02	2.2	URBAN COLLECTOR	1,200	2.0	0.490	0.0900	53	C	790	TRANSITIONING	D	0.07	0.07	C	11	2.326	YES	PARTIAL	0.10	PARTIAL	0.01
4116E	MINEOLA DR	SR 659 (COMBEE ROAD N)	FISH HATCHERY RD	2U	L02	0.8	URBAN COLLECTOR	800	2.0	0.490	0.0900	35	C	790	TSDA	D	0.04	0.05	C	0	0.000	NO	NONE	0.00	NONE	0.00
4116W	MINEOLA DR	SR 659 (COMBEE ROAD N)	FISH HATCHERY RD	2U	L02	0.8	URBAN COLLECTOR	800	2.0	0.510	0.0900	37	C	790	TSDA	D	0.05	0.05	C	0	0.000	NO	NONE	0.00	NONE	0.00
8031N	MISSOURI AVENUE	HIGHLAND STREET W	PINE STREET E	2U	L02	1.0	URBAN COLLECTOR	1,100	2.0	0.510	0.0750	40	C	790	TCCO	E	0.05	0.06	C	14	6.967	YES	PARTIAL	1.65	NONE	0.00
8031S	MISSOURI AVENUE	HIGHLAND STREET W	PINE STREET E	2U	L02	1.0	URBAN COLLECTOR	1,100	2.0	0.490	0.0750	38	C	790	TCCO	E	0.05	0.05	C	14	6.967	YES	PARTIAL	1.65	NONE	0.00
8091E	MOUNT OLIVE ROAD	SR 33	CR 655 (BERKELY ROAD)	2U	L02	2.3	URBAN COLLECTOR	4,400	2.0	0.490	0.0750	154	C	790	TCCO	E	0.19	0.21	C	21	1.158	NO	PARTIAL	0.24	PARTIAL	0.29
8091W	MOUNT OLIVE ROAD	SR 33	CR 655 (BERKELY ROAD)	2U	L02	2.3	URBAN COLLECTOR	4,400	2.0	0.510	0.0750	160	C	790	TCCO	E	0.20	0.22	C	21	1.158	NO	PARTIAL	0.24	PARTIAL	0.29
8200E	MOUNTAIN LAKE CUTOFF ROAD	OLD BARTOW ROAD	US 27	2U	L02	2.7	RURAL MINOR COLLECTOR	400	2.0	0.510	0.0900	18	C	790	TRANSITIONING	D	0.02	0.03	C	2	1.002	NO	NONE	0.00	NONE	0.00
8200W	MOUNTAIN LAKE CUTOFF ROAD	OLD BARTOW ROAD	US 27	2U	L02	2.7	RURAL MINOR COLLECTOR	400	2.0	0.490	0.0900	18	C	790	TRANSITIONING	D	0.02	0.02	C	2	1.002	NO	NONE	0.00	NONE	0.00
8201E	MOUNTAIN LAKE CUTOFF ROAD	US 27	SR 17 (SCENIC HIGHWAY)	2U	L02	0.7	URBAN COLLECTOR	3,700	2.0	0.490	0.0750	129	C	790	TCCO	E	0.16	0.18	C	4	0.880	NO	NONE	0.00	PARTIAL	0.46
8201W	MOUNTAIN LAKE CUTOFF ROAD	US 27	SR 17 (SCENIC HIGHWAY)	2U	L02	0.7	URBAN COLLECTOR	3,700	2.0	0.510	0.0750	134	C	790	TCCO	E	0.17	0.19	C	4	0.880	NO	NONE	0.00	PARTIAL	0.46
8032N	NEW JERSEY ROAD	GLENDALE STREET	US 98 (BARTOW RD)	2U	L02	1.6	URBAN COLLECTOR	8,300	2.0	0.510	0.0900	381	C	790	TRANSITIONING	D	0.48	0.53	C	16	0.667	NO	PARTIAL	1.09	NONE	0.00
8032S	NEW JERSEY ROAD	GLENDALE STREET	US 98 (BARTOW RD)	2U	L02	1.6	URBAN COLLECTOR	8,300	2.0	0.490	0.0900	366	C	790	TRANSITIONING	D	0.46	0.51	C	16	0.667	NO	PARTIAL	1.09	NONE	0.00
4120E	NICHOLS MINE RD/OLD NICHOLS RD	NICHOLS PLANT	CR 676 (NICHOLS ROAD)	2U	N02	0.6	LOCALCOMMERCIAL	100	2.0	0.490	0.0900	4	C	640	OTHER	C	0.01	0.01	C	0	0.000	NO	NONE	0.00	NONE	0.00
4120W	NICHOLS MINE RD/OLD NICHOLS RD	NICHOLS PLANT	CR 676 (NICHOLS ROAD)	2U	N02	0.6	LOCALCOMMERCIAL	100	2.0	0.510	0.0900	5	C	640	OTHER	C	0.01	0.01	C	0	0.000	NO	NONE	0.00	NONE	0.00
4121N	NINETY-ONE MINE RD	SR 60	US 17	2U	H02	2.8	URBAN COLLECTOR	2,700	2.0	0.490	0.0900	119	B	730	TRANSITIONING	D	0.16	0.18	B	34	2.473	NO	NONE	0.00	PARTIAL	0.11
4121S	NINETY-ONE MINE RD	SR 60	US 17	2U	H02	2.8	URBAN COLLECTOR	2,700	2.0	0.510	0.0900	124	B	730	TRANSITIONING	D	0.17	0.19	B	34	2.473	NO	NONE	0.00	PARTIAL	0.11
4008E	NINTH ST SE/AVE Z SE/LAKE ELOISE DR W/LAKE SUMMIT DR	SR 540 (CYPRESS GARDENS BLVD SE)	SR 540 (CYPRESS GARDENS BLVD SE)	2U	L02	2.0	URBAN COLLECTOR	7,600	2.0	0.490	0.0750	265	C	790	TCCO	E	0.34	0.37	C	13	0.461	NO	PARTIAL	0.19	NONE	0.00
4008W	NINTH ST SE/AVE Z SE/LAKE ELOISE DR W/LAKE SUMMIT DR	SR 540 (CYPRESS GARDENS BLVD SE)	SR 540 (CYPRESS GARDENS BLVD SE)	2U	L02	2.0	URBAN COLLECTOR	7,600	2.0	0.510	0.0750	276	C	790	TCCO	E	0.35	0.38	C	13	0.461	NO	PARTIAL	0.19	NONE	0.00
8322E	NORTH BLVD	US 27	HOLLY HILL ROAD	2U	L02	0.5	URBAN COLLECTOR	5,400	2.0	0.510	0.0750	196	C	790	TCCO	E	0.25	0.27	C	1	0.205	NO	PARTIAL	1.57	NONE	0.00
8322W	NORTH BLVD	US 27	HOLLY HILL ROAD	2U	L02	0.5	URBAN COLLECTOR	5,400	2.0	0.490	0.0750	189	C	790	TCCO	E	0.24	0.26	C	1	0.205	NO	PARTIAL	1.57	NONE	0.00
8323E	NORTH BLVD	HOLLY HILL ROAD	CR 547 N	2U	L02	1.8	URBAN COLLECTOR	3,100	2.0	0.510	0.0750	113	C	790	TCCO	E	0.14	0.16	C	6	0.585	NO	PARTIAL	0.58	NONE	0.00
8323W	NORTH BLVD	HOLLY HILL ROAD	CR 547 N	2U	L02	1.8	URBAN COLLECTOR	3,100	2.0	0.490	0.0750	108	C	790	TCCO	E	0.14	0.15	C	6	0.585	NO	PARTIAL	0.58	NONE	0.00
8419W	NORTH PARKWAY FRONTAGE ROAD	WARING ROAD	SR 563 (HARDEN BLVD)	2O	J02	1.4	URBAN COLLECTOR	8,200	2.0	0.510	0.0900	376	C	1,060	TSDA	D	0.36	0.39	C	13	0.602	YES	PARTIAL	1.00	PARTIAL	1.00
8420E	NORTH PARKWAY FRONTAGE ROAD	SR 563 (HARDEN BLVD)	SR 37 (S FLORIDA AVE)	2U	C02	1.1	URBAN COLLECTOR	12,600	2.0	0.490	0.0900	556	D	750	TSDA	D	0.74	0.81	D	24	0.924	YES	PARTIAL	0.88	PARTIAL	1.39
8420W	NORTH PARKWAY FRONTAGE ROAD	SR 563 (HARDEN BLVD)	SR 37 (S FLORIDA AVE)	2U	C02	1.1	URBAN COLLECTOR	12,600	2.0	0.510	0.0900	578	D	750	TSDA	D	0.77	0.85	D	24	0.924	YES	PARTIAL	0.88	PARTIAL	1.39
8429E	NORTH RIDGE TRAIL/NW ACCESS RD/WAVERLY BARN RD	US 27	US 27	2U	B02	2.7	URBAN COLLECTOR	7,600	2.0	0.490	0.0900	335	C	880	TSDA	D	0.38	0.42	C	36	0.946	NO	PARTIAL	0.57	NONE	0.00
8429W	NORTH RIDGE TRAIL/NW ACCESS RD/WAVERLY BARN RD	US 27	US 27	2U	B02	2.7	URBAN COLLECTOR	7,600	2.0	0.510	0.0900	349	C	880	TSDA	D	0.40	0.44	C	36	0.946	NO	PARTIAL	0.57	NONE	0.00
8324N	ODOM ROAD	DAUGHTERY ROAD E	MARCUM ROAD	2U	L02	1.0	URBAN COLLECTOR	1,500	2.0	0.510	0.0900	69	C	790	TRANSITIONING	D	0.09	0.10	C	5	1.820	NO	PARTIAL	1.21	PARTIAL	0.04
8324S	ODOM ROAD	DAUGHTERY ROAD E	MARCUM ROAD	2U	L02	1.0	URBAN COLLECTOR	1,500	2.0	0.490	0.0900	66	C	790	TRANSITIONING	D	0.08	0.09	C	5	1.820	NO	PARTIAL	1.21	PARTIAL	0.04
4125N	OLD BARTOW EAGLE LAKE RD/CRYSTAL BEACH RD	US 98	US 17	2B	I02	7.2	URBAN COLLECTOR	3,800	2.0	0.510	0.0750	138	C	640	TCCO	E	0.22	0.24	C	53	1.065	YES	PARTIAL	0.14	NONE	0.00
4125S	OLD BARTOW EAGLE LAKE RD/CRYSTAL BEACH RD	US 98	US 17	2B	I02	7.2	URBAN COLLECTOR	3,800	2.0	0.490	0.0750	133	C	640	TCCO	E	0.21	0.23	C	53	1.065	YES	PARTIAL	0.14	NONE	0.00
8099N	OLD BARTOW ROAD/OLD BARTOW LAKE WALES ROAD	SR 60	CR 653 (RATTLESNAKE ROAD)	2U	L02	4.4	URBAN COLLECTOR	1,500	2.0	0.510	0.0900	69	C	790	TRANSITIONING	D	0.09	0.10	C	7	0.587	NO	NONE	0.00	PARTIAL	0.01
8099S	OLD BARTOW ROAD/OLD BARTOW LAKE WALES ROAD	SR 60	CR 653 (RATTLESNAKE ROAD)	2U	L02	4.4	URBAN COLLECTOR	1,500	2.0	0.490	0.0900	66	C	790	TRANSITIONING	D	0.08	0.09	C	7	0.587	NO	NONE	0.00	PARTIAL	0.01
8093N	OLD BERKLEY ROAD	GAPWAY ROAD	SR 559 (C FRED JONES BLVD)	2U	L02	2.6	URBAN COLLECTOR	2,100	2.0	0.510	0.0900	96	C	790	TRANSITIONING	D	0.12	0.13	C	3	0.304	NO	PARTIAL	0.18	NONE	0.00
8093S	OLD BERKLEY ROAD	GAPWAY ROAD	SR 559 (C FRED JONES BLVD)	2U	L02	2.6	URBAN COLLECTOR	2,100	2.0	0.490	0.0900	93	C	790	TRANSITIONING	D	0.12	0.13	C	3	0.304	NO	PARTIAL	0.18	NONE	0.00
8033E	OLD COMBEE ROAD	SR 33	SR 659 (COMBEE RD N)	2U	L02	2.0	URBAN COLLECTOR	9,100	2.0	0.510	0.0900	418	C	790	TRANSITIONING	D	0.53	0.58	C	29	0.889	NO	PARTIAL	0.09	NONE	0.00
8033W	OLD COMBEE ROAD	SR 33	SR 659 (COMBEE RD N)	2U	L02	2.0	URBAN COLLECTOR	9,100	2.0	0.490	0.0900	401	C	790	TRANSITIONING	D	0.51	0.56	C	29	0.889	NO	PARTIAL	0.09	NONE	0.00
8117E	OLD COMBEE ROAD	CR 582 (SOCRUM LOOP ROAD N)	SR 33	2U	C02	0.7	URBAN COLLECTOR	15,000	2.0	0.510	0.0750	545	D	800	TCCO	E	0.68	0.75	D	37	2.071	YES	FULL	1.85	NONE	0.00
8117W	OLD COMBEE ROAD	CR 582 (SOCRUM LOOP ROAD N)	SR 33	2U	C02	0.7	URBAN COLLECTOR	15,000	2.0	0.490	0.0750	524	D	800	TCCO	E	0.65	0.72	D	37	2.071	YES	FULL	1.85	NONE	0.00
8106N	OLD DADE CITY RD/ROCK RIDGE RD	CR 35A (SOCRUM LOOP RD W)	US 98	2U	L02	2.1	URBAN COLLECTOR	2,900	2.0	0.510	0.0900	133	C	790	TRANSITIONING	D	0.17	0.19	C	5	0.445	NO	NONE	0.00	NONE	0.00
8106S	OLD DADE CITY RD/ROCK RIDGE RD	CR 35A (SOCRUM LOOP RD W)	US 98	2U	L02	2.1	URBAN COLLECTOR	2,900	2.0	0.490	0.0900	128	C	790	TRANSITIONING	D	0.16	0.18	C	5	0.445	NO	NONE	0.00	NONE	0.00
8409N	OLD DADE CITY ROAD	ROCK RIDGE ROAD	US 98	2U	H02	7.4	RURAL MINOR COLLECTOR	600	2.0	0.510	0.0900	28	B	730	OTHER	D	0.04	0.04	B	8	0.982	NO	NONE	0.00	NONE	0.00
8409S	OLD DADE CITY ROAD	ROCK RIDGE ROAD	US 98	2U	H02	7.4	RURAL MINOR COLLECTOR	600	2.0	0.490	0.0900	26	B	730	OTHER	D	0.04	0.04	B	8	0.982	NO	NONE	0.00	NONE	0.00
8402N	OLD GRADE ROAD	INTERSTATE 4	DEEN STILL ROAD	2U	P02	5.5	RURAL MINOR COLLECTOR	3,500	2.0	0.510	0.0900	161	B	1,110	OTHER	D	0.14	0.16	B	24	0.680	NO	NONE	0.00	NONE	0.00
8402S	OLD GRADE ROAD	INTERSTATE 4	DEEN STILL ROAD	2U	P02	5.5	RURAL MINOR COLLECTOR	3,500	2.0	0.490	0.0900	154	B	1,110	OTHER	D	0.14	0.15	B	24	0.680	NO	NONE	0.00	NONE	0.00
8095E	OLD HAINES CITY LAKE ALFRED ROAD/KENTUCKY STREET	US 17/92	US 17/92	2U	L02	4.6	URBAN COLLECTOR	2,000	2.0	0.490	0.0750	70	C	790	TCCO	E	0.09	0.10	C	4	0.239	NO	PARTIAL	0.02	NONE	0.00
8095W	OLD HAINES CITY LAKE ALFRED ROAD/KENTUCKY STREET	US 17/92	US 17/92	2U	L02	4.6	URBAN COLLECTOR	2,000	2.0	0.510	0.0750	73	C	790	TCCO	E	0.09	0.10	C	4	0.239	NO	PARTIAL	0.02	NONE	0.00
4127N	OLD HIGHWAY 37	SHEPHERD RD	PIPKIN RD W	2U	L02	2.6	URBAN COLLECTOR	10,200	2.0	0.510	0.0900	468	C	790	TSDA	D	0.59	0.65	C	29	0.609	YES	PARTIAL	0.37	PARTIAL	0.25
4127S	OLD HIGHWAY 37	SHEPHERD RD	PIPKIN RD W	2U	L02	2.6	URBAN COLLECTOR	10,200	2.0	0.490	0.0900	450	C	790	TSDA	D	0.57	0.63	C	29	0.609	YES	PARTIAL	0.37	PARTIAL	0.25
4128N	OLD HIGHWAY 37	CR 630	CR 640	2U	H02	7.9	RURAL MAJOR COLLECTOR	700	2.0	0.510	0.0750	25	B	730	MULTI-MODAL	D	0.03	0.04	B	8	0.791	YES	PARTIAL	0.01	NONE	0.00
4128S	OLD HIGHWAY 37	CR 630	CR 640	2U	H02	7.9	RURAL MAJOR COLLECTOR	700	2.0	0.490	0.0750	24	B	730	MULTI-MODAL	D	0.03	0.04	B	8	0.791	YES	PARTIAL	0.01	NONE	0.00
8034N	OLD HIGHWAY 37	PIPKIN ROAD W	SR 570 (POLK PARKWAY)	2U	L02	1.4	URBAN COLLECTOR	5,500	2.0	0.510	0.0750	200	C	790	TCCO	E	0.25	0.28	C	22	1.531	NO	PARTIAL	1.06	NONE	0.00
8034S	OLD HIGHWAY 37	PIPKIN ROAD W	SR 570 (POLK PARKWAY)	2U	L02	1.4	URBAN COLLECTOR	5,500	2.0	0.490	0.0750	192	C	790	TCCO	E	0.24	0.27	C	22	1.531	NO	PARTIAL	1.06	NONE	0.00
4098E	OLD LAKE ALFRED RD	LAKE ARIANA BLVD	STADIUM RD/LAKE ALFRED RD	2U	L02	0.5	URBAN COLLECTOR	7,100	2.0	0.510	0.0750	258	C	790	TCCO	E	0.33	0.36	C	7	1.143	YES	PARTIAL	1.00	NONE	0.00
4098W	OLD LAKE ALFRED RD	LAKE ARIANA BLVD	STADIUM RD/LAKE ALFRED RD	2U	L02	0.5	URBAN COLLECTOR	7,100	2.0	0.490	0.0750	248	C	790	TCCO	E	0.31	0.35	C	7	1.143	YES	PARTIAL	1.00	NONE	0.00
8113N	OLD LAKE ALFRED ROAD	CR 557	CR 557A	2U	L02	3.5	URBAN COLLECTOR	600	2.0	0.490	0.0900	26	C	790	TRANSITIONING	D	0.03	0.04	C	2	0.523	NO	NONE	0.00	NONE	0.00
8113S	OLD LAKE ALFRED ROAD	CR 557	CR 557A	2U	L02	3.5	URBAN COLLECTOR	600	2.0	0.510	0.0900	28	C	790	TRANSITIONING	D	0.03	0.04	C	2	0.523	NO	NONE	0.00	NONE	0.00
8096E	OLD LUCERNE PARK ROAD	SR 544 (LUCERNE PARK ROAD)	SR 544 (LUCERNE PARK ROAD)	2U	L02	3.4	URBAN COLLECTOR	4,000	2.0	0.510	0.0900	184	C	790	TRANSITIONING	D	0.23	0.26	C	15	0.609	YES	PARTIAL	0.45	NONE	0.00
8096W	OLD LUCERNE PARK ROAD	SR 544 (LUCERNE PARK ROAD)	SR 544 (LUCERNE PARK ROAD)	2U	L02	3.4	URBAN COLLECTOR	4,000	2.0	0.490	0.0900	176	C	790	TRANSITIONING	D	0.22	0.25	C	15	0.609	YES	PARTIAL	0.45	NONE	0.00
4115E	OLD MEDULLA ROAD	PIPKIN ROAD W	PIPKIN ROAD SOUTH	2U	L02	1.2	URBAN COLLECTOR	600	2.0	0.490	0.0750	21	C	790	TCCO	E	0.03	0.03	C	7	5.045	YES	PARTIAL	0.27	NONE	0.00
4115W	OLD MEDULLA ROAD	PIPKIN ROAD W	PIPKIN ROAD SOUTH	2U	L02	1.2	URBAN COLLECTOR	600	2.0	0.510	0.0750	22	C	790	TCCO	E	0.03	0.03	C	7	5.045	YES	PARTIAL	0.27	NONE	0.00
4129N	OLD NINE FOOT RD/EAGLE DR/GILBERT STREET	3RD ST N	SR 540	2U	L02	0.7	URBAN COLLECTOR	1,800	2.0	0.490	0.0750	63	C	790	TCCO	E	0.08	0.09	C	0	0.000	NO	PARTIAL	0.44	NONE	0.00
4129S	OLD NINE FOOT RD/EAGLE DR/GILBERT STREET	3RD ST N	SR 540	2U	L02	0.7	URBAN COLLECTOR	1,800	2.0	0.510	0.0750	65	C	790	TCCO	E	0.08	0.09	C	0	0.000	NO	PARTIAL	0.44	NONE	0.00
4130E	OLD POLK CITY RD	WALT WILLIAMS RD	SR 33	2U	H02	4.2	URBAN COLLECTOR	1,300	2.0	0.510	0.0900	60	B	730	TRANSITIONING	D	0.08	0.09	B	26	2.625	NO	PARTIAL	0.09	NONE	0.00
4130W	OLD POLK CITY RD	WALT WILLIAMS RD	SR 33

Link	Road Segment	From	To	Roadway Characteristics				Estimated Traffic Characteristics				Peak Hour / Peak Season							Historical Crash Data 2017 - 2021		Multimodal Factors				
								2021	AADT	100th Highest Hour		Two-Hour	Level	Direc-	LOS Standard		Volume to	Volume-to-	Projected		Transit	Sidewalk		Bicycle Facility	
				Laneage	Capacity	Segment	Functional	Annual Avg.	Growth	D-	K-	Average	of	tional	Multi-	High-	Capacity	Capacity Ratio	LOS in						
				Lane Type	Group	Length	Classification	Daily Traffic	Rate (%)	Factor	Factor	Volume	Service	Capacity	Modal	Way	Ratio	in Five Years	Five Years	Total Crashes	Crash Rate	Presence	Presence	Coverage	Presence	Coverage
8325N	ORCHID DRIVE	PATTERSON ROAD	CR 547	2U	L02	1.0	URBAN COLLECTOR	5,500	2.0	0.490	0.0900	243	C	790	TRANSITIONING	D	0.31	0.34	C	24	2.394	YES	PARTIAL	0.82	NONE	0.00
8325S	ORCHID DRIVE	PATTERSON ROAD	CR 547	2U	L02	1.0	URBAN COLLECTOR	5,500	2.0	0.510	0.0900	252	C	790	TRANSITIONING	D	0.32	0.35	C	24	2.394	YES	PARTIAL	0.82	NONE	0.00
8326N	ORCHID DRIVE	BATES ROAD	PATTERSON ROAD	2U	L02	0.5	URBAN COLLECTOR	1,900	2.0	0.490	0.0900	84	C	790	TRANSITIONING	D	0.11	0.12	C	11	6.365	NO	PARTIAL	0.47	NONE	0.00
8326S	ORCHID DRIVE	BATES ROAD	PATTERSON ROAD	2U	L02	0.5	URBAN COLLECTOR	1,900	2.0	0.510	0.0900	87	C	790	TRANSITIONING	D	0.11	0.12	C	11	6.365	NO	PARTIAL	0.47	NONE	0.00
6908E	PACE ROAD	SR 570 (POLK PARKWAY)	SR 655 (BERKELY ROAD)	4D	B02	1.0	URBAN COLLECTOR	4,200	2.0	0.510	0.0750	153	C	2,000	TCCO	E	0.08	0.08	C	3	0.363	NO	PARTIAL	1.06	PARTIAL	1.00
6908W	PACE ROAD	SR 570 (POLK PARKWAY)	SR 655 (BERKELY ROAD)	4D	B02	1.0	URBAN COLLECTOR	4,200	2.0	0.490	0.0750	147	C	2,000	TCCO	E	0.07	0.08	C	3	0.363	NO	PARTIAL	1.06	PARTIAL	1.00
8037E	PALMETTO STREET	LAKE MORTON DRIVE	HOLLINGSWORTH ROAD	2U	L02	0.6	URBAN COLLECTOR	2,500	2.0	0.510	0.0750	91	C	790	TCCO	E	0.11	0.13	C	2	0.738	YES	FULL	1.82	NONE	0.00
8037W	PALMETTO STREET	LAKE MORTON DRIVE	HOLLINGSWORTH ROAD	2U	L02	0.6	URBAN COLLECTOR	2,500	2.0	0.490	0.0750	87	C	790	TCCO	E	0.11	0.12	C	2	0.738	YES	FULL	1.82	NONE	0.00
8432E	PALMETTO STREET	MARIGOLD AVENUE	OSCEOLA COUNTY LINE	2U	B02	1.1	URBAN COLLECTOR	5,000	2.0	0.490	0.0900	221	C	880	TSDA	D	0.25	0.28	C	0	0.000	YES	PARTIAL	0.76	NONE	0.00
8432W	PALMETTO STREET	MARIGOLD AVENUE	OSCEOLA COUNTY LINE	2U	B02	1.1	URBAN COLLECTOR	5,000	2.0	0.510	0.0900	230	C	880	TSDA	D	0.26	0.29	C	0	0.000	YES	PARTIAL	0.76	NONE	0.00
4132N	PARK BYRD RD	DUFF RD	CR 35A (SOCRUM LOOP RD W)	2U	L02	2.0	URBAN COLLECTOR	2,900	1.8	0.490	0.0900	128	C	790	TRANSITIONING	D	0.16	0.18	C	5	0.471	YES	PARTIAL	0.12	NONE	0.00
4132S	PARK BYRD RD	DUFF RD	CR 35A (SOCRUM LOOP RD W)	2U	L02	2.0	URBAN COLLECTOR	2,900	1.8	0.510	0.0900	133	C	790	TRANSITIONING	D	0.17	0.19	C	5	0.471	YES	PARTIAL	0.12	NONE	0.00
8038E	PARKER STREET	SR 563 (MARTIN L KING JR AVENUE)	US 98 (LAKE PARKER AVE N)	2D	C02	1.3	URBAN COLLECTOR	4,400	2.0	0.510	0.0750	160	C	840	TCCO	E	0.19	0.21	C	49	4.847	YES	FULL	1.73	PARTIAL	1.29
8038W	PARKER STREET	SR 563 (MARTIN L KING JR AVENUE)	US 98 (LAKE PARKER AVE N)	2D	C02	1.3	URBAN COLLECTOR	4,400	2.0	0.490	0.0750	154	C	840	TCCO	E	0.18	0.20	C	49	4.847	YES	FULL	1.73	PARTIAL	1.29
8039E	PARKVIEW PLACE	US 98 (FLORIDA AVENUE N)	LAKE PARKER DRIVE W	4U	L02	0.5	URBAN COLLECTOR	4,600	2.0	0.510	0.0750	167	C	1,710	TCCO	E	0.10	0.11	C	7	1.615	NO	PARTIAL	1.18	PARTIAL	0.92
8039W	PARKVIEW PLACE	US 98 (FLORIDA AVENUE N)	LAKE PARKER DRIVE W	4U	L02	0.5	URBAN COLLECTOR	4,600	2.0	0.490	0.0750	161	C	1,710	TCCO	E	0.09	0.10	C	7	1.615	NO	PARTIAL	1.18	PARTIAL	0.92
8327E	PATTERSON ROAD	US 27	10TH STREET N	2U	L02	0.9	URBAN COLLECTOR	5,400	2.0	0.510	0.0900	248	C	790	TRANSITIONING	D	0.31	0.35	C	0	0.000	YES	PARTIAL	0.94	NONE	0.00
8327W	PATTERSON ROAD	US 27	10TH STREET N	2U	L02	0.9	URBAN COLLECTOR	5,400	2.0	0.490	0.0900	238	C	790	TRANSITIONING	D	0.30	0.33	C	0	0.000	YES	PARTIAL	0.94	NONE	0.00
8328E	PATTERSON ROAD	10TH STREET N	BATES ROAD	2U	L02	1.0	URBAN COLLECTOR	1,400	2.0	0.510	0.0750	51	C	790	TCCO	E	0.06	0.07	C	8	3.089	NO	PARTIAL	0.68	NONE	0.00
8328W	PATTERSON ROAD	10TH STREET N	BATES ROAD	2U	L02	1.0	URBAN COLLECTOR	1,400	2.0	0.490	0.0750	49	C	790	TCCO	E	0.06	0.07	C	8	3.089	NO	PARTIAL	0.68	NONE	0.00
8329N	PEARCE RD	DAUGHTERY RD W	SOCRUM LOOP RD N/MARCUM ROAD	2U	L02	0.5	URBAN COLLECTOR	3,600	2.0	0.490	0.0900	159	C	790	TRANSITIONING	D	0.20	0.22	C	15	4.521	NO	PARTIAL	0.91	NONE	0.00
8329S	PEARCE RD	DAUGHTERY RD W	SOCRUM LOOP RD N/MARCUM ROAD	2U	L02	0.5	URBAN COLLECTOR	3,600	2.0	0.510	0.0900	165	C	790	TRANSITIONING	D	0.21	0.23	C	15	4.521	NO	PARTIAL	0.91	NONE	0.00
8330N	PENINSULAR DRIVE	US 17/92 (HINSON AVENUE)	SR 544	2U	L02	1.6	URBAN COLLECTOR	3,000	2.0	0.490	0.0750	105	C	790	TCCO	E	0.13	0.15	C	15	1.746	NO	PARTIAL	0.97	NONE	0.00
8330S	PENINSULAR DRIVE	US 17/92 (HINSON AVENUE)	SR 544	2U	L02	1.6	URBAN COLLECTOR	3,000	2.0	0.510	0.0750	109	C	790	TCCO	E	0.14	0.15	C	15	1.746	NO	PARTIAL	0.97	NONE	0.00
8040E	PINE STREET	LAKE WIRE DRIVE	MASSACHUSETTS AVENUE N	2U	L02	0.3	URBAN COLLECTOR	2,900	2.0	0.510	0.0750	105	C	790	TCCO	E	0.13	0.15	C	7	4.856	YES	FULL	1.63	NONE	0.00
8040W	PINE STREET	LAKE WIRE DRIVE	MASSACHUSETTS AVENUE N	2U	L02	0.3	URBAN COLLECTOR	2,900	2.0	0.490	0.0750	101	C	790	TCCO	E	0.13	0.14	C	7	4.856	YES	FULL	1.63	NONE	0.00
6907N	PINE TREE TRAIL	ERNIE CALDWELL ROAD	CR 54	2U	L02	2.0	URBAN COLLECTOR	10,800	2.0	0.510	0.0900	496	C	790	TSDA	D	0.63	0.69	C	8	0.205	YES	FULL	1.98	FULL	2.00
6907S	PINE TREE TRAIL	ERNIE CALDWELL ROAD	CR 54	2U	L02	2.0	URBAN COLLECTOR	10,800	2.0	0.490	0.0900	476	C	790	TSDA	D	0.60	0.66	C	8	0.205	YES	FULL	1.98	FULL	2.00
4134E	PINELLAS ST/ROBIN RD	SR 37 (FLORIDA AVENUE S)	CLEVELAND HEIGHTS BLVD	2U	L02	0.5	URBAN COLLECTOR	1,500	2.0	0.490	0.0750	52	C	790	TCCO	E	0.07	0.07	C	2	1.458	NO	PARTIAL	1.19	NONE	0.00
4134W	PINELLAS ST/ROBIN RD	SR 37 (FLORIDA AVENUE S)	CLEVELAND HEIGHTS BLVD	2U	L02	0.5	URBAN COLLECTOR	1,500	2.0	0.510	0.0750	55	C	790	TCCO	E	0.07	0.08	C	2	1.458	NO	PARTIAL	1.19	NONE	0.00
8045N	PIPKIN ROAD SOUTH	PIPKIN ROAD WEST	SR 572 (DRANE FIELD ROAD)	2U	L02	1.6	URBAN COLLECTOR	4,300	2.0	0.510	0.0750	156	C	790	MULTI-MODAL	D	0.20	0.22	C	5	0.389	YES	PARTIAL	0.60	NONE	0.00
8045S	PIPKIN ROAD SOUTH	PIPKIN ROAD WEST	SR 572 (DRANE FIELD ROAD)	2U	L02	1.6	URBAN COLLECTOR	4,300	2.0	0.490	0.0750	150	C	790	MULTI-MODAL	D	0.19	0.21	C	5	0.389	YES	PARTIAL	0.60	NONE	0.00
8104E	PIPKIN ROAD WEST	COUNTY LINE ROAD	MEDULLA ROAD	4D	L02	1.7	URBAN COLLECTOR	8,000	2.0	0.490	0.0900	353	C	1,800	TRANSITIONING	D	0.20	0.22	C	4	0.161	YES	FULL	2.01	FULL	1.85
8104W	PIPKIN ROAD WEST	COUNTY LINE ROAD	MEDULLA ROAD	4D	L02	1.7	URBAN COLLECTOR	8,000	2.0	0.510	0.0900	367	C	1,800	TRANSITIONING	D	0.20	0.22	C	4	0.161	YES	FULL	2.01	FULL	1.85
8118E	PIPKIN ROAD WEST	MEDULLA ROAD	PIPKIN ROAD SOUTH	4D	L02	2.1	URBAN COLLECTOR	10,400	2.0	0.510	0.0750	378	C	1,800	TCCO	E	0.21	0.23	C	22	0.551	YES	PARTIAL	0.37	PARTIAL	0.53
8118W	PIPKIN ROAD WEST	MEDULLA ROAD	PIPKIN ROAD SOUTH	4D	L02	2.1	URBAN COLLECTOR	10,400	2.0	0.490	0.0750	363	C	1,800	TCCO	E	0.20	0.22	C	22	0.551	YES	PARTIAL	0.37	PARTIAL	0.53
8338E	PIPKIN ROAD WEST	PIPKIN RD SOUTH	HARDEN BLVD	4D	L02	1.4	URBAN COLLECTOR	17,900	2.0	0.510	0.0900	822	C	1,800	TSDA	D	0.46	0.50	C	43	0.942	YES	PARTIAL	0.56	NONE	0.00
8338W	PIPKIN ROAD WEST	PIPKIN RD SOUTH	HARDEN BLVD	4D	L02	1.4	URBAN COLLECTOR	17,900	2.0	0.490	0.0900	789	C	1,800	TSDA	D	0.44	0.48	C	43	0.942	YES	PARTIAL	0.56	NONE	0.00
8339E	PIPKIN ROAD WEST	HARDEN BLVD	SR 37 (FLORIDA AVENUE S)	3B	C02	0.6	URBAN COLLECTOR	20,500	2.0	0.510	0.0900	941	D	1,280	TSDA	D	0.74	0.81	D	38	1.541	YES	PARTIAL	1.22	NONE	0.00
8339W	PIPKIN ROAD WEST	HARDEN BLVD	SR 37 (FLORIDA AVENUE S)	3B	C02	0.6	URBAN COLLECTOR	20,500	2.0	0.490	0.0900	904	D	1,280	TSDA	D	0.71	0.78	D	38	1.541	YES	PARTIAL	1.22	NONE	0.00
8100N	POINCIANA PARKWAY	CR 542 (LAKE HATCHINEHA ROAD)	MARIGOLD AVENUE	2U	I02	4.9	URBAN COLLECTOR	4,900	2.0	0.510	0.0900	225	C	800	TRANSITIONING	D	0.28	0.31	C	47	1.072	NO	PARTIAL	0.02	PARTIAL	0.01
8100S	POINCIANA PARKWAY	CR 542 (LAKE HATCHINEHA ROAD)	MARIGOLD AVENUE	2U	I02	4.9	URBAN COLLECTOR	4,900	2.0	0.490	0.0900	216	C	800	TRANSITIONING	D	0.27	0.30	C	47	1.072	NO	PARTIAL	0.02	PARTIAL	0.01
8209N	POLK CITY ROAD/PALMETTO ROAD/FIFTH STREET	US 27	US 17/92 (HINSON AVENUE E)	2U	L02	1.5	URBAN COLLECTOR	6,300	2.0	0.490	0.0750	220	C	790	TCCO	E	0.28	0.31	C	33	1.859	YES	PARTIAL	0.28	PARTIAL	0.17
8209S	POLK CITY ROAD/PALMETTO ROAD/FIFTH STREET	US 27	US 17/92 (HINSON AVENUE E)	2U	L02	1.5	URBAN COLLECTOR	6,300	2.0	0.510	0.0750	229	C	790	TCCO	E	0.29	0.32	C	33	1.859	YES	PARTIAL	0.28	PARTIAL	0.17
8097N	POWERLINE ROAD/SOUTH BLVD E	CR 580 (JOHNSON AVENUE E)	US 17/92	2U	L02	3.8	URBAN COLLECTOR	4,500	2.0	0.490	0.0750	157	C	790	TCCO	E	0.20	0.22	C	56	1.803	YES	PARTIAL	0.28	NONE	0.00
8097S	POWERLINE ROAD/SOUTH BLVD E	CR 580 (JOHNSON AVENUE E)	US 17/92	2U	L02	3.8	URBAN COLLECTOR	4,500	2.0	0.510	0.0750	164	C	790	TCCO	E	0.21	0.23	C	56	1.803	YES	PARTIAL	0.28	NONE	0.00
8041N	PROVIDENCE ROAD	SR 539 (KATHLEEN ROAD)	CR 582 (GRIFFIN ROAD)	2U	L02	1.3	URBAN COLLECTOR	7,700	2.0	0.510	0.0900	353	C	790	TRANSITIONING	D	0.45	0.49	C	26	1.391	YES	PARTIAL	0.92	NONE	0.00
8041S	PROVIDENCE ROAD	SR 539 (KATHLEEN ROAD)	CR 582 (GRIFFIN ROAD)	2U	L02	1.3	URBAN COLLECTOR	7,700	2.0	0.490	0.0900	340	C	790	TRANSITIONING	D	0.43	0.47	C	26	1.391	YES	PARTIAL	0.92	NONE	0.00
8331E	RAMSGATE RD/PILAKLAKAHA AVE/BOBBY GREEN PLZ	DIXIE HIGHWAY	MAIN STREET	2U	L02	1.6	URBAN COLLECTOR	5,600	2.0	0.510	0.0750	203	C	790	TCCO	E	0.26	0.28	C	16	1.010	YES	PARTIAL	1.18	NONE	0.00
8331W	RAMSGATE RD/PILAKLAKAHA AVE/BOBBY GREEN PLZ	DIXIE HIGHWAY	MAIN STREET	2U	L02	1.6	URBAN COLLECTOR	5,600	2.0	0.490	0.0750	196	C	790	TCCO	E	0.25	0.27	C	16	1.010	YES	PARTIAL	1.18	NONE	0.00
6910E	RESEARCH WAY	UNIVERSITY BLVD	UNIVERSITY BLVD	4D	B02	1.7	URBAN COLLECTOR	400	2.0	0.490	0.0750	14	C	2,000	TCCO	E	0.01	0.01	C	0	0.000	NO	FULL	1.93	PARTIAL	0.50
6910W	RESEARCH WAY	UNIVERSITY BLVD	UNIVERSITY BLVD	4D	B02	1.7	URBAN COLLECTOR	400	2.0	0.510	0.0750	15	C	2,000	TCCO	E	0.01	0.01	C	0	0.000	NO	FULL	1.93	PARTIAL	0.50
4139N	REYNOLDS RD	SR 540 (WINTER LAKE ROAD)	US 92	2U	L02	3.5	URBAN COLLECTOR	8,400	2.0	0.490	0.0900	370	C	790	TSDA	D	0.47	0.52	C	53	0.989	YES	PARTIAL	0.15	PARTIAL	0.02
4139S	REYNOLDS RD	SR 540 (WINTER LAKE ROAD)	US 92	2U	L02	3.5	URBAN COLLECTOR	8,400	2.0	0.510	0.0900	386	C	790	TSDA	D	0.49	0.54	C	53	0.989	YES	PARTIAL	0.15	PARTIAL	0.02
4141E	ROBSON ST	US 98	CR 582 (FLORIDA AVENUE N)	2U	L02	0.7	URBAN COLLECTOR	2,600	2.0	0.490	0.0750	91	C	790	TCCO	E	0.11	0.13	C	11	3.209	YES	PARTIAL	1.13	NONE	0.00
4141W	ROBSON ST	US 98	CR 582 (FLORIDA AVENUE N)	2U	L02	0.7	URBAN COLLECTOR	2,600	2.0	0.510	0.0750	94	C	790	TCCO	E	0.12	0.13	C	11	3.209	YES	PARTIAL	1.13	NONE	0.00
8410E	ROCK RIDGE RD/GREEN POND ROAD	DEEN STILL ROAD	SR 33	2U	H02	10.6	RURAL MINOR COLLECTOR	600	2.0	0.490	0.0900	26	B	730	OTHER	D	0.04	0.04	B	7	0.603	NO	NONE	0.00	NONE	0.00
8410W	ROCK RIDGE RD/GREEN POND ROAD	DEEN STILL ROAD	SR 33	2U	H02	10.6	RURAL MINOR COLLECTOR	600	2.0	0.510	0.0900	28	B	730	OTHER	D	0.04	0.04	B	7	0.603	NO	NONE	0.00	NONE	0.00
8401E	ROCK RIDGE ROAD	US 98	DEEN STILL ROAD	2U	H02	5.3	RURAL MINOR COLLECTOR	7,500	2.0	0.490	0.0900	331	C	730	OTHER	D	0.45	0.50	C	25	0.341	NO	NONE	0.00	FULL	2.00
8401W	ROCK RIDGE ROAD	US 98	DEEN STILL ROAD	2U	H02	5.3	RURAL MINOR COLLECTOR	7,500	2.0	0.510	0.0900	344	C	730	OTHER	D	0.47	0.52	C	25	0.341	NO	NONE	0.00	FULL	2.00
8042E	ROSE STREET E	SR 600 (MAIN STREET E)	GARY ROAD N	2U	L02	0.6	URBAN COLLECTOR	2,200	2.0	0.490	0.0750	77	C	790	TCCO	E	0.10	0.11	C	3	1.240	YES	PARTIAL	1.60	NONE	0.00
8042W	ROSE STREET E	SR 600 (MAIN STREET E)	GARY ROAD N	2U	L02	0.6	URBAN COLLECTOR	2,200	2.0	0.510	0.0750	80	C	790	TCCO	E	0.10	0.11	C	3	1.240	YES	PARTIAL	1.60	NONE	0.00
8427E	SAND MINE ROAD	CARIBBEAN DRIVE	US 27	2U	B02	0.7	URBAN COLLECTOR	5,200	2.0	0.490	0.0900	229	C	880	TSDA	D	0.26	0.29	C	13	1.936	NO	PARTIAL	0.92	NONE	0.00
8427W	SAND MINE ROAD	CARIBBEAN DRIVE	US 27	2U	B02	0.7	URBAN COLLECTOR	5,200	2.0	0.490	0.0900	229	C	880	TSDA	D	0.26	0.29	C	13	1.936	NO	PARTIAL	0.92	NONE	0.00
8428E	SAND MINE ROAD	US 27	OSCEOLA COUNTY LINE	2U	B02	0.6	URBAN COLLECTOR	5,200	2.0	0.490	0.0900	229	C	880	TSDA	D	0.26	0.29	C	0	0.000	YES	PARTIAL	0.61	NONE	0.00
8428W	SAND MINE ROAD	US 27	OSCEOLA COUNTY LINE	2U	B02	0.6	URBAN COLLECTOR	5,200	2.0	0.510	0.0900	239	C	880	TSDA	D	0.27	0.30	C	0	0.000	YES	PARTIAL	0.61	NONE	0.00
8116E	SCHOOLHOUSE ROAD	OLD HIGHWAY 37	SR 37 (FLORIDA AVENUE S)	2U	L02	0.7	URBAN COLLECTOR	3,800	2.0	0.490	0.0900	168	C	790	TSDA	D	0.21	0.23	C	10	2.056	YES	PARTIAL	0.88	PARTIAL	0.47
8116W	SCHOOLHOUSE ROAD	OLD HIGHWAY 37	SR 37 (FLORIDA AVENUE S)	2U	L02	0.7	URBAN COLLECTOR	3,800	2.0	0.510	0.0900	174	C	790	TSDA	D	0.22	0.24	C	10	2.056	YES	PARTIAL	0.88	PARTIAL	0.47
4144E	SHEPHERD RD	BAILEY RD	SR 37	4D	L02	2.4	URBAN COLLECTOR	19,700	2.0	0.510	0.0900	904	C	1,800	TSDA	D	0.50	0.55	C	63	0.718	NO	FULL	1.88	NONE	0.00
4144W	SHEPHERD RD	BAILEY RD	SR 37	4D	L02	2.4	URBAN COLLECTOR	19,700	2.0	0.490	0.0900	869	C	1,800	TSDA	D	0.48	0.53	C	63	0.718	NO	FULL	1.88	NONE	0.00
4145E	SHEPHERD RD	COUNTY LINE RD	BAILEY RD	2U	L02	2.5	URBAN COLLECTOR	8,100	2.0	0.490	0.0900	357	C	790	TRANSITIONING	D	0.45	0.50	C	28	0.751	NO	PARTIAL	0.05	PARTIAL	1.06
4145W	SHEPHERD RD	COUNTY LINE RD	BAILEY RD	2U	L02	2.5	URBAN COLLECTOR	8,100	2.0	0.510	0.0900	372	C	790	TRANSITIONING	D	0.47	0.52	C	28	0.751	NO	PARTIAL	0.05	PARTIAL	1.06
8069N	SIXTH STREET SE	SR 542 (CENTRAL AVE E)	SR 540 (CYPRESS GARDENS BLVD SE)	2U	L02	1.3	URBAN COLLECTOR	9,100	2.0	0.490	0.0750	318	C	790	TCCO	E	0.40	0.44	C	46	2.208	YES	FULL	1.74	NONE	0.00
8069S	SIXTH STREET SE	SR 542 (CENTRAL AVE E)	SR 540 (CYPRESS GARDENS BLVD SE)	2U	L02	1.3	URBAN COLLECTOR	9,100	2.0	0.510	0.0750	331	C	790	TCCO	E	0.42	0.46	C	46	2.208	YES	FULL	1.74	NONE	0.00
8070N	SIXTH STREET SW	AVENUE K SW	US 17	2U	L02	0.5	URBAN COLLECTOR	4,800	2.0	0.490	0.0750	168	C	790	TCCO	E	0.21	0.23	C	2	0.455	NO	PARTIAL	1.05	NONE	0.00
8070S	SIXTH STREET SW	AVENUE K SW	US 17	2U	L02	0.5	URBAN COLLECTOR	4,800	2.0	0.510	0.0750	174	C	790	TCCO	E	0.22	0.24	C	2	0.455	NO	PARTIAL	1.05	NONE	0.00
4146E	SKYVIEW DR	SR 659 (COMBEE ROAD S)	REYNOLDS RD	2U	L02	1.0	URBAN COLLECTOR	7,700	2.0	0.510	0.0750	280	C	790	MULTI-MODAL	D	0.35	0.39	C	8	0.573	YES	PARTIAL	0.91	NONE	0.00
4146W	SKYVIEW DR	SR 659 (COMBEE ROAD S)	REYNOLDS RD	2U	L02	1.0	URBAN COLLECTOR	7,700	2.0	0.490	0.0750	269	C	790	MULTI-MODAL	D	0.34	0.37	C	8	0.573	YES	PARTIAL	0.91	NONE	0.00
8043E	SLEEPY HILL ROAD	CR 35A (KATHLEEN ROAD)	US 98	4D	L02	1.5	URBAN COLLECTOR	13,200	2.0	0.510	0.0750	480	C	1,800	TCCO	E	0.27	0.29	C	54	1.540	YES	FULL	1.84	PARTIAL	1.80
8043W	SLEEPY HILL ROAD	CR 35A (KATHLEEN ROAD)	US 98	4D	L02	1.5	URBAN COLLECTOR	13,200	2.0	0.490	0.0750	461	C	1,800	TCCO	E	0.26	0.28	C	54	1.540	YES	FULL	1.84	PARTIAL	1.80
4147N	SOCRUM LOOP RD N/SOCRUM LOOP RD W	MARCUM RD	US 98	2U	L02	2.7	URBAN COLLECTOR	7,600	2.0	0.510	0.0900	349	C	790	TRANSITIONING	D	0.44	0.49	C	39	1.028	NO	PARTIAL	0.67	NONE	0.00
4147S	SOCRUM LOOP RD N/SOCRUM LOOP RD W	MARCUM RD	US 98	2U	L02	2.7	URBAN COLLECTOR	7,600	2.0	0.490	0.0900	335	C	790	TRANSITIONING	D	0.42	0.47	C	39	1.028	NO	PARTIAL	0.67	NONE	0.00
8044N	SOUTH BLVD	BELMAR STREET	LAKE MORTON DRIVE	2U	L02	0.6	URBAN COLLECTOR	1,200	2.0	0.490	0.0750	42	C	790	TCCO	E	0.05	0.06	C	8	6.020	NO	FULL	1.83	NONE	0.00
8044S	SOUTH BLVD	BELMAR STREET	LAKE MORTON DRIVE	2U	L02	0.6	URBAN COLLECTOR	1,200	2.0	0.510	0.0750	44	C	790	TCCO	E	0.06	0.06	C	8	6.020	NO	FULL	1.83	NONE	0.00
8416E	SOUTH FRONTAGE ROAD	COUNTY LINE ROAD	CR 542A	2U	C02	2.7	URBAN COLLECTOR	5,800	2.0	0.510	0.0900	266	C	750	TSDA	D	0.35	0.39	C	97	3.393	NO	PARTIAL	0.82	PARTIAL	1.00
8416W	SOUTH FRONTAGE ROAD	COUNTY LINE ROAD	CR 542A	2U	C02	2.7	URBAN COLLECTOR	5,800	2.0	0.490	0.0900	256	C	750	TSDA	D	0.34	0.38	C	97	3.393	NO	PARTIAL	0.82	PARTIAL	1.00
8417E	SOUTH PARKWAY FRONTAGE ROAD	SR 563 (HARDEN BLVD)	OLD HIGHWAY 37	2U	C02	0.7	URBAN COLLECTOR	8,000	2.0	0.510	0.0900	367	C	750	TSDA	D	0.49	0.54	D	21	1.604	YES	PARTIAL	0.95	PARTIAL	0.80
8418E	SOUTH PARKWAY FRONTAGE ROAD	UNDERPASS ROAD	OLD HIGHWAY 37	2U	C02	0.2	URBAN COLLECTOR	8,000	2.0	0.490	0.0900	353	C	750	TSDA	D	0.47	0.52	D	21	1.604	YES	PARTIAL	0.95	PARTIAL	0.80
4149N	SPIRIT LAKE RD	US 17	SR 540	2U	B02	3.6	URBAN COLLECTOR	14,000	2.0	0.490	0.0900	617	C	880	TSDA	D	0.70	0.77	C	115	1.270	YES	PARTIAL	0.21	NONE	0.00
4149S	SPIRIT LAKE RD	US 17	SR 540	2U	B02	3.6	URBAN COLLECTOR	14,000	2.0	0.510	0.0900	643	C	880	TSDA	D	0.73	0.80	C	115	1.270	YES	PARTIAL	0.21	NONE	0.00
4175N	SPIRIT LAKE RD	SR 540	CR 542 (AVENUE G NW)	4D	L02	1.8	URBAN COLLECTOR	18,800	2.0	0.490	0.0900	829	C	1,800	TSDA	D	0.46	0.51	C	48	0.796	YES	PARTIAL	1.52	NONE	0.00
4175S	SPIRIT LAKE RD	SR 540	CR 542 (AVENUE G NW)	4D	L02	1.8	URBAN COLLECTOR	18,800	2.0	0.510	0.0900	863	C	1,800	TSDA	D	0.48	0.53	C	48	0.796	YES	PARTIAL	1.52	NONE	0.00
5200N	SR 17 (SCENIC HIGHWAY)	US 27	CR 630A (FORT MEADE ROAD)	2B	K02	4.2	URBAN COLLECTOR	3,400	2.0	0.490	0.0900	150	B	1,220	TRANSITIONING	D	0.12	0.14	B	25	0.957	NO	NONE	0.00	FULL	2.00
5200S	SR 17 (SCENIC HIGHWAY)	US 27	CR 630A (FORT MEADE ROAD)	2B	K02	4.2	URBAN COLLECTOR	3,400	2.0	0.510	0.0900	156	B	1,220	TRANSITIONING	D	0.13	0

Link	Road Segment	From	To	Roadway Characteristics				Estimated Traffic Characteristics				Peak Hour / Peak Season								Historical Crash Data 2017 - 2021		Multimodal Factors				
								2021	AADT	100th Highest Hour		Two-Hour	Level	Direc-	LOS Standard		Volume to	Volume-to-	Projected			Transit	Sidewalk		Bicycle Facility	
				Laneage Lane Type	Capacity Group	Segment Length	Functional Classification	Annual Avg. Daily Traffic	Growth Rate (%)	D-Factor	K-Factor	Average Volume	of Service	tional Capacity	Multi-Modal	High-Way	Capacity Ratio	Capacity Ratio in Five Years	LOS in Five Years	Total Crashes	Crash Rate	Presence	Presence	Coverage	Presence	Coverage
5203N	SR 17 (SCENIC HIGHWAY)	SEMINOLE AVE	PASSION PLAY RD	2B	K02	6.5	URBAN COLLECTOR	5,600	2.0	0.490	0.0750	196	B	1,220	TCCO	D	0.16	0.18	B	80	1.205	YES	PARTIAL	0.30	FULL	1.86
5203S	SR 17 (SCENIC HIGHWAY)	SEMINOLE AVE	PASSION PLAY RD	2B	K02	6.5	URBAN COLLECTOR	5,600	2.0	0.510	0.0750	203	B	1,220	TCCO	D	0.17	0.18	B	80	1.205	YES	PARTIAL	0.30	FULL	1.86
5204N	SR 17 (SCENIC HIGHWAY)	PASSION PLAY RD	MOUNTAIN LAKE CUTOFF	2B	I02	3.6	URBAN COLLECTOR	7,200	2.0	0.510	0.0750	262	C	640	TCCO	D	0.41	0.45	C	108	2.280	NO	PARTIAL	0.97	PARTIAL	0.66
5204S	SR 17 (SCENIC HIGHWAY)	PASSION PLAY RD	MOUNTAIN LAKE CUTOFF	2B	I02	3.6	URBAN COLLECTOR	7,200	2.0	0.490	0.0750	251	C	640	TCCO	D	0.39	0.43	C	108	2.280	NO	PARTIAL	0.97	PARTIAL	0.66
5205N	SR 17 (SCENIC HIGHWAY)	MOUNTAIN LAKE CUTOFF	WAVERLY RD	2B	K02	3.8	URBAN COLLECTOR	7,700	2.0	0.490	0.0750	269	B	1,220	TCCO	D	0.22	0.24	B	95	1.766	YES	PARTIAL	0.22	FULL	1.92
5205S	SR 17 (SCENIC HIGHWAY)	MOUNTAIN LAKE CUTOFF	WAVERLY RD	2B	K02	3.8	URBAN COLLECTOR	7,700	2.0	0.510	0.0750	280	B	1,220	TCCO	D	0.23	0.25	B	95	1.766	YES	PARTIAL	0.22	FULL	1.92
5206N	SR 17 (SCENIC HIGHWAY)	WAVERLY RD	MAIN ST @ CENTER ST	2B	I02	4.1	URBAN COLLECTOR	7,100	2.0	0.490	0.0750	248	C	640	TCCO	D	0.39	0.43	C	57	1.081	YES	PARTIAL	0.30	PARTIAL	1.73
5206S	SR 17 (SCENIC HIGHWAY)	WAVERLY RD	MAIN ST @ CENTER ST	2B	I02	4.1	URBAN COLLECTOR	7,100	2.0	0.510	0.0750	258	C	640	TCCO	D	0.40	0.44	C	57	1.081	YES	PARTIAL	0.30	PARTIAL	1.73
5207N	SR 17 (SCENIC HIGHWAY)	MAIN ST @ CENTER ST	SR 544	2B	I02	4.3	URBAN COLLECTOR	8,000	2.0	0.490	0.0750	279	C	640	TCCO	D	0.44	0.48	C	68	1.080	YES	PARTIAL	0.12	PARTIAL	1.55
5207S	SR 17 (SCENIC HIGHWAY)	MAIN ST @ CENTER ST	SR 544	2B	I02	4.3	URBAN COLLECTOR	8,000	2.0	0.510	0.0750	291	C	640	TCCO	D	0.45	0.50	C	68	1.080	YES	PARTIAL	0.12	PARTIAL	1.55
5208N	SR 17 (TENTH STREET S)	SR 544	US 17/92 (HINSON AVENUE E)	2B	I02	1.5	URBAN COLLECTOR	10,800	2.0	0.490	0.0750	377	C	640	TCCO	D	0.59	0.65	C	112	3.677	YES	FULL	1.85	PARTIAL	0.13
5208S	SR 17 (TENTH STREET S)	SR 544	US 17/92 (HINSON AVENUE E)	2B	I02	1.5	URBAN COLLECTOR	10,800	2.0	0.510	0.0750	392	C	640	TCCO	D	0.61	0.67	C	112	3.677	YES	FULL	1.85	PARTIAL	0.13
5602N	SR 33	I-4 @ SOCRUM LOOP RD N	I-4	2B	K02	4.8	MINOR ARTERIAL	14,900	2.0	0.490	0.0750	506	B	1,220	TCCO	D	0.41	0.46	B	204	1.576	YES	PARTIAL	0.63	FULL	1.98
5602S	SR 33	I-4 @ SOCRUM LOOP RD N	I-4	2B	K02	4.8	MINOR ARTERIAL	14,900	2.0	0.510	0.0750	527	B	1,220	TCCO	D	0.43	0.48	B	204	1.576	YES	PARTIAL	0.63	FULL	1.98
5603N	SR 33	I-4	OLD POLK CITY RD	2B	K02	2.6	MINOR ARTERIAL	14,400	2.0	0.490	0.0750	503	B	1,220	TCCO	D	0.41	0.45	B	90	1.304	NO	PARTIAL	0.04	FULL	1.98
5603S	SR 33	I-4	OLD POLK CITY RD	2B	K02	2.6	MINOR ARTERIAL	14,400	2.0	0.510	0.0750	523	B	1,220	TCCO	D	0.43	0.47	B	90	1.304	NO	PARTIAL	0.04	FULL	1.98
5604N	SR 33	OLD POLK CITY ROAD	SR 559 (BROADWAY BLVD SE)	2B	K02	3.4	MINOR ARTERIAL	11,000	2.0	0.510	0.0750	400	B	1,220	TCCO	D	0.33	0.36	B	80	1.170	NO	PARTIAL	0.26	PARTIAL	1.77
5604S	SR 33	OLD POLK CITY ROAD	SR 559 (BROADWAY BLVD SE)	2B	K02	3.4	MINOR ARTERIAL	11,000	2.0	0.490	0.0750	384	B	1,220	TCCO	D	0.31	0.35	B	80	1.170	NO	PARTIAL	0.26	PARTIAL	1.77
5605N	SR 33	SR 559 (BROADWAY BLVD SE)	LAKE COUNTY LINE	2U	H02	12.7	MINOR ARTERIAL	7,600	2.0	0.510	0.0900	349	C	450	OTHER	C	0.78	0.85	C	137	0.776	NO	PARTIAL	0.03	FULL	2.00
5605S	SR 33	SR 559 (BROADWAY BLVD SE)	LAKE COUNTY LINE	2U	H02	12.7	MINOR ARTERIAL	7,600	2.0	0.490	0.0900	335	C	450	OTHER	C	0.74	0.82	C	137	0.776	NO	PARTIAL	0.03	FULL	2.00
5601N	SR 33 (LAKELAND HILLS BLVD)	BELLA VISTA ST E	I-4 @ SOCRUM LOOP RD N	4D	B02	1.9	MINOR ARTERIAL	28,000	2.0	0.510	0.0750	1,017	C	2,000	MULTI-MODAL	D	0.51	0.56	C	199	2.033	YES	FULL	1.84	PARTIAL	0.20
5601S	SR 33 (LAKELAND HILLS BLVD)	BELLA VISTA ST E	I-4 @ SOCRUM LOOP RD N	4D	B02	1.9	MINOR ARTERIAL	28,000	2.0	0.490	0.0750	978	C	2,000	MULTI-MODAL	D	0.49	0.54	C	199	2.033	YES	FULL	1.84	PARTIAL	0.20
5600N	SR 33 (MASSACHUSETTS AVE)	MAIN ST	BELLA VISTA ST E	4D	C02	1.8	MINOR ARTERIAL	17,900	2.0	0.490	0.0750	625	C	1,710	TCCO	D	0.37	0.40	C	173	2.970	YES	FULL	1.77	NONE	0.00
5600S	SR 33 (MASSACHUSETTS AVE)	MAIN ST	BELLA VISTA ST E	4D	C02	1.8	MINOR ARTERIAL	17,900	2.0	0.510	0.0750	650	C	1,710	TCCO	D	0.38	0.42	C	173	2.970	YES	FULL	1.77	NONE	0.00
5700N	SR 35 (BARTOW RD)	LAKE PARKER AVE S	MAIN ST E	4D	B02	0.6	PRINCIPAL ARTERIAL	33,500	2.0	0.510	0.0750	1,217	C	2,100	TCCO	D	0.58	0.64	C	69	2.046	YES	PARTIAL	0.95	FULL	2.00
5700S	SR 35 (BARTOW RD)	LAKE PARKER AVE S	MAIN ST E	4D	B02	0.6	PRINCIPAL ARTERIAL	33,500	2.0	0.490	0.0750	1,170	C	2,100	TCCO	D	0.56	0.61	C	69	2.046	YES	PARTIAL	0.95	FULL	2.00
5701N	SR 35 (FLORIDA AVE N)	MAIN ST E	MEMORIAL BLVD E	4D	C02	0.7	URBAN COLLECTOR	24,800	2.0	0.510	0.0750	901	D	1,630	TCCO	D	0.55	0.61	D	118	3.485	YES	FULL	1.71	PARTIAL	1.60
5701S	SR 35 (FLORIDA AVE N)	MAIN ST E	MEMORIAL BLVD E	4D	C02	0.7	URBAN COLLECTOR	24,800	2.0	0.490	0.0750	866	D	1,630	TCCO	D	0.53	0.58	D	118	3.485	YES	FULL	1.71	PARTIAL	1.60
5800N	SR 37	MANATEE COUNTY LINE	SR 674	2B	K02	4.7	MINOR ARTERIAL	3,800	2.0	0.490	0.0900	168	B	900	OTHER	C	0.19	0.20	B	22	0.674	NO	NONE	0.00	FULL	2.00
5800S	SR 37	MANATEE COUNTY LINE	SR 674	2B	K02	4.7	MINOR ARTERIAL	3,800	2.0	0.510	0.0900	174	B	900	OTHER	C	0.19	0.21	B	22	0.674	NO	NONE	0.00	FULL	2.00
5801N	SR 37	SR 674	CR 640	2B	K02	10.6	MINOR ARTERIAL	7,400	2.0	0.490	0.0900	326	B	900	OTHER	C	0.36	0.40	B	103	0.719	NO	NONE	0.00	FULL	2.00
5801S	SR 37	SR 674	CR 640	2B	K02	10.6	MINOR ARTERIAL	7,400	2.0	0.510	0.0900	340	B	900	OTHER	C	0.38	0.42	B	103	0.719	NO	NONE	0.00	FULL	2.00
5802N	SR 37	CR 640	ALAFIA RIVER (NORTH PRONG)	2B	K02	2.7	MINOR ARTERIAL	12,000	2.0	0.510	0.0750	436	B	1,220	MULTI-MODAL	D	0.36	0.39	B	30	0.513	YES	PARTIAL	0.21	FULL	2.00
5802S	SR 37	CR 640	ALAFIA RIVER (NORTH PRONG)	2B	K02	2.7	MINOR ARTERIAL	12,000	2.0	0.490	0.0750	419	B	1,220	MULTI-MODAL	D	0.34	0.38	B	30	0.513	YES	PARTIAL	0.21	FULL	2.00
5804N	SR 37 (CHURCH AVE N)	SR 60 (CANAL STREET E)	SHEPHERD RD	4D	B02	3.1	MINOR ARTERIAL	24,700	2.0	0.490	0.0750	862	C	2,000	TCCO	D	0.43	0.47	C	147	1.052	YES	PARTIAL	1.20	PARTIAL	0.71
5804S	SR 37 (CHURCH AVE N)	SR 60 (CANAL STREET E)	SHEPHERD RD	4D	B02	3.1	MINOR ARTERIAL	24,700	2.0	0.510	0.0750	898	C	2,000	TCCO	D	0.45	0.49	C	147	1.052	YES	PARTIAL	1.20	PARTIAL	0.71
5803N	SR 37 (CHURCH AVE S)	ALAFIA RIVER (NORTH PRONG)	SR 60 (CANAL STREET E)	4D	B02	0.4	MINOR ARTERIAL	13,600	2.0	0.490	0.0750	475	C	2,000	TCCO	D	0.24	0.26	C	28	2.791	YES	FULL	1.76	PARTIAL	1.43
5803S	SR 37 (CHURCH AVE S)	ALAFIA RIVER (NORTH PRONG)	SR 60 (CANAL STREET E)	4D	B02	0.4	MINOR ARTERIAL	13,600	2.0	0.510	0.0750	494	C	2,000	TCCO	D	0.25	0.27	C	28	2.791	YES	FULL	1.76	PARTIAL	1.43
5805N	SR 37 (FLORIDA AVE S)	SHEPHERD RD	PIPKIN RD W	4D	B02	2.7	MINOR ARTERIAL	40,200	2.0	0.490	0.0750	1,403	C	2,000	TCCO	D	0.70	0.77	C	346	1.769	YES	PARTIAL	1.19	PARTIAL	1.45
5805S	SR 37 (FLORIDA AVE S)	SHEPHERD RD	PIPKIN RD W	4D	B02	2.7	MINOR ARTERIAL	40,200	2.0	0.510	0.0750	1,461	C	2,000	TCCO	D	0.73	0.80	C	346	1.769	YES	PARTIAL	1.19	PARTIAL	1.45
5806N	SR 37 (FLORIDA AVE S)	ALAMO DR W	SR 570 (POLK PARKWAY)	6D	B02	1.0	MINOR ARTERIAL	32,300	2.0	0.490	0.0750	1,128	C	3,020	TCCO	D	0.37	0.41	C	185	3.263	YES	FULL	1.72	NONE	0.00
5806S	SR 37 (FLORIDA AVE S)	ALAMO DR W	SR 570 (POLK PARKWAY)	6D	B02	1.0	MINOR ARTERIAL	32,300	2.0	0.510	0.0750	1,174	C	3,020	TCCO	D	0.39	0.43	C	185	3.263	YES	FULL	1.72	NONE	0.00
5807N	SR 37 (FLORIDA AVE S)	SR 570 (POLK PARKWAY)	ARIANA ST	4D	C02	2.1	MINOR ARTERIAL	30,300	2.0	0.490	0.0750	1,058	D	1,630	TCCO	D	0.65	0.71	D	472	4.159	YES	FULL	1.75	NONE	0.00
5807S	SR 37 (FLORIDA AVE S)	SR 570 (POLK PARKWAY)	ARIANA ST	4D	C02	2.1	MINOR ARTERIAL	30,300	2.0	0.510	0.0750	1,101	D	1,630	TCCO	D	0.68	0.74	D	472	4.159	YES	FULL	1.75	NONE	0.00
5808N	SR 37 (FLORIDA AVE S)	ARIANA ST	MAIN ST E	4D	C02	1.3	MINOR ARTERIAL	21,400	2.0	0.490	0.0750	747	D	1,630	TCCO	D	0.46	0.50	D	198	4.043	YES	FULL	1.76	NONE	0.00
5808S	SR 37 (FLORIDA AVE S)	ARIANA ST	MAIN ST E	4D	C02	1.3	MINOR ARTERIAL	21,400	2.0	0.510	0.0750	778	D	1,630	TCCO	D	0.48	0.52	D	198	4.043	YES	FULL	1.76	NONE	0.00
5809N	SR 37 (FLORIDA AVE S)	PIPKIN RD W	ALAMO DR W	4D	B02	0.5	MINOR ARTERIAL	38,000	2.0	0.490	0.0750	1,327	C	2,000	TCCO	D	0.66	0.73	C	107	2.844	YES	FULL	1.64	PARTIAL	1.02
5809S	SR 37 (FLORIDA AVE S)	PIPKIN RD W	ALAMO DR W	4D	B02	0.5	MINOR ARTERIAL	38,000	2.0	0.510	0.0750	1,381	C	2,000	TCCO	D	0.69	0.76	C	107	2.844	YES	FULL	1.64	PARTIAL	1.02
6100N	SR 471	US 98	SUMTER COUNTY LINE	2B	K02	5.0	MINOR ARTERIAL	3,900	2.0	0.490	0.0900	172	B	900	OTHER	C	0.19	0.21	B	20	0.562	NO	NONE	0.00	NONE	0.00
6100S	SR 471	US 98	SUMTER COUNTY LINE	2B	K02	5.0	MINOR ARTERIAL	3,900	2.0	0.510	0.0900	179	B	900	OTHER	C	0.20	0.22	B	20	0.562	NO	NONE	0.00	NONE	0.00
6200N	SR 539 (KATHLEEN RD)	SR 563 (MARTIN L KING JR AVENUE)	I-4	4D	B02	2.4	MINOR ARTERIAL	30,000	2.0	0.510	0.0750	1,090	C	2,000	TCCO	D	0.55	0.60	C	323	2.487	YES	PARTIAL	1.56	PARTIAL	0.49
6200S	SR 539 (KATHLEEN RD)	SR 563 (MARTIN L KING JR AVENUE)	I-4	4D	B02	2.4	MINOR ARTERIAL	30,000	2.0	0.490	0.0750	1,047	C	2,000	TCCO	D	0.52	0.58	C	323	2.487	YES	PARTIAL	1.56	PARTIAL	0.49
6304E	SR 540 (CYPRESS GARDENS BLVD)	US 17	9TH ST SE	4D	C02	1.0	MINOR ARTERIAL	31,000	2.0	0.510	0.0750	1,126	D	1,630	TCCO	D	0.69	0.76	D	380	6.424	YES	FULL	1.73	PARTIAL	0.04
6304W	SR 540 (CYPRESS GARDENS BLVD)	US 17	9TH ST SE	4D	C02	1.0	MINOR ARTERIAL	31,000	2.0	0.490	0.0750	1,082	D	1,630	TCCO	D	0.66	0.73	D	380	6.424	YES	FULL	1.73	PARTIAL	0.04
6305E	SR 540 (CYPRESS GARDENS BLVD)	9TH ST SE	CR 550 (OVERLOOK DRIVE SE)	4D	B02	1.4	MINOR ARTERIAL	29,500	2.0	0.510	0.0750	1,072	C	2,000	TCCO	D	0.54	0.59	C	168	2.265	YES	FULL	1.86	FULL	1.86
6305W	SR 540 (CYPRESS GARDENS BLVD)	9TH ST SE	CR 550 (OVERLOOK DRIVE SE)	4D	B02	1.4	MINOR ARTERIAL	29,500	2.0	0.490	0.0750	1,030	C	2,000	TCCO	D	0.51	0.57	C	168	2.265	YES	FULL	1.86	FULL	1.86
6306E	SR 540 (CYPRESS GARDENS BLVD)	CR 550 (OVERLOOK DRIVE SE)	CYPRESS GARDENS ROAD	4D	B02	2.9	MINOR ARTERIAL	26,000	2.0	0.510	0.0750	945	C	2,000	TCCO	D	0.47	0.52	C	262	1.886	YES	PARTIAL	1.03	FULL	2.50
6306W	SR 540 (CYPRESS GARDENS BLVD)	CR 550 (OVERLOOK DRIVE SE)	CYPRESS GARDENS ROAD	4D	B02	2.9	MINOR ARTERIAL	26,000	2.0	0.490	0.0750	908	C	2,000	TCCO	D	0.45	0.50	C	262	1.886	YES	PARTIAL	1.03	FULL	2.50
6307E	SR 540 (CYPRESS GARDENS BLVD)	CYPRESS GARDENS RD	US 27	4D	B02	1.8	MINOR ARTERIAL	24,000	2.0	0.510	0.0750	872	C	2,000	MULTI-MODAL	D	0.44	0.48	C	195	2.439	YES	PARTIAL	0.90	FULL	2.00
6307W	SR 540 (CYPRESS GARDENS BLVD)	CYPRESS GARDENS RD	US 27	4D	B02	1.8	MINOR ARTERIAL	24,000	2.0	0.490	0.0750	838	C	2,000	MULTI-MODAL	D	0.42	0.46	C	195	2.439	YES	PARTIAL	0.90	FULL	2.00
6300E	SR 540 (WINTER-LAKE RD)	US 98	REYNOLDS RD	2U	B02	0.5	MINOR ARTERIAL	15,600	2.0	0.490	0.0750	545	C	880	TCCO	D	0.62	0.68	C	96	6.801	YES	PARTIAL	0.94	PARTIAL	1.82
6300W	SR 540 (WINTER-LAKE RD)	US 98	REYNOLDS RD	2U	B02	0.5	MINOR ARTERIAL	15,600	2.0	0.510	0.0750	567	C	880	TCCO	D	0.64	0.71	C	96	6.801	YES	PARTIAL	0.94	PARTIAL	1.82
6301E	SR 540 (WINTER-LAKE RD)	REYNOLDS RD	SR 570 (POLK PARKWAY)	2U	K02	3.4	MINOR ARTERIAL	11,300	2.0	0.510	0.0900	519	B	860	OTHER	C	0.60	0.66	C	52	0.743	YES	NONE	0.00	FULL	1.86
6301W	SR 540 (WINTER-LAKE RD)	REYNOLDS RD	SR 570 (POLK PARKWAY)	2U	K02	3.4	MINOR ARTERIAL	11,300	2.0	0.490	0.0900	498	B	860	OTHER	C	0.58	0.64	B	52	0.743	YES	NONE	0.00	FULL	1.86
6302E	SR 540 (WINTER-LAKE RD)	SR 570 (POLK PARKWAY)	SPIRIT LAKE RD	4D	K02	3.9	MINOR ARTERIAL	25,500	2.0	0.490	0.0750	890	B	3,120	TCCO	D	0.29	0.31	B	201	1.109	NO	PARTIAL	0.36	FULL	2.00
6302W	SR 540 (WINTER-LAKE RD)	SR 570 (POLK PARKWAY)	SPIRIT LAKE RD	4D	K02	3.9	MINOR ARTERIAL	25,500	2.0	0.510	0.0750	927	B	3,120	TCCO	D	0.30	0.33	B	201	1.109	NO	PARTIAL	0.36	FULL	2.00
6303E	SR 540 (WINTER-LAKE RD)	SPIRIT LAKE RD	US 17 (FIFTH STREET N)	4D	B02	2.7	MINOR ARTERIAL	20,800	2.0	0.490	0.0900	917	C	2,000	TSDA	D	0.46	0.50	C	150	1.449	YES	FULL	1.89	FULL	2.00
6303W	SR 540 (WINTER-LAKE RD)	SPIRIT LAKE RD	US 17 (FIFTH STREET N)	4D	B02	2.7	MINOR ARTERIAL	20,800	2.0	0.510	0.0900	955	C	2,000	TSDA	D	0.48	0.53	C	150	1.449	YES	FULL	1.89	FULL	2.00
6400E	SR 542 (CENTRAL AVE E)	SR 549 (FIRST STREET N)	BUCKEYE LOOP RD	2U	B02	2.1	MINOR ARTERIAL	13,100	2.0	0.490	0.0750	457	C	880	TCCO	D	0.52	0.57	C	129	2.563	YES	PARTIAL	1.12	PARTIAL	0.55
6400W	SR 542 (CENTRAL AVE E)	SR 549 (FIRST STREET N)	BUCKEYE LOOP RD	2U	B02	2.1	MINOR ARTERIAL	13,100	2.0	0.510	0.0750	476	C	880	TCCO	D	0.54	0.60	C	129	2.563	YES	PARTIAL	1.12	PARTIAL	0.55
6401E	SR 542 (DUNDEE ROAD)	BUCKEYE LOOP RD	CARL FLOYD RD	4D	B02	1.0	MINOR ARTERIAL	14,400	2.0	0.490	0.0900	635	C	2,000	TRANSITIONING	D	0.32	0.35	C	79	3.001	YES	PARTIAL	0.29	FULL	2.00
6401W	SR 542 (DUNDEE ROAD)	BUCKEYE LOOP RD	CARL FLOYD RD	4D	B02	1.0	MINOR ARTERIAL	14,400	2.0	0.510	0.0900	661	C	2,000	TRANSITIONING	D	0.33	0.36	C	79	3.001	YES	PARTIAL	0.29	FULL	2.00
6402E	SR 542 (DUNDEE ROAD)	CARL FLOYD RD	US 27	4D	B02	2.8	MINOR ARTERIAL	18,200	2.0	0.510	0.0900	835	C	2,000	TRANSITIONING	D	0.42	0.46	C	125	1.331	YES	PARTIAL	0.56	FULL	1.91
6402W	SR 542 (DUNDEE ROAD)	CARL FLOYD RD	US 27	4D	B02	2.8	MINOR ARTERIAL	18,200	2.0	0.490	0.0900	803	C	2,000	TRANSITIONING	D	0.40	0.44	C	125	1.331	YES	PARTIAL	0.56	FULL	1.91
6502E	SR 544 (AVE T NW)	US 17 (LAKE ALFRED ROAD)	1ST ST N	4D	B02	0.5	URBAN COLLECTOR	22,500	2.0	0.490	0.0750	786	C	2,000	TCCO	D	0.39	0.43	C	68	3.319	YES	FULL	1.64	NONE	0.00
6502W	SR 544 (AVE T NW)	US 17 (LAKE ALFRED ROAD)	1ST ST N	4D	B02	0.5	URBAN COLLECTOR	22,500	2.0	0.510	0.0750	818	C	2,000	TCCO	D	0.41	0.45	C	68	3.319	YES	FULL	1.64	NONE	0.00
6500E	SR 544 (HAVENDALE BLVD NW)	US 92	TWENTY SIXTH STREET NW	6D	C02	1.6	PRINCIPAL ARTERIAL	22,500	2.0	0.490	0.0750	786	C	2,520	MULTI-MODAL	D	0.31	0.34	C	280	4.154	YES	PARTIAL	0.31	NONE	0.00
6500W	SR 544 (HAVENDALE BLVD NW)	US 92	TWENTY SIXTH STREET NW	6D	C02	1.6	PRINCIPAL ARTERIAL	22,500	2.0	0.510	0.0750	818	C	2,520	MULTI-MODAL	D	0.32	0.36	C	280	4.154	YES	PARTIAL	0.31	NONE	0.00
6501E	SR 544 (HAVENDALE BLVD NW)	TWENTY SIXTH STREET NW	US 17 (LAKE ALFRED ROAD)	6D	B02	1.6	PRINCIPAL ARTERIAL	29,500	2.0	0.510	0.0750	1,072	C	3,020	MULTI-MODAL	D	0.35	0.39	C	222	2.655	YES	PARTIAL	1.28	NONE	0.00
6501W	SR 544 (HAVENDALE BLVD NW)	TWENTY SIXTH STREET NW	US 17 (LAKE ALFRED ROAD)	6D	B02	1.6	PRINCIPAL ARTERIAL	29,500	2.0	0.490	0.0750	1,030	C	3,020	MULTI-MODAL	D	0.34	0.38	C	222	2.655	YES	PARTIAL	1.28	NONE	0.00
6503E	SR 544 (LUCERNE PARK RD)	1ST ST N	US 27	2U	A02	6.2	PRINCIPAL ARTERIAL	16,500	2.0	0.490	0.0900	728	C	1,200	TRANSITIONING	D	0.61	0.67	C	212	1.137	YES	PARTIAL	0.25	PARTIAL	1.83
6503W	SR 544 (LUCERNE PARK RD)	1ST ST N	US 27	2U	A02	6.2	PRINCIPAL ARTERIAL	16,500	2.0	0.510	0.0900	757	C	1,200	TRANSITIONING	D	0.63	0.69	C	212	1.137	YES	PARTIAL	0.25	PARTIAL	1.83
6504E	SR 544 (SCENIC HWY S)	US 27	SR 17 (SCENIC HIGHWAY)	2U	B02	1.8	URBAN COLLECTOR	10,800	2.0	0.490	0.0750	377	C	880	TCCO	D	0.43	0.47	C	59	1.671	YES	PARTIAL	0.27	PARTIAL	1.35
6504W	SR 544 (SCENIC HWY S)	US 27	SR 17 (SCENIC HIGHWAY)	2U	B02	1.8	URBAN COLLECTOR	10,800	2.0	0.510	0.0750	392	C	880	TCCO	D	0.45	0.49	C	59	1.671	YES	PARTIAL	0.27	PARTIAL	1.35
6600E	SR 546 (MEMORIAL BLVD W)	I-4	WABASH AVE N	4D	B02	2.4	PRINCIPAL ARTERIAL	20,500	2.0	0.510	0.0750	745	C	2,000	TCCO	D	0.37	0.41	C	112	1.909	YES	PARTIAL	0.35	PARTIAL	1.55
6600W	SR 546 (MEMORIAL BLVD W)	I-4	WABASH AVE N	4D	B02	2.4	PRINCIPAL ARTERIAL	20,500	2.0	0.490	0.0750	716	C	2,000	TCCO	D	0.36	0.39	C	112	1.909	YES	PARTIAL	0.35	PARTIAL	1.55
5702N	SR 548 (BARTOW ROAD)	SR 35 (FLORIDA AVE N)	MAIN STREET E	4D	B02	0.8	PRINCIPAL ARTERIAL	31,500	2.0	0.510	0.0750	1,145	C	2,000	TCCO	D	0.57	0.63	C	51	1.100	YES	PARTIAL	0.93	PARTIAL	1.57
5702S	SR 548 (BARTOW ROAD)	SR 35 (FLORIDA AVE N)	MAIN STREET E	4D	B02	0.8	PRINCIPAL ARTERIAL	31,500	2.0	0.490	0.0750	1,100	C	2,000	TCCO	D	0.55	0.60	C	51	1.100	YES	PARTIAL	0.93	PARTIAL	1.57
6700N	SR 549 (FIRST ST N)	CENTRAL AVE E	AVE T NE	4D	B02	1.5	MINOR ARTERIAL	22,200	2.0	0.490	0.0750	775	C	2,000	TCCO	D	0.39	0.43	C	210	3.380	YES	PARTIAL	1.70	NONE	0.00
6700S	SR 549 (FIRST ST N)	CENTRAL AVE E	AVE T NE	4D	B02	1.5	MINOR ARTERIAL	22,200	2.0	0.510	0.0750	807	C	2,000	TCCO	D	0.40	0.44	C	210	3.380	YES	PARTIAL	1.70	NONE	0.00
6805N	SR 559	I-4	SR 33	2U	A02	2.4	URBAN COLLECTOR	5,700	2.0	0.510	0.0750	207	B	1,200	TCCO	D	0.17	0.19	B	61	2.425	NO	PARTIAL	0.11	FULL	1.89
6805S	SR 559	I-4	SR 33	2U	A02	2.4	URBAN COLLECTOR	5,700	2.0	0.490	0.0750	199	B	1,200	TCCO	D	0.17	0.18	B	61	2.425	NO	PARTIAL	0.11	FULL	1.89
8094E	SR 559 (C FRED JONES BLVD)	SR 655 (BERKLEY ROAD)	CR 559	4D	L02	1.9	URBAN COLLECTOR	3

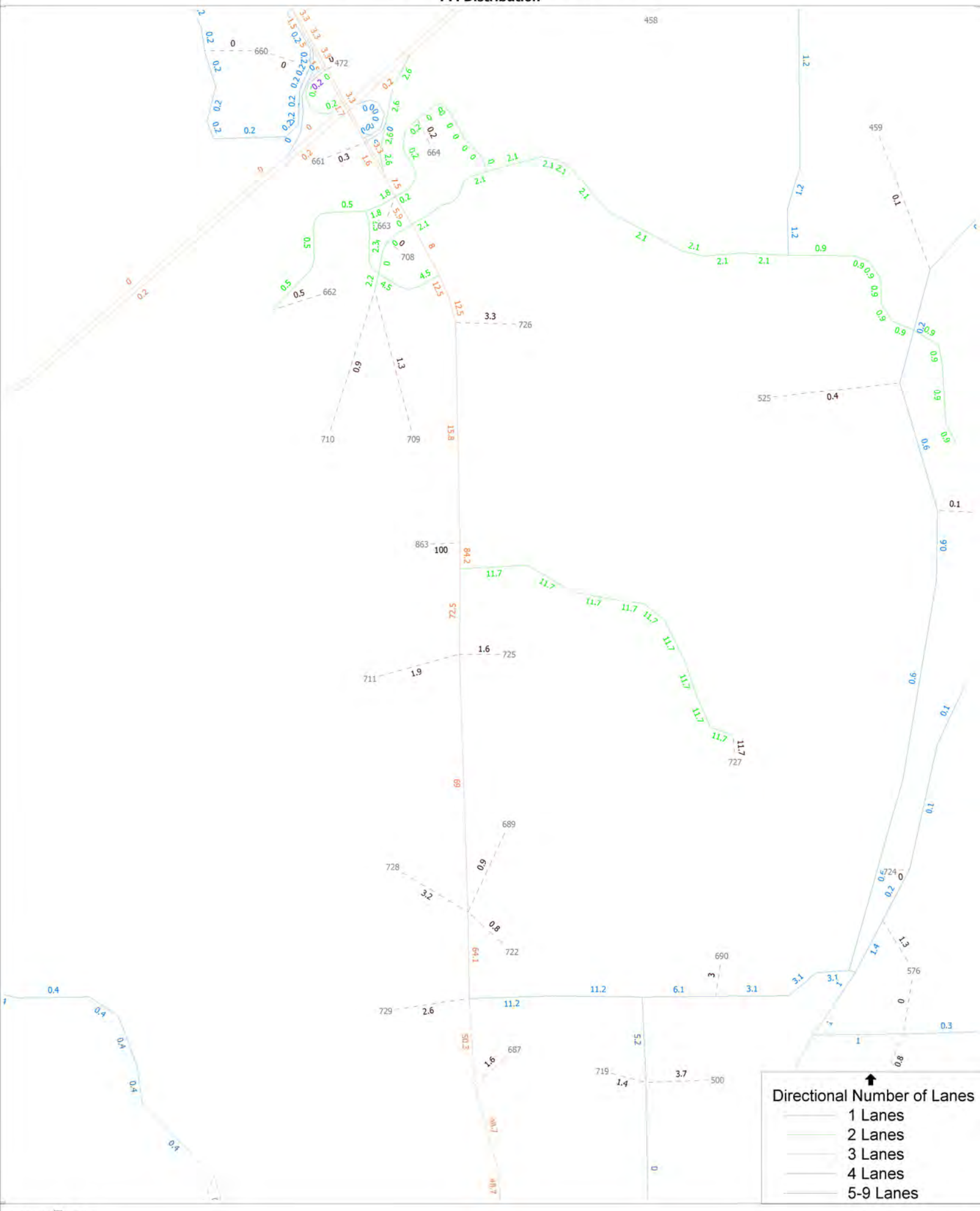
Link	Road Segment	From	To	Roadway Characteristics				Estimated Traffic Characteristics				Peak Hour / Peak Season							Historical Crash Data 2017 - 2021		Multimodal Factors				
								2021	AADT	100th Highest Hour		Two-Hour	Level	Direc-	LOS Standard		Volume to	Volume-to-	Projected		Transit	Sidewalk		Bicycle Facility	
				Laneage Lane Type	Capacity Group	Segment Length	Functional Classification	Annual Avg. Daily Traffic	Growth Rate (%)	D-Factor	K-Factor	Average Volume	of Service	tional Capacity	Multi-Modal	High-Way	Capacity Ratio	Capacity Ratio in Five Years	LOS in Five Years	Total Crashes	Crash Rate	Presence	Presence	Coverage	Presence	Coverage
6900N	SR 563 (MARTIN L KING JR AVENUE)	SR 539 (KATHLEEN ROAD)	US 92 (MEMORIAL BLVD W)	4D	B02	0.6	URBAN COLLECTOR	6,900	2.0	0.510	0.0750	251	C	2,000	TCCO	D	0.13	0.14	C	41	5.548	YES	FULL	1.63	NONE	0.00
6900S	SR 563 (MARTIN L KING JR AVENUE)	SR 539 (KATHLEEN ROAD)	US 92 (MEMORIAL BLVD W)	4D	B02	0.6	URBAN COLLECTOR	6,900	2.0	0.490	0.0750	241	C	2,000	TCCO	D	0.12	0.13	C	41	5.548	YES	FULL	1.63	NONE	0.00
6903N	SR 563 (SIKES BLVD)	ARIANA ST	LIME ST	4D	C02	1.4	MINOR ARTERIAL	24,800	2.0	0.510	0.0750	901	D	1,630	TCCO	D	0.55	0.61	D	60	0.934	YES	FULL	1.88	NONE	0.00
6903S	SR 563 (SIKES BLVD)	ARIANA ST	LIME ST	4D	C02	1.4	MINOR ARTERIAL	24,800	2.0	0.490	0.0750	866	D	1,630	TCCO	D	0.53	0.58	D	60	0.934	YES	FULL	1.88	NONE	0.00
6904N	SR 563 (SIKES BLVD)	LIME ST	SR 539 (KATHLEEN ROAD)	4D	C02	0.5	MINOR ARTERIAL	26,000	2.0	0.510	0.0750	945	D	1,630	TCCO	D	0.58	0.64	D	22	0.965	YES	PARTIAL	0.60	PARTIAL	1.10
6904S	SR 563 (SIKES BLVD)	LIME ST	SR 539 (KATHLEEN ROAD)	4D	C02	0.5	MINOR ARTERIAL	26,000	2.0	0.490	0.0750	908	D	1,630	TCCO	D	0.56	0.61	D	22	0.965	YES	PARTIAL	0.60	PARTIAL	1.10
7400E	SR 570 (POLK PARKWAY)	I-4	US 98	4F	F02	10.1	PRINCIPAL ARTERIAL	33,200	2.0	0.510	0.0900	1,524	B	3,740	SIS	D	0.41	0.45	B	245	0.401	YES	NONE	0.00	NONE	0.00
7400W	SR 570 (POLK PARKWAY)	I-4	US 98	4F	F02	10.1	PRINCIPAL ARTERIAL	33,200	2.0	0.490	0.0900	1,464	B	3,740	SIS	D	0.39	0.43	B	245	0.401	YES	NONE	0.00	NONE	0.00
7401E	SR 570 (POLK PARKWAY)	US 98	CR 546 (OLD DIXIE HIGHWAY)	4F	F02	8.5	PRINCIPAL ARTERIAL	15,200	2.0	0.510	0.0900	698	B	3,740	SIS	D	0.19	0.21	B	66	0.280	NO	NONE	0.00	NONE	0.00
7401W	SR 570 (POLK PARKWAY)	US 98	CR 546 (OLD DIXIE HIGHWAY)	4F	F02	8.5	PRINCIPAL ARTERIAL	15,200	2.0	0.490	0.0900	670	B	3,740	SIS	D	0.18	0.20	B	66	0.280	NO	NONE	0.00	NONE	0.00
7402E	SR 570 (POLK PARKWAY)	CR 546 (OLD DIXIE HIGHWAY)	I-4	4F	F02	5.7	PRINCIPAL ARTERIAL	8,800	2.0	0.510	0.0900	404	B	3,740	SIS	D	0.11	0.12	B	28	0.305	NO	NONE	0.00	NONE	0.00
7402W	SR 570 (POLK PARKWAY)	CR 546 (OLD DIXIE HIGHWAY)	I-4	4F	F02	5.7	PRINCIPAL ARTERIAL	8,800	2.0	0.490	0.0900	388	B	3,740	SIS	D	0.10	0.11	B	28	0.305	NO	NONE	0.00	NONE	0.00
7000N	SR 572 (AIRPORT RD)	US 92 (NEW TAMPA HWY)	DRANE FIELD RD	2U	B02	2.7	MINOR ARTERIAL	11,300	2.0	0.490	0.0750	395	C	880	TCCO	D	0.45	0.49	C	61	1.077	YES	PARTIAL	0.69	PARTIAL	1.14
7000S	SR 572 (AIRPORT RD)	US 92 (NEW TAMPA HWY)	DRANE FIELD RD	2U	B02	2.7	MINOR ARTERIAL	11,300	2.0	0.510	0.0750	411	C	880	TCCO	D	0.47	0.51	C	61	1.077	YES	PARTIAL	0.69	PARTIAL	1.14
7001N	SR 572 (DRANE FIELD RD)	AIRPORT RD	PIPKIN CREEK ROAD	2U	B02	1.9	URBAN COLLECTOR	10,800	2.0	0.490	0.0750	377	C	880	TCCO	D	0.43	0.47	C	80	1.544	YES	PARTIAL	0.27	PARTIAL	1.06
7001S	SR 572 (DRANE FIELD RD)	AIRPORT RD	PIPKIN CREEK ROAD	2U	B02	1.9	URBAN COLLECTOR	10,800	2.0	0.510	0.0750	392	C	880	TCCO	D	0.45	0.49	C	80	1.544	YES	PARTIAL	0.27	PARTIAL	1.06
5900E	SR 60	HILLSBOROUGH COUNTY LINE	CR 676 (NICHOLS ROAD)	4D	B02	4.3	PRINCIPAL ARTERIAL	21,500	2.0	0.490	0.0900	948	C	2,000	SIS	D	0.47	0.52	C	222	1.329	NO	PARTIAL	0.26	FULL	2.00
5900W	SR 60	HILLSBOROUGH COUNTY LINE	CR 676 (NICHOLS ROAD)	4D	B02	4.3	PRINCIPAL ARTERIAL	21,500	2.0	0.510	0.0900	987	C	2,000	SIS	D	0.49	0.54	C	222	1.329	NO	PARTIAL	0.26	FULL	2.00
5901E	SR 60	CR 676 (NICHOLS ROAD)	SR 37 (CHURCH AVENUE N)	4D	B02	1.6	PRINCIPAL ARTERIAL	19,700	2.0	0.490	0.0900	869	C	2,000	SIS	D	0.43	0.48	C	76	1.348	NO	PARTIAL	0.33	FULL	2.00
5901W	SR 60	CR 676 (NICHOLS ROAD)	SR 37 (CHURCH AVENUE N)	4D	B02	1.6	PRINCIPAL ARTERIAL	19,700	2.0	0.510	0.0900	904	C	2,000	SIS	D	0.45	0.50	C	76	1.348	NO	PARTIAL	0.33	FULL	2.00
5902E	SR 60	SR 37 (CHURCH AVENUE N)\	12TH AVE NE	4D	B02	0.7	PRINCIPAL ARTERIAL	20,500	2.0	0.510	0.0900	941	C	2,000	SIS	D	0.47	0.52	C	31	1.184	NO	FULL	1.81	FULL	1.87
5902W	SR 60	SR 37 (CHURCH AVENUE N)\	12TH AVE NE	4D	B02	0.7	PRINCIPAL ARTERIAL	20,500	2.0	0.490	0.0900	904	C	2,000	SIS	D	0.45	0.50	C	31	1.184	NO	FULL	1.81	FULL	1.87
5903E	SR 60	12TH AVE NE	BONNIE MINE RD	4D	I02	2.3	PRINCIPAL ARTERIAL	21,000	2.0	0.510	0.0900	964	C	1,820	SIS	D	0.53	0.58	C	28	0.316	NO	NONE	0.00	FULL	2.00
5903W	SR 60	12TH AVE NE	BONNIE MINE RD	4D	I02	2.3	PRINCIPAL ARTERIAL	21,000	2.0	0.490	0.0900	926	C	1,820	SIS	D	0.51	0.56	C	28	0.316	NO	NONE	0.00	FULL	2.00
5904E	SR 60	BONNIE MINE RD	VAN FLEET DRIVE W	4D	B02	4.4	PRINCIPAL ARTERIAL	21,500	2.0	0.490	0.0900	948	C	2,000	SIS	D	0.47	0.52	C	134	0.775	NO	PARTIAL	0.11	FULL	2.00
5904W	SR 60	BONNIE MINE RD	VAN FLEET DRIVE W	4D	B02	4.4	PRINCIPAL ARTERIAL	21,500	2.0	0.510	0.0900	987	C	2,000	SIS	D	0.49	0.54	C	134	0.775	NO	PARTIAL	0.11	FULL	2.00
5906E	SR 60	SR 60 (FLAMINGO DRIVE E)	CR 655 (RIFLE RANGE RD)	4D	I02	5.9	PRINCIPAL ARTERIAL	23,500	2.0	0.490	0.0900	1,036	C	1,820	SIS	D	0.57	0.63	C	238	0.934	NO	PARTIAL	0.35	FULL	2.00
5906W	SR 60	SR 60 (FLAMINGO DRIVE E)	CR 655 (RIFLE RANGE RD)	4D	I02	5.9	PRINCIPAL ARTERIAL	23,500	2.0	0.510	0.0900	1,079	C	1,820	SIS	D	0.59	0.65	C	238	0.934	NO	PARTIAL	0.35	FULL	2.00
5907E	SR 60	CR 655 (RIFLE RANGE ROAD)	US 27	4D	I02	8.1	PRINCIPAL ARTERIAL	27,300	2.0	0.490	0.0900	1,204	C	1,820	SIS	D	0.66	0.73	C	286	0.709	NO	PARTIAL	0.01	PARTIAL	1.47
5907W	SR 60	CR 655 (RIFLE RANGE ROAD)	US 27	4D	I02	8.1	PRINCIPAL ARTERIAL	27,300	2.0	0.510	0.0900	1,253	C	1,820	SIS	D	0.69	0.76	C	286	0.709	NO	PARTIAL	0.01	PARTIAL	1.47
5908E	SR 60	US 27	SR 17 (SCENIC HIGHWAY)	4D	I02	1.2	PRINCIPAL ARTERIAL	26,000	2.0	0.490	0.0900	1,147	C	1,820	SIS	D	0.63	0.69	C	147	2.593	YES	PARTIAL	0.62	PARTIAL	0.18
5908W	SR 60	US 27	SR 17 (SCENIC HIGHWAY)	4D	I02	1.2	PRINCIPAL ARTERIAL	26,000	2.0	0.510	0.0900	1,193	C	1,820	SIS	D	0.66	0.72	C	147	2.593	YES	PARTIAL	0.62	PARTIAL	0.18
5910E	SR 60	STOKES RD	CR 630	4D	P02	14.5	PRINCIPAL ARTERIAL	15,000	2.0	0.510	0.0900	689	B	2,210	SIS	C	0.31	0.34	B	174	0.438	NO	NONE	0.00	NONE	0.00
5910W	SR 60	STOKES RD	CR 630	4D	P02	14.5	PRINCIPAL ARTERIAL	15,000	2.0	0.490	0.0900	662	B	2,210	SIS	C	0.30	0.33	B	174	0.438	NO	NONE	0.00	NONE	0.00
5912E	SR 60	CR 630	OSCEOLA COUNTY LINE	2U	P02	7.1	PRINCIPAL ARTERIAL	9,400	2.0	0.490	0.0900	415	B	820	SIS	C	0.51	0.56	B	66	0.541	NO	NONE	0.00	NONE	0.00
5912W	SR 60	CR 630	OSCEOLA COUNTY LINE	2U	P02	7.1	PRINCIPAL ARTERIAL	9,400	2.0	0.510	0.0900	431	B	820	SIS	C	0.53	0.58	B	66	0.541	NO	NONE	0.00	NONE	0.00
6003E	SR 60	VAN FLEET DR E	FLAMINGO DR E	4D	B02	0.9	PRINCIPAL ARTERIAL	25,500	2.0	0.510	0.0900	1,170	C	2,000	SIS	D	0.59	0.64	C	76	1.768	NO	FULL	1.83	PARTIAL	1.00
6003W	SR 60	VAN FLEET DR E	FLAMINGO DR E	4D	B02	0.9	PRINCIPAL ARTERIAL	25,500	2.0	0.490	0.0900	1,125	C	2,000	SIS	D	0.56	0.62	C	76	1.768	NO	FULL	1.83	PARTIAL	1.00
5909E	SR 60 (HESPERIDES RD)	SR 17 (SCENIC HIGHWAY)	STOKES RD	4D	B02	3.8	PRINCIPAL ARTERIAL	26,500	2.0	0.510	0.0900	1,216	C	2,000	SIS	D	0.61	0.67	C	208	1.124	YES	PARTIAL	1.13	PARTIAL	0.64
5909W	SR 60 (HESPERIDES RD)	SR 17 (SCENIC HIGHWAY)	STOKES RD	4D	B02	3.8	PRINCIPAL ARTERIAL	26,500	2.0	0.490	0.0900	1,169	C	2,000	SIS	D	0.58	0.64	C	208	1.124	YES	PARTIAL	1.13	PARTIAL	0.64
6002E	SR 60 (VAN FLEET DR E)	BROADWAY AVE	US 17	4D	B02	0.8	PRINCIPAL ARTERIAL	30,000	2.0	0.490	0.0900	1,323	C	2,000	SIS	D	0.66	0.73	C	180	4.121	YES	FULL	1.82	FULL	2.00
6002W	SR 60 (VAN FLEET DR E)	BROADWAY AVE	US 17	4D	B02	0.8	PRINCIPAL ARTERIAL	30,000	2.0	0.510	0.0900	1,377	C	2,000	SIS	D	0.69	0.76	C	180	4.121	YES	FULL	1.82	FULL	2.00
6000E	SR 60 (VAN FLEET DR W)	MAIN STREET W	BROADWAY AVE N	4D	B02	0.9	PRINCIPAL ARTERIAL	22,500	2.0	0.490	0.0900	992	C	2,000	SIS	D	0.50	0.55	C	66	1.876	YES	FULL	1.86	FULL	2.00
6000W	SR 60 (VAN FLEET DR W)	MAIN STREET W	BROADWAY AVE N	4D	B02	0.9	PRINCIPAL ARTERIAL	22,500	2.0	0.510	0.0900	1,033	C	2,000	SIS	D	0.52	0.57	C	66	1.876	YES	FULL	1.86	FULL	2.00
5309E	SR 600 (GEORGE JENKINS BLVD)	WABASH AVE N	LAKE BEULAH DR	4D	B02	1.3	PRINCIPAL ARTERIAL	16,000	2.0	0.490	0.0750	559	C	2,000	TCCO	D	0.28	0.31	C	106	2.751	YES	PARTIAL	1.28	NONE	0.00
5309W	SR 600 (GEORGE JENKINS BLVD)	WABASH AVE N	LAKE BEULAH DR	4D	B02	1.3	PRINCIPAL ARTERIAL	16,000	2.0	0.510	0.0750	581	C	2,000	TCCO	D	0.29	0.32	C	106	2.751	YES	PARTIAL	1.28	NONE	0.00
5312E	SR 600 (MAIN ST)	MASSACHUSETTS AVE N	SR 548 (BARTOW ROAD)	2U	C02	0.5	URBAN COLLECTOR	3,000	2.0	0.510	0.0750	109	C	750	TCCO	D	0.15	0.16	C	12	4.015	YES	FULL	1.81	NONE	0.00
5312W	SR 600 (MAIN ST)	MASSACHUSETTS AVE N	SR 548 (BARTOW ROAD)	2U	C02	0.5	URBAN COLLECTOR	3,000	2.0	0.490	0.0750	105	C	750	TCCO	D	0.14	0.15	C	12	4.015	YES	FULL	1.81	NONE	0.00
4072N	SR 655 (BERKLEY RD)	US 92	CR 546 (OLD DIXIE HWY)	4D	L02	1.1	URBAN COLLECTOR	26,200	2.0	0.490	0.0750	915	C	1,800	TCCO	E	0.51	0.56	C	52	0.959	YES	FULL	1.78	FULL	2.00
4072S	SR 655 (BERKLEY RD)	US 92	CR 546 (OLD DIXIE HWY)	4D	L02	1.1	URBAN COLLECTOR	26,200	2.0	0.510	0.0750	952	C	1,800	TCCO	E	0.53	0.58	C	52	0.959	YES	FULL	1.78	FULL	2.00
6905N	SR 655 (BERKLEY RD)	PACE ROAD	SR 559 (C FRED JONES BLVD)	4D	L02	1.1	URBAN COLLECTOR	10,200	1.8	0.510	0.0750	371	C	1,800	TCCO	E	0.21	0.23	C	7	0.354	NO	FULL	1.89	PARTIAL	0.40
6905S	SR 655 (BERKLEY RD)	PACE ROAD	SR 559 (C FRED JONES BLVD)	4D	L02	1.1	URBAN COLLECTOR	10,200	1.8	0.490	0.0750	356	C	1,800	TCCO	E	0.20	0.22	C	7	0.354	NO	FULL	1.89	PARTIAL	0.40
8119N	SR 655 (BERKLEY RD)	CR 546 (OLD DIXIE HWY)	PACE ROAD	4D	L02	4.4	URBAN COLLECTOR	14,000	2.0	0.490	0.0900	617	C	1,800	TRANSITIONING	D	0.34	0.38	C	38	0.342	NO	FULL	1.92	FULL	2.00
8119S	SR 655 (BERKLEY RD)	CR 546 (OLD DIXIE HWY)	PACE ROAD	4D	L02	4.4	URBAN COLLECTOR	14,000	2.0	0.510	0.0900	643	C	1,800	TRANSITIONING	D	0.36	0.39	C	38	0.342	NO	FULL	1.92	FULL	2.00
7100N	SR 655 (LAKE SHIPP DR)	US 17	SR 655 (RECKER HIGHWAY)	2U	B02	1.2	URBAN COLLECTOR	12,200	2.0	0.490	0.0900	538	C	880	TSDA	D	0.61	0.67	C	75	2.835	YES	PARTIAL	0.14	PARTIAL	1.53
7100S	SR 655 (LAKE SHIPP DR)	US 17	SR 655 (RECKER HIGHWAY)	2U	B02	1.2	URBAN COLLECTOR	12,200	2.0	0.510	0.0900	560	C	880	TSDA	D	0.64	0.70	C	75	2.835	YES	PARTIAL	0.14	PARTIAL	1.53
7101N	SR 655 (RECKER HWY)	SR 540	ORANGEWOOD AVE SW	4D	B02	0.5	MINOR ARTERIAL	10,200	2.0	0.490	0.0900	450	C	2,000	TRANSITIONING	D	0.22	0.25	C	26	2.542	YES	FULL	1.76	FULL	2.00
7101S	SR 655 (RECKER HWY)	SR 540	ORANGEWOOD AVE SW	4D	B02	0.5	MINOR ARTERIAL	10,200	2.0	0.510	0.0900	468	C	2,000	TRANSITIONING	D	0.23	0.26	C	26	2.542	YES	FULL	1.76	FULL	2.00
7102N	SR 655 (RECKER HWY)	CR 542 (AVENUE G NW)	US 92	2U	A02	3.3	MINOR ARTERIAL	13,300	2.0	0.490	0.0900	587	C	1,200	TRANSITIONING	D	0.49	0.54	C	147	1.822	NO	PARTIAL	0.04	PARTIAL	1.50
7102S	SR 655 (RECKER HWY)	CR 542 (AVENUE G NW)	US 92	2U	A02	3.3	MINOR ARTERIAL	13,300	2.0	0.510	0.0900	610	C	1,200	TRANSITIONING	D	0.51	0.56	C	147	1.822	NO	PARTIAL	0.04	PARTIAL	1.50
7103N	SR 655 (RECKER HWY)	ORANGEWOOD AVE SW	CR 542 (AVENUE G NW)	2U	B02	2.5	MINOR ARTERIAL	13,900	2.0	0.490	0.0900	613	C	880	TSDA	D	0.70	0.77	C	223	3.549	YES	PARTIAL	0.20	PARTIAL	1.61
7103S	SR 655 (RECKER HWY)	ORANGEWOOD AVE SW	CR 542 (AVENUE G NW)	2U	B02	2.5	MINOR ARTERIAL	13,900	2.0	0.510	0.0900	638	C	880	TSDA	D	0.73	0.80	C	223	3.549	YES	PARTIAL	0.20	PARTIAL	1.61
7300N	SR 659 (COMBEE RD)	US 98	US 92	2U	B02	2.7	MINOR ARTERIAL	16,300	2.0	0.510	0.0900	748	C	880	TSDA	D	0.85	0.94	C	246	3.022	YES	PARTIAL	0.28	FULL	2.00
7300S	SR 659 (COMBEE RD)	US 98	US 92	2U	B02	2.7	MINOR ARTERIAL	16,300	2.0	0.490	0.0900	719	C	880	TSDA	D	0.82	0.90	C	246	3.022	YES	PARTIAL	0.28	FULL	2.00
7301N	SR 659 (COMBEE RD)	US 92	CR 546 (SADDLE CREEK RD)	2U	B02	1.7	MINOR ARTERIAL	13,300	2.0	0.510	0.0900	610	C	880	TSDA	D	0.69	0.76	C	141	3.421	YES	PARTIAL	0.49	FULL	2.00
7301S	SR 659 (COMBEE RD)	US 92	CR 546 (SADDLE CREEK RD)	2U	B02	1.7	MINOR ARTERIAL	13,300	2.0	0.490	0.0900	587	C	880	TSDA	D	0.67	0.73	C	141	3.421	YES	PARTIAL	0.49	FULL	2.00
7302N	SR 659 (COMBEE RD)	CR 546 (SADDLE CREED RD)	SR 33	2U	B02	3.2	MINOR ARTERIAL	12,300	2.0	0.510	0.0900	565	C	880	TRANSITIONING	D	0.64	0.71	C	75	1.044	NO	PARTIAL	0.11	FULL	2.00
7302S	SR 659 (COMBEE RD)	CR 546 (SADDLE CREED RD)	SR 33	2U	B02	3.2	MINOR ARTERIAL	12,300	2.0	0.490	0.0900	542	C	880	TRANSITIONING	D	0.62	0.68	C	75	1.044	NO	PARTIAL	0.11	FULL	2.00
7200E	SR 674	HILLSBOROUGH COUNTY LINE	SR 37	2B	K02	2.3	RURAL MAJOR COLLECTOR	2,600	2.0	0.510	0.0900	119	B	900	OTHER	C	0.13	0.15	B	2	0.187	NO	NONE	0.00	FULL	2.00
7200W	SR 674	HILLSBOROUGH COUNTY LINE	SR 37	2B	K02	2.3	RURAL MAJOR COLLECTOR	2,600	2.0	0.490	0.0900	115	B	900	OTHER	C	0.13	0.14	B	2	0.187	NO	NONE	0.00	FULL	2.00
4150E	STADIUM RD/PIERCE ST/LAKE ALFRED RD	MAIN STREET N	US 17/92 (SHINN BLVD)	2U	L02	4.2	URBAN COLLECTOR	3,400	2.0	0.510	0.0750	124	C	790	TCCO	E	0.16	0.17	C	33	1.273	NO	PARTIAL	0.27	NONE	0.00
4150W	STADIUM RD/PIERCE ST/LAKE ALFRED RD	MAIN STREET N	US 17/92 (SHINN BLVD)	2U	L02	4.2	URBAN COLLECTOR	3,400	2.0	0.490	0.0750	119	C	790	TCCO	E	0.15	0.17	C	33	1.273	NO	PARTIAL	0.27	NONE	0.00
8047N	SUCCESS AVENUE	LAKE HOLLINGSWORTH DRIVE	LAKE MORTON DRIVE	2U	L02	0.6	URBAN COLLECTOR	3,100	2.0	0.490	0.0750	108	C	790	MULTI-MODAL	D	0.14	0.15	C	8	2.324	NO	FULL	1.83	NONE	0.00
8047S	SUCCESS AVENUE	LAKE HOLLINGSWORTH DRIVE	LAKE MORTON DRIVE	2U	L02	0.6	URBAN COLLECTOR	3,100	2.0	0.510	0.0750	113	C	790	MULTI-MODAL	D	0.14	0.16	C	8	2.324	NO	FULL	1.83	NONE	0.00
4153E	SWINDELL ROAD	CR 542A (GALLOWAY ROAD N)	SR 546 (MEMORIAL BLVD W)	2U	L02	1.2	URBAN COLLECTOR	2,700	2.0	0.490	0.0750	94	C	790	TCCO	E	0.12	0.13	C	16	2.609	YES	PARTIAL	0.57	NONE	0.00
4153W	SWINDELL ROAD	CR 542A (GALLOWAY ROAD N)	SR 546 (MEMORIAL BLVD W)	2U	L02	1.2	URBAN COLLECTOR	2,700	2.0	0.510	0.0750	98	C	790	TCCO	E	0.12	0.14	C	16	2.609	YES	PARTIAL	0.57	NONE	0.00
8413E	SWINDELL ROAD	NORTH FRONTAGE ROAD	CR 542A	2U	B02	2.1	URBAN COLLECTOR	2,400	2.0	0.490	0.0900	106	C	880	TSDA	D	0.12	0.13	C	12	1.335	YES	PARTIAL	0.25	NONE	0.00
8413W	SWINDELL ROAD	NORTH FRONTAGE ROAD	CR 542A	2U	B02	2.1	URBAN COLLECTOR	2,400	2.0	0.510	0.0900	110	C	880	TSDA	D	0.13	0.14	C	12	1.335	YES	PARTIAL	0.25	NONE	0.00
8048E	SYLVESTER ROAD	NEW JERSEY ROAD	US 98	2U	L02	0.8	URBAN COLLECTOR	3,600	2.0	0.510	0.0900	165	C	790	TRANSITIONING	D	0.21	0.23	C	6	1.121	NO	PARTIAL	1.36	NONE	0.00
8048W	SYLVESTER ROAD	NEW JERSEY ROAD	US 98	2U	L02	0.8	URBAN COLLECTOR	3,600	2.0	0.490	0.0900	159	C	790	TRANSITIONING	D	0.20	0.22	C	6	1.121	NO	PARTIAL	1.36	NONE	0.00
8220E	T.S. WILSON ROAD/LAKE REEDY BOULEVARD S	SR 17 (SCENIC HIGHWAY)	LAKE ARBUCKLE RD	2U	H02	4.3	URBAN COLLECTOR	1,400	2.0	0.490	0.0900	62	B	730	TRANSITIONING	D	0.08	0.09	B	8	0.734	NO	NONE	0.00	NONE	0.00
8220W	T.S. WILSON ROAD/LAKE REEDY BOULEVARD S	SR 17 (SCENIC HIGHWAY)	LAKE ARBUCKLE RD	2U	H02	4.3	URBAN COLLECTOR	1,400	2.0	0.510	0.0900	64	B	730	TRANSITIONING	D	0.09	0.10	B	8	0.734	NO	NONE	0.00	NONE	0.00
4000E	TENTH ST W	CR 542A (GALLOWAY ROAD N)	SR 539 (KATHLEEN ROAD)	2U	L02	1.9	URBAN COLLECTOR	3,200	2.0	0.510	0.0750	116	C	790	TCCO	E	0.15	0.16	C	22	1.957	YES	PARTIAL	0.36	PARTIAL	0.27
4000W	TENTH ST W	CR 542A (GALLOWAY ROAD N)	SR 539 (KATHLEEN ROAD)	2U	L02	1.9	URBAN COLLECTOR	5,100	2.0	0.490	0.0750	178	C	790	TCCO	E	0.23	0.25	C	22	1.957	YES	PARTIAL	0.36	PARTIAL	0.27
8049E	TENTH STREET	SR 539 (KATHLEEN ROAD)	SR 563 (MARTIN L KING JR AVENUE)	2U	L02	0.8	URBAN COLLECTOR	6,200	2.0	0.510	0.0750	225	C	790	TCCO	E	0.29	0.31	C	31	3.304	YES	PARTIAL	1.57	PARTIAL	1.22
8049W	TENTH STREET	SR 539 (KATHLEEN ROAD)	SR 563 (MARTIN L KING JR AVENUE)	2U	L02	0.8	URBAN COLLECTOR	6,200	2.0	0.490	0.0750	216	C	790	TCCO	E	0.27	0.30	C	31	3.304	YES	PARTIAL	1.57	PARTIAL	1.22
8208N	TENTH STREET N	BATES ROAD	CR 547	2U	L02	1.5	URBAN COLLECTOR	4,900	2.0	0.490	0.0900	216	C	790	TRANSITIONING	D	0.27	0.30	C	21	1.580	NO	PARTIAL	0.94	NONE	0.00
8208S	TENTH STREET N	BATES ROAD	CR 547	2U	L02	1.5	URBAN COLLECTOR	4,900	2.0	0.510	0.0900	225	C	790	TRANSITIONING	D	0.28	0.31	C	21	1.580	NO	PARTIAL	0.94	NONE	0.00
8332N	TENTH STREET N/LILY AVENUE E	US 17/92 (HINSON AVE)	12TH STREET	2U	L02	0.4	URBAN COLLECTOR	6,600	2.0	0.490	0.0750	230	C	790	TCCO	E	0.29	0.32	C	8	1.686	NO	PARTIAL	1.07	NONE	0.00
8332S	TENTH STREET N/LILY AVENUE E	US 17/92 (HINSON AVE)	12TH STREET	2U	L02	0.4	URBAN COLLECTOR	6,600	2.0	0.510	0.0750	240	C	790	TCCO	E	0.30	0.33	C	8	1.686	NO	PARTIAL	1.07	NONE	0.00
4005N	THIRD ST SE/LAKE LULU DR N/SIXTH ST SE	SR 540 (CYPRESS GARDENS BLVD SE)	SR 540 (CYPRESS GARDENS BLVD SE)	2U	L02	0.7	URBAN COLLECTOR	1,500	2.0	0.490	0.0750	52	C	790	TCCO	E	0.07	0.07	C	15	8.124	NO	PARTIAL	0.14	NONE	0.00
4005S	THIRD ST SE/LAKE LULU DR N/SIXTH ST SE	SR 540 (CYPRESS GARDENS BLVD SE)	SR 540 (CYPRESS GARDENS BLVD SE)	2U	L02	0.7	URBAN COLLECTOR	1,500	2.0	0.510	0.0750	55	C	790	TCCO	E	0.07	0.08	C	15	8.124	NO	PARTIAL	0.14	NONE	0.00
4006N	THIRD ST/OLD EAGLE LAKE-WINTER HAVEN RD/7TH ST SW/A	CRYSTAL BEACH RD	US 17 (THIRD STREET SW)	2U	L02	3.5	URBAN COLLECTOR	4,800	2.0

Link	Road Segment	From	To	Roadway Characteristics				Estimated Traffic Characteristics				Peak Hour / Peak Season							Historical Crash Data 2017 - 2021		Multimodal Factors				
								2021	AADT	100th Highest Hour		Two-Hour	Level	Direc-	LOS Standard		Volume to	Volume-to-	Projected		Transit	Sidewalk		Bicycle Facility	
				Laneage	Capacity	Segment	Functional	Annual Avg.	Growth	D-	K-	Average	of	tional	Multi-	High-	Capacity	Capacity Ratio	LOS in						
				Lane Type	Group	Length	Classification	Daily Traffic	Rate (%)	Factor	Factor	Volume	Service	Capacity	Modal	Way	Ratio	in Five Years	Five Years	Total Crashes	Crash Rate	Presence	Presence	Coverage	Presence	Coverage
8300N	THIRTIETH ST N	HINSON AVE E	CR 580 (JOHNSON AVENUE E)	2U	L02	0.5	URBAN COLLECTOR	4,000	2.0	0.510	0.0750	145	C	790	TCCO	E	0.18	0.20	C	5	1.366	NO	PARTIAL	0.01	NONE	0.00
8300S	THIRTIETH ST N	HINSON AVE E	CR 580 (JOHNSON AVENUE E)	2U	L02	0.5	URBAN COLLECTOR	4,000	2.0	0.490	0.0750	140	C	790	TCCO	E	0.18	0.19	C	5	1.366	NO	PARTIAL	0.01	NONE	0.00
4004N	THIRTY-FOURTH ST NW	CR 542 (AVENUE G NW)	SR 544 (HAVENDALE BLVD NW)	2U	L02	1.4	URBAN COLLECTOR	5,100	2.0	0.490	0.0750	178	C	790	MULTI-MODAL	D	0.23	0.25	C	35	2.666	YES	PARTIAL	0.78	NONE	0.00
4004S	THIRTY-FOURTH ST NW	CR 542 (AVENUE G NW)	SR 544 (HAVENDALE BLVD NW)	2U	L02	1.4	URBAN COLLECTOR	5,100	2.0	0.510	0.0750	185	C	790	MULTI-MODAL	D	0.23	0.26	C	35	2.666	YES	PARTIAL	0.78	NONE	0.00
4160E	THOMPSON NURSERY RD/ELOISE LOOP ROAD	CR 653 (RATTLESNAKE RD)	US 27	2U	L02	3.4	URBAN COLLECTOR	11,200	2.0	0.490	0.0900	494	C	790	TRANSITIONING	D	0.63	0.69	C	29	0.416	NO	PARTIAL	0.51	PARTIAL	0.15
4160W	THOMPSON NURSERY RD/ELOISE LOOP ROAD	CR 653 (RATTLESNAKE RD)	US 27	2U	L02	3.4	URBAN COLLECTOR	11,200	2.0	0.510	0.0900	514	C	790	TRANSITIONING	D	0.65	0.72	C	29	0.416	NO	PARTIAL	0.51	PARTIAL	0.15
4170N	THORNHILL ROAD	SR 540	SR 655 (RECKER HIGHWAY)	2U	H02	3.1	URBAN COLLECTOR	7,900	2.0	0.490	0.0750	276	C	1,490	TCCO	E	0.19	0.20	C	38	0.842	NO	PARTIAL	0.22	PARTIAL	0.04
4170S	THORNHILL ROAD	SR 540	SR 655 (RECKER HIGHWAY)	2U	H02	3.1	URBAN COLLECTOR	7,900	2.0	0.510	0.0750	287	C	1,490	TCCO	E	0.19	0.21	C	38	0.842	NO	PARTIAL	0.22	PARTIAL	0.04
8202N	TIMBERLANE ROAD	CR 17A (MASTERPIECE ROAD)	CANAL ROAD	2U	L02	2.9	RURAL MINOR COLLECTOR	2,600	2.0	0.510	0.0900	119	C	790	TRANSITIONING	D	0.15	0.17	C	11	0.796	NO	NONE	0.00	NONE	0.00
8202S	TIMBERLANE ROAD	CR 17A (MASTERPIECE ROAD)	CANAL ROAD	2U	L02	2.9	RURAL MINOR COLLECTOR	2,600	2.0	0.490	0.0900	115	C	790	TRANSITIONING	D	0.15	0.16	C	11	0.796	NO	NONE	0.00	NONE	0.00
8108N	TOMKOW ROAD	SR 33	OLD POLK CITY ROAD	2U	L02	1.0	URBAN COLLECTOR	3,500	2.0	0.510	0.0900	161	C	790	TRANSITIONING	D	0.20	0.22	C	0	0.000	NO	NONE	0.00	NONE	0.00
8108S	TOMKOW ROAD	SR 33	OLD POLK CITY ROAD	2U	L02	1.0	URBAN COLLECTOR	3,500	2.0	0.490	0.0900	154	C	790	TRANSITIONING	D	0.20	0.21	C	0	0.000	NO	NONE	0.00	NONE	0.00
4001N	TWELFTH ST/LEE JACKSON HIGHWAY N	STUART AVE	US 17/92	2U	L02	1.2	URBAN COLLECTOR	6,600	2.0	0.490	0.0750	230	C	790	TCCO	E	0.29	0.32	C	23	1.556	NO	NONE	0.00	NONE	0.00
4001S	TWELFTH ST/LEE JACKSON HIGHWAY N	STUART AVE	US 17/92	2U	L02	1.2	URBAN COLLECTOR	6,600	2.0	0.510	0.0750	240	C	790	TCCO	E	0.30	0.33	C	23	1.556	NO	NONE	0.00	NONE	0.00
8066N	TWENTY FIRST STREET SW, LAKE HOWARD DRIVE	SR 655 (RECKER HIGHWAY)	CR 542 (AVE G NW)	2U	L02	1.3	URBAN COLLECTOR	6,300	2.0	0.490	0.0900	278	C	790	TRANSITIONING	D	0.35	0.39	C	7	0.475	YES	PARTIAL	0.36	NONE	0.00
8066S	TWENTY FIRST STREET SW, LAKE HOWARD DRIVE	SR 655 (RECKER HIGHWAY)	CR 542 (AVE G NW)	2U	L02	1.3	URBAN COLLECTOR	6,300	2.0	0.510	0.0900	289	C	790	TRANSITIONING	D	0.37	0.40	C	7	0.475	YES	PARTIAL	0.36	NONE	0.00
4002N	TWENTY-FIRST ST NW	SR 544 (HAVENDALE BLVD NW)	US 92	2U	L02	2.0	URBAN COLLECTOR	5,200	2.0	0.490	0.0900	229	C	790	TRANSITIONING	D	0.29	0.32	C	6	0.319	NO	PARTIAL	0.31	NONE	0.00
4002S	TWENTY-FIRST ST NW	SR 544 (HAVENDALE BLVD NW)	US 92	2U	L02	2.0	URBAN COLLECTOR	5,200	2.0	0.510	0.0900	239	C	790	TRANSITIONING	D	0.30	0.33	C	6	0.319	NO	PARTIAL	0.31	NONE	0.00
4003N	TWENTY-THIRD ST NW/LAKE CANNON DR W/TWENTY-SIXTH	CR 542 (AVENUE G NW)	SR 544 (HAVENDALE BLVD NW)	2U	L02	1.2	URBAN COLLECTOR	1,700	2.0	0.510	0.0900	78	C	790	TRANSITIONING	D	0.10	0.11	C	10	2.645	NO	PARTIAL	0.31	NONE	0.00
4003S	TWENTY-THIRD ST NW/LAKE CANNON DR W/TWENTY-SIXTH	CR 542 (AVENUE G NW)	SR 544 (HAVENDALE BLVD NW)	2U	L02	1.2	URBAN COLLECTOR	1,700	2.0	0.490	0.0900	75	C	790	TRANSITIONING	D	0.09	0.10	C	10	2.645	NO	PARTIAL	0.31	NONE	0.00
8333E	TYNER ROAD	CR 542 (HATCHINEHA RD)	CR 546	2U	N02	1.0	RURAL MINOR COLLECTOR	1,600	2.0	0.490	0.0900	71	C	720	TRANSITIONING	D	0.10	0.11	C	6	2.054	NO	PARTIAL	0.21	NONE	0.00
8333W	TYNER ROAD	CR 542 (HATCHINEHA RD)	CR 546	2U	N02	1.0	RURAL MINOR COLLECTOR	1,600	2.0	0.510	0.0900	73	C	720	TRANSITIONING	D	0.10	0.11	C	6	2.054	NO	PARTIAL	0.21	NONE	0.00
6909E	UNIVERSITY BLVD	SR 33	SR 570 (POLK PARKWAY)	4D	B02	4.4	URBAN COLLECTOR	1,600	2.0	0.490	0.0750	56	C	2,000	TCCO	E	0.03	0.03	C	9	0.709	NO	FULL	1.93	PARTIAL	1.85
6909W	UNIVERSITY BLVD	SR 33	SR 570 (POLK PARKWAY)	4D	B02	4.4	URBAN COLLECTOR	1,600	2.0	0.510	0.0750	58	C	2,000	TCCO	E	0.03	0.03	C	9	0.709	NO	FULL	1.93	PARTIAL	1.85
5000N	US 17	SR 655 (LAKE SHIPP DRIVE S)	SR 540 (CYPRESS GARDENS BLVD SW)	6D	B02	0.8	PRINCIPAL ARTERIAL	37,000	2.0	0.490	0.0750	1,292	C	3,020	TCCO	D	0.43	0.47	C	79	1.494	YES	FULL	1.89	NONE	0.00
5000S	US 17	SR 655 (LAKE SHIPP DRIVE S)	SR 540 (CYPRESS GARDENS BLVD SW)	6D	B02	0.8	PRINCIPAL ARTERIAL	37,000	2.0	0.510	0.0750	1,344	C	3,020	TCCO	D	0.45	0.49	C	79	1.494	YES	FULL	1.89	NONE	0.00
5001N	US 17	HARDEE COUNTY LINE	9TH STREET SE	4D	I02	6.8	PRINCIPAL ARTERIAL	10,900	2.0	0.510	0.0900	500	C	1,820	SIS	D	0.27	0.30	C	64	0.472	NO	PARTIAL	0.13	PARTIAL	0.23
5001S	US 17	HARDEE COUNTY LINE	9TH STREET SE	4D	I02	6.8	PRINCIPAL ARTERIAL	10,900	2.0	0.490	0.0900	481	C	1,820	SIS	D	0.26	0.29	C	64	0.472	NO	PARTIAL	0.13	PARTIAL	0.23
5007N	US 17	VAN FLEET DRIVE W	SPIRIT LAKE RD	4D	B02	4.7	PRINCIPAL ARTERIAL	25,000	2.0	0.510	0.0750	908	C	2,000	TCCO	D	0.45	0.50	C	203	0.941	YES	PARTIAL	0.01	FULL	2.00
5007S	US 17	VAN FLEET DRIVE W	SPIRIT LAKE RD	4D	B02	4.7	PRINCIPAL ARTERIAL	25,000	2.0	0.490	0.0750	873	C	2,000	TCCO	D	0.44	0.48	C	203	0.941	YES	PARTIAL	0.01	FULL	2.00
5008N	US 17	SPIRIT LAKE RD	CRYSTAL BEACH RD	4D	B02	1.8	PRINCIPAL ARTERIAL	24,500	2.0	0.510	0.0750	890	C	2,000	TCCO	D	0.45	0.49	C	45	0.557	YES	NONE	0.00	PARTIAL	0.50
5008S	US 17	SPIRIT LAKE RD	CRYSTAL BEACH RD	4D	B02	1.8	PRINCIPAL ARTERIAL	24,500	2.0	0.490	0.0750	855	C	2,000	TCCO	D	0.43	0.47	C	45	0.557	YES	NONE	0.00	PARTIAL	0.50
5010N	US 17	GILBERT ST	SR 655 (LAKE SHIPP DRIVE S)	6D	B02	1.2	PRINCIPAL ARTERIAL	28,000	2.0	0.510	0.0750	1,017	C	3,020	TCCO	D	0.34	0.37	C	116	1.950	YES	FULL	1.87	NONE	0.00
5010S	US 17	GILBERT ST	SR 655 (LAKE SHIPP DRIVE S)	6D	B02	1.2	PRINCIPAL ARTERIAL	28,000	2.0	0.490	0.0750	978	C	3,020	TCCO	D	0.32	0.36	C	116	1.950	YES	FULL	1.87	NONE	0.00
5002N	US 17 (CHARLESTON AVE S)	9TH STREET	US 98 (BROADWAY STREET E)	4D	I02	0.8	PRINCIPAL ARTERIAL	14,900	2.0	0.510	0.0900	684	C	1,820	SIS	D	0.38	0.41	C	50	2.395	YES	FULL	1.75	NONE	0.00
5002S	US 17 (CHARLESTON AVE S)	9TH STREET	US 98 (BROADWAY STREET E)	4D	I02	0.8	PRINCIPAL ARTERIAL	14,900	2.0	0.490	0.0900	657	C	1,820	SIS	D	0.36	0.40	C	50	2.395	YES	FULL	1.75	NONE	0.00
5014N	US 17 (EIGHTH ST NW)	SR 544 (AVENUE T NW)	US 92	4D	B02	2.2	PRINCIPAL ARTERIAL	23,300	2.0	0.490	0.0750	813	C	2,000	TCCO	D	0.41	0.45	C	116	1.237	YES	PARTIAL	0.35	PARTIAL	0.63
5014S	US 17 (EIGHTH ST NW)	SR 544 (AVENUE T NW)	US 92	4D	B02	2.2	PRINCIPAL ARTERIAL	23,300	2.0	0.510	0.0750	847	C	2,000	TCCO	D	0.42	0.47	C	116	1.237	YES	PARTIAL	0.35	PARTIAL	0.63
5009N	US 17 (FIFTH ST)	CRYSTAL BEACH RD	GILBERT ST	3O	J02	1.8	PRINCIPAL ARTERIAL	12,000	2.0	0.510	0.0750	436	C	1,590	TCCO	D	0.27	0.30	C	46	2.354	YES	PARTIAL	1.30	NONE	0.00
5023S	US 17 (FOURTH ST)	GILBERT ST	CRYSTAL BEACH RD	3O	J02	1.8	PRINCIPAL ARTERIAL	11,500	2.0	0.510	0.0750	418	C	1,590	TCCO	D	0.26	0.29	C	51	2.728	YES	PARTIAL	1.11	NONE	0.00
5013N	US 17 (SIXTH ST NW)	AVE C SW	SR 544 (AVENUE T NW)	4D	B02	1.8	PRINCIPAL ARTERIAL	24,800	2.0	0.510	0.0750	901	C	2,100	TCCO	D	0.43	0.47	C	312	3.931	YES	FULL	1.74	NONE	0.00
5013S	US 17 (SIXTH ST NW)	AVE C SW	SR 544 (AVENUE T NW)	4D	B02	1.8	PRINCIPAL ARTERIAL	24,800	2.0	0.490	0.0750	866	C	2,100	TCCO	D	0.41	0.45	C	312	3.931	YES	FULL	1.74	NONE	0.00
5011N	US 17 (THIRD ST SW)	SR 540	AVE C SW	4D	B02	1.1	PRINCIPAL ARTERIAL	24,500	2.0	0.510	0.0750	890	C	2,000	TCCO	D	0.45	0.49	C	223	4.697	YES	FULL	1.71	NONE	0.00
5011S	US 17 (THIRD ST SW)	SR 540	AVE C SW	4D	B02	1.1	PRINCIPAL ARTERIAL	24,500	2.0	0.490	0.0750	855	C	2,000	TCCO	D	0.43	0.47	C	223	4.697	YES	FULL	1.71	NONE	0.00
5017N	US 17/92	POMELO ST	US 27	4D	B02	5.6	PRINCIPAL ARTERIAL	23,000	2.0	0.510	0.0750	836	C	2,000	TCCO	D	0.42	0.46	C	263	1.128	YES	PARTIAL	0.07	PARTIAL	1.66
5017S	US 17/92	POMELO ST	US 27	4D	B02	5.6	PRINCIPAL ARTERIAL	23,000	2.0	0.490	0.0750	803	C	2,000	TCCO	D	0.40	0.44	C	263	1.128	YES	PARTIAL	0.07	PARTIAL	1.66
5021N	US 17/92	CR 547	OSCEOLA COUNTY LINE	2U	B02	7.0	PRINCIPAL ARTERIAL	15,200	2.0	0.510	0.0750	552	C	880	TCCO	D	0.63	0.69	C	253	1.306	YES	PARTIAL	0.26	PARTIAL	1.76
5021S	US 17/92	CR 547	OSCEOLA COUNTY LINE	2U	B02	7.0	PRINCIPAL ARTERIAL	15,200	2.0	0.490	0.0750	531	C	880	TCCO	D	0.60	0.66	C	253	1.306	YES	PARTIAL	0.26	PARTIAL	1.76
5018N	US 17/92 (HINSON AVE)	US 27	10TH ST N	4D	C02	1.2	PRINCIPAL ARTERIAL	24,500	2.0	0.510	0.0750	890	D	1,630	TCCO	D	0.55	0.60	D	411	7.451	YES	PARTIAL	0.94	PARTIAL	0.40
5018S	US 17/92 (HINSON AVE)	US 27	10TH ST N	4D	C02	1.2	PRINCIPAL ARTERIAL	24,500	2.0	0.490	0.0750	855	D	1,630	TCCO	D	0.52	0.58	D	411	7.451	YES	PARTIAL	0.94	PARTIAL	0.40
5019N	US 17/92 (HINSON AVE)	10TH ST	17TH ST S	2D	B02	0.3	PRINCIPAL ARTERIAL	20,500	2.0	0.490	0.0750	716	C	920	TCCO	D	0.78	0.86	C	117	9.669	YES	FULL	1.82	NONE	0.00
5019S	US 17/92 (HINSON AVE)	10TH ST	17TH ST S	2D	B02	0.3	PRINCIPAL ARTERIAL	20,500	2.0	0.510	0.0750	745	C	920	TCCO	D	0.81	0.89	C	117	9.669	YES	FULL	1.82	NONE	0.00
5016N	US 17/92 (LAKE SHORE WAY N)	ECHO ST	POMELO ST	3O	J02	0.6	PRINCIPAL ARTERIAL	16,500	2.0	0.510	0.0750	600	C	1,590	TCCO	D	0.38	0.41	C	73	3.990	YES	FULL	1.68	NONE	0.00
5015N	US 17/92 (LAKE SHORE WAY S)	US 17	ECHO ST	6D	B02	0.7	PRINCIPAL ARTERIAL	32,000	2.0	0.510	0.0750	1,163	C	3,020	TCCO	D	0.39	0.42	C	58	1.467	YES	PARTIAL	0.86	NONE	0.00
5015S	US 17/92 (LAKE SHORE WAY S)	US 17	ECHO ST	6D	B02	0.7	PRINCIPAL ARTERIAL	32,000	2.0	0.490	0.0750	1,117	C	3,020	TCCO	D	0.37	0.41	C	58	1.467	YES	PARTIAL	0.86	NONE	0.00
5020N	US 17/92 (SEVENTEENTH ST)	HINSON AVE	CR 580 (JOHNSON AVENUE E)	2U	B02	0.5	PRINCIPAL ARTERIAL	15,600	2.0	0.490	0.0750	545	C	880	TCCO	D	0.62	0.68	C	67	4.678	YES	PARTIAL	0.26	FULL	2.00
5020S	US 17/92 (SEVENTEENTH ST)	HINSON AVE	CR 580 (JOHNSON AVENUE E)	2U	B02	0.5	PRINCIPAL ARTERIAL	15,600	2.0	0.510	0.0750	567	C	880	TCCO	D	0.64	0.71	C	67	4.678	YES	PARTIAL	0.26	FULL	2.00
5022N	US 17/92 (SEVENTEENTH ST)	CR 580 (JOHNSON AVENUE E)	CR 547	2U	B02	3.3	PRINCIPAL ARTERIAL	15,300	2.0	0.510	0.0750	556	C	880	TCCO	D	0.63	0.69	C	235	2.538	YES	PARTIAL	0.14	PARTIAL	1.73
5022S	US 17/92 (SEVENTEENTH ST)	CR 580 (JOHNSON AVENUE E)	CR 547	2U	B02	3.3	PRINCIPAL ARTERIAL	15,300	2.0	0.490	0.0750	534	C	880	TCCO	D	0.61	0.67	C	235	2.538	YES	PARTIAL	0.14	PARTIAL	1.73
8224S	US 17/92 (SHINN BLVD)	POMELO ST	ECHO ST	3O	J02	0.6	PRINCIPAL ARTERIAL	17,500	2.0	0.510	0.0750	636	C	1,590	TCCO	D	0.40	0.44	C	58	2.879	YES	FULL	1.74	PARTIAL	1.00
5004N	US 17/98	CR 640 (HOMELAND GARFIELD ROAD)	CLEAR SPRINGS MINE RD	4D	K02	3.5	PRINCIPAL ARTERIAL	17,300	2.0	0.510	0.0900	794	B	3,120	SIS	D	0.25	0.28	B	64	0.572	YES	PARTIAL	0.24	PARTIAL	1.80
5004S	US 17/98	CR 640 (HOMELAND GARFIELD ROAD)	CLEAR SPRINGS MINE RD	4D	K02	3.5	PRINCIPAL ARTERIAL	17,300	2.0	0.490	0.0900	763	B	3,120	SIS	D	0.24	0.27	B	64	0.572	YES	PARTIAL	0.24	PARTIAL	1.80
5005N	US 17/98	CLEAR SPRINGS MINE RD	MAIN ST	4D	B02	1.8	PRINCIPAL ARTERIAL	22,800	2.0	0.510	0.0900	1,047	C	2,000	SIS	D	0.52	0.58	C	160	2.192	YES	FULL	1.76	NONE	0.00
5005S	US 17/98	CLEAR SPRINGS MINE RD	MAIN ST	4D	B02	1.8	PRINCIPAL ARTERIAL	22,800	2.0	0.490	0.0900	1,005	C	2,000	SIS	D	0.50	0.55	C	160	2.192	YES	FULL	1.76	NONE	0.00
5003N	US 17/98 (CHARLESTON AVE)	US 17 @ US 98 (BROADWAY STREET E)	CR 640	4D	I02	5.1	PRINCIPAL ARTERIAL	20,500	2.0	0.510	0.0900	941	C	1,820	SIS	D	0.52	0.57	C	89	0.470	YES	PARTIAL	0.24	PARTIAL	0.38
5003S	US 17/98 (CHARLESTON AVE)	US 17 @ US 98 (BROADWAY STREET E)	CR 640	4D	I02	5.1	PRINCIPAL ARTERIAL	20,500	2.0	0.490	0.0900	904	C	1,820	SIS	D	0.50	0.55	C	89	0.470	YES	PARTIAL	0.24	PARTIAL	0.38
5006N	US 17/98 (EAST AVE)	MAIN STREET	VAN FLEET DRIVE W	4D	B02	0.5	PRINCIPAL ARTERIAL	26,000	2.0	0.510	0.0900	1,193	C	2,000	SIS	D	0.60	0.66	C	30	1.244	YES	FULL	1.86	FULL	2.00
5006S	US 17/98 (EAST AVE)	MAIN STREET	VAN FLEET DRIVE W	4D	B02	0.5	PRINCIPAL ARTERIAL	26,000	2.0	0.490	0.0900	1,147	C	2,000	SIS	D	0.57	0.63	C	30	1.244	YES	FULL	1.86	FULL	2.00
5101N	US 27	CR 630 (FORT MEADE ROAD)	CR 640 (ALTURAS BABSON PARK CUTOF	4D	B02	8.0	PRINCIPAL ARTERIAL	17,600	2.0	0.510	0.0900	808	C	2,000	SIS	D	0.40	0.44	C	174	0.673	YES	NONE	0.00	FULL	2.00
5101S	US 27	CR 630 (FORT MEADE ROAD)	CR 640 (ALTURAS BABSON PARK CUTOF	4D	B02	8.0	PRINCIPAL ARTERIAL	17,600	2.0	0.490	0.0900	776	C	2,000	SIS	D	0.39	0.43	C	174	0.673	YES	NONE	0.00	FULL	2.00
5102N	US 27	CR 640 (ALTU9RAS BABSON PARK CUTO	SR 60	4D	B02	3.9	PRINCIPAL ARTERIAL	24,200	2.0	0.510	0.0900	1,111	C	2,000	SIS	D	0.56	0.61	C	178	1.025	YES	PARTIAL	0.10	FULL	1.94
5102S	US 27	CR 640 (ALTU9RAS BABSON PARK CUTO	SR 60	4D	B02	3.9	PRINCIPAL ARTERIAL	24,200	2.0	0.490	0.0900	1,067	C	2,000	SIS	D	0.53	0.59	C	178	1.025	YES	PARTIAL	0.10	FULL	1.94
5103N	US 27	SR 60	TOWERVIEW BLVD	6D	B02	3.0	PRINCIPAL ARTERIAL	29,500	2.0	0.490	0.0900	1,301	C	3,020	SIS	D	0.43	0.47	C	184	1.154	YES	PARTIAL	0.66	FULL	1.90
5103S	US 27	SR 60	TOWERVIEW BLVD	6D	B02	3.0	PRINCIPAL ARTERIAL	29,500	2.0	0.510	0.0900	1,354	C	3,020	SIS	D	0.45	0.49	C	184	1.154	YES	PARTIAL	0.66	FULL	1.90
5104N	US 27	TOWERVIEW BLVD	SR 540 (CYPRESS GARDENS BLVD SE)	6D	B02	3.0	PRINCIPAL ARTERIAL	37,300	2.0	0.510	0.0900	1,712	C	3,020	SIS	D	0.57	0.62	C	176	0.866	YES	PARTIAL	0.01	FULL	1.99
5104S	US 27	TOWERVIEW BLVD	SR 540 (CYPRESS GARDENS BLVD SE)	6D	B02	3.0	PRINCIPAL ARTERIAL	37,300	2.0	0.490	0.0900	1,645	C	3,020	SIS	D	0.54	0.60	C	176	0.866	YES	PARTIAL	0.01	FULL	1.99
5105N	US 27	SR 540 (CYPRESS GARDENS BLVD SE)	SR 542 (DUNDEE ROAD)	6D	B02	2.7	PRINCIPAL ARTERIAL	32,500	2.0	0.510	0.0900	1,492	C	3,020	SIS	D	0.49	0.54	C	125	0.766	YES	PARTIAL	0.42	FULL	2.00
5105S	US 27	SR 540 (CYPRESS GARDENS BLVD SE)	SR 542 (DUNDEE ROAD)	6D	B02	2.7	PRINCIPAL ARTERIAL	32,500	2.0	0.490	0.0900	1,433	C	3,020	SIS	D	0.47	0.52	C	125	0.766	YES	PARTIAL	0.42	FULL	2.00
5106N	US 27	SR 542 (DUNDEE RD)	SR 544	6D	B02	4.6	PRINCIPAL ARTERIAL	38,500	2.0	0.510	0.0900	1,767	C	3,020	SIS	D	0.59	0.64	C	266	0.831	YES	PARTIAL	0.59	FULL	2.00
5106S	US 27	SR 542 (DUNDEE RD)	SR 544	6D	B02	4.6	PRINCIPAL ARTERIAL	38,500	2.0	0.490	0.0900	1,698	C	3,020	SIS	D	0.56	0.62	C	266	0.831	YES	PARTIAL	0.59	FULL	2.00
5107N	US 27	SR 544	US 17/92	6D	B02	1.8	PRINCIPAL ARTERIAL	45,500	2.0	0.510	0.0900	2,088	C	3,020	SIS	D	0.69	0.76	C	173	1.128	NO	PARTIAL	0.07	FULL	2.00
5107S	US 27	SR 544	US 17/92	6D	B02	1.8	PRINCIPAL ARTERIAL	45,500	2.0	0.490	0.0900	2,007	C	3,020	SIS	D	0.66	0.73	C	173	1.128	NO	PARTIAL	0.07	FULL	2.00
5108N	US 27	US 17/92	CR 17 (POLK CITY ROAD)	6D	B02	1.0	PRINCIPAL ARTERIAL	49,000	2.0	0.510	0.0900	2,249	C	3,020	SIS	D	0.72	0.82	C	201	2.146	NO	PARTIAL	0.85	FULL	2.00
5108S	US 27	US 17/92	CR 17 (POLK CITY ROAD)	6D	B02	1.0	PRINCIPAL ARTERIAL	49,000	2.0	0.490	0.0900	2,161	C	3,020	SIS	D	0.72	0.79	C	201	2.146	NO	PARTIAL	0.85	FULL	2.00
5109N	US 27	CR 17 (POLK CITY ROAD)	BATES ROAD	6D	B02	1.2	PRINCIPAL ARTERIAL	49,000	2.0	0.510	0.0900	2,249	C	3,020	SIS	D	0.74	0.82	C	357	3.460	YES	PARTIAL	1.02	FULL	2.00
5109S	US 27	CR 17 (POLK CITY ROAD)	BATES ROAD	6D	B02	1.2	PRINCIPAL ARTERIAL	49,000	2.0	0.490	0.0900	2,161	C	3,020	SIS	D	0.72	0.79	C	357	3.460	YES	PARTIAL	1.02	FULL	2.00
5110N	US 27	CR 547	I-4	6D	B02	5.2	PRINCIPAL ARTERIAL	57,900	2.0	0.510	0.0900	2,658	C	3,020	SIS	D	0.88	0.97	C	1,069	1.918	YES	PARTIAL	0.38	PARTIAL	1.83
5110S	US 27	CR 547	I-4	6D	B02	5.2	PRINCIPAL ARTERIAL	57,900	2.0	0.490	0.0900	2,553	C	3,020	SIS	D	0.85	0.93	C	1,069	1.918	YES	PARTIAL	0.38	PARTIAL	1.83
5111N	US 27	I-4	CR 54 (RONALD REAGAN PARKWAY)	6D	B02	1.6	PRINCIPAL ARTERIAL	30,500	2.0	0.490	0.0900	1,345	C	3,020	SIS	D	0.45	0.49	C	281	3.144	YES	PARTIAL	1.72	PARTIAL	1.59
5111S	US 27	I-4	CR 54 (RONALD REAGAN PARKWAY)	6D	B02	1.6	PRINCIPAL ARTERIAL	30,500	2.0	0.510	0.0900	1,400	C	3,020	SIS	D	0.46	0.51	C	281	3.144	YES	PARTIAL	1.72	PARTIAL	1.59
5112N	US 27	CR 54 (RONALD REAGAN PARKWAY)	SAND MINE ROAD	6D	B02	3.9	PRINCIPAL ARTERIAL	34,500	2.0	0.510	0.0900	1,584	C	3,020	SIS	D	0.52	0.58	C	291	1.195	YES	FULL	1.97	FULL	1.95
5112S	US 27	CR 54 (RONALD REAGAN PARKWAY)	SAND MINE ROAD	6D	B02	3.9	PRINCIPAL ARTERIAL	34,500	2.0	0.490	0.0900	1,521	C	3,020	SIS	D	0.50	0.55	C	291	1.195	YES	FULL	1.97	FULL	1.95
5113N	US 27	SAND MINE ROAD	US 192	6D	B02	2.5	PRINCIPAL ARTERIAL	38,500	2.0	0.510	0.0900	1

Link	Road Segment	From	To	Roadway Characteristics				Estimated Traffic Characteristics				Peak Hour / Peak Season							Historical Crash Data 2017 - 2021		Multimodal Factors				
								2021	AADT	100th Highest Hour		Two-Hour	Level	Direc-	LOS Standard		Volume to	Volume-to-	Projected		Transit	Sidewalk		Bicycle Facility	
				Laneage	Capacity	Segment	Functional	Annual Avg.	Growth	D-	K-	Average	of	tional	Multi-	High-	Capacity	Capacity Ratio	LOS in						
				Lane Type	Group	Length	Classification	Daily Traffic	Rate (%)	Factor	Factor	Volume	Service	Capacity	Modal	Way	Ratio	in Five Years	Five Years	Total Crashes	Crash Rate	Presence	Presence	Coverage	Presence	Coverage
5306E	US 92	SR 659 (COMBEE ROAD N)	SR 655 (RECKER HIGHWAY)	4D	B02	5.9	PRINCIPAL ARTERIAL	31,800	2.0	0.490	0.0750	1,110	C	2,000	TCCO	D	0.56	0.61	C	471	1.380	YES	PARTIAL	0.22	FULL	1.89
5306W	US 92	SR 659 (COMBEE ROAD N)	SR 655 (RECKER HIGHWAY)	4D	B02	5.9	PRINCIPAL ARTERIAL	31,800	2.0	0.510	0.0750	1,156	C	2,000	TCCO	D	0.58	0.64	C	471	1.380	YES	PARTIAL	0.22	FULL	1.89
5308E	US 92	SR 544 (HAVENDALE BLVD NW)	US 17 (LAKE ALFRED ROAD)	4D	C02	3.4	PRINCIPAL ARTERIAL	17,400	2.0	0.490	0.0750	607	C	1,630	TCCO	D	0.37	0.41	C	172	1.615	NO	PARTIAL	0.06	FULL	1.92
5308W	US 92	SR 544 (HAVENDALE BLVD NW)	US 17 (LAKE ALFRED ROAD)	4D	C02	3.4	PRINCIPAL ARTERIAL	17,400	2.0	0.510	0.0750	632	C	1,630	TCCO	D	0.39	0.43	C	172	1.615	NO	PARTIAL	0.06	FULL	1.92
5307E	US 92 (MAGNOLIA AVE)	SR 655 (RECKER HIGHWAY)	SR 544 (HAVENDALE BLVD NW)	6D	B02	1.9	PRINCIPAL ARTERIAL	32,200	2.0	0.490	0.0750	1,124	C	3,020	TCCO	D	0.37	0.41	C	244	2.146	YES	FULL	1.70	NONE	0.00
5307W	US 92 (MAGNOLIA AVE)	SR 655 (RECKER HIGHWAY)	SR 544 (HAVENDALE BLVD NW)	6D	B02	1.9	PRINCIPAL ARTERIAL	32,200	2.0	0.510	0.0750	1,170	C	3,020	TCCO	D	0.39	0.43	C	244	2.146	YES	FULL	1.70	NONE	0.00
5303E	US 92 (MEMORIAL BLVD W)	WABASH AVE N	FLORIDA AVE N	4D	B02	2.0	PRINCIPAL ARTERIAL	26,000	2.0	0.510	0.0750	945	C	2,000	TCCO	D	0.47	0.52	C	292	3.073	YES	FULL	1.79	PARTIAL	0.94
5303W	US 92 (MEMORIAL BLVD W)	WABASH AVE N	FLORIDA AVE N	4D	B02	2.0	PRINCIPAL ARTERIAL	26,000	2.0	0.490	0.0750	908	C	2,000	TCCO	D	0.45	0.50	C	292	3.073	YES	FULL	1.79	PARTIAL	0.94
5300E	US 92 (NEW TAMPA HWY)	COUNTY LINE ROAD	SR 572 (AIRPORT ROAD)	2U	B02	2.3	PRINCIPAL ARTERIAL	11,100	2.0	0.490	0.0750	388	C	880	TCCO	D	0.44	0.48	C	153	3.294	YES	NONE	0.00	PARTIAL	1.79
5300W	US 92 (NEW TAMPA HWY)	COUNTY LINE ROAD	SR 572 (AIRPORT ROAD)	2U	B02	2.3	PRINCIPAL ARTERIAL	11,100	2.0	0.510	0.0750	403	C	880	TCCO	D	0.46	0.50	C	153	3.294	YES	NONE	0.00	PARTIAL	1.79
5301E	US 92 (NEW TAMPA HWY)	SR 572 (AIRPORT ROAD)	WABASH AVE N	2U	B02	1.8	PRINCIPAL ARTERIAL	17,300	2.0	0.510	0.0750	629	C	880	TCCO	D	0.71	0.79	C	168	2.888	YES	PARTIAL	0.81	PARTIAL	1.64
5301W	US 92 (NEW TAMPA HWY)	SR 572 (AIRPORT ROAD)	WABASH AVE N	2U	B02	1.8	PRINCIPAL ARTERIAL	17,300	2.0	0.490	0.0750	604	C	880	TCCO	D	0.69	0.75	C	168	2.888	YES	PARTIAL	0.81	PARTIAL	1.64
5302E	US 92 (WABASH AVE N)	GEORGE JENKINS BLVD	SR 546	4D	B02	0.9	PRINCIPAL ARTERIAL	16,200	2.0	0.510	0.0750	589	C	2,000	TCCO	D	0.29	0.32	C	66	2.452	YES	FULL	1.74	NONE	0.00
5302W	US 92 (WABASH AVE N)	GEORGE JENKINS BLVD	SR 546	4D	B02	0.9	PRINCIPAL ARTERIAL	16,200	2.0	0.490	0.0750	566	C	2,000	TCCO	D	0.28	0.31	C	66	2.452	YES	FULL	1.74	NONE	0.00
5304E	US 92/98 (MEMORIAL BLVD E)	FLORIDA AVE N	LAKE PARKER AVE N	4D	B02	1.0	PRINCIPAL ARTERIAL	35,500	2.0	0.510	0.0750	1,290	C	2,000	TCCO	D	0.64	0.71	C	299	4.565	YES	FULL	1.74	NONE	0.00
5304W	US 92/98 (MEMORIAL BLVD E)	FLORIDA AVE N	LAKE PARKER AVE N	4D	B02	1.0	PRINCIPAL ARTERIAL	35,500	2.0	0.490	0.0750	1,239	C	2,000	TCCO	D	0.62	0.68	C	299	4.565	YES	FULL	1.74	NONE	0.00
5305E	US 92/98 (MEMORIAL BLVD E)	LAKE PARKER AVENUE N	SR 659 (COMBEE RD N)	4D	B02	2.1	PRINCIPAL ARTERIAL	32,800	2.0	0.510	0.0750	1,192	C	2,000	TCCO	D	0.60	0.66	C	254	1.983	YES	PARTIAL	0.96	PARTIAL	0.94
5305W	US 92/98 (MEMORIAL BLVD E)	LAKE PARKER AVENUE N	SR 659 (COMBEE RD N)	4D	B02	2.1	PRINCIPAL ARTERIAL	32,800	2.0	0.490	0.0750	1,145	C	2,000	TCCO	D	0.57	0.63	C	254	1.983	YES	PARTIAL	0.96	PARTIAL	0.94
5400N	US 98	EDGEWOOD DR N	US 17 (CHARLESTON AVENUE N)	2U	K02	1.0	PRINCIPAL ARTERIAL	6,600	2.0	0.490	0.0750	230	B	1,160	TCCO	D	0.20	0.22	B	21	1.688	YES	PARTIAL	1.58	NONE	0.00
5400S	US 98	EDGEWOOD DR N	US 17 (CHARLESTON AVENUE N)	2U	K02	1.0	PRINCIPAL ARTERIAL	6,600	2.0	0.510	0.0750	240	B	1,160	TCCO	D	0.21	0.23	B	21	1.688	YES	PARTIAL	1.58	NONE	0.00
5401N	US 98	AVON PARK CUTOFF ROAD	EDGEWOOD DR N	2U	H02	6.5	PRINCIPAL ARTERIAL	4,200	2.0	0.490	0.0900	185	B	820	OTHER	C	0.23	0.25	B	54	1.077	NO	NONE	0.00	PARTIAL	0.19
5401S	US 98	AVON PARK CUTOFF ROAD	EDGEWOOD DR N	2U	H02	6.5	PRINCIPAL ARTERIAL	4,200	2.0	0.510	0.0900	193	B	820	OTHER	C	0.24	0.26	B	54	1.077	NO	NONE	0.00	PARTIAL	0.19
5402N	US 98	US 27	AVON PARK CUTOFF ROAD	2U	H02	7.5	PRINCIPAL ARTERIAL	3,200	2.0	0.510	0.0900	147	B	820	OTHER	C	0.18	0.20	B	97	2.219	YES	NONE	0.00	PARTIAL	0.68
5402S	US 98	US 27	AVON PARK CUTOFF ROAD	2U	H02	7.5	PRINCIPAL ARTERIAL	3,200	2.0	0.490	0.0900	141	B	820	OTHER	C	0.17	0.19	B	97	2.219	YES	NONE	0.00	PARTIAL	0.68
5405N	US 98	LYLE PKWY	CR 540A	6D	B02	3.2	PRINCIPAL ARTERIAL	38,500	2.0	0.510	0.0900	1,767	C	3,020	SIS	D	0.59	0.64	C	156	0.696	YES	PARTIAL	1.01	FULL	2.00
5405S	US 98	LYLE PKWY	CR 540A	6D	B02	3.2	PRINCIPAL ARTERIAL	38,500	2.0	0.490	0.0900	1,698	C	3,020	SIS	D	0.56	0.62	C	156	0.696	YES	PARTIAL	1.01	FULL	2.00
5406N	US 98	CR 540A	SR 540 (WINTER LAKE ROAD)	6D	B02	3.5	PRINCIPAL ARTERIAL	40,500	2.0	0.490	0.0900	1,786	C	3,020	SIS	D	0.59	0.65	C	320	1.234	YES	PARTIAL	1.54	PARTIAL	1.77
5406S	US 98	CR 540A	SR 540 (WINTER LAKE ROAD)	6D	B02	3.5	PRINCIPAL ARTERIAL	40,500	2.0	0.510	0.0900	1,859	C	3,020	SIS	D	0.62	0.68	C	320	1.234	YES	PARTIAL	1.54	PARTIAL	1.77
5407N	US 98	SR 540 (WINTER LAKE ROAD)	SR 570 (POLK PARKWAY)	6D	B02	0.3	PRINCIPAL ARTERIAL	39,800	2.0	0.510	0.0750	1,446	C	3,020	TCCO	D	0.48	0.53	C	124	5.555	YES	PARTIAL	0.06	FULL	2.00
5407S	US 98	SR 540 (WINTER LAKE ROAD)	SR 570 (POLK PARKWAY)	6D	B02	0.3	PRINCIPAL ARTERIAL	39,800	2.0	0.490	0.0750	1,390	C	3,020	TCCO	D	0.46	0.51	C	124	5.555	YES	PARTIAL	0.06	FULL	2.00
5408N	US 98	EDGEWOOD DR E	LAKE PARKER AVE S	4D	C02	2.4	PRINCIPAL ARTERIAL	38,000	2.0	0.490	0.0750	1,327	D	1,630	TCCO	D	0.81	0.90	D	323	1.936	YES	PARTIAL	0.70	FULL	2.00
5408S	US 98	EDGEWOOD DR E	LAKE PARKER AVE S	4D	C02	2.4	PRINCIPAL ARTERIAL	38,000	2.0	0.510	0.0750	1,381	D	1,630	TCCO	D	0.85	0.93	D	323	1.936	YES	PARTIAL	0.70	FULL	2.00
5410N	US 98	MEMORIAL BLVD	CR 582 (GRIFFIN ROAD)	4D	B02	1.9	PRINCIPAL ARTERIAL	33,300	2.0	0.510	0.0750	1,210	C	2,000	TCCO	D	0.61	0.67	C	370	3.152	YES	FULL	1.80	FULL	2.00
5410S	US 98	MEMORIAL BLVD	CR 582 (GRIFFIN ROAD)	4D	B02	1.9	PRINCIPAL ARTERIAL	33,300	2.0	0.490	0.0750	1,163	C	2,000	TCCO	D	0.58	0.64	C	370	3.152	YES	FULL	1.80	FULL	2.00
5411N	US 98	I-4	SLEEPY HILL RD	8D	C02	0.8	PRINCIPAL ARTERIAL	50,000	2.0	0.510	0.0750	1,817	D	3,390	TCCO	D	0.54	0.59	D	194	2.794	YES	FULL	1.68	FULL	2.00
5411S	US 98	I-4	SLEEPY HILL RD	8D	C02	0.8	PRINCIPAL ARTERIAL	50,000	2.0	0.490	0.0750	1,746	D	3,390	TCCO	D	0.51	0.57	D	194	2.794	YES	FULL	1.68	FULL	2.00
5412N	US 98	SLEEPY HILL RD	DAUGHTERY RD W	6D	B02	1.8	PRINCIPAL ARTERIAL	44,000	2.0	0.490	0.0750	1,536	C	3,020	TCCO	D	0.51	0.56	C	373	2.647	YES	FULL	1.80	FULL	2.00
5412S	US 98	SLEEPY HILL RD	DAUGHTERY RD W	6D	B02	1.8	PRINCIPAL ARTERIAL	44,000	2.0	0.510	0.0750	1,599	C	3,020	TCCO	D	0.53	0.58	C	373	2.647	YES	FULL	1.80	FULL	2.00
5414N	US 98	ROCK RIDGE RD	SR 471	4U	H02	5.1	PRINCIPAL ARTERIAL	10,600	2.0	0.510	0.0900	487	B	2,100	OTHER	C	0.23	0.25	B	97	0.985	NO	NONE	0.00	FULL	2.00
5414S	US 98	ROCK RIDGE RD	SR 471	4U	H02	5.1	PRINCIPAL ARTERIAL	10,600	2.0	0.490	0.0900	467	B	2,100	OTHER	C	0.22	0.24	B	97	0.985	NO	NONE	0.00	FULL	2.00
5415N	US 98	SR 471	PASCO COUNTY LINE	4U	G02	1.5	PRINCIPAL ARTERIAL	9,400	2.0	0.510	0.0900	431	B	2,230	OTHER	C	0.19	0.21	B	44	1.758	NO	NONE	0.00	FULL	2.00
5415S	US 98	SR 471	PASCO COUNTY LINE	4U	G02	1.5	PRINCIPAL ARTERIAL	9,400	2.0	0.490	0.0900	415	B	2,230	OTHER	C	0.19	0.20	B	44	1.758	NO	NONE	0.00	FULL	2.00
5416N	US 98	DAUGHTERY RD W	SOCRUM LOOP RD W	4D	B02	3.0	PRINCIPAL ARTERIAL	40,500	2.0	0.490	0.0900	1,786	C	2,000	TRANSITIONING	D	0.89	0.98	D	292	1.301	YES	PARTIAL	0.70	FULL	1.95
5416S	US 98	DAUGHTERY RD W	SOCRUM LOOP RD W	4D	B02	3.0	PRINCIPAL ARTERIAL	40,500	2.0	0.510	0.0900	1,859	C	2,000	TRANSITIONING	D	0.93	1.02	F	292	1.301	YES	PARTIAL	0.70	FULL	1.95
5417N	US 98	CR 582 (GRIFFIN ROAD)	I-4	6D	B02	0.4	PRINCIPAL ARTERIAL	39,000	2.0	0.510	0.0750	1,417	C	3,020	TCCO	D	0.47	0.52	C	187	6.063	YES	FULL	1.74	FULL	2.00
5417S	US 98	CR 582 (GRIFFIN ROAD)	I-4	6D	B02	0.4	PRINCIPAL ARTERIAL	39,000	2.0	0.490	0.0750	1,362	C	3,020	TCCO	D	0.45	0.50	C	187	6.063	YES	FULL	1.74	FULL	2.00
5418N	US 98	SR 570 (POLK PARKWAY)	EDGEWOOD DR E	6D	C02	1.1	PRINCIPAL ARTERIAL	39,000	2.0	0.490	0.0750	1,362	D	2,520	TCCO	D	0.54	0.59	D	146	1.824	YES	PARTIAL	0.74	FULL	2.00
5418S	US 98	SR 570 (POLK PARKWAY)	EDGEWOOD DR E	6D	C02	1.1	PRINCIPAL ARTERIAL	39,000	2.0	0.510	0.0750	1,417	D	2,520	TCCO	D	0.56	0.62	D	146	1.824	YES	PARTIAL	0.74	FULL	2.00
5419N	US 98	SOCRUM LOOP RD W	ROCK RIDGE RD	4U	H02	2.6	PRINCIPAL ARTERIAL	17,200	2.0	0.510	0.0750	625	B	2,680	TCCO	D	0.23	0.26	B	41	0.512	NO	NONE	0.00	FULL	2.00
5419S	US 98	SOCRUM LOOP RD W	ROCK RIDGE RD	4U	H02	2.6	PRINCIPAL ARTERIAL	17,200	2.0	0.490	0.0750	600	B	2,680	TCCO	D	0.22	0.25	B	41	0.512	NO	NONE	0.00	FULL	2.00
5404N	US 98 (BROADWAY AVE N)	SR 60 (VAN FLEET DRIVE W)	LYLE PKWY	6D	B02	0.6	PRINCIPAL ARTERIAL	37,000	2.0	0.510	0.0750	1,344	C	3,020	TCCO	D	0.45	0.49	C	106	2.579	YES	FULL	1.61	FULL	2.00
5404S	US 98 (BROADWAY AVE N)	SR 60 (VAN FLEET DRIVE W)	LYLE PKWY	6D	B02	0.6	PRINCIPAL ARTERIAL	37,000	2.0	0.490	0.0750	1,292	C	3,020	TCCO	D	0.43	0.47	C	106	2.579	YES	FULL	1.61	FULL	2.00
5409N	US 98 (LAKE PARKER AVE S)	BARTOW RD	MEMORIAL BLVD E	4D	C02	1.1	PRINCIPAL ARTERIAL	10,000	2.0	0.490	0.0750	349	C	1,630	TCCO	D	0.21	0.24	C	145	6.982	YES	FULL	1.71	NONE	0.00
5409S	US 98 (LAKE PARKER AVE S)	BARTOW RD	MEMORIAL BLVD E	4D	C02	1.1	PRINCIPAL ARTERIAL	10,000	2.0	0.510	0.0750	363	C	1,630	TCCO	D	0.22	0.25	C	145	6.982	YES	FULL	1.71	NONE	0.00
4155N	WABASH AVE N	SR 546 (MEMORIAL BLVD W)	TENTH ST W	2U	L02	0.5	URBAN COLLECTOR	4,100	2.0	0.490	0.0900	181	C	790	TSDA	D	0.23	0.25	C	7	1.809	YES	PARTIAL	0.41	PARTIAL	0.43
4155S	WABASH AVE N	SR 546 (MEMORIAL BLVD W)	TENTH ST W	2U	L02	0.5	URBAN COLLECTOR	4,100	2.0	0.510	0.0900	188	C	790	TSDA	D	0.24	0.26	C	7	1.809	YES	PARTIAL	0.41	PARTIAL	0.43
4156N	WABASH AVE S	ARIANA ST	US 92 (GEORGE JENKINS BLVD)	2U	L02	1.1	URBAN COLLECTOR	8,100	2.0	0.490	0.0900	357	C	790	TSDA	D	0.45	0.50	C	16	1.008	YES	PARTIAL	0.73	NONE	0.00
4156S	WABASH AVE S	ARIANA ST	US 92 (GEORGE JENKINS BLVD)	2U	L02	1.1	URBAN COLLECTOR	8,100	2.0	0.510	0.0900	372	C	790	TSDA	D	0.47	0.52	C	16	1.008	YES	PARTIAL	0.73	NONE	0.00
8412N	WALKER ROAD	SWINDELL ROAD	CR 582 (KNIGHTS STATION RD)	2U	B02	2.1	URBAN COLLECTOR	2,100	2.0	0.490	0.0900	93	C	880	TSDA	D	0.11	0.12	C	13	1.624	NO	NONE	0.00	NONE	0.00
8412S	WALKER ROAD	SWINDELL ROAD	CR 582 (KNIGHTS STATION RD)	2U	B02	2.1	URBAN COLLECTOR	2,100	2.0	0.510	0.0900	96	C	880	TSDA	D	0.11	0.12	C	13	1.624	NO	NONE	0.00	NONE	0.00
4157N	WALK-IN-WATER RD	CR 630	SR 60	2U	H02	8.8	RURAL MAJOR COLLECTOR	1,300	2.0	0.490	0.0900	57	B	450	OTHER	C	0.13	0.14	B	32	1.527	NO	NONE	0.00	NONE	0.00
4157S	WALK-IN-WATER RD	CR 630	SR 60	2U	H02	8.8	RURAL MAJOR COLLECTOR	1,300	2.0	0.510	0.0900	60	B	450	OTHER	C	0.13	0.15	B	32	1.527	NO	NONE	0.00	NONE	0.00
8102E	WALNUT STREET	MARIGOLD AVENUE	OSCEOLA COUNTY LINE	2U	L02	1.0	URBAN COLLECTOR	4,900	2.0	0.490	0.0750	171	C	790	TCCO	E	0.22	0.24	C	25	2.733	YES	PARTIAL	1.11	NONE	0.00
8102W	WALNUT STREET	MARIGOLD AVENUE	OSCEOLA COUNTY LINE	2U	L02	1.0	URBAN COLLECTOR	4,900	2.0	0.510	0.0750	178	C	790	TCCO	E	0.23	0.25	C	25	2.733	YES	PARTIAL	1.11	NONE	0.00
8050E	WALT LOOP ROAD	CR 582 (SOCRUM LOOP ROAD)	OLD POLK CITY ROAD	2U	L02	1.4	URBAN COLLECTOR	9,100	2.0	0.510	0.0900	418	C	790	TRANSITIONING	D	0.53	0.58	C	23	1.003	NO	PARTIAL	0.49	NONE	0.00
8050W	WALT LOOP ROAD	CR 582 (SOCRUM LOOP ROAD)	OLD POLK CITY ROAD	2U	L02	1.4	URBAN COLLECTOR	9,100	2.0	0.490	0.0900	401	C	790	TRANSITIONING	D	0.51	0.56	C	23	1.003	NO	PARTIAL	0.49	NONE	0.00
8051N	WALT WILLIAMS ROAD	WALT LOOP ROAD	OLD POLK CITY ROAD	2U	L02	3.0	URBAN COLLECTOR	5,300	2.0	0.490	0.0900	234	C	790	TRANSITIONING	D	0.30	0.33	C	22	0.766	NO	PARTIAL	0.38	NONE	0.00
8051S	WALT WILLIAMS ROAD	WALT LOOP ROAD	OLD POLK CITY ROAD	2U	L02	3.0	URBAN COLLECTOR	5,300	2.0	0.510	0.0900	243	C	790	TRANSITIONING	D	0.31	0.34	C	22	0.766	NO	PARTIAL	0.38	NONE	0.00
8052N	WARING ROAD	OLD MEDULLA ROAD	SR 570 (POLK PARKWAY)	2U	L02	1.1	URBAN COLLECTOR	10,700	2.0	0.490	0.0900	472	C	790	TSDA	D	0.60	0.66	C	6	0.270	NO	PARTIAL	0.94	PARTIAL	1.00
8052S	WARING ROAD	OLD MEDULLA ROAD	SR 570 (POLK PARKWAY)	2U	L02	1.1	URBAN COLLECTOR	10,700	2.0	0.510	0.0900	491	C	790	TSDA	D	0.62	0.68	C	6	0.270	NO	PARTIAL	0.94	PARTIAL	1.00
8400N	WARING ROAD	PIPKIN ROAD WEST	OLD MEDULLA ROAD	2U	L02	1.1	URBAN COLLECTOR	9,500	2.0	0.490	0.0900	419	C	790	TSDA	D	0.53	0.58	C	2	0.213	YES	PARTIAL	0.15	PARTIAL	1.00
8400S	WARING ROAD	PIPKIN ROAD WEST	OLD MEDULLA ROAD	2U	L02	1.1	URBAN COLLECTOR	9,500	2.0	0.510	0.0900	436	C	790	TSDA	D	0.55	0.61	C	2	0.213	YES	PARTIAL	0.15	PARTIAL	1.00
8334E	WATER TANK ROAD	SR 17 (SCENIC HIGHWAY)	DETOUR ROAD	2U	L02	0.5	URBAN COLLECTOR	400	2.0	0.490	0.0750	14	C	790	TCCO	E	0.02	0.02	C	1	2.672	NO	NONE	0.00	NONE	0.00
8334W	WATER TANK ROAD	SR 17 (SCENIC HIGHWAY)	DETOUR ROAD	2U	L02	0.5	URBAN COLLECTOR	400	2.0	0.510	0.0750	15	C	790	TCCO	E	0.02	0.02	C	1	2.672	NO	NONE	0.00	NONE	0.00
8335E	WATER TANK ROAD	DETOUR ROAD	BICE GROVE ROAD	2U	L02	2.0	URBAN COLLECTOR	400	2.0	0.490	0.0900	18	C	750	OTHER	C	0.02	0.03	C	1	0.686	NO	NONE	0.00	NONE	0.00
8335W	WATER TANK ROAD	DETOUR ROAD	BICE GROVE ROAD	2U	L02	2.0	URBAN COLLECTOR	400	2.0	0.510	0.0900	18	C	750	OTHER	C	0.02	0.03	C	1	0.686	NO	NONE	0.00	NONE	0.00
8336E	WATER TANK ROAD	BICE GROVE ROAD	TYNER ROAD	2U	N02	1.0	URBAN COLLECTOR	200	2.0	0.510	0.0900	9	C	640	OTHER	C	0.01	0.02	C	1	2.729	NO	NONE	0.00	NONE	0.00
8336W	WATER TANK ROAD	BICE GROVE ROAD	TYNER ROAD	2U	N02	1.0	URBAN COLLECTOR	200	2.0	0.490	0.0900	9	C	640	OTHER	C	0.01	0.02	C	1	2.729	NO	NONE	0.00	NONE	0.00
4174E	WAVERLY RD	US 27	SR 17 (SCENIC HIGHWAY)	2U	H02	2.3	URBAN COLLECTOR	5,100	2.0	0.510	0.0750	185	B	730	MULTI-MODAL	D	0.25	0.28	B	27	1.281	YES	PARTIAL	0.01	PARTIAL	0.14
4174W	WAVERLY RD	US 27	SR 17 (SCENIC HIGHWAY)	2U	H02	2.3	URBAN COLLECTOR	5,100	2.0	0.490	0.0750	178	B	730	MULTI-MODAL	D	0.24	0.27	B	27	1.281	YES	PARTIAL	0.01	PARTIAL	0.14
8405E	WEST EDGEWOOD DRIVE	SR 563	SR 37 (S FLORIDA AVE)	2U	C02	1.1	URBAN COLLECTOR	10,300	2.0	0.510	0.0900	473	D	750	TSDA	D	0.63	0.69	D	22	1.059	YES	PARTIAL	0.46	FULL	2.00
8405W	WEST EDGEWOOD DRIVE	SR 563	SR 37 (S FLORIDA AVE)	2U	C02	1.1	URBAN COLLECTOR	10,300	2.0	0.490	0.0900	454	D	750	TSDA	D	0.61	0.67	D	22	1.059	YES	PARTIAL	0.46	FULL	2.00
8111N	WEST LAKE ELOISE DRIVE	ELOISE LOOP ROAD	SHELL ROAD	2U	L02	1.0	URBAN COLLECTOR	3,700	2.0	0.490	0.0900	163	C	790	TRANSITIONING	D	0.21	0.23	C	0	0.000	NO	NONE	0.00	NONE	0.00
8111S	WEST LAKE ELOISE DRIVE	ELOISE LOOP ROAD	SHELL ROAD	2U	L02	1.0	URBAN COLLECTOR	3,700	2.0	0.510	0.0900	170	C	790	TRANSITIONING	D	0.21	0.24	C	0	0.000	NO	NONE	0.00	NONE	0.00
8425N	WESTSIDE BLVD	CR 54 (RONALD REAGAN PARKWAY)	OSCEOLA COUNTY LINE	2U	B02	0.1	URBAN COLLECTOR	5,300	2.0	0.490	0.0900	234	C	880	TSDA	D	0.27	0.29	C	4	3.401	NO	PARTIAL	0.89	NONE	0.00
8425S	WESTSIDE BLVD	CR 54 (RONALD REAGAN PARKWAY)	OSCEOLA COUNTY LINE	2U	B02	0.1	URBAN COLLECTOR	5,300	2.0	0.510	0.0900	243	C	880	TSDA	D	0.28	0.30	C	4	3.401	NO	PARTIAL	0.89	NONE	0.00
8098N	YARBOROUGH LANE	CR 540A	CR 540 (CLUBHOUSE ROAD)	2U	L02	1.0	URBAN COLLECTOR	4,000	2.0	0.490	0.0750	140	C	790	TCCO	E	0.18	0.19	C	2	0.272	NO	PARTIAL	0.91	NONE	0.00
8098S	YARBOROUGH LANE	CR 540A	CR 540 (CLUBHOUSE ROAD)	2U	L02	1.0	URBAN COLLECTOR	4,000	2.0	0.510	0.0750	145	C	790	TCCO	E	0.18	0.20	C	2	0.272	NO	PARTIAL	0.91	NONE	0.00
8053N	YATES ROAD	EWELL ROAD	PIPKIN ROAD W	2U	L02	1.5	URBAN COLLECTOR	5,900	2.0	0.510	0.0750	214	C	790	TCCO	E	0.27	0.30	C	6	0.368	NO	PARTIAL	0.34	NONE	0.00
8053S	YATES ROAD	EWELL ROAD	PIPKIN ROAD W	2U	L02	1.5	URBAN COLLECTOR	5,900	2.0	0.490	0.0750	206	C	790	TCCO	E	0.26	0.29	C	6	0.368	NO	PARTIAL	0.34	NONE	0.00

APPENDIX J
FSUTMS DISTRIBUTION MODEL

HWYLOAD_2023_SelectZone_WithDevelopment
PM Distribution



APPENDIX K
ARTERIAL ANALYSIS WORKSHEET

Arterial Level of Service: NB US Hwy 27

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

Arterial Level of Service: SB US Hwy 27

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