



MEMORANDUM

From: James M. Taylor, P.E.
Kimley-Horn and Associates, Inc.

Date: November 15, 2022

Subject: ChampionsGate Overlay Transportation Analysis

Purpose

The following Overlay Transportation Analysis was conducted to determine the implications of the continued development of the ChampionsGate Development of Regional Impact (DRI) within Polk County, Florida. Specifically, roadway capacity of area transportation facilities and potential mitigation of future project impacts were evaluated. The purpose of this study is to better understand existing and future constraints associated with traffic on study area roadways in the vicinity of the Polk County portion of the DRI.

Project Description

The ChampionsGate DRI within Polk County makes up approximately 170.7 acres of property and is an active DRI. It is generally located on the north side of Ronald Reagan Parkway (CR 54), west of Interstate 4.

ChampionsGate desires to expand to include 2,139 additional multifamily dwelling units and 150,000 square feet of additional retail or commercial space. The impact of this additional development on the surrounding roadway network is determined below.

Trip Generation

Trip generation for the proposed development was calculated per procedures published in the 11th Edition of the Institute of Transportation Engineers (ITE) *Trip Generation Manual*. The Land Use Codes (LUC) used for the proposed site are:

- LUC 221, Multifamily Housing (Mid-Rise)
- LUC 821, Shopping Plaza (No Supermarket)

The use of LUC 821 for the proposed retail or commercial space provides a conservative estimation of the trip generation potential for the proposed development. **Table 1** provides the Daily, AM peak hour, and PM peak hour trip generation summary for the project.

**Table 1: Trip Generation Summary**

Land Use	Intensity	Daily Trips	AM Peak Hour of Adjacent Street			PM Peak Hour of Adjacent Street		
			Total	In	Out	Total	In	Out
Proposed Development								
Multifamily Housing (Mid-Rise)	2,139 DU	10,157	930	214	716	835	509	326
Shopping Plaza	150,000 SF	10,128	260	161	99	779	382	397
	<i>Subtotal</i>	<i>20,285</i>	<i>1,190</i>	<i>375</i>	<i>815</i>	<i>1,614</i>	<i>891</i>	<i>723</i>
Internal Capture								
Overall Development	Daily AM PM 17% 2% 18%	3,394	22	11	11	282	141	141
	<i>Subtotal</i>	<i>3,394</i>	<i>22</i>	<i>11</i>	<i>11</i>	<i>282</i>	<i>141</i>	<i>141</i>
Pass-By Traffic								
Shopping Plaza	Daily AM PM 34% 34% 34%	2,867	84	52	32	217	117	100
	<i>Subtotal</i>	<i>2,867</i>	<i>84</i>	<i>52</i>	<i>32</i>	<i>217</i>	<i>117</i>	<i>100</i>
TOTAL NET NEW EXTERNAL TRIPS		14,024	1,084	312	772	1,115	633	482

Notes:

1) Trip Generation was calculated using the data from ITE's Trip Generation Manual, 11th Edition.

Multifamily Housing (Mid-Rise) [ITE 221]

Daily	$T = 4.77*(X) - 46.46$; (X is number of dwelling units)
AM Peak Hour of Adjacent Street	$T = 0.44*(X) - 11.61$; (X is number of dwelling units); (23% in/ 77% out)
PM Peak Hour of Adjacent Street	$T = 0.39*(X) + 0.34$; (X is number of dwelling units); (61% in/ 39% out)

Shopping Plaza - No Supermarket [ITE 821]

Daily	$T = 67.52*(X)$; (X is SF/1000)
AM Peak Hour of Adjacent Street	$T = 1.73*(X)$; (X is SF/1000); (62% in/ 38% out)
PM Peak Hour of Adjacent Street	$T = 5.19*(X)$; (X is SF/1000); (49% in/ 51% out)

Trip Distribution and Trip Assignment

Projected traffic demand of project trips on study area roadways was derived with use of the latest adopted regional travel demand model. Land use data for the project was entered into a new traffic analysis zone (TAZ) within the District 1 Regional Planning Model (D1RPM v2.0) model set and situated within the existing roadway network to appropriately represent project access. The roadway network was updated to include local projects.

The model was used to assign trips for all trip purposes between allocated origin and destination pairs using project buildout year model data. Trip distribution for the project was extracted from the completed model assignment and reviewed for logic. The model plot showing percent of daily project distribution is provided in **Attachment A. Figure 1** displays the anticipated trip distribution for the proposed development.





Study Area

The study area for the analysis was determined based on the Polk County guidelines for Traffic Impact Evaluations. Road segments where the project's peak hour trips consumed five percent (5%) or more of a roadway's generalized service capacity were considered in the study area. **Table 2** shows the impact to the adjacent roadways. The following roadway segments are included within the study area, per the Polk County Land Development Code (LDC):

- ChampionsGate Boulevard, from I-4 to Ronald Reagan Parkway (CR 54)
- Ronald Reagan Parkway (CR 54), from US 27 to ChampionsGate Boulevard
- US 27, from I-4 to Ronald Reagan Parkway (CR 54)

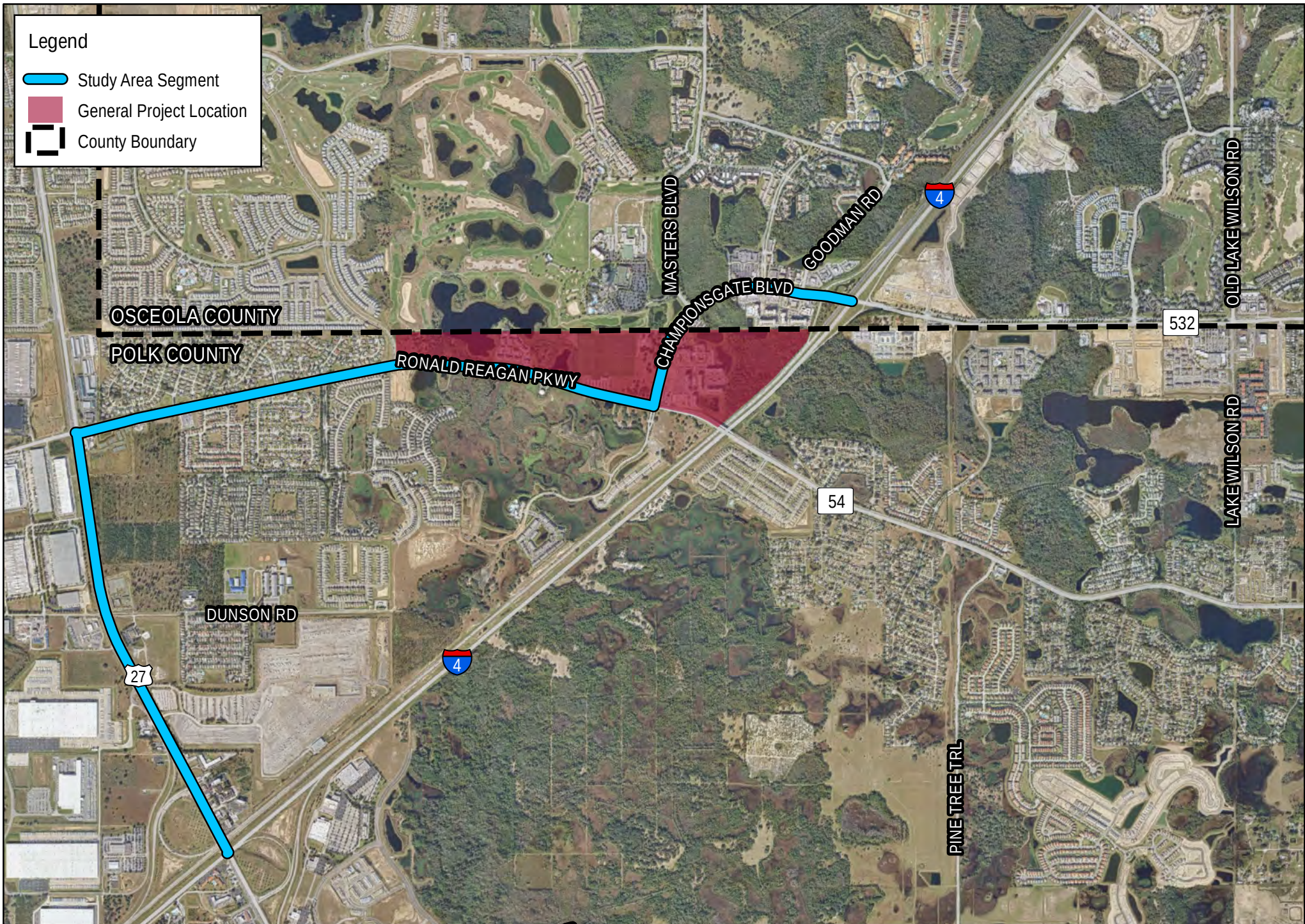
The project location and study area are shown on **Figure 2**.

Table 2: Study Area Determination

Roadway From	
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Notes:

1. Obtained from the Osceola County 2022 Roadway Network Capacity Report and 2022 Polk County Roadway Network Database.
2. Peak Hour Directional Service Volumes were based on information within the Osceola County 2022 Roadway Network Capacity Report and 2022 Polk County Roadway Network Database.
3. Percent project traffic was calculated as the maximum across the segment using D1RPM v2.0.
4. Percent impact was calculated as the maximum peak hour project traffic across the segment divided by the directional service volume.
5. In accordance with Polk County Land Development Code, the minimum threshold for significance is at least 5% impact.
6. Roadways significantly impacted due to project traffic are included within the study area.





Existing Roadway Analysis (Year 2022)

The study area roadway segments were evaluated for level of service (LOS) and volume-to-capacity (v/c) ratios based on 2022 existing, 2032 future background (without project), and 2032 future buildout (with project) traffic conditions during the PM peak hour.

For the segment of Champions Gate Boulevard in Osceola County, 2022 peak hour peak directional volumes are provided within the 2022 Osceola Roadway Network Capacity Report. For the segments in Polk County, 2021 peak hour peak directional volumes provided within the 2022 Polk County Roadway Network Database were applied one (1) year of growth to calculate 2022 peak hour peak directional volumes. Excerpts from the 2022 Polk County Roadway Network Database and 2022 Osceola Roadway Network Capacity Report are provided in **Attachment B**.

PM peak hour directional traffic volumes on the study area roadway segments were compared to the adopted LOS standard and roadway service volumes from the 2022 Polk County Roadway Network Database and 2022 Osceola Roadway Network Capacity Report.

Based on the 2022 existing conditions roadway segment analysis results, the study area roadway segments are shown to operate with an acceptable LOS. The existing PM peak hour conditions roadway analysis is provided in **Table 3**.

Table 3: Existing PM Peak Hour Analysis Summary

Roadway Segment from to	Roadway Attributes ¹					Reported Volumes		Existing (2022)		
	Functional Classification	Area Type	LOS Std.	Number of Lanes	Rdwy PHPD Capacity	PHPD Volumes ¹	Year Collected	Existing PHPD Volumes ²	V/C Ratio	LOS
Champions Gate Boulevard										
I-4 Osceola/Polk County Line	Collector	U	D	4D	1,420	1,000	2022	1,000	0.70	D
Osceola/Polk County Line Ronald Reagan Parkway (CR 54)	Collector	U	D	4D	1,710	840	2021	857	0.50	C
Ronald Reagan Parkway (CR 54)										
US 27 ChampionsGate Boulevard	Collector	U	D	4D	1,800	839	2021	856	0.48	C
US 27										
I-4 Ronald Reagan Parkway (CR 54)	Principal Arterial	U	D	4D	3,020	1,400	2021	1,428	0.47	C

Note:

1. Obtained from the Osceola County 2022 Roadway Network Capacity Report and 2022 Polk County Roadway Network Database.

2. 2021 peak hour peak directional volumes were applied one year of growth to calculate 2022 peak hour peak directional volumes.



Background Operational Analysis (Year 2032)

The 2032 future background (without project) traffic volumes were developed by summing existing peak season traffic volumes and anticipated background growth applied through year 2032. Consistent with the 2022 Polk County Roadway Network Database, an annual background growth rate of 2.0% was applied to the existing roadway segment volumes.

PM peak hour directional traffic volumes on the study area roadway segments were compared to the adopted LOS standard and roadway service volumes.

Table 4 illustrates the 2032 future background (without project) traffic volumes and LOS analysis during PM peak hour traffic conditions. As shown in the table, the study area roadway segments are anticipated to operate acceptably under background (2032) conditions.

Table 4: Background PM Peak Hour Analysis Summary

Roadway Segment from to		Rdwy PHPD Capacity ¹	2022 Existing PHPD Volumes	Background (2032)			
				Annual Growth Rate ²	Background PHPD Volumes ³	V/C Ratio	LOS
ChampionsGate Boulevard							
I-4	Osceola/Polk County Line	1,420	1,000	2.00%	1,219	0.86	D
Osceola/Polk County Line	Ronald Reagan Parkway (CR 54)	1,710	857	2.00%	1,044	0.61	C
Ronald Reagan Parkway (CR 54)							
US 27	ChampionsGate Boulevard	1,800	856	2.00%	1,043	0.58	C
US 27							
I-4	Ronald Reagan Parkway (CR 54)	3,020	1,428	2.00%	1,741	0.58	C

Note:

1. Obtained from the Osceola County 2022 Roadway Network Capacity Report and 2022 Polk County Roadway Network Database.
2. A historical growth rate of 2% was applied in accordance with the 2022 Polk County Roadway Network Database.
3. Background traffic volumes are the summation of the existing peak season volumes and background growth.



Buildout Operational Analysis (Year 2032)

The 2032 buildout (with project) traffic volumes were calculated as the sum of the background traffic volumes and project traffic. PM peak hour directional traffic volumes on the study area roadway segments were compared to the adopted LOS standard and roadway service volumes.

Table 5 illustrates the 2032 future buildout (with project) traffic volumes and LOS analysis during PM peak hour traffic conditions. As shown in the table, the study area roadway segments are anticipated to operate acceptably under buildout (2032) conditions.

Table 5: Buildout PM Peak Hour Analysis Summary

Roadway Segment		Rdwy PHPD Capacity ¹	Background (2032) PHPD Volumes	Buildout (2032)				LOS
from	to			Project Dist. % ²	PHPD Project Trips	Buildout PHPD Volumes ³	V/C Ratio	
ChampionsGate Boulevard								
I-4	Osceola/Polk County Line	1,420	1,219	20%	127	1,346	0.95	D
Osceola/Polk County Line	Ronald Reagan Parkway (CR 54)	1,710	1,044	20%	127	1,171	0.68	C
Ronald Reagan Parkway (CR 54)								
US 27	ChampionsGate Boulevard	1,800	1,043	72%	456	1,499	0.83	C
US 27								
I-4	Ronald Reagan Parkway (CR 54)	3,020	1,741	52%	329	2,070	0.69	C

Note:

1. Obtained from the Osceola County 2022 Roadway Network Capacity Report and 2022 Polk County Roadway Network Database.
2. The percent project traffic is the maximum across the roadway segment.
3. Buildout project traffic volumes are the summation of future background traffic and project traffic.

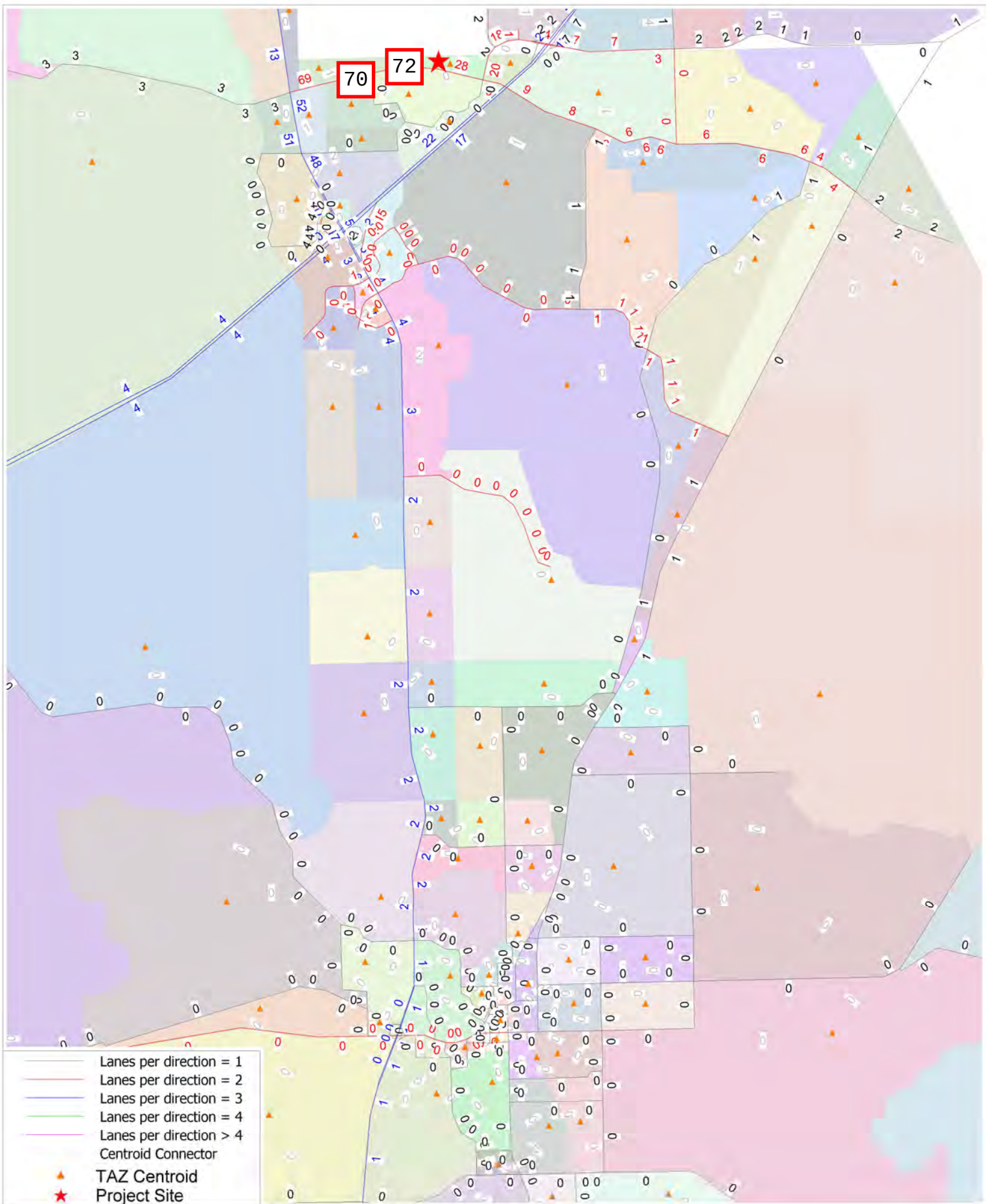
**Conclusion**

This Overlay Transportation Analysis was conducted to determine the implications of continued development of the ChampionsGate DRI in Polk County, Florida with development yields in excess of the combined Osceola and Polk County entitlements, as established in previous analyzes. An additional 2,139 multifamily dwelling units and 150,000 square feet of retail or commercial space is desired within the DRI development.

Trip generation for the proposed development was calculated per procedures published in the 11th Edition of the Institute of Transportation Engineers (ITE) *Trip Generation Manual*. The proposed development is anticipated to generate 14,024 daily trips, 1,084 AM peak hour trips (312 In/772 Out), and 1,115 PM peak hour trips (633 In/482 Out). Project trips were distributed onto the surrounding roadway network using the latest adopted regional travel demand model.

A roadway capacity analysis was performed to understand existing and future constraints associated with the cumulative traffic on study area roadways in the vicinity of the Polk County portion of the DRI and the degree to which additional development of the DRI may trigger the need for additional transportation improvements. No new roadway deficiencies were identified due to project impact at full development in Year 2032.

ATTACHMENT A
D1RPM (v2.0) Model Output



Champions - Project Trip Distribution
D1RPMv2.0

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ATTACHMENT B

Existing Roadway Volume Information



Polk Transportation
Planning Organization

EFFECTIVE DATE: APRIL 8, 2022

2022

ROADWAY
NETWORK
DATABASE

2022 POLK COUNTY ROADWAY NETWORK DATABASE

Link	Road Segment	From	To	Roadway Characteristics				Estimated Traffic Characteristics				Peak Hour / Peak Season										Historical		Multimodal Factors				
				Laneage Lane Type	Capacity Group	Segment Length	Functional Classification	2021 Annual Avg. Daily Traffic	AADT Growth Rate (%)	100th Highest Hour		Two-Hour Average Volume	Level of Service	Direc- tional Capacity	LOS Standard		Volume to Capacity Ratio	Volume-to- Capacity Ratio in Five Years	Projected LOS in Five Years	Crash Data 2017 - 2021		Transit Presence	Sidewalk		Bicycle Facility			
										D- Factor	K- Factor				Multi- Modal	High- Way				Total Crashes	Crash Rate		Presence	Coverage	Presence	Coverage		
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																		

Link	Road Segment	From	To	Roadway Characteristics				Estimated Traffic Characteristics				Peak Hour / Peak Season						Historical		Multimodal Factors						
				Laneage Lane Type	Capacity Group	Segment Length	Functional Classification	2021 Annual Avg. Daily Traffic	AADT Growth Rate (%)	100th Highest Hour		Two-Hour Average Volume	Level of Service	Direc- tional Capacity	LOS Standard		Volume to Capacity Ratio	Volume-to- Capacity Ratio in Five Years	Projected LOS in Five Years	Crash Data 2017 - 2021		Transit Presence	Sidewalk Presence		Bicycle Facility Coverage	
										D- Factor	K- Factor				Multi- Modal	High- Way				Total Crashes	Crash Rate		Presence	Presence	Coverage	Presence
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

Link	Road Segment	From	To	Roadway Characteristics				Estimated Traffic Characteristics				Peak Hour / Peak Season						Historical		Multimodal Factors						
				Laneage Lane Type	Capacity Group	Segment Length	Functional Classification	2021 Annual Avg. Daily Traffic	AADT Growth Rate (%)	100th Highest Hour		Two-Hour Average Volume	Level of Service	Direc- tional Capacity	LOS Standard		Volume to Capacity Ratio	Volume-to- Capacity Ratio in Five Years	Projected LOS in Five Years	Crash Data 2017 - 2021		Transit Presence	Sidewalk		Bicycle Facility	
										D- Factor	K- Factor				Multi- Modal	High- Way				Total Crashes	Crash Rate		Presence	Presence	Coverage	Presence
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																			

Link	Road Segment	From	To	Roadway Characteristics				Estimated Traffic Characteristics				Peak Hour / Peak Season						Historical		Multimodal Factors						
				Laneage Lane Type	Capacity Group	Segment Length	Functional Classification	2021 Annual Avg. Daily Traffic	AADT Growth Rate (%)	100th Highest Hour		Two-Hour Average Volume	Level of Service	Direc- tional Capacity	LOS Standard		Volume to Capacity Ratio	Volume-to- Capacity Ratio in Five Years	Projected LOS in Five Years	Crash Data 2017 - 2021		Transit Presence	Sidewalk Coverage		Bicycle Facility	
										D- Factor	K- Factor				Multi- Modal	High- Way				Total Crashes	Crash Rate		Presence	Presence	Coverage	Presence
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	289	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																				

Link	Road Segment	From	To	Roadway Characteristics				Estimated Traffic Characteristics				Peak Hour / Peak Season							Historical		Multimodal Factors					
				Laneage Lane Type	Capacity Group	Segment Length	Functional Classification	2021 Annual Avg. Daily Traffic	AADT Growth Rate (%)	100th Highest Hour		Two-Hour Average Volume	Level of Service	Direc- tional Capacity	LOS Standard		Volume to Capacity Ratio	Volume-to- Capacity Ratio in Five Years	Projected LOS in Five Years	Crash Data 2017 - 2021		Transit Presence	Sidewalk		Bicycle Facility	
										D- Factor	K- Factor				Multi- Modal	High- Way				Total Crashes	Crash Rate		Presence	Presence	Coverage	Presence
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							

Link	Road Segment	From	To	Roadway Characteristics				Estimated Traffic Characteristics				Peak Hour / Peak Season							Historical		Multimodal Factors					
				Laneage Lane Type	Capacity Group	Segment Length	Functional Classification	2021 Annual Avg. Daily Traffic	AADT Growth Rate (%)	100th Highest Hour		Two-Hour Average Volume	Level of Service	Direc- tional Capacity	LOS Standard		Volume to Capacity Ratio	Volume-to- Capacity Ratio in Five Years	Projected LOS in Five Years	Crash Data 2017 - 2021		Transit Presence	Sidewalk		Bicycle Facility	
										D- Factor	K- Factor				Multi- Modal	High- Way				Total Crashes	Crash Rate		Coverage	Coverage		
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								

2022 Roadway Network Capacity Report
(Updated 07/18/2022)

Count Station #	Count Source	ROADWAY	FROM	TO	Adjusted Service Volumes				Latest Count Year	Count Date (mm/dd)	Week	ADT	AADT	PM Peak Hour									
					B	C	D	E						NB/EB	SB/WB	Pk Hr Total	Pk Dir	K-Factor	D-Factor	Pk Hr Pk Dir Vol	LOS	Capacity	V/C
177	OC	Bass Road	Yowell Rd	US 192	480	770	830	830	2022	4/19	17	9,443	9,254	300	361	661	SB/WB	0.070	0.55	361	B	830	0.43
183.1	OC	Bella Citla Blvd	Oasis Club Blvd	Westside Blvd	330	530	570	570	2022	5/3	19	10,870	10,653	588	498	1,086	NB/EB	0.100	0.54	588	F	570	1.03
184	OC	Bella Citla Blvd	Westside Blvd	S Goodman Rd	330	530	570	570	2022	4/13	16	10,313	10,210	333	460	793	SB/WB	0.077	0.58	460	C	570	0.81
467	OC	Bill Beck Blvd	US 192-441	Fortune Rd	0	1,260	1,670	1,770	2022	4/26	18	4,390	4,302	334	229	563	NB/EB	0.128	0.59	334	C	1,670	0.20
474	OC	Boggy Creek Rd (East)	Simpson Rd	Austin Tyndell Park	480	770	830	830	2022	3/30	14	27,507	26,957	974	1031	2,005	SB/WB	0.073	0.51	1,031	F	830	1.24
475	OC	Boggy Creek Rd (East)	Austin Tyndell Park	Narcoossee Rd (CR 15)	400	800	1,140	1,440	2022	5/12	20	18,195	17,831	699	586	1,285	NB/EB	0.071	0.54	699	C	1,140	0.61
2024	OC	Broad St	US 1792	Old Tampa Hwy	0	500	730	770	2022	4/26	18	6,297	6,171	208	337	545	SB/WB	0.087	0.62	337	C	730	0.46
510	OC	Brown Chapel Rd	US 192-441	Lakeshore Blvd	500	810	870	870	2022	5/2	19	7,972	7,813	319	353	672	SB/WB	0.084	0.53	353	B	870	0.41
462	OC	Buenaventura Blvd	Simpson Rd	Florida Pkwy	0	1,260	1,670	1,770	2022	3/30	14	27,090	26,548	1021	992	2,013	NB/EB	0.074	0.51	1,021	C	1,670	0.61
456	OC	Buenaventura Blvd	Florida Pkwy	Osceola Pkwy	1,470	1,790	1,850	1,850	2022	3/30	14	30,854	30,237	890	1522	2,412	SB/WB	0.078	0.63	1,522	C	1,850	0.82
452	OC	Buenaventura Blvd	Osceola Pkwy	Orange County Line	1,470	1,790	1,850	1,850	2022	3/30	14	33,309	32,643	1097	1489	2,586	SB/WB	0.078	0.58	1,489	C	1,850	0.80
605	OC	Canoe Creek Rd (CR 523)	US 441/SR 15/Holopaw Rd	Sullivan Dr	240	430	740	1,480	2022	5/3	19	2,191	2,147	114	96	210	NB/EB	0.096	0.54	114	B	430	0.27
523	OC	Canoe Creek Rd (CR 523)	Sullivan Dr	Deer Run Rd	420	800	1,120	1,420	2022	5/12	20	5,963	5,844	201	255	456	SB/WB	0.076	0.56	255	B	800	0.32
522	OC	Canoe Creek Rd (CR 523)	Deer Run Rd	Old Canoe Creek Rd	500	810	870	870	2022	4/6	15	21,504	21,074	1052	787	1,839	NB/EB	0.086	0.57	1,052	F	870	1.21
508	OC	Canoe Creek Rd (CR 523)	Old Canoe Creek Rd	Nolte Rd	500	810	870	870	2022	4/6	15	18,135	17,772	774	774	1,548	NB/EB	0.085	0.50	774	C	870	0.89
521	OC	Canoe Creek Rd (CR 523)	Nolte Rd	US 192-441	500	810	870	870	2022	5/12	20	15,400	15,092	535	733	1,268	SB/WB	0.082	0.58	733	C	870	0.84
311	OC	Carroll St	Columbia Ave	Dyer Blvd	1,470	1,790	1,850	1,850	2022	4/19	17	17,299	16,953	540	595	1,135	SB/WB	0.066	0.52	595	B	1,850	0.32
312	OC	Carroll St	Dyer Blvd	Thacker Ave	1,400	1,700	1,760	1,760	2022	4/19	17	12,229	11,984	587	480	1,067	NB/EB	0.087	0.55	587	B	1,760	0.33
309	OC	Carroll St	Thacker Ave	John Young Pkwy	1,470	1,790	1,850	1,850	2022	4/19	17	14,761	14,466	540	616	1,156	SB/WB	0.078	0.53	616	B	1,850	0.33
313	OC	Carroll St	John Young Pkwy	Main St/US 441-17/92	500	810	870	870	2022	3/29	14	17,478	17,128	612	752	1,364	SB/WB	0.078	0.55	752	C	870	0.86
314	OC	Carroll St	Main St/US 441-17/92	Old Dixie Hwy	500	810	870	870	2022	3/29	14	12,573	12,322	606	459	1,065	NB/EB	0.085	0.57	606	C	870	0.70
315	OC	Carroll St	Old Dixie Hwy	Michigan Ave	1,400	1,700	1,760	1,760	2022	3/29	14	12,926	12,667	688	483	1,171	NB/EB	0.091	0.59	688	B	1,760	0.39
153	OC	Celebration Ave	US 192	Celebration Blvd	0	630	1,420	1,610	2022	4/26	18	16,784	16,448	871	519	1,390	NB/EB	0.083	0.63	871	D	1,420	0.61
154	OC	Celebration Blvd	Celebration Pl	World Dr	1,470	1,790	1,850	1,850	2022	4/26	18	15,153	14,850	503	837	1,340	SB/WB	0.088	0.62	837	B	1,850	0.45
122	OC	Champions Gate Blvd	Polk County Line	I-4	0	630	1,420	1,610	2022	4/13	16	27,558	27,282	931	1000	1,931	SB/WB	0.070	0.52	1,000	D	1,420	0.70
304	OC	Clay St	Jack Calhoun Dr	Thacker Ave	460	740	790	790	2022	4/26	18	15,990	15,870	446	1067	1,513	SB/WB	0.098	0.70	1,067	F	790	1.39
303	OC	Clay St	Thacker Ave	Randolph Ave	370	590	630	630	2022	4/26	18	6,566	6,435	223	444	667	SB/WB	0.102	0.67	444	C	630	0.70
537	OC	Creek Woods Dr	Canoe Creek Rd	Michigan Ave	480	770	830	830	2022	4/6	15	3,374	3,307	183	112	295	NB/EB	0.087	0.62	183	B	830	0.22
2025	OC	Cross Prairie Pkwy	Neptune Rd	Partin Settlement Rd	0	1,140	1,510	1,600	2022	5/3	19	10,599	10,387	406	474	880	SB/WB	0.083	0.54	474	C	1,510	0.31
222	OC	Cypress Pkwy	Marigold Ave	Pleasant Hill Rd	1,470	1,790	1,850	1,850	2022	4/5	15	49,775	48,780	1830	1539	3,369	NB/EB	0.068	0.54	1,830	D	1,850	0.99
9000	OC	Cypress Pkwy	Poinciana Pkwy	Marigold Ave	480	770	830	830	2022	5/2	19	18,595	18,223	783	684	1,467	NB/EB	0.079	0.53	783	D	830	0.94
1001	OC	Cyrils Dr	Narcoossee Rd	Zuni Rd	370	590	630	630	2022	5/2	19	7,814	7,658	446	275	721	NB/EB	0.092	0.62	446	C	630	0.71
1002	OC	Cyrils Dr	Zuni Rd	Absher Rd	370	590	630	630	2022	5/12	20	2,427	2,378	119	110	229	NB/EB	0.094	0.52	119	B	630	0.19
552	OC	Cyrils Dr	Narcoossee Rd (CR 15)	Absher Rd	340	540	580	580	2009	4/14	16	1,112	1,123	68	34	102	NB/EB	0.0917	0.67	68	B	540	0.13
9001	OC	Cyrils Dr	East of Absher Rd	Absher Rd	1,470	1,790	1,850	1,850	2022	5/2	19	5,402	5,294	203	237	440	SB/WB	0.081	0.54	237	B	1,850	0.13
602	OC	Deer Park Rd (CR 419)	US 192	Nova Rd (CR 532)	240	430	740	1,480	2009	4/15	16	463	468	24	24	48	NB/EB	0.1037	0.50	24	B	430	0.06
2022	OC	Deer Park Rd	US 192	Gator Branch Rd	240	430	740	1,480	2022	5/12	20	1,748	1,713	63	105	168	SB/WB	0.096	0.63	105	B	430	0.24
2021	OC	Deer Park Rd	Gator Branch Rd	Nova Rd (CR 532)	240	430	740	1,480	2022	5/12	20	2,324	2,278	109	142	251	SB/WB	0.108	0.57	142	B	430	0.33
524	OC	Deer Run Rd	Canoe Creek Rd (CR 523)	Hickory Tree Rd	400	800	1,140	1,440	2022	4/6	15	5,628	5,515	246	243	489	NB/EB	0.087	0.50	246	B	1,140	0.22
352	OC	Donegan Ave	John Young Pkwy	US 1792	0	550	800	850	2022	3/29	14	11,644	11,411	412	586	998	SB/WB	0.086	0.59	586	D	800	0.73
353	OC	Donegan Ave	US 1792	Michigan Ave	500	810	870	870	2022	5/12	20	12,455	12,206	557	454	1,011	NB/EB	0.081	0.55	557	C	870	0.64
224	OC	Doverplum Ave	Old Pleasant Hill Rd	Cypress Pkwy	460	740	790	790	2022	4/5	15	7,554	7,403	425	533	958	SB/WB	0.127	0.56	533	C	790	0.67
223	OC	Doverplum Ave	Cypress Pkwy	KOA St	480	770	830	830	2022	4/5	15	24,400	23,912	735	1063	1,818	SB/WB	0.075	0.60	1,063	F	830	1.30
229	OC	Enterprise Dr/Mercantile Ln	Poinciana Blvd	Cattle Dr	370	590	630	630	2022	4/5	15	2,483	2,433	116	100	216	NB/EB	0.087	0.54	116	B	630	0.18
520	OC	Fifth St (St Cloud)	Old Canoe Creek Rd	Vermont Ave	350	560	600	600	2022	5/2	19	2,977	2,917	147	157	304	SB/WB	0.102	0.52	157	B	600	0.26
NA1	OC	Florence Villa Grove Rd																					

2022 Roadway Network Capacity Report
(Updated 07/18/2022)

Count Station #	Count Source	ROADWAY	FROM	TO	Adjusted Service Volumes				Latest Count Year	Count Date (mm/dd)	Week	ADT	AADT	PM Peak Hour									
					B	C	D	E						NB/EB	SB/WB	Pk Hr Total	Pk Dir	K-Factor	D-Factor	Pk Hr Pk Dir Vol	LOS	Capacity	V/C
225	OC	Marigold Ave	Cypress Pkwy	KOA St	500	810	870	870	2022	5/17	21	18,395	18,027	713	701	1,414	NB/EB	0.077	0.50	713	C	870	0.82
230	OC	Marigold Ave	KOA St	Donagan Ave	460	740	760	760	2022	4/6	16	17,668	17,216	624	626	1,260	SB/WB	0.072	0.50	626	C	760	0.84
121	OC	Masters Blvd/Goodman Rd	Champions Gate Blvd	Bella Citia Blvd	480	770	830	830	2022	4/13	16	10,406	10,302	396	488	884	SB/WB	0.085	0.55	488	C	830	0.59
335	OC	Michigan Ave (CR 531)	US 192-441	Donagan Ave	1,470	1,790	1,850	1,850	2022	5/12	20	31,214	30,590	1142	1259	2,401	SB/WB	0.077	0.52	1,259	B	1,850	0.68
334	OC	Michigan Ave (CR 531)	Donagan Ave	Carroll St	1,470	1,790	1,850	1,850	2022	3/29	14	36,807	36,071	1366	1489	2,855	SB/WB	0.078	0.52	1,489	C	1,850	0.80
333	OC	Michigan Ave (CR 531)	Carroll St	Osceola Pkwy	0	1,260	1,670	1,770	2022	5/12	20	35,551	34,840	1436	1423	2,859	NB/EB	0.080	0.50	1,436	D	1,670	0.86
556	OC	Michigan Ave (St Cloud)	Lakeshore Blvd	US 192-441	270	430	460	460	2022	4/12	16	2,284	2,261	122	145	267	SB/WB	0.117	0.54	145	B	460	0.32
518	OC	Michigan Ave (St Cloud)	US 192	Nolte Rd	400	800	1,140	1,440	2022	4/12	16	6,908	6,839	282	308	590	SB/WB	0.085	0.52	308	B	1,140	0.27
534	OC	Michigan Ave (St Cloud)	Nolte Rd	Creek Woods Dr	400	800	1,140	1,440	2022	4/6	15	4,297	4,211	213	146	359	NB/EB	0.084	0.59	213	B	1,140	0.19
551	OC	Narcoossee Rd (CR 15)	Orange County Line	Jones Rd	1,470	1,790	1,850	1,850	2022	5/25	22	39,998	39,198	1242	1783	3,025	SB/WB	0.076	0.59	1,783	C	1,850	0.96
539	OC	Narcoossee Rd (CR 15)	Jones Rd	Rummel Rd	1,770	2,560	3,320	3,760	2022	4/12	16	39,910	39,511	1757	1891	3,648	SB/WB	0.091	0.52	1,891	C	3,320	0.57
541	OC	Narcoossee Rd (CR 15)	Rummel Rd	10th St	1,470	1,790	1,850	1,850	2022	4/12	16	31,721	31,404	1223	1584	2,807	SB/WB	0.088	0.56	1,584	C	1,850	0.86
589	OC	Narcoossee Rd (CR 15)	10th St	US 192-441	1,470	1,790	1,850	1,850	2022	5/12	20	34,606	33,914	1183	1460	2,643	SB/WB	0.076	0.55	1,460	B	1,850	0.79
364	OC	Neptune Rd	Broadway Ave/Main St	Lakeshore Blvd	1,400	1,700	1,760	1,760	2022	4/26	18	22,514	22,064	1075	645	1,720	NB/EB	0.076	0.63	1,075	B	1,760	0.61
363	OC	Neptune Rd	Lakeshore Blvd	Kings Hwy	1,470	1,790	1,850	1,850	2022	4/26	18	27,979	27,419	1515	839	2,354	NB/EB	0.084	0.64	1,515	C	1,850	0.82
401	OC	Neptune Rd	Kings Hwy	Partin Settlement Rd	1,400	1,700	1,760	1,760	2022	5/3	19	30,639	30,026	1056	1489	2,545	SB/WB	0.083	0.59	1,489	C	1,760	0.85
501	OC	Neptune Rd	Partin Settlement Rd	Old Canoe Creek Rd	480	770	830	830	2022	5/2	19	24,557	24,066	1029	1098	2,127	SB/WB	0.087	0.52	1,098	F	830	1.32
502	OC	Neptune Rd	Old Canoe Creek Rd	US 192-441	0	530	770	810	2022	5/2	19	11,864	11,627	438	475	913	SB/WB	0.077	0.52	475	C	770	0.62
530	OC	Nolte Rd	Old Canoe Creek Rd	Canoe Creek Road (CR 523)	1,470	1,790	1,850	1,850	2022	4/6	15	19,505	19,115	850	641	1,491	NB/EB	0.076	0.57	850	B	1,850	0.46
NA3	OC	Nolte Rd	Canoe Creek Road (CR 523)	Michigan Ave	1,470	1,790	1,850	1,850	2022	4/13	16	18,598	18,412	690	695	1,385	SB/WB	0.074	0.50	695	B	1,850	0.38
NA4	OC	Nolte Rd	Michigan Ave	Hickory Tree Rd	1,470	1,790	1,850	1,850	2022	4/6	15	15,802	15,486	604	678	1,282	SB/WB	0.081	0.53	678	B	1,850	0.37
542	OC	Nova Rd (CR 532)	US 192-441	Eden Dr	400	800	1,140	1,440	2022	4/12	16	4,939	4,890	240	214	454	NB/EB	0.092	0.53	240	B	1,140	0.21
1003	OC	Nova Rd (CR 532)	Eden Dr	Orange County Line	240	430	740	1,480	2022	5/2	19	3,351	3,284	125	209	334	SB/WB	0.100	0.63	209	B	430	0.49
471	OC	Old Boggy Creek Rd	Denn John Ln	Fortune Rd	480	770	830	830	2022	4/26	18	8,203	8,039	479	223	702	NB/EB	0.086	0.68	479	B	830	0.58
503	OC	Old Canoe Creek Rd	US 192-441	Neptune Rd	1,470	1,790	1,850	1,850	2022	5/12	20	20,975	20,556	802	851	1,653	SB/WB	0.079	0.51	851	B	1,850	0.46
504	OC	Old Canoe Creek Rd	Neptune Rd	Kissimmee Park Rd	0	1,260	1,670	1,770	2022	4/6	15	30,660	30,047	1263	1228	2,491	NB/EB	0.081	0.51	1,263	D	1,670	0.76
506	OC	Old Canoe Creek Rd	Kissimmee Park Rd	Canoe Creek Road (CR 523)	480	770	830	830	2022	4/6	15	22,928	22,469	729	1123	1,852	SB/WB	0.081	0.61	1,123	F	830	1.35
357	OC	Old Dixie Hwy	Donagan Ave	Osceola Pkwy	480	770	830	830	2022	3/29	14	7,948	7,789	475	368	843	NB/EB	0.106	0.56	475	B	830	0.57
529	OC	Old Hickory Tree Rd	Nolte Rd	US 192-441	480	770	830	830	2022	5/12	20	6,840	6,703	357	407	764	SB/WB	0.112	0.53	407	B	830	0.49
103	OC	Old Lake Wilson Rd (CR 545)	Osceola Polk Line Rd (CR 532)	Sinclair Rd	480	770	830	830	2022	5/17	21	23,520	23,050	465	1176	1,641	SB/WB	0.070	0.72	1,176	F	830	1.42
105	OC	Old Lake Wilson Rd (CR 545)	Sinclair Rd	Westgate Blvd	1,470	1,790	1,850	1,850	2022	4/13	16	22,722	22,495	655	1029	1,684	SB/WB	0.074	0.61	1,029	B	1,850	0.56
111	OC	Old Lake Wilson Rd (CR 545)	Westgate Blvd	US 192	2,270	2,700	2,780	2,780	2022	4/13	16	28,018	27,738	793	1349	2,142	SB/WB	0.076	0.63	1,349	B	2,780	0.49
601	OC	Old Melbourne Hwy	US 192	Bronco Dr	420	800	1,120	1,420	2022	4/12	16	3,379	3,345	194	119	313	NB/EB	0.093	0.62	194	B	800	0.24
208	OC	Old Tampa Hwy	US 17/92	Poinciana Blvd	400	800	1,140	1,440	2022	5/17	21	6,136	6,013	404	91	495	NB/EB	0.081	0.82	404	C	1,140	0.35
233	OC	Old Tampa Hwy	Poinciana Blvd	Broad St	400	800	1,140	1,440	2022	4/26	18	12,987	12,727	438	698	1,136	SB/WB	0.087	0.61	698	C	1,140	0.61
207	OC	Old Tampa Hwy	Broad St	Jack Calhoun Dr	400	800	1,140	1,440	2022	5/17	21	10,512	10,302	233	775	1,008	SB/WB	0.096	0.77	775	C	1,140	0.68
176	OC	Old Vineland Rd	US 192	Princess Way	480	770	830	830	2022	5/17	21	4,707	4,613	165	234	399	SB/WB	0.085	0.59	234	B	830	0.28
324	OC	Orange Ave (CR 527)	Osceola Pkwy	Orange County Line	1,400	1,700	1,760	1,760	2022	3/29	14	24,072	23,591	816	1213	2,029	SB/WB	0.084	0.60	1,213	B	1,760	0.69
538	OC	Orange Ave (St Cloud)	US 192-441 (13th St)	Rummel Rd	270	430	460	460	2022	4/12	16	2,075	2,054	117	85	202	NB/EB	0.097	0.58	117	B	460	0.25
178	OC	Oren Brown Rd	Poinciana Blvd	US 192	480	770	830	830	2022	4/19	17	10,671	10,458	306	477	783	SB/WB	0.073	0.61	477	B	830	0.57
181	OC	Osceola Pkwy	I-4	SR 417	0	1,260	1,670	1,770	2022	5/17	21	23,186	22,722	1,432	773	2,205	NB/EB	0.095	0.65	1,432	D	1,670	0.86
180	OC	Osceola Pkwy	SR 417	Vineland Rd (SR 535)	1,470	1,790	1,850	1,850	2022	5/17	21	25,316	24,810	1477	808	2,285	NB/EB	0.090	0.65	1,477	C	1,850	0.80
183.2	OC	Osceola Pkwy	Vineland Rd (SR 535)	Sunrise City Dr/Storey Lake Blvd	1,470	1,790	1,850	1,850	2022	4/19	17	29,640	29,047	1799	938	2,737	NB/EB	0.092	0.66	1,799	D	1,850	0.97
182	OC	Osceola Pkwy	Sunrise City Dr	Dyer Blvd	1,470	1,790	1,850	1,850	2022	4/19	17	27,008	26,468	1395	1156	2,551	NB/EB	0.094	0.55	1,395	B		