



TRAFFIC IMPACT ANALYSIS

HIGHLANDS SAND MINE

POLK COUNTY, FL

JULY 2025

Prepared for:

THE COLINAS GROUP, INC

Prepared by:

KIMLE-HORN AND ASSOCIATES, INC.

Kimley»Horn

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

AMBER L. GARTNER, P.E.

STATE OF FLORIDA,
PROFESSIONAL ENGINEER,
LICENSE NO. 72294

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

THE SIGNATURE MUST BE VERIFIED ON
ANY ELECTRONIC COPIES.

AMBER L. GARTNER, P.E.

FLORIDA REGISTRATION #72294

KIMLEY-HORN REGISTRY #35106

042964004

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TABLE OF CONTENTS

Introduction.....1

Project Traffic3

 Trip Generation.....3

 Traffic Distribution and Assignment.....3

Traffic Volume Development.....6

Operational Analysis9

 Segment Level of Service Analysis9

 Intersection Analysis.....11

 Turn Lane Analysis.....12

Conclusions.....13

LIST OF FIGURES

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

Figure 2: Site Traffic Distribution and Peak Hour Site Traffic Volumes5

Figure 3: AM and PM Peak Hour Buildout Traffic Volumes.....8

LIST OF TABLES

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

Table 2: Growth Rate Calculations6

Table 3: PM Peak Hour Roadway Segment Analysis.....10

Table 4: AM and PM Peak Hour Traffic Intersection Analysis Summary11

APPENDIX

APPENDIX A: Traffic Data

APPENDIX B: Polk County TPO Roadway Network Database Excerpts

APPENDIX C: Mining Trip Generation

APPENDIX D: Intersection Volume Development Sheets

APPENDIX E: Synchro Output

 E1: Existing Traffic (2025)

 E2: Future Background Traffic (2026)

 E3: Future Buildout Traffic (2026)

APPENDIX F: NCHRP 457 Output

INTRODUCTION

The purpose of this traffic study is to assess the anticipated impacts of new traffic generated from a proposed sand mine. The new sand mine site will be opened adjacent to the existing Highland Sand Fill Dirt & Palms. The new sand mine site will utilize the same driveway as the existing operation, which will remain in place.

The site is located northwest of the intersection at Backbone Road at Golfview Cutoff Road in Polk County, Florida. The existing driveway is located at 2761 Golfview Cutoff Road, approximately 800 feet north of Enzor Loop Road.

The sand mine is expected to begin operation in 2026. For purposes of this Transportation Impact Analysis (TIA), 2026 has been assumed as the year that the mine will be in full production. The initial operation anticipates approximately 750 tons of material mined a year, with a maximum production up to 2,000,000 tons of material mined per year.

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

This traffic study includes evaluation of the proposed site driveway, the adjacent roadway segments of Golfview Cutoff Road/Friedlander Road/Lewis Griffin Road, the adjacent intersections of Lewis Griffin Road at Friedlander Road, the intersection of Golfview Cutoff Road with SR 17, and additional roadways within the vicinity of the site to demonstrate the minimal impact of the site operations on the overall transportation network.

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

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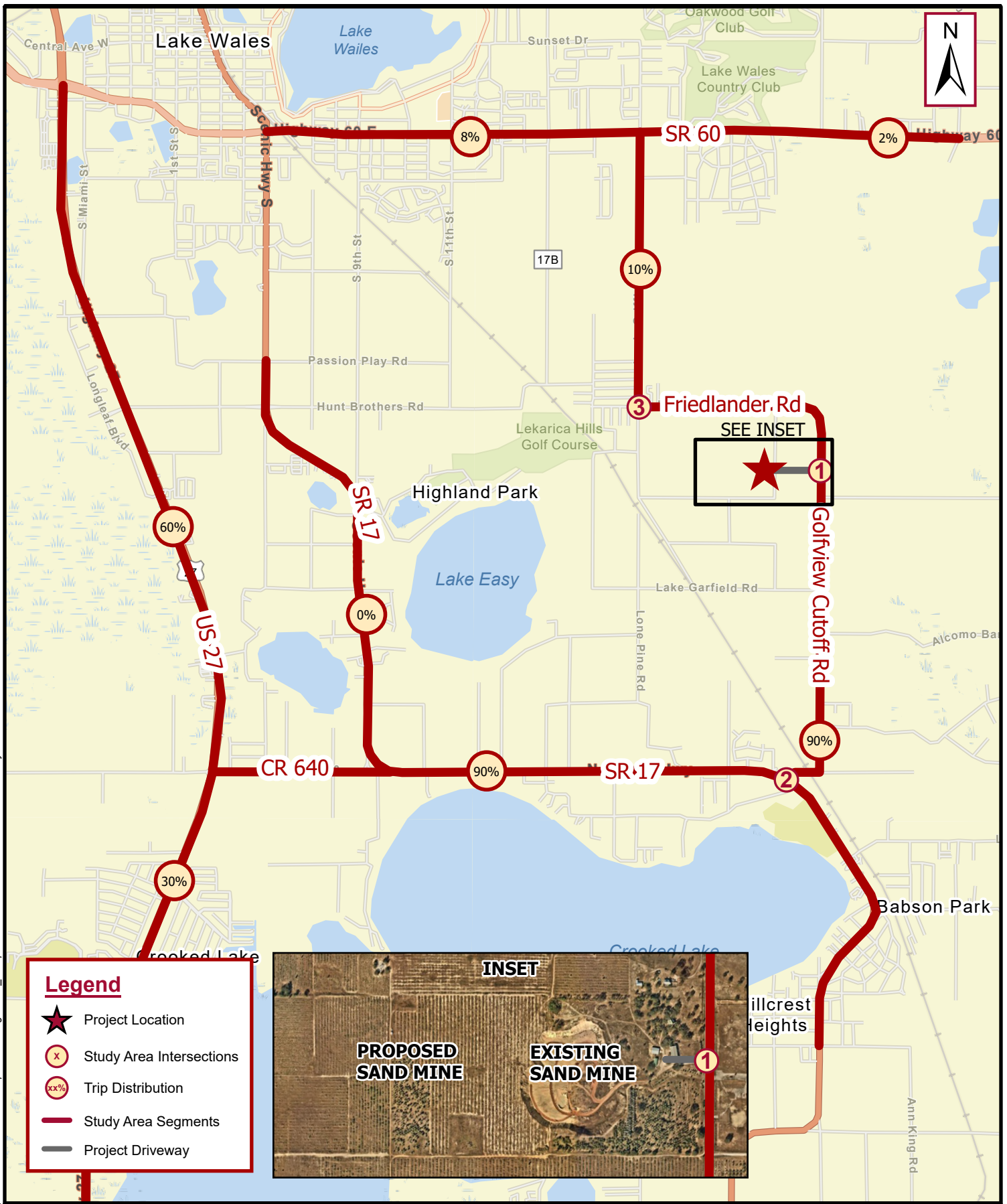


FIGURE 1: PROJECT LOCATION, STUDY AREA & TRIP DISTRIBUTION

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POLK COUNTY, FLORIDA**

Project No: 042964004

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July 2025

Page 2

PROJECT TRAFFIC

TRIP GENERATION

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

The proposed mine is estimated to have an initial extraction rate less than the full production of material each year. Mining production is expected to average approximately 750,000 tons per year, with a maximum annual operation of 2,000,000 tons of material. For this analysis, calculations were performed assuming the maximum extraction rate.

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

The number of truck trips per hour of operation was calculated based on an estimated hourly distribution, derived from traffic data at three active sand mines located in Central Florida. An average of the hourly distribution from each site was applied to the daily truck trip generation to estimate the hourly truck traffic entering and exiting the site. The site hours will be 4 AM to 5 PM. The trip generation by hour and estimated truck traffic for the site is provided in **Appendix C**.

During the AM peak hour of adjacent street (one hour between 7 AM and 9 AM), an estimated 38 trucks will enter, and 28 trucks will exit the facility. It was assumed that all 10 employee vehicles would enter during the AM peak hour. During the PM peak hour of adjacent street (one hour between 4 PM and 6 PM), it is estimated that 1 truck will enter, 6 trucks and 10 employees will exit the facility. The site operations and maximum operating capacity will produce 76 AM peak hour trips and 17 PM peak hour trips. **Table 1** provides a summary of the anticipated site trip generation characteristics.

Table 1: Trip Generation Summary

Land Use	Vehicle Type	Daily Trips	AM Peak Hour of Adjacent Street			PM Peak Hour of Adjacent Street		
			Total	Entering	Exiting	Total	Entering	Exiting
Sand Mine	Trucks	536	66	38	28	7	1	6
	Cars	20	10	10	0	10	0	10
	Total	556	76	48	28	17	1	16

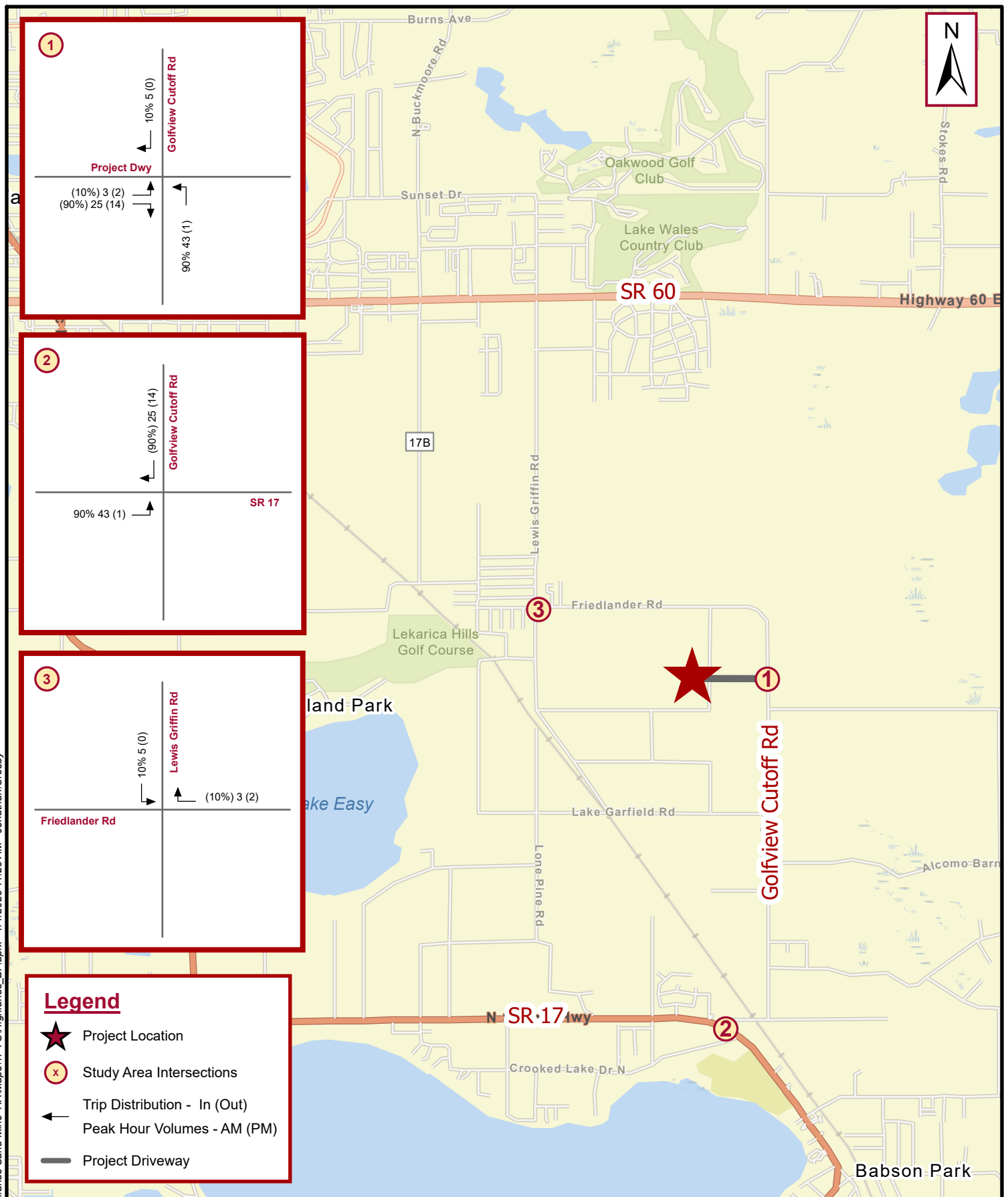
TRAFFIC DISTRIBUTION AND ASSIGNMENT

An assignment of project trips to the study area roadway network was based on information provided by the facility owner and knowledge of the region's traffic patterns. Trips associated with the new facility will access Golfview Cutoff Road from SR 17 to/from the south, and via SR 60 to/from the north (employees, passenger vehicles). The general service areas of the sand mine include the Lakeland, Plant City, and Sarasota areas.

Vehicles accessing the site from the north will not be permitted to access Lilly Street or any other street within the Highland Park Manor subdivision, with the exception of Lewis Griffin Road. An estimated 90% of traffic is anticipated to enter from the south, and the remaining 10% is anticipated to enter from the north. This is consistent with the existing traffic patterns observed at the site driveway.

Figure 2 depicts the approximated project trip distribution assigned to the adjacent roadway network.

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FIGURE 2: SITE TRAFFIC DISTRIBUTION AND PEAK HOUR SITE TRAFFIC VOLUMES

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POLK COUNTY, FLORIDA**

Project No: 042964004

Not to Scale

July 2025

Page 5

TRAFFIC VOLUME DEVELOPMENT

AM peak period (7 AM – 9 AM) and PM peak period (4 PM – 6 PM) turning movement counts were collected at the following study area intersections on Wednesday, May 21, 2025:

- Friedlander Road at Lewis Griffin Road
- Golfview Cutoff Road at the project driveway/existing Highland Sand driveway
- Golfview Cutoff Road at SR 17/N Scenic Highway

Additionally, a 48-hour tube count was collected on Golfview Cutoff Road south of the existing Highland Sand driveway on May 21, 2025, and May 22, 2025. Traffic data is provided in **Appendix A**.

The observed turning movement counts were adjusted to peak season using the 2024 peak season conversion factors (minimum 1.00) published by the Florida Department of Transportation (FDOT). The existing peak season traffic volumes were adjusted to year 2026 background traffic by applying a background growth rate. Project traffic was then added to background traffic to generate future buildout traffic volumes. The highest project traffic volumes occurring during the AM peak period of adjacent street traffic (7 AM – 9 AM) and PM peak period of adjacent street traffic (4 PM – 6 PM) were utilized in conjunction with the peak hour turning movement counts. Intersection volume development worksheets are provided in **Appendix D**.

An area wide annual growth rate of 1.65% was calculated using FDOT Florida Traffic Online data within the surrounding area. The calculated growth rate is less than 2.0%; a minimum 2.0% growth rate was utilized. Details of the growth rate calculations are detailed in **Table 2**.

Table 2: Growth Rate Calculations

Roadway	SR 17, NW of Libby Road	SR 17, S of Bellview Drive	CR 640, E of US 27	SR 60, E of Buck Moore Rd
Count Station	160122	160018	160031	160017
2024	7,400	7,400	4,800	24,000
2023	7,200	7,200	4,600	24,500
2022	7,300	6,800	4,400	23,500
2021	7,100	5,300	4,600	22,500
2020	5,600	3,700	4,400	24,500
2019	6,700	4,500	4,400	25,500
Growth Rates	2.01%	10.46%	1.76%	-1.21%
Weighted Average ² :				1.65%
Notes:				
¹ AADTs were obtained from FDOT Traffic Online.				
² The weighted average is the summation of (AADT x Growth Rate) divided by the summation of AADT.				

Existing PM peak hour traffic volumes on the study roadway segments were obtained from the Polk County Transportation Planning Organization (TPO) Roadway Network Database, FDOT Traffic Online (Hourly Continuous Counts for US 27, Station 169948), and the 48-hour tube count collected in May 2025 (adjacent segment).

The FDOT Traffic Online data is provided in **Appendix A**, and the Polk County TPO Roadway Network Database excerpts are provided in **Appendix B**. **Figure 3** illustrates the AM peak hour and PM peak hour opening year traffic volumes with full operations.

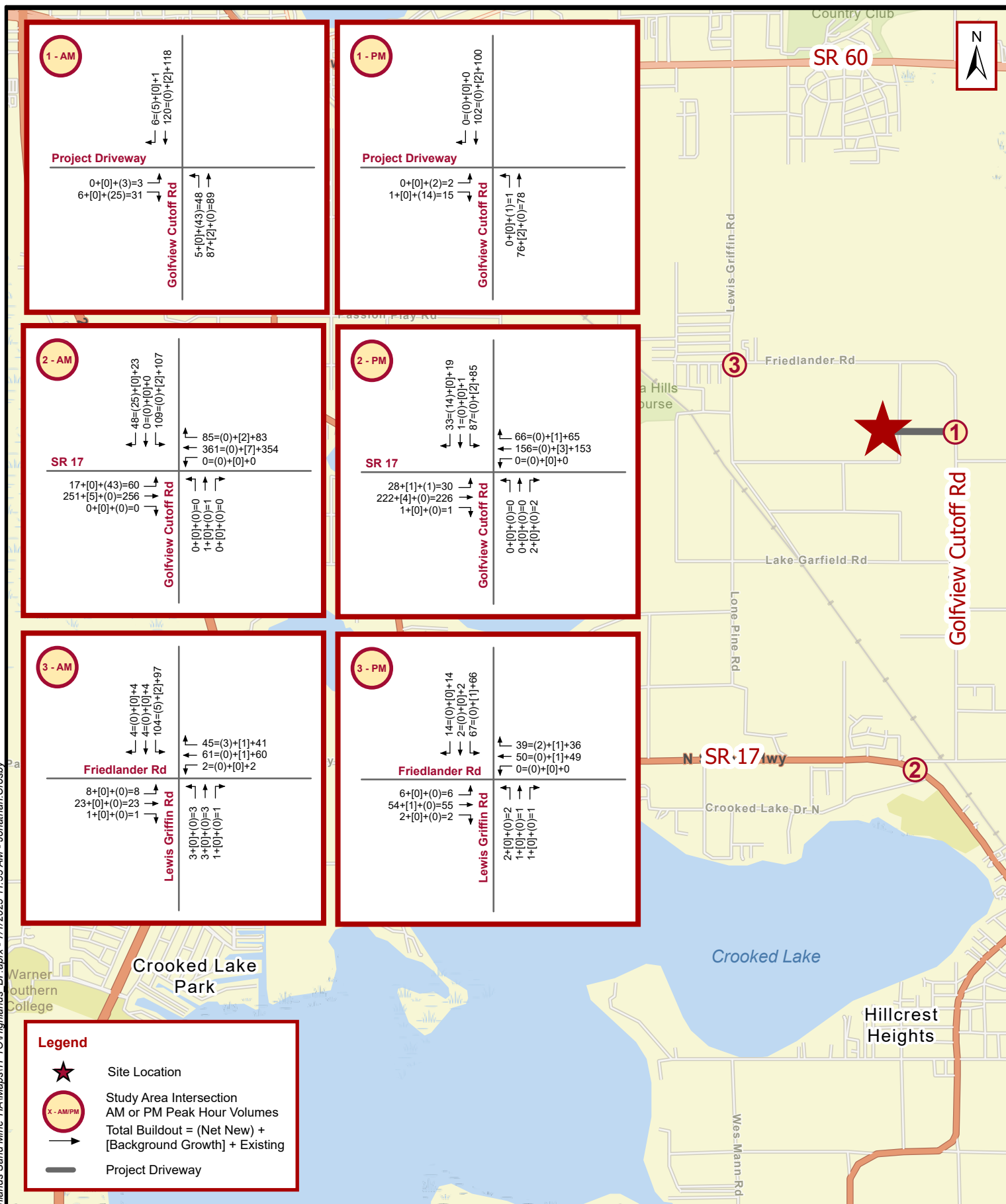


FIGURE 3: AM & PM PEAK HOUR BUILDOUT TRAFFIC VOLUMES

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POLK COUNTY, FLORIDA**

OPERATIONAL ANALYSIS

This transportation assessment assumes the maximum potential site operations, with the existing configuration of the roadway system without modifications.

SEGMENT LEVEL OF SERVICE ANALYSIS

Per the Polk County TIA Guidelines, for Minor Traffic Studies, only directly accessed segments must be evaluated for peak hour directional level of service. To be conservative, additional segments were included in the study area, as illustrated in **Figure 1**.

Roadway segment level of service (LOS) analysis was performed for the PM peak hour. Characteristics and service volumes for the surrounding transportation network were obtained from the Polk TPO Roadway Network Database (2025). The Roadway Network Database is provided in **Appendix B**.

The traffic volumes were compared against the adopted maximum service volume for the following PM peak hour scenarios:

- Existing traffic (2025)
- Background traffic (2026)
- Buildout traffic (2026)

In addition to the adjacent segment, the following roadway segments were also evaluated:

- SR 60 – US 27 to Stokes Road
- SR 17 – Seminole Avenue to Passion Play Road
- US 27 – CR 630 to SR 60
- CR 640 – from SR 17 to US 27

The classified roadway segments within the vicinity of the site are projected to operate within the adopted service volume with PM peak hour buildout traffic conditions. Site traffic does not have a significant impact on the surrounding transportation network during the PM peak hour. All roadways within the vicinity of the site are projected to have remaining capacity after adding traffic from maximum operations of the site.

Table 3 details the findings from the roadway segment analysis.

Table 3: PM Peak Hour Roadway Segment Analysis

Roadway		ROADWAY ATTRIBUTES ¹				EXISTING PM PEAK HOUR PEAK SEASON (2024/25)				Applied Growth Rate ³	FUTURE NON-PROJECT PM PEAK HOUR (2026)				Percent Project Traffic Assignment ⁴	PM Peak Hour Project Traffic			FUTURE BUILDOUT PM PEAK HOUR (2026)			
		Segment ID	Adopted LOS	Number of Lanes	Pk. Hr. Dir. Service Volume	Volumes ²		V/C Ratios			Background Growth		V/C Ratios			Volumes			V/C Ratios			
						NB/EB	SB/WB	NB/EB	SB/WB		NB/EB	SB/WB	NB/EB	SB/WB		NB/EB	SB/WB	Percent Impact	NB/EB	SB/WB	NB/EB	SB/WB
From	To																					
CR 640																						
SR 17	US 27	4068	D	2	720	203	211	0.28	0.29	2.00%	211	220	0.29	0.30	90%	1	14	1.9%	212	234	0.29	0.32
Golfview Cutoff / Friedlander / Lewis Griffin Rd																						
SR 17	Project Driveway	8434	D	2	730	116	119	0.16	0.16	2.00%	121	124	0.17	0.17	90%	1	14	1.9%	122	138	0.17	0.19
	Project Driveway	8434	D	2	730	116	119	0.16	0.16	2.00%	121	124	0.17	0.17	10%	2	0	0.3%	123	124	0.17	0.17
SR 17																						
Seminole Ave	Passion Play Rd	5203	D	2	1,220	251	262	0.21	0.21	2.00%	261	273	0.21	0.22	90%	14	1	1.1%	275	274	0.23	0.22
SR 60																						
US 27	SR 17	5908	D	4	1,820	1,147	1,193	0.63	0.66	2.00%	1,193	1,241	0.66	0.68	8%	0	1	0.1%	1,193	1,242	0.66	0.68
SR 17	Stokes Rd	5909	D	4	2,000	1,216	1,169	0.61	0.58	2.00%	1,265	1,216	0.63	0.61	8%	0	1	0.1%	1,265	1,217	0.63	0.61
US 27																						
CR 630	CR 640	5101	D	4	2,000	872	838	0.44	0.42	2.00%	907	872	0.45	0.44	30%	0	5	0.3%	907	877	0.45	0.44
CR 640	SR 60	5102	D	4	1,820	1,056	1,014	0.58	0.56	2.00%	1,099	1,055	0.60	0.58	60%	10	1	0.5%	1,109	1,056	0.61	0.58
K:\OCA_Civil\042964004-Highlands Sand Mine TIA\calcs\S1\S1_Highlands BP.xlsm]segLOS																						
Notes:																						
¹ . Roadway attributes were obtained from the Polk County TPO 2025 Roadway Network Database.																						
² . Existing volumes were derived from the 2025 Polk County TPO Roadway Network Database, 05/21-05/22/2025 Golfview Cutoff Road tube count or FDOT Traffic Online (adjusted to peak season), with the maximum volumes (NB/EB, SB/WB) of each source utilized.																						
³ . The calculated average growth rate from the areawide growth rate calculations were used for the segment analysis (min 2%).																						
⁴ . Project assignment was estimated based on site specific information provided by the applicant.																						

INTERSECTION ANALYSIS

An operational analysis was performed using Highway Capacity Manual (HCM v7) procedures included in the Synchro 12 analysis program. The following intersections were evaluated for the AM peak hour and PM peak hour of adjacent street traffic:

- Golfview Cutoff Road at Project Driveway
- Golfview Cutoff Road at SR 17
- Friedlander Road at Lewis Griffin Road

Table 4 details the intersection level of service results under existing, future background, and future buildout traffic conditions.

The project driveway is shown to operate with acceptable LOS and volume-to-capacity (V/C) ratios less than 1.0 for the existing, background, and buildout scenarios. Additionally, the major street 95th percentile left-turn queue lengths are less than one vehicle (< 25 ft); therefore, no adverse operations are anticipated from the left-turn queues.

All study area intersections are projected to have acceptable traffic operations with opening year traffic conditions, with maximum site production. All intersection approaches operate at or below the segment level of service standard as required by Polk County standards (Polk County Land Development Code, Appendix C, Section I3 – Level of Service Standards). The Synchro output is provided in **Appendix E**.

Table 4: AM and PM Peak Hour Traffic Intersection Analysis Summary

Intersection	AM Peak Hour			PM Peak Hour		
	LOS	Delay(s)	Max V/C	LOS	Delay(s)	Max V/C
Golfview Cutoff Rd at Project Driveway						
Existing Conditions	B	10.2	0.01	A	8.9	0.00
Background Conditions	B	10.2	0.01	A	8.9	0.00
Buildout Conditions	B	10.8	0.06	B	10.2	0.03
Golfview Cutoff Rd at SR 17 (NB/SB)						
Existing Conditions	C/C	17.1/21.2	0.00/0.39	A/B	9.6/13.5	0.00/0.20
Background Conditions	C/C	17.3/22.0	0.00/0.40	A/B	9.6/13.8	0.00/0.21
Buildout Conditions	C/D	20.2/27.4	0.01/0.51	A/B	9.6/13.5	0.00/0.21
Friedlander Rd at Lewis Griffin Rd (EB/WB)						
Existing Conditions	B/B	11.6/10.9	0.06/0.16	B/B	11.0/10.2	0.11/0.13
Background Conditions	B/B	11.7/10.9	0.06/0.17	B/B	11.0/10.2	0.11/0.13
Buildout Conditions	B/B	11.9/11.2	0.07/0.18	B/B	11.0/10.4	0.11/0.14
Notes:						
1. MOE's at two-way stop controlled intersections are reported for the stop-controlled approaches only.						

TURN LANE ANALYSIS

The existing/proposed driveway on Golfview Cutoff Road was evaluated to assess the need for ingress turn lanes. The methodologies of the National Cooperative Highway Research Programs (NCHRP) Report 457 were utilized. The NCHRP methodology evaluates the posted speed, approaching volume, opposing volume, and turning volume to determine whether exclusive left-turn lanes are warranted on the major street of a two-way stop-controlled intersection. The right-turn warrant is based on the posted speed, approaching volume, and turning volume.

Based on the findings from the analysis, ingress turn lanes are not warranted on Golfview Cutoff Road at the existing/proposed driveway. The NCHRP worksheets are provided in **Appendix F**.

CONCLUSIONS

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

The classified roadways within the vicinity of the site are projected to operate within the adopted LOS standard and have available capacity after the opening of the mine site. Site traffic from the mining operations does not have a significant impact on the surrounding transportation network. Project impact is de minimis on the majority of roadway segments evaluated (<1%), and the adjacent roadway segment of Golfview Cutoff Road is projected to operate at 20% of the adopted service volume with buildout PM peak hour traffic volumes considering maximum operations of the mine.

All study area intersections are projected to operate acceptably with the addition of site traffic. Exclusive turn lanes at the project driveway are not warranted, and the project driveway operates acceptably with the addition of site traffic volumes. No improvements are recommended at the project driveway.

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

APPENDICES

APPENDIX A: Traffic Data

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

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

* PEAK SEASON

04-MAR-2025 16:32:51

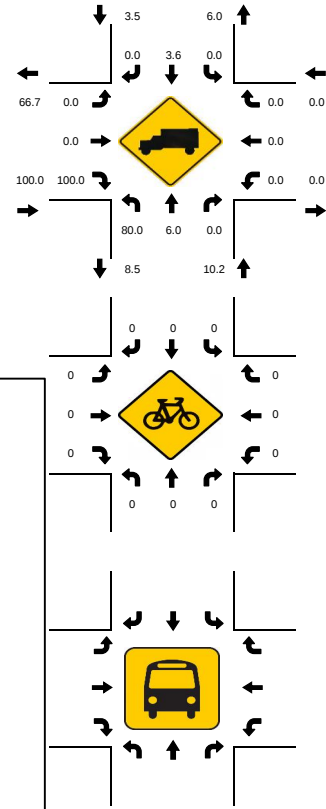
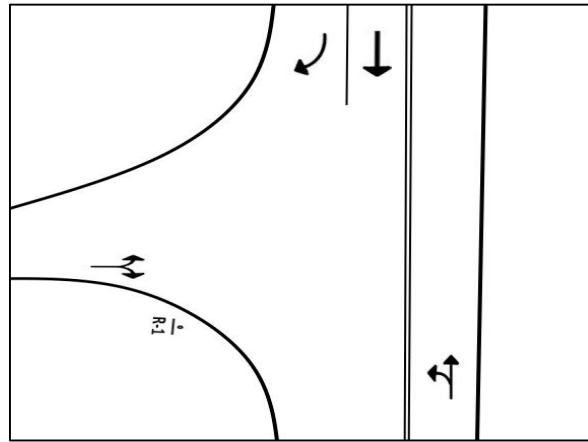
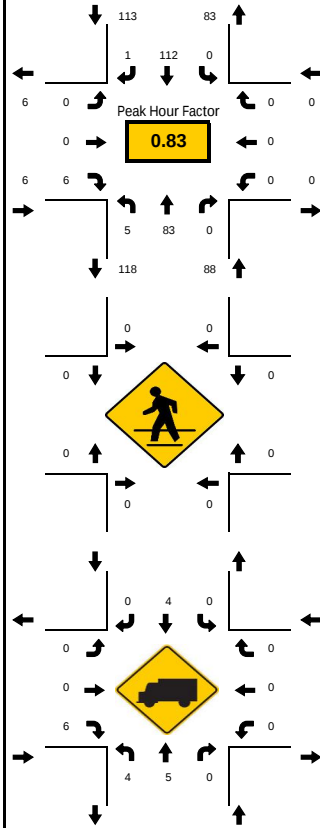
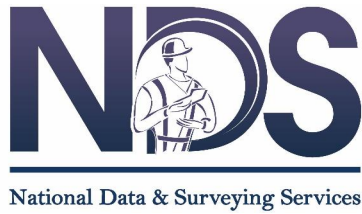
830UPD

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LOCATION: Backbone Rd & HIGHLAND SAND FILL DIRT & PALMS Dwy
CITY/STATE: Lake Wales, FL

PROJECT ID: 25-130189-002
DATE: Wed, May 21, 2025

Peak-Hour: 07:30 AM - 08:30 AM
Peak 15-Minute: 08:00 AM - 08:15 AM

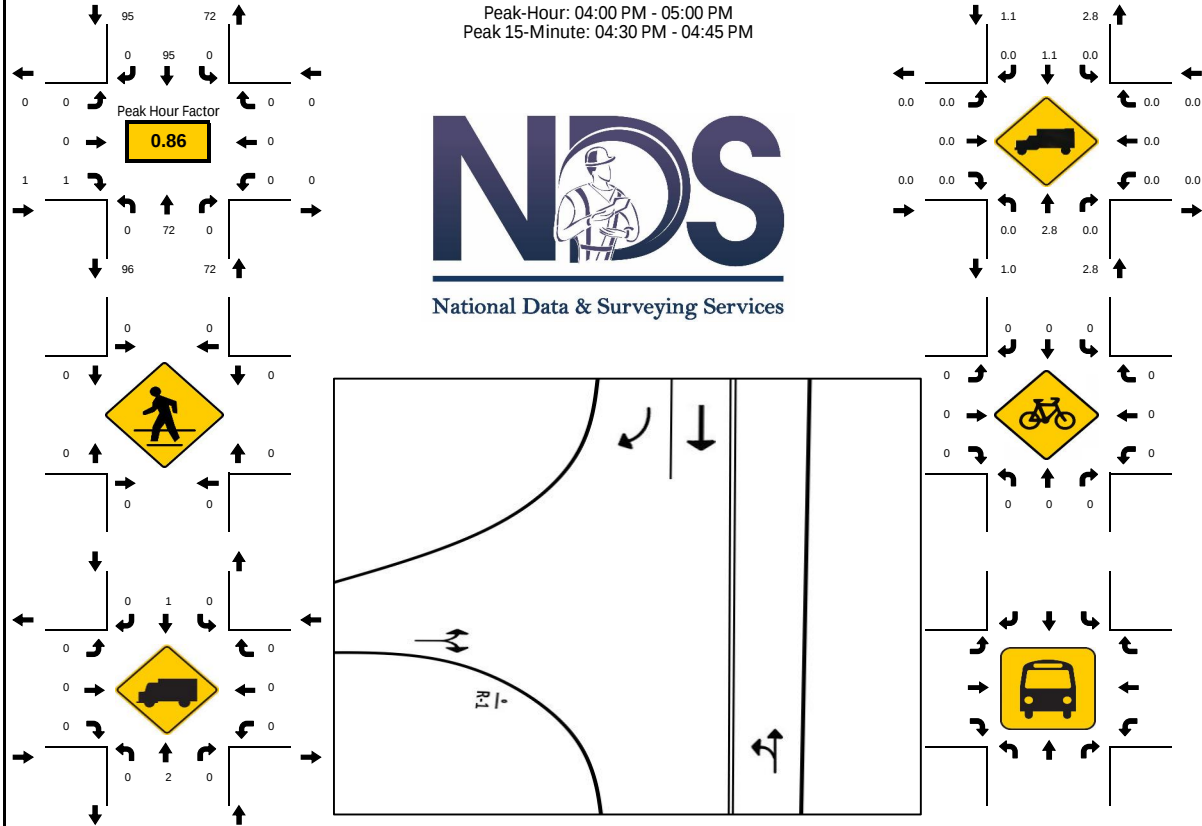
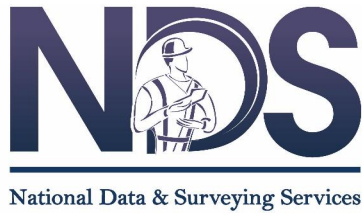


15-Min Count Period Beginning At	Backbone Rd Northbound					Backbone Rd Southbound					LAND SAND FILL DIRT & PALMS Eastbound					LAND SAND FILL DIRT & PALMS Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
7:00 AM	0	23	0	0		0	11	2	0		0	0	2	0		0	0	0	0		38	180
7:15 AM	2	12	0	0		0	19	1	0		0	0	1	0		0	0	0	0		35	204
7:30 AM	0	16	0	0		0	31	0	0		0	0	2	0		0	0	0	0		49	207
7:45 AM	3	23	0	0		0	32	0	0		0	0	0	0		0	0	0	0		58	186
8:00 AM	1	25	0	0		0	33	1	0		0	0	2	0		0	0	0	0		62	155
8:15 AM	1	19	0	0		0	16	0	0		0	0	2	0		0	0	0	0		38	93
8:30 AM	2	13	0	0		0	12	0	0		1	0	0	0		0	0	0	0		28	55
8:45 AM	0	18	0	0		0	8	0	0		0	0	1	0		0	0	0	0		27	27
Peak 15-Min Flowrates	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Total	
All Vehicles	12	100	0	0		0	132	4	0		0	0	8	0		0	0	0	0		256	
Heavy Trucks	8	12	0	0		0	16	0	0		0	0	8	0		0	0	0	0		44	
Pedestrians	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		0	
Bicycles	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		0	
Buses	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		0	
Stopped Buses	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		0	

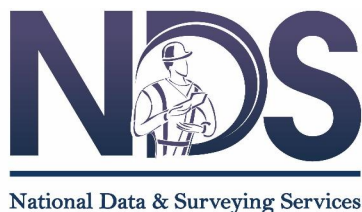
LOCATION: Backbone Rd & HIGHLAND SAND FILL DIRT & PALMS Dwy
CITY/STATE: Lake Wales, FL

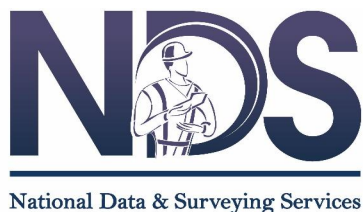
PROJECT ID: 25-130189-002
DATE: Wed, May 21, 2025

Peak-Hour: 04:00 PM - 05:00 PM
Peak 15-Minute: 04:30 PM - 04:45 PM



15-Min Count Period Beginning At	Backbone Rd Northbound					Backbone Rd Southbound					LAND SAND FILL DIRT & PALMS Eastbound					LAND SAND FILL DIRT & PALMS Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
4:00 PM	0	15	0	0		0	15	0	0		0	0	1	0		0	0	0	0		31	168
4:15 PM	0	21	0	0		0	26	0	0		0	0	0	0		0	0	0	0		47	167
4:30 PM	0	19	0	0		0	30	0	0		0	0	0	0		0	0	0	0		49	165
4:45 PM	0	17	0	0		0	24	0	0		0	0	0	0		0	0	0	0		41	152
5:00 PM	0	14	0	0		0	16	0	0		0	0	0	0		0	0	0	0		30	146
5:15 PM	0	18	0	0		0	27	0	0		0	0	0	0		0	0	0	0		45	116
5:30 PM	0	10	0	0		0	26	0	0		0	0	0	0		0	0	0	0		36	71
5:45 PM	0	18	0	0		0	17	0	0		0	0	0	0		0	0	0	0		35	35
Peak 15-Min Flowrates	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Total	
All Vehicles	0	84	0	0		0	120	0	0		0	0	4	0		0	0	0	0		208	
Heavy Trucks	0	8	0	0		0	4	0	0		0	0	0	0		0	0	0	0		12	
Pedestrians	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		0	
Bicycles	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		0	
Buses	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		0	
Stopped Buses	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		0	

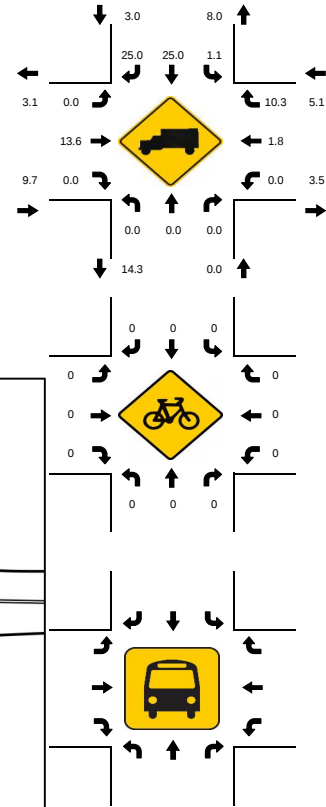
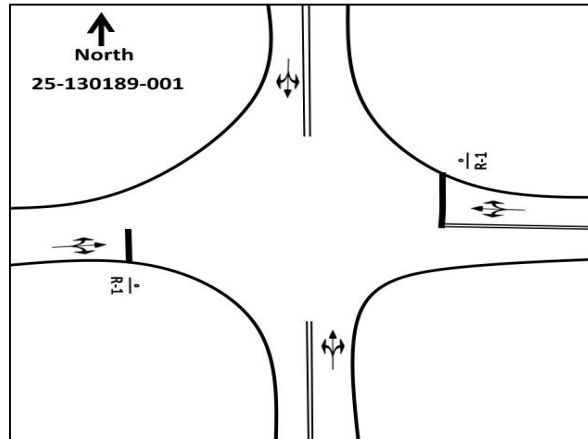
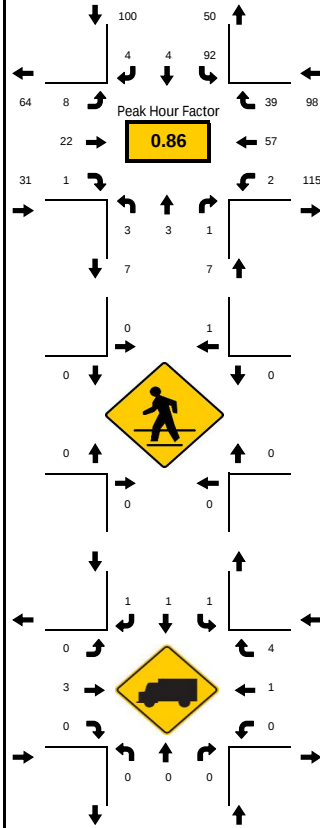
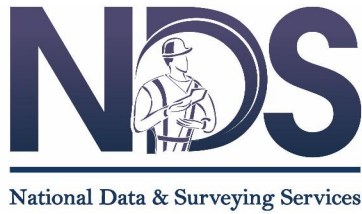
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[illegible]

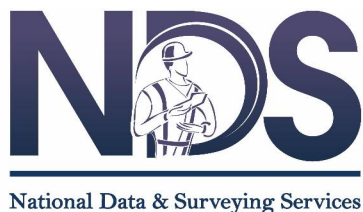
LOCATION: Lewis Griffin Rd & Friedlander Rd
CITY/STATE: Lake Wales, FL

PROJECT ID: 25-130189-001
DATE: Wed, May 21, 2025

Peak-Hour: 07:30 AM - 08:30 AM
Peak 15-Minute: 08:00 AM - 08:15 AM



15-Min Count Period Beginning At	Lewis Griffin Rd Northbound					Lewis Griffin Rd Southbound					Friedlander Rd Eastbound					Friedlander Rd Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
7:00 AM	0	1	0	0		7	0	3	0		0	9	0	0		0	20	10	0		50	212
7:15 AM	0	1	0	0		22	0	3	0		2	3	0	0		1	4	7	0		43	231
7:30 AM	1	0	0	0		25	1	1	0		1	10	0	0		0	11	5	0		55	236
7:45 AM	1	0	0	0		25	2	1	0		3	3	0	0		0	18	11	0		64	216
8:00 AM	1	1	0	0		29	1	2	0		1	7	0	0		0	17	10	0		69	184
8:15 AM	0	2	1	0		13	0	0	0		3	2	1	0		2	11	13	0		48	115
8:30 AM	2	1	0	0		6	3	0	0		0	7	0	0		1	7	8	0		35	67
8:45 AM	0	1	0	0		5	0	1	0		0	4	0	0		0	11	10	0		32	32
Peak 15-Min Flowrates	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Total	
All Vehicles	4	8	4	0		116	8	8	0		12	40	4	0		8	72	52	0		336	
Heavy Trucks	0	0	0	0		4	4	4	0		0	12	0	0		0	4	12	0		40	
Pedestrians	0	0	0	0		4	0	0	0		0	0	0	0		0	0	0	0		4	
Bicycles	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		0	
Buses	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		0	
Stopped Buses	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		0	



15-Min Count Period Beginning At	Lewis Griffin Rd Northbound					Lewis Griffin Rd Southbound					Friedlander Rd Eastbound					Friedlander Rd Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
4:00 PM	0	0	1	0		11	1	0	0		2	7	1	0		0	12	7	0		42	214
4:15 PM	1	0	0	0		12	0	2	0		0	16	0	0		0	5	16	0		52	206
4:30 PM	1	0	0	0		26	0	2	0		2	14	0	0		0	9	12	0		66	222
4:45 PM	0	0	0	0		13	0	3	0		1	14	0	0		0	12	11	0		54	211
5:00 PM	1	0	0	0		9	0	4	0		0	8	0	0		0	9	3	0		34	213
5:15 PM	0	1	1	0		15	2	4	0		3	15	2	0		0	17	8	0		68	179
5:30 PM	1	0	0	0		15	1	1	0		4	17	2	0		0	7	7	0		55	111
5:45 PM	1	2	0	0		18	1	3	0		2	11	0	0		0	11	7	0		56	56
Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total	
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
All Vehicles	4	4	4	0		104	8	16	0		12	60	8	0		0	68	48	0		336	
Heavy Trucks	0	4	0	0		4	0	0	0		4	0	0	0		0	4	4	0		20	
Pedestrians		0						4				0					0				4	
Bicycles	0	0	0	0		0	0	4	0		0	0	0	0		0	0	0	0		4	
Buses																						
Stopped Buses																						

VOLUME

Golfview Cutoff Rd/Backbone Rd S/O Highland Sand Fill Dirt & Palms Dwy (27.864898,-81.531192)

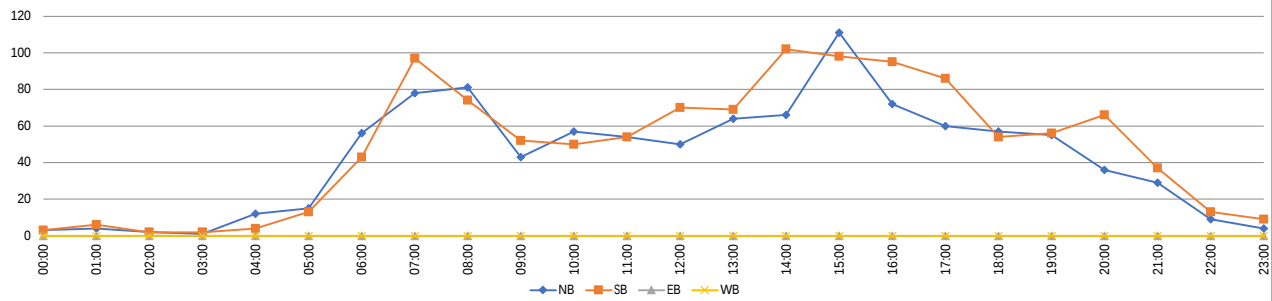
Day: Wednesday

City: Lake Wales

Date: 5/21/2025

Project #: FL25_130190_001

DAILY TOTALS						NB		SB		EB		WB		Total		DAILY TOTALS					
						1,019		1,155		0		0		2,174							
15-Minutes Interval												Hourly Intervals									
TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL				
0:00	0	0			0	12:00	14	22			36	00:00 01:00	3	3			6				
0:15	0	2			2	12:15	12	13			25	01:00 02:00	4	6			10				
0:30	2	0			2	12:30	10	16			26	02:00 03:00	2	2			4				
0:45	1	1			2	12:45	14	19			33	03:00 04:00	1	2			3				
1:00	0	1			1	13:00	18	16			34	04:00 05:00	12	4			16				
1:15	2	0			2	13:15	18	22			40	05:00 06:00	15	13			28				
1:30	2	1			3	13:30	13	16			29	06:00 07:00	56	43			99				
1:45	0	4			4	13:45	15	15			30	07:00 08:00	78	97			175				
2:00	0	0			0	14:00	16	19			35	08:00 09:00	81	74			155				
2:15	1	1			2	14:15	26	21			47	09:00 10:00	43	52			95				
2:30	0	1			1	14:30	12	30			42	10:00 11:00	57	50			107				
2:45	1	0			1	14:45	12	32			44	11:00 12:00	54	54			108				
3:00	0	1			1	15:00	19	30			49	12:00 13:00	50	70			120				
3:15	0	0			0	15:15	31	17			48	13:00 14:00	64	69			133				
3:30	0	0			0	15:30	38	32			70	14:00 15:00	66	102			168				
3:45	1	1			2	15:45	23	19			42	15:00 16:00	111	98			209				
4:00	0	0			0	16:00	15	16			31	16:00 17:00	72	95			167				
4:15	4	2			6	16:15	21	27			48	17:00 18:00	60	86			146				
4:30	4	1			5	16:30	20	28			48	18:00 19:00	57	54			111				
4:45	4	1			5	16:45	16	24			40	19:00 20:00	55	56			111				
5:00	2	5			7	17:00	15	16			31	20:00 21:00	36	66			102				
5:15	1	3			4	17:15	18	25			43	21:00 22:00	29	37			66				
5:30	6	2			8	17:30	9	28			37	22:00 23:00	9	13			22				
5:45	6	3			9	17:45	18	17			35	23:00 00:00	4	9			13				
6:00	4	9			13	18:00	21	19			40	STATISTICS									
6:15	7	5			12	18:15	4	13			17		NB	SB	EB	WB	TOTAL				
6:30	15	16			31	18:30	17	12			29	Peak Period	00:00	to	12:00						
6:45	30	13			43	18:45	15	10			25	Volume	406	400			806				
7:00	22	13			35	19:00	14	9			23	Peak Hour	7:30	7:15			7:30				
7:15	14	20			34	19:15	13	22			35	Peak Volume	91	118			208				
7:30	16	32			48	19:30	19	8			27	Peak Hour Factor	0.875	0.868			0.867				
7:45	26	32			58	19:45	9	17			26	Peak Period	12:00	to	00:00						
8:00	26	34			60	20:00	13	19			32	Volume	613	755			1368				
8:15	23	19			42	20:15	10	19			29	Peak Hour	15:00	14:15			14:45				
8:30	14	11			25	20:30	7	17			24	Peak Volume	111	113			211				
8:45	18	10			28	20:45	6	11			17	Peak Hour Factor	0.730	0.883			0.754				
9:00	10	12			22	21:00	12	10			22	Peak Period	07:00	to	09:00						
9:15	12	14			26	21:15	5	6			11	Volume	159	171			330				
9:30	9	14			23	21:30	9	11			20	Peak Hour	7:30	7:15			7:30				
9:45	12	12			24	21:45	3	10			13	Peak Volume	91	118			208				
10:00	15	16			31	22:00	3	5			8	Peak Hour Factor	0.875	0.868			0.867				
10:15	18	12			30	22:15	4	3			7	Peak Period	16:00	to	18:00						
10:30	15	15			30	22:30	1	3			4	Volume	132	181			313				
10:45	9	7			16	22:45	1	2			3	Peak Hour	16:00	16:00			16:00				
11:00	15	6			21	23:00	2	2			4	Peak Volume	72	95			167				
11:15	11	15			26	23:15	1	6			7	Peak Hour Factor	0.857	0.848			0.870				
11:30	15	21			36	23:30	1	0			1										
11:45	13	12			25	23:45	0	1			1										
TOTALS	406	400	0	0	806	TOTALS	613	755	0	0	1368										
SPLIT %	50%	50%	0%	0%	37%	SPLIT %	45%	55%	0%	0%	63%										

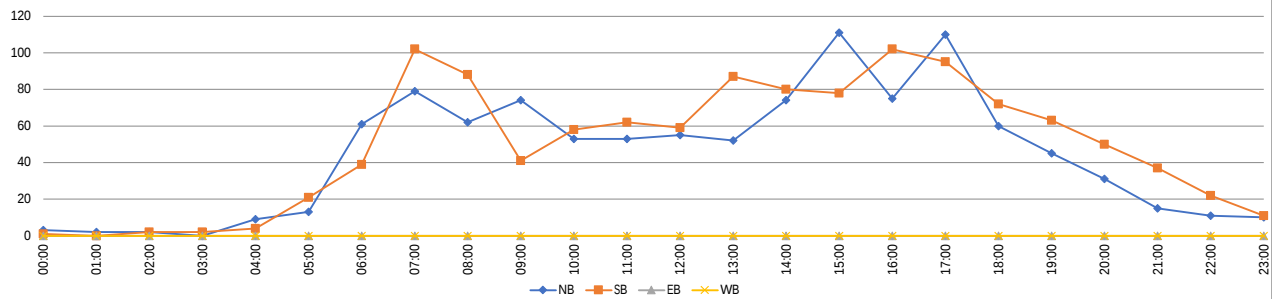


VOLUME

Golfview Cutoff Rd/Backbone Rd S/O Highland Sand Fill Dirt & Palms Dwy (27.864898,-81.531192)

Day: Thursday
Date: 5/22/2025City: Lake Wales
Project #: FL25_130190_001

DAILY TOTALS						NB		SB		EB		WB		Total		DAILY TOTALS					
						1,060		1,176		0		0		2,236							
15-Minutes Interval												Hourly Intervals									
TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL				
0:00	1	0			1	12:00	10	12			22	00:00	01:00	3	1		4				
0:15	2	0			2	12:15	14	15			29	01:00	02:00	2	0		2				
0:30	0	0			0	12:30	15	16			31	02:00	03:00	2	2		4				
0:45	0	1			1	12:45	16	16			32	03:00	04:00	0	2		2				
1:00	2	0			2	13:00	13	34			47	04:00	05:00	9	4		13				
1:15	0	0			0	13:15	21	17			38	05:00	06:00	13	21		34				
1:30	0	0			0	13:30	11	16			27	06:00	07:00	61	39		100				
1:45	0	0			0	13:45	7	20			27	07:00	08:00	79	102		181				
2:00	1	0			1	14:00	15	20			35	08:00	09:00	62	88		150				
2:15	1	0			1	14:15	20	16			36	09:00	10:00	74	41		115				
2:30	0	0			0	14:30	26	18			44	10:00	11:00	53	58		111				
2:45	0	2			2	14:45	13	26			39	11:00	12:00	53	62		115				
3:00	0	1			1	15:00	18	27			45	12:00	13:00	55	59		114				
3:15	0	0			0	15:15	30	17			47	13:00	14:00	52	87		139				
3:30	0	0			0	15:30	35	20			55	14:00	15:00	74	80		154				
3:45	0	1			1	15:45	28	14			42	15:00	16:00	111	78		189				
4:00	0	1			1	16:00	20	19			39	16:00	17:00	75	102		177				
4:15	2	1			3	16:15	20	33			53	17:00	18:00	110	95		205				
4:30	5	0			5	16:30	17	26			43	18:00	19:00	60	72		132				
4:45	2	2			4	16:45	18	24			42	19:00	20:00	45	63		108				
5:00	1	8			9	17:00	27	27			54	20:00	21:00	31	50		81				
5:15	1	2			3	17:15	30	24			54	21:00	22:00	15	37		52				
5:30	5	6			11	17:30	32	21			53	22:00	23:00	11	22		33				
5:45	6	5			11	17:45	21	23			44	23:00	00:00	10	11		21				
6:00	6	11			17	18:00	17	20			37	STATISTICS									
6:15	8	7			15	18:15	16	19			35		NB	SB	EB	WB	TOTAL				
6:30	16	12			28	18:30	16	18			34	Peak Period	00:00	to	12:00						
6:45	31	9			40	18:45	11	15			26	Volume	411		420		831				
7:00	26	11			37	19:00	14	24			38	Peak Hour	6:45		7:30		7:30				
7:15	12	12			24	19:15	9	21			30	Peak Volume	88		139		211				
7:30	19	36			55	19:30	13	8			21	Peak Hour Factor	0.710		0.808		0.812				
7:45	22	43			65	19:45	9	10			19										
8:00	19	39			58	20:00	10	12			22	Peak Period	12:00	to	00:00						
8:15	12	21			33	20:15	7	16			23	Volume	649		756		1405				
8:30	15	17			32	20:30	10	10			20	Peak Hour	15:15		16:15		17:00				
8:45	16	11			27	20:45	4	12			16	Peak Volume	113		110		205				
9:00	12	9			21	21:00	3	7			10	Peak Hour Factor	0.807		0.833		0.949				
9:15	15	9			24	21:15	5	7			12										
9:30	24	11			35	21:30	5	12			17	Peak Period	07:00	to	09:00						
9:45	23	12			35	21:45	2	11			13	Volume	141		190		331				
10:00	13	16			29	22:00	6	9			15	Peak Hour	7:00		7:30		7:30				
10:15	10	17			27	22:15	0	5			5	Peak Volume	79		139		211				
10:30	14	12			26	22:30	2	5			7	Peak Hour Factor	0.760		0.808		0.812				
10:45	16	13			29	22:45	3	3			6										
11:00	12	8			20	23:00	3	1			4	Peak Period	16:00	to	18:00						
11:15	13	22			35	23:15	5	3			8	Volume	185		197		382				
11:30	13	12			25	23:30	0	4			4	Peak Hour	17:00		16:15		17:00				
11:45	15	20			35	23:45	2	3			5	Peak Volume	110		110		205				
TOTALS	411	420	0	0	831	TOTALS	649	756	0	0	1405	Peak Hour Factor	0.859		0.833		0.949				
SPLIT %	49%	51%	0%	0%	37%	SPLIT %	46%	54%	0%	0%	63%										



FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2024 HISTORICAL AADT REPORT

COUNTY: 16 - POLK

SITE: 0031 - CR640/ALTURAS BABSON, E OF US 27

YEAR	AADT		DIRECTION 1		DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
----	-----		-----		-----	-----	-----	-----
2024	4800 S	E	2300	W	2500	9.50	56.00	17.80
2023	4600 F	E	2200	W	2400	9.50	55.00	13.60
2022	4400 C	E	2100	W	2300	9.50	55.20	10.70
2021	4600 T	E	2200	W	2400	9.50	55.30	11.90
2020	4400 S	E	2100	W	2300	9.50	53.40	13.20
2019	4400 F	E	2100	W	2300	9.50	56.00	13.30
2018	4200 C	E	2000	W	2200	9.50	54.50	12.80
2017	4500 S	E	2300	W	2200	9.50	54.50	12.90
2016	4300 F	E	2200	W	2100	9.50	53.30	12.80
2015	4100 C	E	2100	W	2000	9.50	55.70	10.30
2014	3700 S					9.50	55.60	11.00
2013	3600 F		0		0	9.50	55.90	11.30
2012	3600 C	E	0	W	0	9.50	55.80	10.40

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

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2024 HISTORICAL AADT REPORT

COUNTY: 16 - POLK

SITE: 0018 - SR 17, SOUTH OF BELLVIEW DRIVE LAKE WALES

YEAR	AADT		DIRECTION 1		DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
----	-----		-----		-----	-----	-----	-----
2024	7400 S	N	3600	S	3800	9.00	56.00	5.20
2023	7200 F	N	3500	S	3700	9.00	55.00	5.20
2022	6800 C	N	3300	S	3500	9.00	55.20	5.20
2021	5300 C	N	2600	S	2700	9.00	55.30	6.40
2020	3700 C	N	1800	S	1900	9.00	53.40	6.50
2019	4500 C	N	2200	S	2300	9.00	56.00	5.50
2018	4200 C	N	2100	S	2100	9.00	54.50	5.30
2017	4300 C	N	2200	S	2100	9.00	54.50	5.50
2016	4400 F	N	2200	S	2200	9.00	53.30	5.50
2015	4200 C	N	2100	S	2100	9.00	55.70	5.50
2014	4000 C	N	2000	S	2000	9.00	55.60	4.90
2013	3900 C	N	2000	S	1900	9.00	55.90	4.80
2012	3900 C	N	1900	S	2000	9.00	55.80	4.00
2011	4000 F	N	2000	S	2000	9.00	55.70	4.40
2010	4000 C	N	2000	S	2000	9.55	56.07	4.40
2009	3600 C	N	1800	S	1800	9.36	56.35	4.70

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN

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

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2024 HISTORICAL AADT REPORT

COUNTY: 16 - POLK

SITE: 0122 - SR 17, NORTHWEST OF LIBBY ROAD BABSON PARK

YEAR	AADT		DIRECTION 1		DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
----	-----		-----		-----	-----	-----	-----
2024	7400 F	N	3700	S	3700	9.50	56.00	7.70
2023	7200 C	N	3600	S	3600	9.50	55.00	7.70
2022	7300 F	N	3600	S	3700	9.50	55.20	6.40
2021	7100 C	N	3500	S	3600	9.50	55.30	6.40
2020	5600 C	N	2800	S	2800	9.50	53.40	6.50
2019	6700 C	N	3300	S	3400	9.50	56.00	5.50
2018	6500 C	N	3200	S	3300	9.50	54.50	5.30
2017	6400 C	N	3200	S	3200	9.50	54.50	5.10
2016	6800 F	N	3400	S	3400	9.50	53.30	5.10
2015	6400 C	N	3200	S	3200	9.50	55.70	5.10
2014	6400 C	N	3200	S	3200	9.50	55.60	7.40
2013	5600 C	N	2800	S	2800	9.50	55.90	5.70
2012	6000 C	N	3000	S	3000	9.50	55.80	6.40
2011	6200 F	N	3100	S	3100	9.50	55.70	8.30
2010	6200 C	N	3100	S	3100	9.55	56.07	8.30
2009	5700 C	N	2800	S	2900	9.36	56.35	7.80

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

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2024 HISTORICAL AADT REPORT

COUNTY: 16 - POLK

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

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

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN

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

DATE 03/21/25

FLORIDA DEPARTMENT OF TRANSPORTATION
TRAFFIC COUNTS
HOURLY CONTINUOUS COUNTS FINAL REPORT
MAY 2024

COUNTY NAME: POLK STATION: 9948 DIRECTION: N LANE: 0
DESCRIPTION: SR-25/US-27, 0.8 MI S OF SR-60, S OF OWENS RD, POLK CO
LOCATION: COUNTY 16 SECTION 170 SUBSECTION 000 MILEPOST 17.539 ROUTES: US-27 SR-25

DY D	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	DAILY
1 W	93	70	93	148	263	545	800	1034	925	769	758	741	803	794	856	913	954	954	648	465	352	270	175	135	13558N
2 R	78	81	86	139	252	528	767	989	839	784	720	796	833	779	847	890	994	990	689	511	381	290	229	148	13640N
3 F	94	95	87	143	233	491	737	971	860	854	872	864	878	945	988	1031	1029	1074	846	793	773	506	348	226	15738N
4 A	118	97	71	77	117	242	354	474	701	825	906	891	870	865	771	795	711	724	594	504	435	334	273	218	11967N
5 S	117	111	73	80	104	136	220	294	427	617	656	742	768	742	718	666	718	720	596	461	385	267	233	143	9994N
6 M	98	77	75	137	289	527	840	966	885	713	711	731	749	776	772	825	990	929	634	467	340	226	148	122	13027N
7 T	79	92	84	141	274	515	853	960	846	768	686	742	748	788	782	840	944	891	655	474	352	305	188	133	13140N
8 W	74	80	81	146	271	496	848	980	883	768	699	764	762	809	801	914	899	927	658	523	349	270	179	113	13294N
9 R	88	74	83	132	271	533	772	992	898	795	719	713	840	776	902	934	952	982	703	534	393	321	189	134	13730N
10 F	82	70	88	154	264	441	727	945	839	780	809	907	940	878	1014	1106	1048	1136	922	649	491	424	328	197	15239N
11 A	141	80	93	102	123	225	372	530	711	836	882	955	1025	922	843	773	706	702	615	533	418	362	254	182	12385N
12 S	111	132	81	80	94	106	208	309	481	564	700	671	768	807	726	758	667	670	582	486	460	347	233	152	10193A
13 M	76	82	77	129	281	523	825	944	909	751	706	773	769	727	832	816	962	819	624	423	311	236	135	135	12865N
14 T	82	75	90	113	274	530	858	981	861	785	720	731	745	762	784	822	977	888	614	502	327	287	159	115	13082N
15 W	97	60	89	156	257	525	833	1023	847	750	336	590	797	766	795	851	904	952	609	446	339	225	155	122	12524A
16 R	78	78	84	134	247	533	822	994	968	787	730	766	764	758	791	925	1018	907	738	517	359	300	204	148	13650N
17 F	99	85	102	145	228	493	787	939	849	835	828	898	935	908	934	1076	1100	1074	887	919	589	418	306	200	15634N
18 A	131	103	94	98	145	231	372	578	682	867	872	912	878	916	742	777	694	651	614	494	381	313	232	182	11959N
19 S	107	87	61	77	95	154	204	289	477	542	705	711	710	815	680	629	456	469	649	442	360	257	183	147	9306N
20 M	100	79	71	138	283	510	809	948	823	800	746	731	828	734	780	871	944	917	621	421	333	280	158	111	13036N
21 T	100	87	88	137	271	542	785	938	866	730	758	755	734	784	816	848	996	981	642	460	339	308	188	126	13279N
22 W	81	66	91	143	272	529	801	1010	868	771	722	715	758	763	840	873	990	951	653	460	336	282	186	131	13292N
23 R	107	72	97	127	268	499	834	1015	833	770	760	725	818	784	831	889	974	956	682	585	434	322	227	169	13778N
24 F	97	105	79	122	252	454	769	928	881	783	794	872	961	973	998	1121	1094	1125	1001	789	660	521	359	219	15957A
25 A	151	105	86	94	145	215	334	516	663	805	879	944	926	848	879	801	666	699	564	487	465	344	254	189	12059N
26 S	155	107	89	81	100	125	221	316	450	577	740	666	677	703	585	612	549	508	479	418	373	322	207	149	9209N
27 M	90	83	76	77	104	142	243	339	397	499	570	685	626	632	746	663	594	594	528	464	386	317	167	143	9165H
28 T	96	55	84	145	284	534	828	940	904	792	775	769	765	801	775	849	897	916	627	428	337	267	175	120	13163A
29 W	79	73	95	157	276	538	796	983	891	778	770	784	788	810	805	811	916	911	660	458	349	255	150	145	13278N
30 R	88	72	89	158	276	515	773	963	858	794	788	825	801	903	780	875	921	1044	684	528	314	277	204	144	13674N
31 F	98	75	93	152	278	488	737	899	866	779	768	918	969	955	1013	1048	1007	1061	877	658	486	443	331	162	15161N

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WEEKDAY AVERAGE =	13524	SATURDAY AVERAGE =	12093	SUNDAY AVERAGE =	9676	NUMBER OF GOOD DAYS	31	TOTAL MONTHLY COUNT =	399976
MONTHLY AVERAGE =	12770								

COMMENTS:
05/27: MEMORIAL DAY

"B"=====> BAD DAY
"N"=====> NORMAL DAY
"A"=====> ATYPICAL DAY
"H"=====> ATYPICAL DAY (HOLIDAY)
"S"=====> ATYPICAL DAY (SPECIAL EVENT)

NOTE: ATYPICAL DAYS HAVE COUNTS THAT ARE HIGHER OR LOWER THAN NORMAL, BUT STILL REASONABLE, AND NO LOCAL SPECIAL EVENTS ARE KNOWN.

DATE 03/21/25

FLORIDA DEPARTMENT OF TRANSPORTATION
TRAFFIC COUNTS
HOURLY CONTINUOUS COUNTS FINAL REPORT
MAY 2024

COUNTY NAME: POLK STATION: 9948 DIRECTION: S LANE: 0
DESCRIPTION: SR-25/US-27, 0.8 MI S OF SR-60, S OF OWENS RD, POLK CO
LOCATION: COUNTY 16 SECTION 170 SUBSECTION 000 MILEPOST 17.539 ROUTES: US-27 SR-25

DY D	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	DAILY
1 W	106	93	84	102	174	391	689	816	753	799	723	731	726	751	824	857	851	912	739	554	473	364	244	182	12938N
2 R	121	95	91	98	204	365	742	826	791	747	710	701	714	789	795	862	874	984	786	544	439	390	253	189	13110N
3 F	150	115	89	116	177	356	656	788	770	767	732	788	775	886	858	1008	1001	1135	799	649	566	453	359	289	14282N
4 A	178	109	93	68	106	184	370	449	561	619	616	706	757	715	719	735	737	670	631	557	494	423	398	301	11196N
5 S	219	143	84	85	76	132	186	289	327	421	598	653	856	784	780	753	741	746	674	541	477	398	258	178	10399N
6 M	112	80	94	106	225	360	701	731	773	706	675	790	738	790	734	832	911	900	739	473	373	309	207	175	12534N
7 T	122	110	93	103	174	376	719	767	781	658	717	691	698	681	785	846	907	960	697	511	425	324	208	161	12514N
8 W	90	80	89	100	192	368	724	807	781	744	700	688	697	703	695	826	896	986	732	495	439	354	279	185	12650N
9 R	121	86	97	97	170	369	729	789	794	775	658	678	735	754	756	848	931	975	701	571	490	370	262	200	12956N
10 F	130	104	104	108	184	348	660	719	731	737	678	740	802	838	888	879	989	1041	808	676	543	497	314	254	13772N
11 A	204	132	97	94	113	187	341	388	621	668	637	687	745	810	750	711	755	725	706	567	521	453	427	268	11607N
12 S	219	189	92	84	92	139	163	233	318	402	579	658	714	787	805	777	730	768	711	616	561	425	347	168	10577N
13 M	129	108	87	111	215	370	616	781	750	757	686	719	765	753	799	825	964	947	701	450	395	323	199	155	12605N
14 T	103	104	75	100	190	385	679	791	831	725	659	692	699	734	749	802	843	978	692	548	412	336	206	187	12520N
15 W	121	109	79	109	177	415	729	825	747	691	288	575	661	720	749	808	925	975	656	493	393	373	215	164	11997A
16 R	135	109	80	109	170	399	693	778	744	737	714	710	666	746	776	801	1010	986	695	599	496	377	269	172	12971N
17 F	124	97	93	111	166	373	694	742	683	692	684	684	810	846	847	955	983	1075	779	582	510	490	350	282	13652N
18 A	210	144	106	76	114	224	324	362	532	686	617	647	659	749	727	790	683	675	668	583	534	467	388	304	11269N
19 S	215	131	74	63	80	129	167	225	322	430	570	577	711	770	756	790	806	673	632	562	429	375	238	182	9907N
20 M	123	103	90	91	215	400	663	764	714	727	690	698	681	760	755	819	957	937	729	499	409	313	255	169	12561N
21 T	120	93	92	109	178	390	692	791	814	736	656	673	688	720	702	806	874	923	733	545	472	336	230	158	12531N
22 W	121	89	72	96	181	371	740	796	712	702	679	662	696	659	811	855	914	967	725	475	471	418	240	173	12625N
23 R	128	96	78	105	189	396	674	807	762	748	600	730	683	771	772	872	982	1022	692	590	487	396	270	197	13047N
24 F	140	127	104	119	176	353	618	707	697	719	675	779	786	778	804	978	948	994	812	674	545	469	351	246	13599N
25 A	194	150	108	73	110	198	275	372	472	553	671	674	714	724	721	715	730	686	675	580	487	467	361	268	10978N
26 S	207	118	85	55	94	120	156	229	355	419	525	615	626	689	641	633	595	643	613	531	431	383	305	226	9294N
27 M	148	82	72	58	95	165	237	289	348	444	698	824	819	803	751	767	736	795	621	518	453	370	251	173	10517H
28 T	110	109	84	113	188	409	690	776	782	727	657	675	726	736	736	896	856	954	664	537	420	311	249	175	12580N
29 W	121	103	89	102	158	361	619	838	753	755	666	663	718	777	694	790	937	983	713	534	432	324	248	169	12547N
30 R	117	96	73	107	184	405	682	804	744	738	657	687	702	774	817	802	923	962	708	533	492	395	263	246	12911N
31 F	150	107	92	92	177	406	669	690	597	809	664	771	773	780	825	930	878	946	805	654	554	442	348	294	13453N

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WEEKDAY AVERAGE =	12778	SATURDAY AVERAGE =	11263	SUNDAY AVERAGE =	10044	NUMBER OF GOOD DAYS	31	TOTAL MONTHLY COUNT =	380099
MONTHLY AVERAGE =	12171								

COMMENTS:
05/27: MEMORIAL DAY

"B"=====> BAD DAY
"N"=====> NORMAL DAY
"A"=====> ATYPICAL DAY
"H"=====> ATYPICAL DAY (HOLIDAY)
"S"=====> ATYPICAL DAY (SPECIAL EVENT)

NOTE: ATYPICAL DAYS HAVE COUNTS THAT ARE HIGHER OR LOWER THAN NORMAL, BUT STILL REASONABLE, AND NO LOCAL SPECIAL EVENTS ARE KNOWN.

APPENDIX B: Polk County TPO Roadway Network Database Excerpts



Polk Transportation
Planning Organization

EFFECTIVE DATE: JAN. 17, 2025

2025

ROADWAY
NETWORK
DATABASE

Link	Road Segment	From	To	Roadway Characteristics				Estimated Traffic Characteristics				Peak Hour / Peak Season							Historical		Multimodal Factors													
				Laneage	Capacity	Segment	Functional	2024	AADT	100th Highest Hour	K-	Two-Hour	Level of	Direc-	LOS Standard	Volume to-	Projected	Crash Data		Transit	Sidewalk		Bicycle Facility											
																		Annual Avg.	D-		Factor	Volume	Service	Capacity	Multi-	Volume-to-	LOS in	Total Crashes	Crash Rate	Presence	Presence	Coverage	Presence	Coverage
Lane Type	Group	Length	Classification																															
4054E	CR 550 (OVERLOOK DR)	SR 540 (CYPRESS GARDENS BLVD)	SR 542 (DUNDEE ROAD)	2U	L02	2.8	URBAN MAJOR COLLECTOR	10,100	2.0	0.490	0.0900	445	C	790	TRANSITIONING	D	0.56	0.62	C	97	1.858	NO	PARTIAL	1.04	NONE	0.00								
4054W	CR 550 (OVERLOOK DR)	SR 542 (DUNDEE ROAD)	SR 540 (CYPRESS GARDENS BLVD)	2U	L02	2.8	URBAN MAJOR COLLECTOR	10,100	2.0	0.510	0.0900	464	C	790	TRANSITIONING	D	0.59	0.65	C	97	1.858	NO	PARTIAL	1.04	NONE	0.00								
4056N	CR 555 (AGRICOLA RD)	CR 630	SR 60 (MAIN STREET W)	2U	L02	10.9	RURAL MAJOR COLLECTOR	3,500	2.0	0.490	0.0900	154	C	750	OTHER	C	0.21	0.23	C	79	1.131	NO	PARTIAL	0.01	NONE	0.00								
4056S	CR 555 (AGRICOLA RD)	CR 630	SR 60 (MAIN STREET W)	2U	L02	10.9	RURAL MAJOR COLLECTOR	3,500	2.0	0.510	0.0900	161	C	750	OTHER	C	0.21	0.24	C	79	1.131	NO	PARTIAL	0.01	NONE	0.00								
4173N	CR 557/POMELO ST	US 17/92	I-4	4D	A02	6.3	URBAN MAJOR COLLECTOR	17,500	2.0	0.490	0.0900	772	B	3,280	TRANSITIONING	D	0.24	0.26	B	372	1.833	NO	PARTIAL	0.16	PARTIAL	0.07								
4173S	CR 557/POMELO ST	US 17/92	I-4	4D	A02	6.3	URBAN MAJOR COLLECTOR	17,500	2.0	0.510	0.0900	803	B	3,280	TRANSITIONING	D	0.24	0.27	B	372	1.833	NO	PARTIAL	0.16	PARTIAL	0.07								
4057E	CR 557A (POLK CITY RD)	SR 559	CR 557	2U	A02	4.7	URBAN MAJOR COLLECTOR	5,700	2.0	0.490	0.0900	251	B	1,200	TRANSITIONING	D	0.21	0.23	B	28	0.570	NO	NONE	0.00	FULL	2.00								
4057W	CR 557A (POLK CITY RD)	SR 559	CR 557	2U	A02	4.7	URBAN MAJOR COLLECTOR	5,700	2.0	0.510	0.0900	262	B	1,200	TRANSITIONING	D	0.22	0.24	B	28	0.570	NO	NONE	0.00	FULL	2.00								
6804N	CR 559	GAPWAY ROAD	I-4	2U	A02	3.6	URBAN MAJOR COLLECTOR	14,300	2.0	0.510	0.0900	656	C	1,200	TRANSITIONING	D	0.55	0.60	C	133	1.413	NO	PARTIAL	0.50	PARTIAL	1.12								
6804S	CR 559	GAPWAY ROAD	I-4	2U	A02	3.6	URBAN MAJOR COLLECTOR	14,300	2.0	0.490	0.0900	631	C	1,200	TRANSITIONING	D	0.53	0.58	C	133	1.413	NO	PARTIAL	0.50	PARTIAL	1.12								
4017E	CR 559 (BOMBER RD)	US 17	CR 655 (RIFLE RANGE RD)	2U	N02	3.3	URBAN MAJOR COLLECTOR	8,300	2.0	0.490	0.0900	366	C	720	TRANSITIONING	D	0.51	0.56	C	141	2.794	YES	PARTIAL	0.57	NONE	0.00								
4017W	CR 559 (BOMBER RD)	US 17	CR 655 (RIFLE RANGE RD)	2U	N02	3.3	URBAN MAJOR COLLECTOR	8,300	2.0	0.510	0.0900	381	C	720	TRANSITIONING	D	0.53	0.58	C	141	2.794	YES	PARTIAL	0.57	NONE	0.00								
6803N	CR 559/LAKE ARIANA BLVD	LAKE STELLA DRIVE	GAPWAY ROAD	2U	B02	3.1	URBAN MAJOR COLLECTOR	9,800	2.0	0.510	0.0900	450	C	880	TRANSITIONING	D	0.51	0.56	C	124	2.238	YES	PARTIAL	0.73	PARTIAL	0.91								
6803S	CR 559/LAKE ARIANA BLVD	LAKE STELLA DRIVE	GAPWAY ROAD	2U	B02	3.1	URBAN MAJOR COLLECTOR	9,800	2.0	0.490	0.0900	432	C	880	TRANSITIONING	D	0.49	0.54	C	124	2.238	YES	PARTIAL	0.73	PARTIAL	0.91								
4059E	CR 580 (JOHNSON AVE E)	US 17/92	POWER LINE ROAD	2U	B02	2.2	URBAN MINOR ARTERIAL	11,000	1.8	0.490	0.0750	384	C	880	TCCO	E	0.44	0.48	C	27	0.799	NO	partial	0.32	PARTIAL	0.48								
4059W	CR 580 (JOHNSON AVE E)	US 17/92	POWER LINE ROAD	2U	B02	2.2	URBAN MINOR ARTERIAL	11,000	1.8	0.510	0.0750	400	C	880	TCCO	E	0.45	0.50	C	27	0.799	NO	partial	0.32	PARTIAL	0.48								
4201E	CR 580 (JOHNSON AVE E/CYPRESS PKWY/MARION CREEK RD)	POWER LINE ROAD	RHODODENDRON AVE	2B	I02	6.5	URBAN MINOR ARTERIAL	15,200	2.0	0.490	0.0750	531	C	640	TCCO	E	0.83	0.91	D	212	1.167	YES	PARTIAL	0.04	PARTIAL	0.08								
4201W	CR 580 (JOHNSON AVE E/CYPRESS PKWY/MARION CREEK RD)	POWER LINE ROAD	RHODODENDRON AVE	2B	I02	6.5	URBAN MINOR ARTERIAL	15,200	2.0	0.510	0.0750	552	C	640	TCCO	E	0.86	0.95	D	212	1.167	YES	PARTIAL	0.04	PARTIAL	0.08								
4202E	CR 580 (JOHNSON AVE E/CYPRESS PKWY/MARION CREEK RD)	RHODODENDRON AVE	OSCEOLA COUNTY LINE	4D	B02	1.8	URBAN PRINCIPAL ARTERIAL - OTHER	19,100	2.0	0.490	0.0750	667	C	2,000	TCCO	E	0.33	0.37	C	78	1.276	YES	PARTIAL	0.35	NONE	0.00								
4202W	CR 580 (JOHNSON AVE E/CYPRESS PKWY/MARION CREEK RD)	RHODODENDRON AVE	OSCEOLA COUNTY LINE	4D	B02	1.8	URBAN PRINCIPAL ARTERIAL - OTHER	19,100	2.0	0.510	0.0750	694	C	2,000	TCCO	E	0.35	0.38	C	78	1.276	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 MAJOR COLLECTOR	2,700	2.0	0.490	0.0750	94	C	790	MULTI-MODAL	D	0.12	0.13	C	35	5.906	YES	PARTIAL	1.33	PARTIAL	1.59								
4062S	CR 582 (FLORIDA AVE N)	GRIFFIN RD	SR 33 (LAKLAND HILLS BLVD)	2U	L02	1.2	URBAN MAJOR COLLECTOR	2,700	2.0	0.510	0.0750	98	C	790	MULTI-MODAL	D	0.12	0.14	C	35	5.906	YES	PARTIAL	1.33	PARTIAL	1.59								
4166E	CR 582 (GRIFFIN RD)	CR 35A (KATHLEEN RD)	US 98	4D	L02	1.8	URBAN MAJOR COLLECTOR	15,700	2.0	0.490	0.0750	548	C	1,800	TCCO	E	0.30	0.33	C	234	4.838	YES	FULL	1.83	FULL	2.00								
4166W	CR 582 (GRIFFIN RD)	CR 35A (KATHLEEN RD)	US 98	4D	L02	1.8	URBAN MAJOR COLLECTOR	15,700	2.0	0.510	0.0750	570	C	1,800	TCCO	E	0.32	0.35	C	234	4.838	YES	FULL	1.83	FULL	2.00								
4172E	CR 582 (GRIFFIN RD)	US 98	SR 33 (LAKLAND HILLS BLVD)	4D	L02	0.8	URBAN MAJOR COLLECTOR	13,400	2.0	0.490	0.0750	468	C	1,800	MULTI-MODAL	D	0.26	0.29	C	145	7.689	YES	FULL	1.85	FULL	2.00								
4172W	CR 582 (GRIFFIN RD)	US 98	SR 33 (LAKLAND HILLS BLVD)	4D	L02	0.8	URBAN MAJOR COLLECTOR	13,400	2.0	0.510	0.0750	487	C	1,800	MULTI-MODAL	D	0.27	0.30	C	145	7.689	YES	FULL	1.85	FULL	2.00								
4061E	CR 582 (KNIGHTS STATION RD)	HILLSBOROUGH COUNTY LINE	CR 35A (KATHLEEN ROAD)	2U	L02	3.8	URBAN MAJOR COLLECTOR	8,600	2.0	0.490	0.0900	379	C	790	TRANSITIONING	D	0.48	0.53	C	168	2.812	NO	PARTIAL	0.04	PARTIAL	0.02								
4061W	CR 582 (KNIGHTS STATION RD)	HILLSBOROUGH COUNTY LINE	CR 35A (KATHLEEN ROAD)	2U	L02	3.8	URBAN MAJOR COLLECTOR	8,600	2.0	0.510	0.0900	395	C	790	TRANSITIONING	D	0.50	0.55	C															

Link	Road Segment	From	To	Roadway Characteristics				Estimated Traffic Characteristics				Peak Hour / Peak Season							Historical		Multimodal Factors								
				Laneage	Capacity	Segment	Functional	2024	AADT	100th Highest Hour	D-	K-	Two-Hour	Level of	Direc-	LOS Standard		Volume to-	Projected	Crash Data		Transit	Sidewalk		Bicycle Facility				
																Multi-	High-			Volume-to-	LOS in		Total Crashes	Crash Rate	Presence	Presence	Coverage	Presence	Coverage
																Modal	Way			Capacity	Five Years		2019 - 2023	Presence	Presence	Coverage	Presence	Coverage	
				Lane Type	Group	Length	Classification	Annual Avg.	Growth	D- Factor	K- Factor	Average Volume	Service	Capacity	Modal	Way	Ratio	Capacity Ratio	Five Years	Total Crashes	Crash Rate	Presence	Presence	Coverage	Presence	Coverage			
4091E	EAGLE LAKE LOOP RD	CR 655 (RIFLE RANGE ROAD)	POLLARD RD	2U	L02	1.0	URBAN MAJOR COLLECTOR	11,400	2.0	0.490	0.0750	398	C	790	MULTI-MODAL	D	0.50	0.55	C	15	0.716	NO	PARTIAL	0.35	NONE	0.00			
4091W	EAGLE LAKE LOOP RD	CR 655 (RIFLE RANGE ROAD)	POLLARD RD	2U	L02	1.0	URBAN MAJOR COLLECTOR	11,400	2.0	0.510	0.0750	414	C	790	MULTI-MODAL	D	0.52	0.58	C	15	0.716	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 MAJOR COLLECTOR	4,900	2.0	0.490	0.0750	171	C	790	TCCO	E	0.22	0.24	C	78	3.981	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 MAJOR COLLECTOR	4,900	2.0	0.510	0.0750	178	C	790	TCCO	E	0.23	0.25	C	78	3.981	YES	PARTIAL	0.46	NONE	0.00			
4090E	EDGEWOOD DRIVE E	US 98	CR 37B (LAKELAND HIGHLANDS ROAD)	4D	L02	0.7	URBAN MAJOR COLLECTOR	20,400	2.0	0.490	0.0750	712	C	1,800	TCCO	E	0.40	0.44	C	180	6.691	YES	FULL	1.85	NONE	0.00			
4090W	EDGEWOOD DRIVE E	US 98	CR 37B (LAKELAND HIGHLANDS ROAD)	4D	L02	0.7	URBAN MAJOR COLLECTOR	20,400	2.0	0.510	0.0750	741	C	1,800	TCCO	E	0.41	0.45	C	180	6.691	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 MAJOR COLLECTOR	15,600	2.0	0.490	0.0750	545	C	830	MULTI-MODAL	D	0.66	0.72	C	420	7.385	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 MAJOR COLLECTOR	15,600	2.0	0.510	0.0750	567	C	830	MULTI-MODAL	D	0.68	0.75	C	420	7.385	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 MAJOR COLLECTOR	3,000	2.0	0.490	0.0750	105	C	790	TCCO	E	0.13	0.15	C	19	2.773	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 MAJOR COLLECTOR	3,000	2.0	0.510	0.0750	109	C	790	TCCO	E	0.14	0.15	C	19	2.773	NO	PARTIAL	0.55	NONE	0.00			
8440N	ELEVENTH STREET SOUTH	STATE ROAD 60	LAKESHORE BLVD SOUTH	2U	C02	0.3	URBAN MAJOR COLLECTOR	4,100	2.0	0.490	0.0900	181	C	750	TRANSITIONING	D	0.24	0.27	C	15	6.717	YES	PARTIAL	0.65	NONE	0.00			
8440S	ELEVENTH STREET SOUTH	STATE ROAD 60	LAKESHORE BLVD SOUTH	2U	C02	0.3	URBAN MAJOR COLLECTOR	4,100	2.0	0.510	0.0900	188	C	750	TRANSITIONING	D	0.25	0.28	C	15	6.717	YES	PARTIAL	0.65	NONE	0.00			
8110E	ELOISE LOOP ROAD	CR 655 (RIFLE RANGE ROAD)	EAGLE LAKE LOOP ROAD	2U	L02	1.3	URBAN MAJOR COLLECTOR	5,900	2.0	0.490	0.0900	260	C	790	TRANSITIONING	D	0.33	0.36	C	26	1.826	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 MAJOR COLLECTOR	5,900	2.0	0.510	0.0900	271	C	790	TRANSITIONING	D	0.34	0.38	C	26	1.826	NO	PARTIAL	0.04	NONE	0.00			
7500E	ERNEST M SMITH BLVD	US 98	US 17	4U	L02	2.1	URBAN MAJOR COLLECTOR	9,200	2.0	0.490	0.0900	406	C	1,710	TRANSITIONING	D	0.24	0.26	C	52	1.502	NO	PARTIAL	1.08	FULL	2.00			
7500W	ERNEST M SMITH BLVD	US 98	US 17	4U	L02	2.1	URBAN MAJOR COLLECTOR	9,200	2.0	0.510	0.0900	422	C	1,710	TRANSITIONING	D	0.25	0.27	C	52	1.502	NO	PARTIAL	1.08	FULL	2.00			
6906E	ERNIE CALDWELL ROAD	HELLER BROTHERS BLVD	PINE TREE TRAIL	4D	L02	0.7	URBAN MAJOR COLLECTOR	14,800	2.0	0.490	0.0750	517	C	1,800	TCCO	D	0.29	0.32	C	43	0.555	YES	PARTIAL	1.92	FULL	2.00			
6906W	ERNIE CALDWELL ROAD	HELLER BROTHERS BLVD	PINE TREE TRAIL	4D	L02	0.7	URBAN MAJOR COLLECTOR	14,800	2.0	0.510	0.0750	538	C	1,800	TCCO	D	0.30	0.33	C	43	0.555	YES	PARTIAL	1.92	FULL	2.00			
6911E	ERNIE CALDWELL ROAD	PINE TREE TRAIL	US 17/92	4D	L02	0.7	URBAN MAJOR COLLECTOR	6,900	2.0	0.490	0.0750	241	C	1,800	TCCO	D	0.13	0.15	C	8	0.261	YES	FULL	1.86	FULL	2.00			
6911W	ERNIE CALDWELL ROAD	PINE TREE TRAIL	US 17/92	4D	L02	0.7	URBAN MAJOR COLLECTOR	6,900	2.0	0.510	0.0750	251	C	1,800	TCCO	D	0.14	0.15	C	8	0.261	YES	FULL	1.86	FULL	2.00			
8310E	EVENHOUSE ROAD	CR 557 (BUENA VISTA DRIVE)	EXPERIMENT STATION ROAD	2U	L02	1.1	URBAN MAJOR COLLECTOR	4,100	2.0	0.490	0.0900	181	C	790	TRANSITIONING	D	0.23	0.25	C	21	2.475	NO	PARTIAL	0.62	NONE	0.00			
8310W	EVENHOUSE ROAD	CR 557 (BUENA VISTA DRIVE)	EXPERIMENT STATION ROAD	2U	L02	1.1	URBAN MAJOR COLLECTOR	4,100	2.0	0.510	0.0900	188	C	790	TRANSITIONING	D	0.24	0.26	C	21	2.475	NO	PARTIAL	0.62	NONE	0.00			
8009E	EWELL ROAD	COUNTY LINE ROAD	SR 37 (S FLORIDA AVE)	2U	L02	5.2	URBAN MAJOR COLLECTOR	13,300	2.0	0.490	0.0900	587	C	790	TSDA	D	0.74	0.82	C	190	1.482	NO	PARTIAL	0.08	PARTIAL	0.04			
8009W	EWELL ROAD	COUNTY LINE ROAD	SR 37 (S FLORIDA AVE)	2U	L02	5.2	URBAN MAJOR COLLECTOR	13,300	2.0	0.510	0.0900	610	C	790	TSDA	D	0.77	0.85	C	190	1.482	NO	PARTIAL	0.08	PARTIAL	0.04			
8312N	EXPERIMENT STATION ROAD	OLD HAINES CITY - LAKE ALFRED ROAD	EVENHOUSE ROAD	2U	L02	0.6	URBAN MAJOR COLLECTOR	3,500	2.0	0.490	0.0900	154	C	790	TRANSITIONING	D	0.20	0.21	C	3	0.738	NO	NONE	0.00	NONE	0.00			
8312S	EXPERIMENT STATION ROAD	OLD HAINES CITY - LAKE ALFRED ROAD	EVENHOUSE ROAD	2U	L02	0.6	URBAN MAJOR COLLECTOR	3,500	2.0	0.510	0.0900	161	C	790	TRANSITIONING	D	0.20	0.22	C	3	0.738	NO	NONE	0.00	NONE	0.00			
8406N	FDC GROVE RD/PARK PLACE BLVD	US 27	HELLER BROTHERS BLVD	2U	C02	3.0	URBAN MAJOR COLLECTOR	3,100	2.0	0.490	0.0900	137	C	750	TSDA	D	0.18	0.20	C	41	2.432	NO	PARTIAL	0.41	PARTIAL	0.12			
8406S	FDC GROVE RD/PARK PLACE BLVD	US 27	HELLER BROTHERS BLVD	2U	C02	3.0	URBAN MAJOR COLLECTOR	3,100	2.0	0.510	0.0900	142	C	750	TSDA	D	0.19	0.21</											

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	2024 Annual Avg. Daily Traffic	AADT Growth Rate (%)	100th Highest Hour D- Factor	K- Factor	Two-Hour Average Volume	Level of Service	Direc- tional Capacity	LOS Standard		Volume to Capacity Ratio	Volume-to- Capacity Ratio in Five Years	Projected LOS in Five Years	Crash Data 2019 - 2023		Transit Presence	Sidewalk		Bicycle Facility		
															Modal	High- Way				Total Crashes	Crash Rate		Presence	Presence	Coverage	Presence	Coverage
8039E	PARKVIEW PLACE	US 98 (FLORIDA AVENUE N)	LAKE PARKER DRIVE W	4U	L02	0.5	URBAN MAJOR COLLECTOR	3,700	2.0	0.490	0.0750	129	C	1,710	TCCO	E	0.08	0.08	C	52	14.913	NO	PARTIAL	1.18	PARTIAL	0.92	
8039W	PARKVIEW PLACE	US 98 (FLORIDA AVENUE N)	LAKE PARKER DRIVE W	4U	L02	0.5	URBAN MAJOR COLLECTOR	3,700	2.0	0.510	0.0750	134	C	1,710	TCCO	E	0.08	0.09	C	52	14.913	NO	PARTIAL	1.18	PARTIAL	0.92	
8327E	PATTERSON ROAD	US 27	10TH STREET N	2U	L02	0.9	URBAN MAJOR COLLECTOR	5,900	2.0	0.490	0.0900	260	C	790	TRANSITIONING	D	0.33	0.36	C	40	4.308	YES	PARTIAL	0.94	NONE	0.00	
8327W	PATTERSON ROAD	US 27	10TH STREET N	2U	L02	0.9	URBAN MAJOR COLLECTOR	5,900	2.0	0.510	0.0900	271	C	790	TRANSITIONING	D	0.34	0.38	C	40	4.308	YES	PARTIAL	0.94	NONE	0.00	
8328E	PATTERSON ROAD	10TH STREET N	BATES ROAD	2U	L02	1.0	URBAN MAJOR COLLECTOR	1,600	2.0	0.490	0.0750	56	C	790	TCCO	E	0.07	0.08	C	7	2.365	NO	PARTIAL	0.68	NONE	0.00	
8328W	PATTERSON ROAD	10TH STREET N	BATES ROAD	2U	L02	1.0	URBAN MAJOR COLLECTOR	1,600	2.0	0.510	0.0750	58	C	790	TCCO	E	0.07	0.08	C	7	2.365	NO	PARTIAL	0.68	NONE	0.00	
8329N	PEARCE RD	DAUGHTERY RD W	SOCRUM LOOP RD N/MARCUM ROAD	2U	L02	0.5	URBAN MAJOR COLLECTOR	3,800	2.0	0.490	0.0900	168	C	790	TRANSITIONING	D	0.21	0.23	C	42	11.992	NO	PARTIAL	0.91	NONE	0.00	
8329S	PEARCE RD	DAUGHTERY RD W	SOCRUM LOOP RD N/MARCUM ROAD	2U	L02	0.5	URBAN MAJOR COLLECTOR	3,800	2.0	0.510	0.0900	174	C	790	TRANSITIONING	D	0.22	0.24	C	42	11.992	NO	PARTIAL	0.91	NONE	0.00	
8330N	PENINSULAR DRIVE	US 17/92 (HINSON AVENUE)	SR 544	2U	L02	1.6	URBAN MAJOR COLLECTOR	3,000	2.0	0.490	0.0750	105	C	790	TCCO	E	0.13	0.15	C	31	3.608	NO	PARTIAL	0.97	NONE	0.00	
8330S	PENINSULAR DRIVE	US 17/92 (HINSON AVENUE)	SR 544	2U	L02	1.6	URBAN MAJOR COLLECTOR	3,000	2.0	0.510	0.0750	109	C	790	TCCO	E	0.14	0.15	C	31	3.608	NO	PARTIAL	0.97	NONE	0.00	
8040E	PINE STREET	LAKE WIRE DRIVE	MASSACHUSETTS AVENUE N	2U	L02	0.3	URBAN MAJOR COLLECTOR	3,000	2.0	0.490	0.0750	105	C	790	TCCO	E	0.13	0.15	C	21	14.082	YES	FULL	1.63	NONE	0.00	
8040W	PINE STREET	LAKE WIRE DRIVE	MASSACHUSETTS AVENUE N	2U	L02	0.3	URBAN MAJOR COLLECTOR	3,000	2.0	0.510	0.0750	109	C	790	TCCO	E	0.14	0.15	C	21	14.082	YES	FULL	1.63	NONE	0.00	
6907N	PINE TREE TRAIL	ERNIE CALDWELL ROAD	CR 54	2U	L02	2.0	URBAN MAJOR COLLECTOR	19,400	2.0	0.490	0.0900	856	F	790	TSDA	D	1.08	1.19	F	61	0.871	YES	FULL	1.98	FULL	2.00	
6907S	PINE TREE TRAIL	ERNIE CALDWELL ROAD	CR 54	2U	L02	2.0	URBAN MAJOR COLLECTOR	19,400	2.0	0.510	0.0900	890	F	790	TSDA	D	1.13	1.24	F	61	0.871	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 MINOR COLLECTOR	1,200	2.0	0.490	0.0750	42	C	790	TCCO	E	0.05	0.06	C	9	8.204	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 MINOR COLLECTOR	1,200	2.0	0.510	0.0750	44	C	790	TCCO	E	0.06	0.06	C	9	8.204	NO	PARTIAL	1.19	NONE	0.00	
8045N	PIPKIN ROAD SOUTH	PIPKIN ROAD WEST	SR 572 (DRANE FIELD ROAD)	2U	L02	1.6	URBAN MAJOR COLLECTOR	3,700	2.0	0.490	0.0750	129	C	790	MULTI-MODAL	D	0.16	0.18	C	19	1.718	YES	PARTIAL	0.60	NONE	0.00	
8045S	PIPKIN ROAD SOUTH	PIPKIN ROAD WEST	SR 572 (DRANE FIELD ROAD)	2U	L02	1.6	URBAN MAJOR COLLECTOR	3,700	2.0	0.510	0.0750	134	C	790	MULTI-MODAL	D	0.17	0.19	C	19	1.718	YES	PARTIAL	0.60	NONE	0.00	
8104E	PIPKIN ROAD WEST	COUNTY LINE ROAD	MEDULLA ROAD	4D	L02	1.7	URBAN MINOR ARTERIAL	8,700	2.0	0.490	0.0900	384	C	1,800	TRANSITIONING	D	0.21	0.23	C	27	0.999	YES	FULL	2.01	FULL	1.85	
8104W	PIPKIN ROAD WEST	COUNTY LINE ROAD	MEDULLA ROAD	4D	L02	1.7	URBAN MINOR ARTERIAL	8,700	2.0	0.510	0.0900	399	C	1,800	TRANSITIONING	D	0.22	0.24	C	27	0.999	YES	FULL	2.01	FULL	1.85	
8118E	PIPKIN ROAD WEST	MEDULLA ROAD	PIPKIN ROAD SOUTH	4D	L02	2.1	URBAN MINOR ARTERIAL	10,400	2.0	0.490	0.0750	363	C	1,800	TCCO	E	0.20	0.22	C	73	1.828	YES	PARTIAL	0.37	PARTIAL	0.53	
8118W	PIPKIN ROAD WEST	MEDULLA ROAD	PIPKIN ROAD SOUTH	4D	L02	2.1	URBAN MINOR ARTERIAL	10,400	2.0	0.510	0.0750	378	C	1,800	TCCO	E	0.21	0.23	C	73	1.828	YES	PARTIAL	0.37	PARTIAL	0.53	
8338E	PIPKIN ROAD WEST	PIPKIN RD SOUTH	HARDEN BLVD	4D	L02	1.4	URBAN MINOR ARTERIAL	20,000	2.0	0.490	0.0900	882	C	1,800	TSDA	D	0.49	0.54	C	156	3.058	YES	PARTIAL	0.56	NONE	0.00	
8338W	PIPKIN ROAD WEST	PIPKIN RD SOUTH	HARDEN BLVD	4D	L02	1.4	URBAN MINOR ARTERIAL	20,000	2.0	0.510	0.0900	918	C	1,800	TSDA	D	0.51	0.56	C	156	3.058	YES	PARTIAL	0.56	NONE	0.00	
8339E	PIPKIN ROAD WEST	HARDEN BLVD	SR 37 (FLORIDA AVENUE S)	3B	C02	0.6	URBAN MINOR ARTERIAL	21,300	2.0	0.490	0.0900	939	D	1,280	TSDA	D	0.73	0.81	D	74	2.889	YES	PARTIAL	1.22	NONE	0.00	
8339W	PIPKIN ROAD WEST	HARDEN BLVD	SR 37 (FLORIDA AVENUE S)	3B	C02	0.6	URBAN MINOR ARTERIAL	21,300	2.0	0.510	0.0900	978	D	1,280	TSDA	D	0.76	0.84	D	74	2.889	YES	PARTIAL	1.22	NONE	0.00	
8100N	POINCIANA PARKWAY	CR 542 (LAKE HATCHINEHA ROAD)	MARIGOLD AVENUE	2U	I02	4.9	URBAN MAJOR COLLECTOR	7,900	2.0	0.490	0.0900	348	C	800	TRANSITIONING	D	0.44	0.48	C	46	0.651	NO	PARTIAL	0.02	PARTIAL	0.01	
8100S	POINCIANA PARKWAY	CR 542 (LAKE HATCHINEHA ROAD)	MARIGOLD AVENUE	2U	I02	4.9	URBAN MAJOR COLLECTOR	7,900	2.0	0.510	0.0900	363	C	800	TRANSITIONING	D	0.45	0.50	C	46	0.651	NO	PARTIAL	0.02	PARTIAL	0.01	
8337E	POINCIANA PARKWAY	US 17/92	OSCEOLA COUNTY LINE	2U	L02	1.0	RBAN PRINCIPAL ARTERIAL - OTH	11,600	2.0	0.490	0.0900	512	C	790	TRANSITIONING	D	0.65	0.71	C	45	1.602	NO	PARTIAL	1.06	FULL	2.00	
8337W	POINCIANA PARKWAY	US 17/92	OSCEOLA COUNTY LINE	2U	L02	1.0	RBAN PRINCIPAL ARTERIAL -																				

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

Link	Road Segment	From	To	Roadway Characteristics				Estimated Traffic Characteristics				Peak Hour / Peak Season					Historical		Multimodal Factors																						
				Laneage	Capacity	Segment	Functional	2024	AADT	100th Highest Hour	K-	Two-Hour	Level of	Direc-	LOS Standard		Volume to	Volume-to-	Projected	Crash Data		Transit	Sidewalk		Bicycle Facility																
															Lane Type	Group				Length	Classification		Annual Avg.	Growth	D-	Factor	Average	Service	Capacity	Modal	High-	Capacity	Ratio	LOS in	Total Crashes	Crash Rate	Presence	Presence	Coverage	Presence	Coverage
5007N	US 17	VAN FLEET DRIVE W	SPIRIT LAKE RD	4D	B02	4.7	RBAN PRINCIPAL ARTERIAL - OTH	25,500	2.0	0.510	0.0750	927	C	2,000	TCCO	D	0.46	0.51	C	259	1.178	YES	PARTIAL	0.01	FULL	2.00															
5007S	US 17	VAN FLEET DRIVE W	SPIRIT LAKE RD	4D	B02	4.7	RBAN PRINCIPAL ARTERIAL - OTH	25,500	2.0	0.490	0.0750	890	C	2,000	TCCO	D	0.45	0.49	C	259	1.178	YES	PARTIAL	0.01	FULL	2.00															
5008N	US 17	SPIRIT LAKE RD	CRYSTAL BEACH RD	4D	B02	1.8	RBAN PRINCIPAL ARTERIAL - OTH	30,000	2.0	0.510	0.0750	1,090	C	2,000	TCCO	D	0.55	0.60	C	50	0.506	YES	PARTIAL	0.07	PARTIAL	0.50															
5008S	US 17	SPIRIT LAKE RD	CRYSTAL BEACH RD	4D	B02	1.8	RBAN PRINCIPAL ARTERIAL - OTH	30,000	2.0	0.490	0.0750	1,047	C	2,000	TCCO	D	0.52	0.58	C	50	0.506	YES	PARTIAL	0.07	PARTIAL	0.50															
5010N	US 17	GILBERT ST	SR 655 (LAKE SHIPP DRIVE S)	6D	B02	1.2	RBAN PRINCIPAL ARTERIAL - OTH	35,800	2.0	0.510	0.0750	1,301	C	3,020	TCCO	D	0.43	0.47	C	118	1.551	YES	FULL	1.87	NONE	0.00															
5010S	US 17	GILBERT ST	SR 655 (LAKE SHIPP DRIVE S)	6D	B02	1.2	RBAN PRINCIPAL ARTERIAL - OTH	35,800	2.0	0.490	0.0750	1,250	C	3,020	TCCO	D	0.41	0.46	C	118	1.551	YES	FULL	1.87	NONE	0.00															
5002N	US 17 (CHARLESTON AVE S)	9TH STREET	US 98 (BROADWAY STREET E)	4D	I02	0.8	RBAN PRINCIPAL ARTERIAL - OTH	15,300	2.0	0.510	0.0900	702	C	1,820	SIS	D	0.39	0.42	C	50	2.333	YES	FULL	1.75	NONE	0.00															
5002S	US 17 (CHARLESTON AVE S)	9TH STREET	US 98 (BROADWAY STREET E)	4D	I02	0.8	RBAN PRINCIPAL ARTERIAL - OTH	15,300	2.0	0.490	0.0900	675	C	1,820	SIS	D	0.37	0.41	C	50	2.333	YES	FULL	1.75	NONE	0.00															
5014N	US 17 (EIGHTH ST NW)	SR 544 (AVENUE T NW)	US 92	4D	B02	2.2	RBAN PRINCIPAL ARTERIAL - OTH	28,500	2.0	0.490	0.0750	995	C	2,000	TCCO	D	0.50	0.55	C	306	2.667	YES	PARTIAL	0.35	PARTIAL	0.63															
5014S	US 17 (EIGHTH ST NW)	SR 544 (AVENUE T NW)	US 92	4D	B02	2.2	RBAN PRINCIPAL ARTERIAL - OTH	28,500	2.0	0.510	0.0750	1,036	C	2,000	TCCO	D	0.52	0.57	C	306	2.667	YES	PARTIAL	0.35	PARTIAL	0.63															
5009N	US 17 (FIFTH ST)	CRYSTAL BEACH RD	GILBERT ST	3O	J02	1.8	RBAN PRINCIPAL ARTERIAL - OTH	14,500	2.0	0.999	0.0750	1,032	C	1,590	TCCO	D	0.65	0.71	C	99	4.193	YES	PARTIAL	1.30	NONE	0.00															
5023S	US 17 (FOURTH ST)	GILBERT ST	CRYSTAL BEACH RD	3O	J02	1.8	RBAN PRINCIPAL ARTERIAL - OTH	14,000	2.0	0.999	0.0750	997	C	1,590	TCCO	D	0.63	0.69	C	54	2.372	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	RBAN PRINCIPAL ARTERIAL - OTH	31,800	2.0	0.510	0.0750	1,156	C	2,100	TCCO	D	0.55	0.61	C	465	4.569	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	RBAN PRINCIPAL ARTERIAL - OTH	31,800	2.0	0.490	0.0750	1,110	C	2,100	TCCO	D	0.53	0.58	C	465	4.569	YES	FULL	1.74	NONE	0.00															
5011N	US 17 (THIRD ST SW)	SR 540	AVE C SW	4D	B02	1.1	RBAN PRINCIPAL ARTERIAL - OTH	33,000	2.0	0.510	0.0750	1,199	C	2,000	TCCO	D	0.60	0.66	C	390	6.099	YES	FULL	1.71	NONE	0.00															
5011S	US 17 (THIRD ST SW)	SR 540	AVE C SW	4D	B02	1.1	RBAN PRINCIPAL ARTERIAL - OTH	33,000	2.0	0.490	0.0750	1,152	C	2,000	TCCO	D	0.58	0.63	C	390	6.099	YES	FULL	1.71	NONE	0.00															
5017N	US 17/92	POMELO ST	US 27	4D	B02	5.6	RBAN PRINCIPAL ARTERIAL - OTH	31,500	2.0	0.510	0.0750	1,145	C	2,000	TCCO	D	0.57	0.63	C	369	1.155	YES	PARTIAL	0.07	PARTIAL	1.66															
5017S	US 17/92	POMELO ST	US 27	4D	B02	5.6	RBAN PRINCIPAL ARTERIAL - OTH	31,500	2.0	0.490	0.0750	1,100	C	2,000	TCCO	D	0.55	0.60	C	369	1.155	YES	PARTIAL	0.07	PARTIAL	1.66															
5021N	US 17/92	CR 547	OSCEOLA COUNTY LINE	2U	B02	7.0	RBAN PRINCIPAL ARTERIAL - OTH	21,500	2.0	0.510	0.0750	781	C	880	TCCO	D	0.89	0.98	D	429	1.566	YES	PARTIAL	0.26	PARTIAL	1.76															
5021S	US 17/92	CR 547	OSCEOLA COUNTY LINE	2U	B02	7.0	RBAN PRINCIPAL ARTERIAL - OTH	21,500	2.0	0.490	0.0750	751	C	880	TCCO	D	0.85	0.94	C	429	1.566	YES	PARTIAL	0.26	PARTIAL	1.76															
5018N	US 17/92 (HINSON AVE)	US 27	10TH ST N	4D	C02	1.2	RBAN PRINCIPAL ARTERIAL - OTH	31,000	2.0	0.510	0.0750	1,126	D	1,630	TCCO	D	0.69	0.76	D	639	9.155	YES	PARTIAL	0.94	PARTIAL	0.40															
5018S	US 17/92 (HINSON AVE)	US 27	10TH ST N	4D	C02	1.2	RBAN PRINCIPAL ARTERIAL - OTH	31,000	2.0	0.490	0.0750	1,082	D	1,630	TCCO	D	0.66	0.73	D	639	9.155	YES	PARTIAL	0.94	PARTIAL	0.40															
5019N	US 17/92 (HINSON AVE)	10TH ST	17TH ST S	2D	B02	0.3	RBAN PRINCIPAL ARTERIAL - OTH	22,000	2.0	0.490	0.0750	768	C	920	TCCO	D	0.83	0.92	C	119	9.164	YES	FULL	1.82	NONE	0.00															
5019S	US 17/92 (HINSON AVE)	10TH ST	17TH ST S	2D	B02	0.3	RBAN PRINCIPAL ARTERIAL - OTH	22,000	2.0	0.510	0.0750	799	C	920	TCCO	D	0.87	0.96	D	119	9.164	YES	FULL	1.82	NONE	0.00															
8224S	US 17/92 (SHINN BLVD)	POMELO ST	ECHO ST	3O	J02	0.6	RBAN PRINCIPAL ARTERIAL - OTH	20,500	2.0	0.999	0.0750	1,459	C	1,590	TCCO	D	0.92	1.01	F	160	6.779	YES	FULL	1.74	PARTIAL	1.00															
5016N	US 17/92 (LAKE SHORE WAY N)	ECHO ST	POMELO ST	3O	J02	0.6	RBAN PRINCIPAL ARTERIAL - OTH	20,000	2.0	0.999	0.0750	1,424	C	1,590	TCCO	D	0.90	0.98	D	196	8.838	YES	FULL	1.68	NONE	0.00															
5015N	US 17/92 (LAKE SHORE WAY S)	US 17	ECHO ST	6D	B02	0.7	RBAN PRINCIPAL ARTERIAL - OTH	42,000	2.0	0.510	0.0750	1,526	C	3,020	TCCO	D	0.51	0.56	C	142	2.737	YES	PARTIAL	0.86	NONE	0.00															
5015S	US 17/92 (LAKE SHORE WAY S)	US 17	ECHO ST	6D	B02	0.7	RBAN PRINCIPAL ARTERIAL - OTH	42,000	2.0	0.490	0.0750	1,466	C	3,020	TCCO	D	0.49	0.53	C	142	2.737	YES	PARTIAL	0.86	NONE	0.															

APPENDIX C: Mining Trip Generation

Hourly Distribution of Truck Traffic

Time	St. Catherine Borrow Pit		Center Hill Borrow Pit		Davenport Borrow Pit		Average		Highlands Number of Trucks	
	% Entering	% Exiting	% Entering	% Exiting	% Entering	% Exiting	% Entering	% Exiting	Entering	Exiting
04:00	0.0%	0.0%	0.0%	0.0%	4.8%	3.7%	1.6%	1.2%	4	3
05:00	6.1%	7.0%	0.0%	0.0%	7.3%	4.7%	4.5%	3.9%	12	10
06:00	10.4%	12.6%	9.6%	17.9%	8.6%	7.4%	9.5%	12.6%	26	34
07:00	11.7%	12.1%	11.5%	9.7%	6.9%	10.7%	10.0%	10.8%	27	29
08:00	13.5%	12.1%	17.9%	10.3%	10.7%	9.5%	14.1%	10.6%	38	28
09:00	12.3%	7.0%	9.9%	14.1%	8.4%	8.4%	10.2%	9.8%	27	27
10:00	12.3%	12.1%	12.2%	11.6%	11.7%	9.9%	12.1%	11.2%	32	30
11:00	9.8%	10.6%	7.7%	7.5%	11.1%	11.0%	9.5%	9.7%	26	26
12:00	10.4%	6.0%	8.3%	5.6%	10.6%	11.4%	9.8%	7.7%	26	21
13:00	4.9%	8.0%	11.2%	8.5%	11.2%	10.4%	9.1%	9.0%	24	24
14:00	5.5%	5.0%	4.8%	9.1%	6.2%	7.6%	5.5%	7.2%	15	19
15:00	2.5%	3.0%	5.1%	2.8%	2.1%	3.3%	3.2%	3.0%	9	8
16:00	0.0%	3.5%	1.3%	1.6%	0.2%	1.3%	0.5%	2.1%	1	6
17:00	0.6%	1.0%	0.3%	1.3%	0.2%	0.6%	0.4%	1.0%	1	3
	Daily Total ----->						100.0%	100.0%	268	268

Notes:

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

APPENDIX D: Intersection Volume Development Sheets

TRAFFIC VOLUMES AT STUDY INTERSECTIONS

INTERSECTION: Golfview Cutoff Rd at Project Driveway
COUNT DATE: May 21, 2025
AM PEAK HOUR FACTOR: 0.83
PM PEAK HOUR FACTOR: 0.86

"AM EXISTING TRAFFIC"		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements			0	0	6		0	0	0		5	83	0		0	112	1
Peak Season Correction Factor		1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
AM EXISTING CONDITIONS			0	0	6		0	0	0		5	87	0		0	118	1
"PM EXISTING TRAFFIC"		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements			0	0	1		0	0	0		0	72	0		0	95	0
Peak Season Correction Factor		1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PM EXISTING CONDITIONS			0	0	1		0	0	0		0	76	0		0	100	0
"AM BACKGROUND TRAFFIC"		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Years To Buildout		1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Yearly Growth Rate		2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
AM BACKGROUND TRAFFIC GROWTH			0	0	0		0	0	0		0	2	0		0	2	0
AM NON-PROJECT TRAFFIC			0	0	6		0	0	0		5	89	0		0	120	1
"PM BACKGROUND TRAFFIC"		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Years To Buildout		1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Yearly Growth Rate		2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
PM BACKGROUND TRAFFIC GROWTH			0	0	0		0	0	0		0	2	0		0	2	0
PM NON-PROJECT TRAFFIC			0	0	1		0	0	0		0	78	0		0	102	0
"PROJECT DISTRIBUTION"		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Net New Distribution	Entering										90.0%						10.0%
	Exiting		10.0%		90.0%												
"AM PROJECT TRAFFIC"		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trips	Net New		3		25						43						5
AM TOTAL PROJECT TRAFFIC			3	0	25		0	0	0		43	0	0		0	0	5
AM TOTAL TRAFFIC			3	0	31		0	0	0		48	89	0		0	120	6
"PM PROJECT TRAFFIC"		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trips	Net New		2		14						1						0
PM TOTAL PROJECT TRAFFIC			2	0	14		0	0	0		1	0	0		0	0	0
PM TOTAL TRAFFIC			2	0	15		0	0	0		1	78	0		0	102	0

TRAFFIC VOLUMES AT STUDY INTERSECTIONS

INTERSECTION: Golfview Cutoff Rd at SR 17
COUNT DATE: May 21, 2025
AM PEAK HOUR FACTOR: 0.87
PM PEAK HOUR FACTOR: 0.89

"AM EXISTING TRAFFIC"		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements			16	239	0		0	337	79		0	1	0		102	0	22
Peak Season Correction Factor		1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
AM EXISTING CONDITIONS			17	251	0		0	354	83		0	1	0		107	0	23
"PM EXISTING TRAFFIC"		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements			27	211	1		0	146	62		0	0	2		81	1	18
Peak Season Correction Factor		1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PM EXISTING CONDITIONS			28	222	1		0	153	65		0	0	2		85	1	19
"AM BACKGROUND TRAFFIC"		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Years To Buildout		1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Yearly Growth Rate		2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
AM BACKGROUND TRAFFIC GROWTH			0	5	0		0	7	2		0	0	0		2	0	0
AM NON-PROJECT TRAFFIC			17	256	0		0	361	85		0	1	0		109	0	23
"PM BACKGROUND TRAFFIC"		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Years To Buildout		1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Yearly Growth Rate		2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
PM BACKGROUND TRAFFIC GROWTH			1	4	0		0	3	1		0	0	0		2	0	0
PM NON-PROJECT TRAFFIC			29	226	1		0	156	66		0	0	2		87	1	19
"PROJECT DISTRIBUTION"		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Net New Distribution	Entering		90.0%														
	Exiting																90.0%
"AM PROJECT TRAFFIC"		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trips	Net New		43														25
AM TOTAL PROJECT TRAFFIC			43	0	0		0	0	0		0	0	0		0	0	25
AM TOTAL TRAFFIC			60	256	0		0	361	85		0	1	0		109	0	48
"PM PROJECT TRAFFIC"		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trips	Net New		1														14
PM TOTAL PROJECT TRAFFIC			1	0	0		0	0	0		0	0	0		0	0	14
PM TOTAL TRAFFIC			30	226	1		0	156	66		0	0	2		87	1	33

TRAFFIC VOLUMES AT STUDY INTERSECTIONS

INTERSECTION: Friedlander Rd at Lewis Griffin Rd
COUNT DATE: May 21, 2025
AM PEAK HOUR FACTOR: 0.86
PM PEAK HOUR FACTOR: 0.82

"AM EXISTING TRAFFIC"		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements			8	22	1		2	57	39		3	3	1		92	4	4
Peak Season Correction Factor		1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
AM EXISTING CONDITIONS			8	23	1		2	60	41		3	3	1		97	4	4
"PM EXISTING TRAFFIC"		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements			6	51	2		0	47	34		2	1	1		63	2	13
Peak Season Correction Factor		1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PM EXISTING CONDITIONS			6	54	2		0	49	36		2	1	1		66	2	14
"AM BACKGROUND TRAFFIC"		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Years To Buildout		1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Yearly Growth Rate		2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
AM BACKGROUND TRAFFIC GROWTH			0	0	0		0	1	1		0	0	0		2	0	0
AM NON-PROJECT TRAFFIC			8	23	1		2	61	42		3	3	1		99	4	4
"PM BACKGROUND TRAFFIC"		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Years To Buildout		1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Yearly Growth Rate		2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
PM BACKGROUND TRAFFIC GROWTH			0	1	0		0	1	1		0	0	0		1	0	0
PM NON-PROJECT TRAFFIC			6	55	2		0	50	37		2	1	1		67	2	14
"PROJECT DISTRIBUTION"		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Net New Distribution	Entering														10.0%		
	Exiting								10.0%								
"AM PROJECT TRAFFIC"		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trips	Net New								3						5		
AM TOTAL PROJECT TRAFFIC			0	0	0		0	0	3		0	0	0		5	0	0
AM TOTAL TRAFFIC			8	23	1		2	61	45		3	3	1		104	4	4
"PM PROJECT TRAFFIC"		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trips	Net New								2						0		
PM TOTAL PROJECT TRAFFIC			0	0	0		0	0	2		0	0	0		0	0	0
PM TOTAL TRAFFIC			6	55	2		0	50	39		2	1	1		67	2	14

APPENDIX E: Synchro Output

E1: Existing Traffic (2025)

Lanes, Volumes, Timings
1: Golfview Cutoff Rd & Project Driveway

Existing Year (2025)
Timing Plan: AM Peak Hour

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	6	5	87	118	1
Future Volume (vph)	0	6	5	87	118	1
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83
Heavy Vehicles (%)	100%	100%	10%	10%	4%	4%
Adj. Flow (vph)	0	7	6	105	142	1
Shared Lane Traffic (%)						
Lane Group Flow (vph)	7	0	0	111	143	0
Sign Control	Stop			Free	Free	

Intersection Summary

Control Type: Unsignalized

HCM 7th TWSC
1: Golfview Cutoff Rd & Project Driveway

Existing Year (2025)
Timing Plan: AM Peak Hour

Intersection						
Int Delay, s/veh	0.5					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	6	5	87	118	1
Future Vol, veh/h	0	6	5	87	118	1
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	83	83	83	83	83	83
Heavy Vehicles, %	100	100	10	10	4	4
Mvmt Flow	0	7	6	105	142	1
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	260	143	143	0	-	0
Stage 1	143	-	-	-	-	-
Stage 2	117	-	-	-	-	-
Critical Hdwy	7.4	7.2	4.2	-	-	-
Critical Hdwy Stg 1	6.4	-	-	-	-	-
Critical Hdwy Stg 2	6.4	-	-	-	-	-
Follow-up Hdwy	4.4	4.2	2.29	-	-	-
Pot Cap-1 Maneuver	560	699	1391	-	-	-
Stage 1	692	-	-	-	-	-
Stage 2	713	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	557	699	1391	-	-	-
Mov Cap-2 Maneuver	557	-	-	-	-	-
Stage 1	689	-	-	-	-	-
Stage 2	713	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s/v	10.2	0.41		0		
HCM LOS	B					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	98	-	699	-	-	
HCM Lane V/C Ratio	0.004	-	0.01	-	-	
HCM Control Delay (s/veh)	7.6	0	10.2	-	-	
HCM Lane LOS	A	A	B	-	-	
HCM 95th %tile Q(veh)	0	-	0	-	-	

Lanes, Volumes, Timings
2: N Crooked Lake Dr/Golfview Cutoff Rd & SR 17

Existing Year (2025)
Timing Plan: AM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	17	251	0	0	354	83	0	1	0	107	0	23
Future Volume (vph)	17	251	0	0	354	83	0	1	0	107	0	23
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles (%)	8%	8%	8%	5%	5%	5%	2%	2%	2%	11%	11%	11%
Adj. Flow (vph)	20	289	0	0	407	95	0	1	0	123	0	26
Shared Lane Traffic (%)												
Lane Group Flow (vph)	20	289	0	0	407	95	0	1	0	123	26	0
Sign Control	Free			Free			Stop			Stop		

Intersection Summary

Control Type: Unsignalized

HCM 7th TWSC
2: N Crooked Lake Dr/Golfview Cutoff Rd & SR 17

Existing Year (2025)
Timing Plan: AM Peak Hour

Intersection												
Int Delay, s/veh	3.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	17	251	0	0	354	83	0	1	0	107	0	23
Future Vol, veh/h	17	251	0	0	354	83	0	1	0	107	0	23
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	220	-	-	-	-	240	-	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	87	87	87	87	87	87	87	87	87	87	87	87
Heavy Vehicles, %	8	8	8	5	5	5	2	2	2	11	11	11
Mvmt Flow	20	289	0	0	407	95	0	1	0	123	0	26

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	502	0	0	289	0	0	734	830	289	735	734	407
Stage 1	-	-	-	-	-	-	328	328	-	407	407	-
Stage 2	-	-	-	-	-	-	407	502	-	328	328	-
Critical Hdwy	4.18	-	-	4.15	-	-	7.12	6.52	6.22	7.21	6.61	6.31
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.21	5.61	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.21	5.61	-
Follow-up Hdwy	2.272	-	-	2.245	-	-	3.518	4.018	3.318	3.599	4.099	3.399
Pot Cap-1 Maneuver	1032	-	-	1256	-	-	336	306	751	324	336	625
Stage 1	-	-	-	-	-	-	685	647	-	603	582	-
Stage 2	-	-	-	-	-	-	621	542	-	666	632	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1032	-	-	1256	-	-	315	300	751	317	330	625
Mov Cap-2 Maneuver	-	-	-	-	-	-	315	300	-	317	330	-
Stage 1	-	-	-	-	-	-	672	635	-	603	582	-
Stage 2	-	-	-	-	-	-	595	542	-	652	620	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v 0.54		0	17.05	21.21
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	300	1032	-	-	1256	-	-	317	625
HCM Lane V/C Ratio	0.004	0.019	-	-	-	-	-	0.388	0.042
HCM Control Delay (s/veh)	17.1	8.6	-	-	0	-	-	23.4	11
HCM Lane LOS	C	A	-	-	A	-	-	C	B
HCM 95th %tile Q(veh)	0	0.1	-	-	0	-	-	1.8	0.1

Lanes, Volumes, Timings
3: Lewis Griffin Rd & Friedlander Rd

Existing Year (2025)
Timing Plan: AM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	8	23	1	2	60	41	3	3	1	97	4	4
Future Volume (vph)	8	23	1	2	60	41	3	3	1	97	4	4
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles (%)	10%	10%	10%	5%	5%	5%	2%	2%	2%	3%	3%	3%
Adj. Flow (vph)	9	27	1	2	70	48	3	3	1	113	5	5
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	37	0	0	120	0	0	7	0	0	123	0
Sign Control		Stop			Stop			Free			Free	

Intersection Summary

Control Type: Unsignalized

HCM 7th TWSC
3: Lewis Griffin Rd & Friedlander Rd

Existing Year (2025)
Timing Plan: AM Peak Hour

Intersection												
Int Delay, s/veh	9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	8	23	1	2	60	41	3	3	1	97	4	4
Future Vol, veh/h	8	23	1	2	60	41	3	3	1	97	4	4
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	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	86	86	86	86	86	86	86	86	86	86	86	86
Heavy Vehicles, %	10	10	10	5	5	5	2	2	2	3	3	3
Mvmt Flow	9	27	1	2	70	48	3	3	1	113	5	5

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	278	244	7	255	246	4	9	0	0	5	0	0
Stage 1	233	233	-	11	11	-	-	-	-	-	-	-
Stage 2	45	12	-	244	235	-	-	-	-	-	-	-
Critical Hdwy	7.2	6.6	6.3	7.15	6.55	6.25	4.12	-	-	4.13	-	-
Critical Hdwy Stg 1	6.2	5.6	-	6.15	5.55	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.2	5.6	-	6.15	5.55	-	-	-	-	-	-	-
Follow-up Hdwy	3.59	4.09	3.39	3.545	4.045	3.345	2.218	-	-	2.227	-	-
Pot Cap-1 Maneuver	659	644	1053	692	651	1071	1611	-	-	1610	-	-
Stage 1	753	698	-	1002	880	-	-	-	-	-	-	-
Stage 2	949	870	-	753	705	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	521	597	1053	615	604	1071	1611	-	-	1610	-	-
Mov Cap-2 Maneuver	521	597	-	615	604	-	-	-	-	-	-	-
Stage 1	700	648	-	1000	878	-	-	-	-	-	-	-
Stage 2	833	868	-	671	655	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v11.59		10.89	3.1	6.84
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	735	-	-	584	731	1512	-
HCM Lane V/C Ratio	0.002	-	-	0.064	0.164	0.07	-
HCM Control Delay (s/veh)	7.2	0	-	11.6	10.9	7.4	0
HCM Lane LOS	A	A	-	B	B	A	A
HCM 95th %tile Q(veh)	0	-	-	0.2	0.6	0.2	-

Lanes, Volumes, Timings
1: Golfview Cutoff Rd & Project Driveway

Existing Year (2025)
Timing Plan: PM Peak Hour

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	1	0	76	100	0
Future Volume (vph)	0	1	0	76	100	0
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles (%)	2%	2%	3%	3%	2%	2%
Adj. Flow (vph)	0	1	0	88	116	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1	0	0	88	116	0
Sign Control	Stop			Free	Free	
Intersection Summary						
Control Type: Unsignalized						

HCM 7th TWSC
1: Golfview Cutoff Rd & Project Driveway

Existing Year (2025)
Timing Plan: PM Peak Hour

Intersection						
Int Delay, s/veh	0.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	1	0	76	100	0
Future Vol, veh/h	0	1	0	76	100	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	2	2	3	3	2	2
Mvmt Flow	0	1	0	88	116	0

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	205	116	116	0	-	0
Stage 1	116	-	-	-	-	-
Stage 2	88	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.13	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.227	-	-	-
Pot Cap-1 Maneuver	784	936	1466	-	-	-
Stage 1	909	-	-	-	-	-
Stage 2	935	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	784	936	1466	-	-	-
Mov Cap-2 Maneuver	784	-	-	-	-	-
Stage 1	909	-	-	-	-	-
Stage 2	935	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	8.85	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1466	-	936	-	-
HCM Lane V/C Ratio	-	-	0.001	-	-
HCM Control Delay (s/veh)	0	-	8.9	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Lanes, Volumes, Timings
2: N Crooked Lake Dr/Golfview Cutoff Rd & SR 17

Existing Year (2025)
Timing Plan: PM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	28	222	1	0	153	65	0	0	2	85	1	19
Future Volume (vph)	28	222	1	0	153	65	0	0	2	85	1	19
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	3%	3%	3%	2%	2%	2%	2%	2%	2%	5%	5%	5%
Adj. Flow (vph)	31	249	1	0	172	73	0	0	2	96	1	21
Shared Lane Traffic (%)												
Lane Group Flow (vph)	31	250	0	0	172	73	0	2	0	96	22	0
Sign Control	Free			Free			Stop			Stop		

Intersection Summary

Control Type: Unsignalized

HCM 7th TWSC
2: N Crooked Lake Dr/Golfview Cutoff Rd & SR 17

Existing Year (2025)
Timing Plan: PM Peak Hour

Intersection												
Int Delay, s/veh	2.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	28	222	1	0	153	65	0	0	2	85	1	19
Future Vol, veh/h	28	222	1	0	153	65	0	0	2	85	1	19
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	220	-	-	-	-	240	-	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	3	3	3	2	2	2	2	2	2	5	5	5
Mvmt Flow	31	249	1	0	172	73	0	0	2	96	1	21

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	245	0	0	251	0	0	485	558	250	484	485	172
Stage 1	-	-	-	-	-	-	313	313	-	172	172	-
Stage 2	-	-	-	-	-	-	172	245	-	312	313	-
Critical Hdwy	4.13	-	-	4.12	-	-	7.12	6.52	6.22	7.15	6.55	6.25
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.15	5.55	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.15	5.55	-
Follow-up Hdwy	2.227	-	-	2.218	-	-	3.518	4.018	3.318	3.545	4.045	3.345
Pot Cap-1 Maneuver	1315	-	-	1315	-	-	492	438	789	488	477	864
Stage 1	-	-	-	-	-	-	698	657	-	823	751	-
Stage 2	-	-	-	-	-	-	829	703	-	692	651	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1315	-	-	1315	-	-	467	428	789	475	466	864
Mov Cap-2 Maneuver	-	-	-	-	-	-	467	428	-	475	466	-
Stage 1	-	-	-	-	-	-	681	641	-	823	751	-
Stage 2	-	-	-	-	-	-	808	703	-	673	636	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v 0.87		0	9.58	13.52
HCM LOS			A	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	789	1315	-	-	1315	-	-	475	829
HCM Lane V/C Ratio	0.003	0.024	-	-	-	-	-	0.201	0.027
HCM Control Delay (s/veh)	9.6	7.8	-	-	0	-	-	14.5	9.5
HCM Lane LOS	A	A	-	-	A	-	-	B	A
HCM 95th %tile Q(veh)	0	0.1	-	-	0	-	-	0.7	0.1

Lanes, Volumes, Timings
3: Lewis Griffin Rd & Friedlander Rd

Existing Year (2025)
Timing Plan: PM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	6	54	2	0	49	36	2	1	1	66	2	14
Future Volume (vph)	6	54	2	0	49	36	2	1	1	66	2	14
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82
Heavy Vehicles (%)	2%	2%	2%	4%	4%	4%	25%	25%	25%	3%	3%	3%
Adj. Flow (vph)	7	66	2	0	60	44	2	1	1	80	2	17
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	75	0	0	104	0	0	4	0	0	99	0
Sign Control		Stop			Stop			Free			Free	

Intersection Summary

Control Type: Unsignalized

HCM 7th TWSC
3: Lewis Griffin Rd & Friedlander Rd

Existing Year (2025)
Timing Plan: PM Peak Hour

Intersection												
Int Delay, s/veh	8.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	6	54	2	0	49	36	2	1	1	66	2	14
Future Vol, veh/h	6	54	2	0	49	36	2	1	1	66	2	14
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	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	82	82	82	82	82	82	82	82	82	82	82	82
Heavy Vehicles, %	2	2	2	4	4	4	25	25	25	3	3	3
Mvmt Flow	7	66	2	0	60	44	2	1	1	80	2	17

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	208	179	11	203	187	2	20	0	0	2	0	0
Stage 1	172	172	-	7	7	-	-	-	-	-	-	-
Stage 2	36	7	-	196	180	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.14	6.54	6.24	4.35	-	-	4.13	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.14	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.14	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.536	4.036	3.336	2.425	-	-	2.227	-	-
Pot Cap-1 Maneuver	750	715	1070	751	704	1077	1459	-	-	1613	-	-
Stage 1	830	756	-	1010	886	-	-	-	-	-	-	-
Stage 2	980	890	-	801	746	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	623	677	1070	644	667	1077	1459	-	-	1613	-	-
Mov Cap-2 Maneuver	623	677	-	644	667	-	-	-	-	-	-	-
Stage 1	788	718	-	1008	885	-	-	-	-	-	-	-
Stage 2	875	888	-	689	709	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v10.96		10.2	3.74	5.91
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	818	-	-	680	795	1233	-
HCM Lane V/C Ratio	0.002	-	-	0.111	0.13	0.05	-
HCM Control Delay (s/veh)	7.5	0	-	11	10.2	7.3	0
HCM Lane LOS	A	A	-	B	B	A	A
HCM 95th %tile Q(veh)	0	-	-	0.4	0.4	0.2	-

E2: Future Background Traffic (2026)

Lanes, Volumes, Timings
1: Golfview Cutoff Rd & Project Driveway

Background Year (2026)
Timing Plan: AM Peak Hour

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	6	5	89	120	1
Future Volume (vph)	0	6	5	89	120	1
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83
Heavy Vehicles (%)	100%	100%	10%	10%	4%	4%
Adj. Flow (vph)	0	7	6	107	145	1
Shared Lane Traffic (%)						
Lane Group Flow (vph)	7	0	0	113	146	0
Sign Control	Stop			Free	Free	
Intersection Summary						
Control Type: Unsignalized						

HCM 7th TWSC
1: Golfview Cutoff Rd & Project Driveway

Background Year (2026)
Timing Plan: AM Peak Hour

Intersection						
Int Delay, s/veh	0.4					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	6	5	89	120	1
Future Vol, veh/h	0	6	5	89	120	1
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	83	83	83	83	83	83
Heavy Vehicles, %	100	100	10	10	4	4
Mvmt Flow	0	7	6	107	145	1
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	264	145	146	0	-	0
Stage 1	145	-	-	-	-	-
Stage 2	119	-	-	-	-	-
Critical Hdwy	7.4	7.2	4.2	-	-	-
Critical Hdwy Stg 1	6.4	-	-	-	-	-
Critical Hdwy Stg 2	6.4	-	-	-	-	-
Follow-up Hdwy	4.4	4.2	2.29	-	-	-
Pot Cap-1 Maneuver	556	697	1389	-	-	-
Stage 1	690	-	-	-	-	-
Stage 2	711	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	553	697	1389	-	-	-
Mov Cap-2 Maneuver	553	-	-	-	-	-
Stage 1	687	-	-	-	-	-
Stage 2	711	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s/v10.22		0.4		0		
HCM LOS	B					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	96	-	697	-	-	
HCM Lane V/C Ratio	0.004	-	0.01	-	-	
HCM Control Delay (s/veh)	7.6	0	10.2	-	-	
HCM Lane LOS	A	A	B	-	-	
HCM 95th %tile Q(veh)	0	-	0	-	-	

Lanes, Volumes, Timings

2: N Crooked Lake Dr/Golfview Cutoff Rd & SR 17

Background Year (2026)

Timing Plan: AM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	17	256	0	0	361	85	0	1	0	109	0	23
Future Volume (vph)	17	256	0	0	361	85	0	1	0	109	0	23
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles (%)	8%	8%	8%	5%	5%	5%	2%	2%	2%	11%	11%	11%
Adj. Flow (vph)	20	294	0	0	415	98	0	1	0	125	0	26
Shared Lane Traffic (%)												
Lane Group Flow (vph)	20	294	0	0	415	98	0	1	0	125	26	0
Sign Control	Free			Free			Stop			Stop		

Intersection Summary

Control Type: Unsignalized

HCM 7th TWSC
2: N Crooked Lake Dr/Golfview Cutoff Rd & SR 17

Background Year (2026)
Timing Plan: AM Peak Hour

Intersection												
Int Delay, s/veh	3.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	17	256	0	0	361	85	0	1	0	109	0	23
Future Vol, veh/h	17	256	0	0	361	85	0	1	0	109	0	23
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	220	-	-	-	-	240	-	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	87	87	87	87	87	87	87	87	87	87	87	87
Heavy Vehicles, %	8	8	8	5	5	5	2	2	2	11	11	11
Mvmt Flow	20	294	0	0	415	98	0	1	0	125	0	26

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	513	0	0	294	0	0	748	846	294	749	748	415
Stage 1	-	-	-	-	-	-	333	333	-	415	415	-
Stage 2	-	-	-	-	-	-	415	513	-	334	333	-
Critical Hdwy	4.18	-	-	4.15	-	-	7.12	6.52	6.22	7.21	6.61	6.31
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.21	5.61	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.21	5.61	-
Follow-up Hdwy	2.272	-	-	2.245	-	-	3.518	4.018	3.318	3.599	4.099	3.399
Pot Cap-1 Maneuver	1023	-	-	1250	-	-	328	299	745	317	330	619
Stage 1	-	-	-	-	-	-	680	644	-	597	577	-
Stage 2	-	-	-	-	-	-	615	536	-	661	628	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1023	-	-	1250	-	-	308	293	745	310	324	619
Mov Cap-2 Maneuver	-	-	-	-	-	-	308	293	-	310	324	-
Stage 1	-	-	-	-	-	-	667	631	-	597	577	-
Stage 2	-	-	-	-	-	-	589	536	-	648	616	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0.53	0	17.32	21.98
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	293	1023	-	-	1250	-	-	310	619
HCM Lane V/C Ratio	0.004	0.019	-	-	-	-	-	0.404	0.043
HCM Control Delay (s/veh)	17.3	8.6	-	-	0	-	-	24.3	11.1
HCM Lane LOS	C	A	-	-	A	-	-	C	B
HCM 95th %tile Q(veh)	0	0.1	-	-	0	-	-	1.9	0.1

Lanes, Volumes, Timings
3: Lewis Griffin Rd & Friedlander Rd

Background Year (2026)
Timing Plan: AM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	8	23	1	2	61	42	3	3	1	99	4	4
Future Volume (vph)	8	23	1	2	61	42	3	3	1	99	4	4
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles (%)	10%	10%	10%	5%	5%	5%	2%	2%	2%	3%	3%	3%
Adj. Flow (vph)	9	27	1	2	71	49	3	3	1	115	5	5
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	37	0	0	122	0	0	7	0	0	125	0
Sign Control		Stop			Stop			Free			Free	

Intersection Summary

Control Type: Unsignalized

HCM 7th TWSC
3: Lewis Griffin Rd & Friedlander Rd

Background Year (2026)
Timing Plan: AM Peak Hour

Intersection												
Int Delay, s/veh	9.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	8	23	1	2	61	42	3	3	1	99	4	4
Future Vol, veh/h	8	23	1	2	61	42	3	3	1	99	4	4
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	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	86	86	86	86	86	86	86	86	86	86	86	86
Heavy Vehicles, %	10	10	10	5	5	5	2	2	2	3	3	3
Mvmt Flow	9	27	1	2	71	49	3	3	1	115	5	5

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	283	249	7	259	251	4	9	0	0	5	0	0
Stage 1	237	237	-	11	11	-	-	-	-	-	-	-
Stage 2	46	12	-	248	240	-	-	-	-	-	-	-
Critical Hdwy	7.2	6.6	6.3	7.15	6.55	6.25	4.12	-	-	4.13	-	-
Critical Hdwy Stg 1	6.2	5.6	-	6.15	5.55	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.2	5.6	-	6.15	5.55	-	-	-	-	-	-	-
Follow-up Hdwy	3.59	4.09	3.39	3.545	4.045	3.345	2.218	-	-	2.227	-	-
Pot Cap-1 Maneuver	653	640	1053	688	647	1071	1611	-	-	1610	-	-
Stage 1	748	694	-	1002	880	-	-	-	-	-	-	-
Stage 2	948	870	-	749	702	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	514	593	1053	609	599	1071	1611	-	-	1610	-	-
Mov Cap-2 Maneuver	514	593	-	609	599	-	-	-	-	-	-	-
Stage 1	695	644	-	1000	878	-	-	-	-	-	-	-
Stage 2	830	868	-	666	651	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	11.65	10.94	3.1	6.85
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	735	-	-	579	728	1514	-	-
HCM Lane V/C Ratio	0.002	-	-	0.064	0.168	0.071	-	-
HCM Control Delay (s/veh)	7.2	0	-	11.6	10.9	7.4	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.2	0.6	0.2	-	-

Lanes, Volumes, Timings
1: Golfview Cutoff Rd & Project Driveway

Background Year (2026)
Timing Plan: PM Peak Hour

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	1	0	78	102	0
Future Volume (vph)	0	1	0	78	102	0
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles (%)	2%	2%	3%	3%	2%	2%
Adj. Flow (vph)	0	1	0	91	119	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1	0	0	91	119	0
Sign Control	Stop			Free	Free	
Intersection Summary						
Control Type: Unsignalized						

HCM 7th TWSC
1: Golfview Cutoff Rd & Project Driveway

Background Year (2026)
Timing Plan: PM Peak Hour

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	1	0	78	102	0
Future Vol, veh/h	0	1	0	78	102	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	2	2	3	3	2	2
Mvmt Flow	0	1	0	91	119	0

Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	209	119	119	0	-	0
Stage 1	119	-	-	-	-	-
Stage 2	91	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.13	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.227	-	-	-
Pot Cap-1 Maneuver	779	933	1463	-	-	-
Stage 1	907	-	-	-	-	-
Stage 2	933	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	779	933	1463	-	-	-
Mov Cap-2 Maneuver	779	-	-	-	-	-
Stage 1	907	-	-	-	-	-
Stage 2	933	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	8.86	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1463	-	933	-	-
HCM Lane V/C Ratio	-	-	0.001	-	-
HCM Control Delay (s/veh)	0	-	8.9	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Lanes, Volumes, Timings

2: N Crooked Lake Dr/Golfview Cutoff Rd & SR 17

Background Year (2026)

Timing Plan: PM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	29	226	1	0	156	66	0	0	2	87	1	19
Future Volume (vph)	29	226	1	0	156	66	0	0	2	87	1	19
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	3%	3%	3%	2%	2%	2%	2%	2%	2%	5%	5%	5%
Adj. Flow (vph)	33	254	1	0	175	74	0	0	2	98	1	21
Shared Lane Traffic (%)												
Lane Group Flow (vph)	33	255	0	0	175	74	0	2	0	98	22	0
Sign Control	Free			Free			Stop			Stop		

Intersection Summary

Control Type: Unsignalized

HCM 7th TWSC
2: N Crooked Lake Dr/Golfview Cutoff Rd & SR 17

Background Year (2026)
Timing Plan: PM Peak Hour

Intersection												
Int Delay, s/veh	2.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	29	226	1	0	156	66	0	0	2	87	1	19
Future Vol, veh/h	29	226	1	0	156	66	0	0	2	87	1	19
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	220	-	-	-	-	240	-	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	3	3	3	2	2	2	2	2	2	5	5	5
Mvmt Flow	33	254	1	0	175	74	0	0	2	98	1	21

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	249	0	0	255	0	0	496	569	254	494	496	175
Stage 1	-	-	-	-	-	-	320	320	-	175	175	-
Stage 2	-	-	-	-	-	-	176	249	-	319	320	-
Critical Hdwy	4.13	-	-	4.12	-	-	7.12	6.52	6.22	7.15	6.55	6.25
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.15	5.55	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.15	5.55	-
Follow-up Hdwy	2.227	-	-	2.218	-	-	3.518	4.018	3.318	3.545	4.045	3.345
Pot Cap-1 Maneuver	1310	-	-	1310	-	-	485	432	784	480	471	860
Stage 1	-	-	-	-	-	-	692	653	-	820	748	-
Stage 2	-	-	-	-	-	-	826	700	-	686	647	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1310	-	-	1310	-	-	460	421	784	467	459	860
Mov Cap-2 Maneuver	-	-	-	-	-	-	460	421	-	467	459	-
Stage 1	-	-	-	-	-	-	675	636	-	820	748	-
Stage 2	-	-	-	-	-	-	804	700	-	667	631	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0.89	0	9.6	13.75
HCM LOS			A	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	784	1310	-	-	1310	-	-	467	824
HCM Lane V/C Ratio	0.003	0.025	-	-	-	-	-	0.209	0.027
HCM Control Delay (s/veh)	9.6	7.8	-	-	0	-	-	14.7	9.5
HCM Lane LOS	A	A	-	-	A	-	-	B	A
HCM 95th %tile Q(veh)	0	0.1	-	-	0	-	-	0.8	0.1

Lanes, Volumes, Timings
3: Lewis Griffin Rd & Friedlander Rd

Background Year (2026)
Timing Plan: PM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	6	55	2	0	50	37	2	1	1	67	2	14
Future Volume (vph)	6	55	2	0	50	37	2	1	1	67	2	14
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82
Heavy Vehicles (%)	2%	2%	2%	4%	4%	4%	25%	25%	25%	3%	3%	3%
Adj. Flow (vph)	7	67	2	0	61	45	2	1	1	82	2	17
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	76	0	0	106	0	0	4	0	0	101	0
Sign Control		Stop			Stop			Free			Free	

Intersection Summary

Control Type: Unsignalized

HCM 7th TWSC
3: Lewis Griffin Rd & Friedlander Rd

Background Year (2026)
Timing Plan: PM Peak Hour

Intersection												
Int Delay, s/veh	8.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	6	55	2	0	50	37	2	1	1	67	2	14
Future Vol, veh/h	6	55	2	0	50	37	2	1	1	67	2	14
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	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	82	82	82	82	82	82	82	82	82	82	82	82
Heavy Vehicles, %	2	2	2	4	4	4	25	25	25	3	3	3
Mvmt Flow	7	67	2	0	61	45	2	1	1	82	2	17

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	211	182	11	206	190	2	20	0	0	2	0	0
Stage 1	174	174	-	7	7	-	-	-	-	-	-	-
Stage 2	37	7	-	199	183	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.14	6.54	6.24	4.35	-	-	4.13	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.14	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.14	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.536	4.036	3.336	2.425	-	-	2.227	-	-
Pot Cap-1 Maneuver	746	712	1070	747	702	1077	1459	-	-	1613	-	-
Stage 1	827	755	-	1010	886	-	-	-	-	-	-	-
Stage 2	979	890	-	798	745	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	618	675	1070	639	664	1077	1459	-	-	1613	-	-
Mov Cap-2 Maneuver	618	675	-	639	664	-	-	-	-	-	-	-
Stage 1	785	716	-	1008	885	-	-	-	-	-	-	-
Stage 2	872	888	-	684	706	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	11	10.23	3.74	5.93
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	818	-	-	677 794	1237	-	-
HCM Lane V/C Ratio	0.002	-	-	0.114 0.134	0.051	-	-
HCM Control Delay (s/veh)	7.5	0	-	11 10.2	7.4	0	-
HCM Lane LOS	A	A	-	B B	A A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.4 0.5	0.2	-	-

E3: Future Buildout Traffic (2026)

Lanes, Volumes, Timings

1: Golfview Cutoff Rd & Project Driveway

Buildout Year (2026)

Timing Plan: AM Peak Hour

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	3	31	48	89	120	6
Future Volume (vph)	3	31	48	89	120	6
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83
Heavy Vehicles (%)	100%	100%	100%	10%	4%	100%
Adj. Flow (vph)	4	37	58	107	145	7
Shared Lane Traffic (%)						
Lane Group Flow (vph)	41	0	0	165	152	0
Sign Control	Stop			Free	Free	
Intersection Summary						
Control Type: Unsignalized						

HCM 7th TWSC
1: Golfview Cutoff Rd & Project Driveway

Buildout Year (2026)
Timing Plan: AM Peak Hour

Intersection						
Int Delay, s/veh	2.7					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	3	31	48	89	120	6
Future Vol, veh/h	3	31	48	89	120	6
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	83	83	83	83	83	83
Heavy Vehicles, %	100	100	100	10	4	100
Mvmt Flow	4	37	58	107	145	7
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	371	148	152	0	-	0
Stage 1	148	-	-	-	-	-
Stage 2	223	-	-	-	-	-
Critical Hdwy	7.4	7.2	5.1	-	-	-
Critical Hdwy Stg 1	6.4	-	-	-	-	-
Critical Hdwy Stg 2	6.4	-	-	-	-	-
Follow-up Hdwy	4.4	4.2	3.1	-	-	-
Pot Cap-1 Maneuver	475	694	999	-	-	-
Stage 1	687	-	-	-	-	-
Stage 2	629	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	445	694	999	-	-	-
Mov Cap-2 Maneuver	445	-	-	-	-	-
Stage 1	645	-	-	-	-	-
Stage 2	629	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s/v	10.8	3.09		0		
HCM LOS	B					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	631	-	661	-	-	
HCM Lane V/C Ratio	0.058	-	0.062	-	-	
HCM Control Delay (s/veh)	8.8	0	10.8	-	-	
HCM Lane LOS	A	A	B	-	-	
HCM 95th %tile Q(veh)	0.2	-	0.2	-	-	

Lanes, Volumes, Timings

2: N Crooked Lake Dr/Golfview Cutoff Rd & SR 17

Buildout Year (2026)

Timing Plan: AM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	60	256	0	0	361	85	0	1	0	109	0	48
Future Volume (vph)	60	256	0	0	361	85	0	1	0	109	0	48
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles (%)	79%	8%	8%	5%	5%	5%	2%	2%	2%	11%	11%	60%
Adj. Flow (vph)	69	294	0	0	415	98	0	1	0	125	0	55
Shared Lane Traffic (%)												
Lane Group Flow (vph)	69	294	0	0	415	98	0	1	0	125	55	0
Sign Control	Free			Free			Stop			Stop		

Intersection Summary

Control Type: Unsignalized

HCM 7th TWSC
2: N Crooked Lake Dr/Golfview Cutoff Rd & SR 17

Buildout Year (2026)
Timing Plan: AM Peak Hour

Intersection												
Int Delay, s/veh	5.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	60	256	0	0	361	85	0	1	0	109	0	48
Future Vol, veh/h	60	256	0	0	361	85	0	1	0	109	0	48
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	220	-	-	-	-	240	-	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	87	87	87	87	87	87	87	87	87	87	87	87
Heavy Vehicles, %	79	8	8	5	5	5	2	2	2	11	11	60
Mvmt Flow	69	294	0	0	415	98	0	1	0	125	0	55

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	513	0	0	294	0	0	847	945	294	848	847	415
Stage 1	-	-	-	-	-	-	432	432	-	415	415	-
Stage 2	-	-	-	-	-	-	415	513	-	433	432	-
Critical Hdwy	4.89	-	-	4.15	-	-	7.12	6.52	6.22	7.21	6.61	6.8
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.21	5.61	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.21	5.61	-
Follow-up Hdwy	2.911	-	-	2.245	-	-	3.518	4.018	3.318	3.599	4.099	3.84
Pot Cap-1 Maneuver	753	-	-	1250	-	-	282	262	745	272	289	530
Stage 1	-	-	-	-	-	-	602	582	-	597	577	-
Stage 2	-	-	-	-	-	-	615	536	-	584	567	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	753	-	-	1250	-	-	229	238	745	246	263	530
Mov Cap-2 Maneuver	-	-	-	-	-	-	229	238	-	246	263	-
Stage 1	-	-	-	-	-	-	547	529	-	597	577	-
Stage 2	-	-	-	-	-	-	551	536	-	529	515	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	1.95	0	20.2	27.44
HCM LOS			C	D

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	238	753	-	-	1250	-	-	246	530
HCM Lane V/C Ratio	0.005	0.092	-	-	-	-	-	0.51	0.104
HCM Control Delay (s/veh)	20.2	10.3	-	-	0	-	-	34	12.6
HCM Lane LOS	C	B	-	-	A	-	-	D	B
HCM 95th %tile Q(veh)	0	0.3	-	-	0	-	-	2.7	0.3

Lanes, Volumes, Timings

3: Lewis Griffin Rd & Friedlander Rd

Buildout Year (2026)

Timing Plan: AM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	8	23	1	2	61	45	3	3	1	104	4	4
Future Volume (vph)	8	23	1	2	61	45	3	3	1	104	4	4
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles (%)	10%	10%	10%	5%	5%	30%	2%	2%	2%	21%	3%	3%
Adj. Flow (vph)	9	27	1	2	71	52	3	3	1	121	5	5
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	37	0	0	125	0	0	7	0	0	131	0
Sign Control		Stop			Stop			Free			Free	
Intersection Summary												
Control Type: Unsignalized												

HCM 7th TWSC
3: Lewis Griffin Rd & Friedlander Rd

Buildout Year (2026)
Timing Plan: AM Peak Hour

Intersection												
Int Delay, s/veh	9.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	8	23	1	2	61	45	3	3	1	104	4	4
Future Vol, veh/h	8	23	1	2	61	45	3	3	1	104	4	4
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	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	86	86	86	86	86	86	86	86	86	86	86	86
Heavy Vehicles, %	10	10	10	5	5	30	2	2	2	21	3	3
Mvmt Flow	9	27	1	2	71	52	3	3	1	121	5	5

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	295	260	7	271	262	4	9	0	0	5	0	0
Stage 1	249	249	-	11	11	-	-	-	-	-	-	-
Stage 2	46	12	-	260	251	-	-	-	-	-	-	-
Critical Hdwy	7.2	6.6	6.3	7.15	6.55	6.5	4.12	-	-	4.31	-	-
Critical Hdwy Stg 1	6.2	5.6	-	6.15	5.55	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.2	5.6	-	6.15	5.55	-	-	-	-	-	-	-
Follow-up Hdwy	3.59	4.09	3.39	3.545	4.045	3.57	2.218	-	-	2.389	-	-
Pot Cap-1 Maneuver	642	631	1053	676	638	1003	1611	-	-	1501	-	-
Stage 1	738	686	-	1002	880	-	-	-	-	-	-	-
Stage 2	948	870	-	738	694	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	495	578	1053	592	585	1003	1611	-	-	1501	-	-
Mov Cap-2 Maneuver	495	578	-	592	585	-	-	-	-	-	-	-
Stage 1	678	631	-	1000	878	-	-	-	-	-	-	-
Stage 2	824	868	-	649	637	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	11.85	11.18	3.1	7.07
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	735	-	-	563	708	1492	-	-
HCM Lane V/C Ratio	0.002	-	-	0.066	0.177	0.081	-	-
HCM Control Delay (s/veh)	7.2	0	-	11.9	11.2	7.6	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.2	0.6	0.3	-	-

Lanes, Volumes, Timings

1: Golfview Cutoff Rd & Project Driveway

Buildout Year (2026)

Timing Plan: PM Peak Hour

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	2	15	1	78	102	0
Future Volume (vph)	2	15	1	78	102	0
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles (%)	100%	100%	100%	3%	2%	100%
Adj. Flow (vph)	2	17	1	91	119	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	19	0	0	92	119	0
Sign Control	Stop			Free	Free	
Intersection Summary						
Control Type: Unsignalized						

HCM 7th TWSC
1: Golfview Cutoff Rd & Project Driveway

Buildout Year (2026)
Timing Plan: PM Peak Hour

Intersection						
Int Delay, s/veh	0.9					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	2	15	1	78	102	0
Future Vol, veh/h	2	15	1	78	102	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	100	100	100	3	2	100
Mvmt Flow	2	17	1	91	119	0
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	212	119	119	0	-	0
Stage 1	119	-	-	-	-	-
Stage 2	93	-	-	-	-	-
Critical Hdwy	7.4	7.2	5.1	-	-	-
Critical Hdwy Stg 1	6.4	-	-	-	-	-
Critical Hdwy Stg 2	6.4	-	-	-	-	-
Follow-up Hdwy	4.4	4.2	3.1	-	-	-
Pot Cap-1 Maneuver	601	724	1033	-	-	-
Stage 1	712	-	-	-	-	-
Stage 2	734	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	600	724	1033	-	-	-
Mov Cap-2 Maneuver	600	-	-	-	-	-
Stage 1	711	-	-	-	-	-
Stage 2	734	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s/v10.24		0.11		0		
HCM LOS	B					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	23	-	707	-	-	
HCM Lane V/C Ratio	0.001	-	0.028	-	-	
HCM Control Delay (s/veh)	8.5	0	10.2	-	-	
HCM Lane LOS	A	A	B	-	-	
HCM 95th %tile Q(veh)	0	-	0.1	-	-	

Lanes, Volumes, Timings
2: N Crooked Lake Dr/Golfview Cutoff Rd & SR 17

Buildout Year (2026)
Timing Plan: PM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	30	226	1	0	156	66	0	0	2	87	1	33
Future Volume (vph)	30	226	1	0	156	66	0	0	2	87	1	33
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	28%	3%	3%	2%	2%	2%	2%	2%	2%	5%	5%	52%
Adj. Flow (vph)	34	254	1	0	175	74	0	0	2	98	1	37
Shared Lane Traffic (%)												
Lane Group Flow (vph)	34	255	0	0	175	74	0	2	0	98	38	0
Sign Control	Free			Free			Stop			Stop		

Intersection Summary

Control Type: Unsignalized

HCM 7th TWSC
2: N Crooked Lake Dr/Golfview Cutoff Rd & SR 17

Buildout Year (2026)
Timing Plan: PM Peak Hour

Intersection												
Int Delay, s/veh	3.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	30	226	1	0	156	66	0	0	2	87	1	33
Future Vol, veh/h	30	226	1	0	156	66	0	0	2	87	1	33
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	220	-	-	-	-	240	-	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	28	3	3	2	2	2	2	2	2	5	5	52
Mvmt Flow	34	254	1	0	175	74	0	0	2	98	1	37

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	249	0	0	255	0	0	498	571	254	497	498	175
Stage 1	-	-	-	-	-	-	322	322	-	175	175	-
Stage 2	-	-	-	-	-	-	176	249	-	321	322	-
Critical Hdwy	4.38	-	-	4.12	-	-	7.12	6.52	6.22	7.15	6.55	6.72
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.15	5.55	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.15	5.55	-
Follow-up Hdwy	2.452	-	-	2.218	-	-	3.518	4.018	3.318	3.545	4.045	3.768
Pot Cap-1 Maneuver	1179	-	-	1310	-	-	483	431	784	479	470	754
Stage 1	-	-	-	-	-	-	690	651	-	820	748	-
Stage 2	-	-	-	-	-	-	826	700	-	684	645	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1179	-	-	1310	-	-	445	418	784	464	456	754
Mov Cap-2 Maneuver	-	-	-	-	-	-	445	418	-	464	456	-
Stage 1	-	-	-	-	-	-	670	632	-	820	748	-
Stage 2	-	-	-	-	-	-	784	700	-	663	627	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v 0.95		0	9.6	13.5
HCM LOS			A	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	784	1179	-	-	1310	-	-	464	740
HCM Lane V/C Ratio	0.003	0.029	-	-	-	-	-	0.211	0.052
HCM Control Delay (s/veh)	9.6	8.1	-	-	0	-	-	14.8	10.1
HCM Lane LOS	A	A	-	-	A	-	-	B	B
HCM 95th %tile Q(veh)	0	0.1	-	-	0	-	-	0.8	0.2

Lanes, Volumes, Timings
3: Lewis Griffin Rd & Friedlander Rd

Buildout Year (2026)
Timing Plan: PM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	6	55	2	0	50	39	2	1	1	67	2	14
Future Volume (vph)	6	55	2	0	50	39	2	1	1	67	2	14
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82
Heavy Vehicles (%)	2%	2%	2%	4%	4%	29%	25%	25%	25%	17%	3%	3%
Adj. Flow (vph)	7	67	2	0	61	48	2	1	1	82	2	17
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	76	0	0	109	0	0	4	0	0	101	0
Sign Control		Stop			Stop			Free			Free	

Intersection Summary

Control Type: Unsignalized

HCM 7th TWSC
3: Lewis Griffin Rd & Friedlander Rd

Buildout Year (2026)
Timing Plan: PM Peak Hour

Intersection												
Int Delay, s/veh	8.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	6	55	2	0	50	39	2	1	1	67	2	14
Future Vol, veh/h	6	55	2	0	50	39	2	1	1	67	2	14
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	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	82	82	82	82	82	82	82	82	82	82	82	82
Heavy Vehicles, %	2	2	2	4	4	29	25	25	25	17	3	3
Mvmt Flow	7	67	2	0	61	48	2	1	1	82	2	17

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	211	182	11	206	190	2	20	0	0	2	0	0
Stage 1	174	174	-	7	7	-	-	-	-	-	-	-
Stage 2	37	7	-	199	183	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.14	6.54	6.49	4.35	-	-	4.27	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.14	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.14	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.536	4.036	3.561	2.425	-	-	2.353	-	-
Pot Cap-1 Maneuver	746	712	1070	747	702	1009	1459	-	-	1527	-	-
Stage 1	827	755	-	1010	886	-	-	-	-	-	-	-
Stage 2	979	890	-	798	745	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	613	673	1070	637	662	1009	1459	-	-	1527	-	-
Mov Cap-2 Maneuver	613	673	-	637	662	-	-	-	-	-	-	-
Stage 1	783	714	-	1008	885	-	-	-	-	-	-	-
Stage 2	867	888	-	682	704	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v11.02		10.36	3.74	6.05
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	818	-	-	674	780	1237	-
HCM Lane V/C Ratio	0.002	-	-	0.114	0.139	0.054	-
HCM Control Delay (s/veh)	7.5	0	-	11	10.4	7.5	0
HCM Lane LOS	A	A	-	B	B	A	A
HCM 95th %tile Q(veh)	0	-	-	0.4	0.5	0.2	-

APPENDIX F: NCHRP 457 Output

NCHRP 457
Project Driveway at Golfview Cutoff Rd (NBL)
AM Peak Hour

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

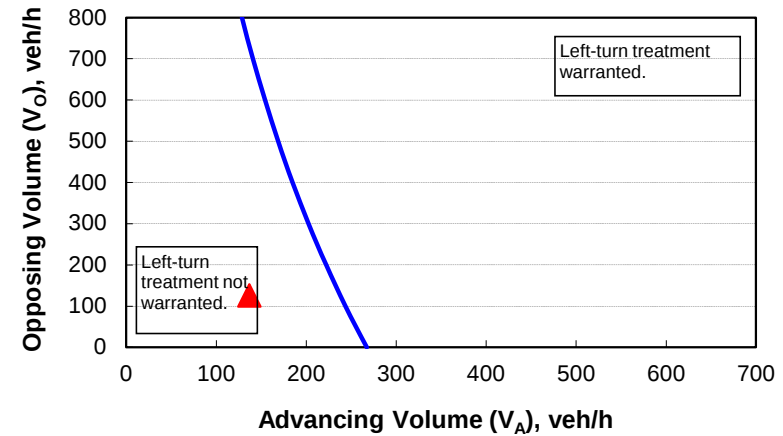
2-lane roadway (English)

INPUT

Variable	Value
85 th percentile speed, mph:	45
Percent of left-turns in advancing volume (V_A), %:	35%
Advancing volume (V_A), veh/h:	137
Opposing volume (V_O), veh/h:	126

OUTPUT

Variable	Value
Limiting advancing volume (V_A), veh/h:	238
Guidance for determining the need for a major-road left-turn bay:	
Left-turn treatment NOT warranted.	



CALIBRATION CONSTANTS

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

NCHRP 457
Project Driveway at Golfview Cutoff Rd (NBL)
PM Peak Hour

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

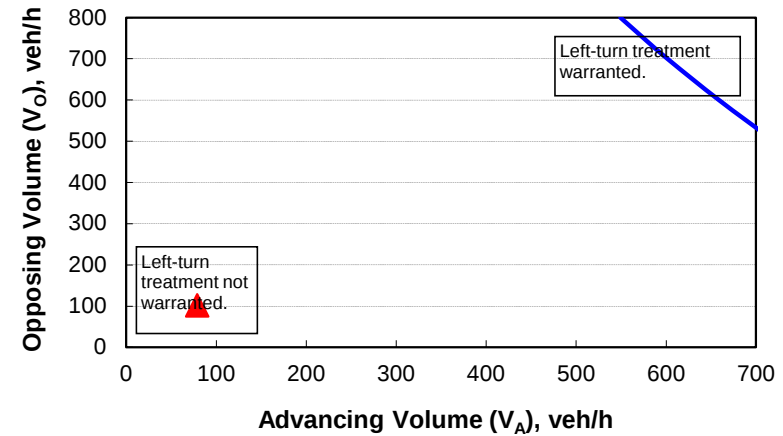
2-lane roadway (English)

INPUT

Variable	Value
85 th percentile speed, mph:	45
Percent of left-turns in advancing volume (V_A), %:	1%
Advancing volume (V_A), veh/h:	79
Opposing volume (V_O), veh/h:	102

OUTPUT

Variable	Value
Limiting advancing volume (V_A), veh/h:	1037
Guidance for determining the need for a major-road left-turn bay:	
Left-turn treatment NOT warranted.	



CALIBRATION CONSTANTS

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

Figure 2 - 6. Guideline for determining the need for a major-road right-turn bay at a two-way stop-controlled intersection.

INPUT

Roadway geometry:	2-lane roadway
Variable	Value
Major-road speed, mph:	45
Major-road volume (one direction), veh/h:	126
Right-turn volume, veh/h:	6

OUTPUT

Variable	Value
Limiting right-turn volume, veh/h:	22
Guidance for determining the need for a major-road right-turn bay for a 2-lane roadway:	
Do NOT add right-turn bay.	

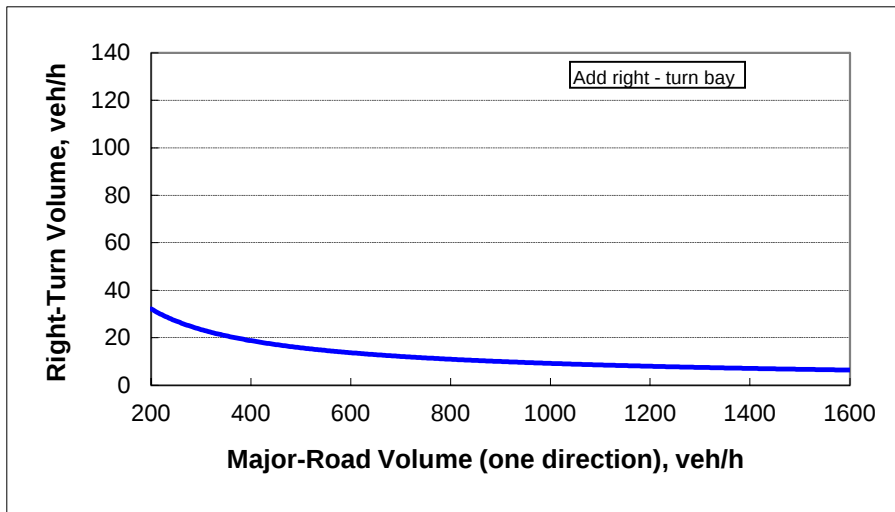


Figure 2 - 6. Guideline for determining the need for a major-road right-turn bay at a two-way stop-controlled intersection.

INPUT

Roadway geometry:	2-lane roadway
Variable	Value
Major-road speed, mph:	45
Major-road volume (one direction), veh/h:	102
Right-turn volume, veh/h:	0

OUTPUT

Variable	Value
Limiting right-turn volume, veh/h:	795
Guidance for determining the need for a major-road right-turn bay for a 2-lane roadway:	
Do NOT add right-turn bay.	

