

Town of Dundee Townwide Traffic Analysis and Adequacy Determination Technical Report

Subtask of :

**Town of Dundee Transportation Impact
Fee Study & Fee Schedule Update**

June 2023

**Prepared for:
Town of Dundee**



Prepared by:

ESRP
CORPORATION

Engineering • Science • Research • Planning

DOCUMENT NAME:

**TOWN OF DUNDEE TOWNWIDE TRAFFIC ANALYSIS AND ADEQUACY
DETERMINATION – TECHNICAL REPORT**

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PREPARED FOR:

TOWN OF DUNDEE, FLORIDA

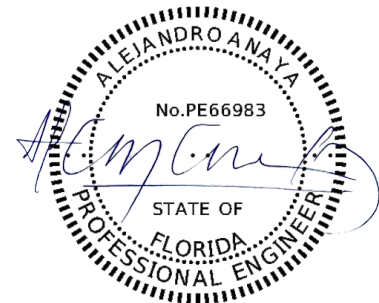


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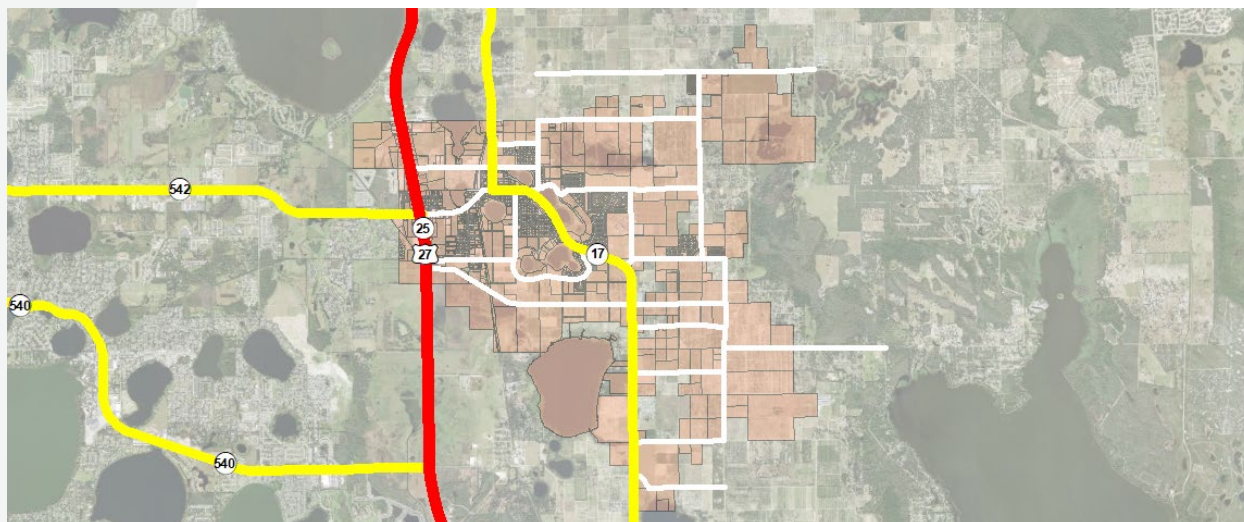
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LIST OF ACRONYMS AND ABBREVIATIONS

| | |
|----------------------|---|
| AADT | Annual Average Daily Traffic |
| CF | Cost Feasible (it refers to the geometry of a roadway network) |
| E+C | Existing Plus Committed (it refers to the geometry of a roadway network) |
| Class | Roadway characteristic that depends on the posted speed of an arterial facility |
| CPP | Central Polk Parkway |
| D1RPM | Florida Department of Transportation - District 1 Regional Planning Model |
| DDHV | Directional Design Hour Volume |
| Dir. Factor | The percentage of the two-way peak hour traffic that occurs in the peak direction |
| Facility Type | Describes the type of flow on a roadway facility (which affects the capacity) |
| FDOT | Florida Department of Transportation |
| FHWA | Federal Highway Administration |
| FSUTMS | Florida Standard Urban Transportation Model Structure |
| HCM | Highway Capacity Manual |
| ITE | Institute of Transportation Engineers |
| K Factor | The proportion of AADT that occurs during the peak hour |
| LOS | Level of Service |
| PA | Property Appraiser |
| Peak Dir. | Peak direction of travel(the road segment direction with more vehicles per hour) |
| SF | Square Foot / Square Feet |
| Std. Capacity | The maximum capacity at which a road operates at the standard level of service |
| Std. LOS | Standard level of service assigned to a road segment |
| TAZ | Traffic Analysis Zone |
| TD | Travel-Demand |
| TPO | Transportation Planning Organization |
| Unint. Flow | Uninterrupted Flow (Facility Type) |



1. INTRODUCTION



This technical report provides the methodology, assumptions, relevant data, findings and recommendations in connection with a townwide traffic analysis that ESRP Corporation has carried out for the Town of Dundee, Florida. The results of this analysis will be used for a Transportation Impact-Fee Study and the corresponding update of the Town's transportation impact-fee schedule.

The Town of Dundee intends to implement a Transportation Concurrency Management System (TCMS). This topic is discussed in Section 9 of this report which offers comprehensive insights into the definition of a TCMS, its core components, and the advantages of its implementation. Moreover, the analysis carried out to develop this report yielded several essential components that can be used as a foundation for a Town of Dundee TCMS.

Existing and future traffic conditions on the Town's roadway network were analyzed based on available traffic data, recently collected traffic counts, trip-generation estimates, and future-traffic estimates that were developed using the Florida Department of Transportation (FDOT) District 1 Regional Planning Model (D1RPM) which is a travel-demand model widely-used for transportation planning purposes throughout the State of Florida. Travel-demand models depend on socioeconomic (SE) data. As a result, the quality of the output they produce depends on the quality of such data. The analysis described here included a thorough review of the model's SE data as well as measures taken to improve the quality of the model output. These measures are described in the sections below.



2. SCENARIOS

Existing conditions as well as several future scenarios were analyzed in order to determine roadway capacity deficiencies and reasonable improvement recommendations to mitigate them. The following scenarios were analyzed:

- ▷ **Existing (2022):** This scenario is based on the existing roadway network and current traffic volumes. The traffic counts used for this analysis were collected in 2022 and early 2023.
- ▷ **Short-Term (2027):** This scenario is based on existing-traffic data, including traffic counts collected in 2022 and early 2023, as well as trip-generation estimates that represent the expected traffic volumes that will be generated by all the new development projects constructed between now and the end of 2027. The roadway network for this scenario includes proposed/recommended roadway segments that are shown in the Town’s Comprehensive Plan and were added to the network based on discussions with Town of Dundee staff members. Based on the data and analysis provided for herein, it is recommended to include these segments in the Town’s Capital Improvement Plan as it was assumed that they will be constructed by the end of 2027. If some of the proposed/recommended roadway segments are not constructed by the end of 2027, the roadway network should be updated accordingly.
- ▷ **Midterm (2035):** This scenario is based on the travel-demand model’s Existing + Committed (E+C) network and 2035 traffic-volume estimates. The E+C network includes funded improvements that are currently under construction or will start construction within the current Capital Improvement Plan (CIP) cycle. Several collector roads that currently are (or will become) important links of the Town’s roadway network were added to the model’s E+C network, including the aforementioned proposed roadway segments shown in the Town’s Comprehensive Plan. This allowed for model-based traffic assignment throughout the network of arterials and main collectors, the “thoroughfare network”, that is being proposed as a foundation for the Transportation Concurrency Management System mentioned in the previous section of this document (detailed information about this topic is provided within the following sections).
- ▷ **Long-Term (2045):** This scenario is based on the travel-demand model’s Existing + Committed (E+C) network with the modifications for the Midterm scenario, as described above, and 2045 traffic-volume estimates.



3. METHODOLOGY

As part of the methodology followed for the analyses presented here, data from various sources were used to develop Directional Design Hour Volumes (DDHV) necessary to evaluate peak-hour traffic conditions. The analysis for the Existing (2022) scenario was mainly based on traffic counts, collected in 2022 and early 2023, as well as traffic data from the Polk Transportation Planning Organization (TPO) 2022 Roadway Network Database together with Florida Department of Transportation (FDOT) AADT data. For the Short-Term (2027) scenario, the analysis included the existing traffic data as well as trip-generation estimates of the traffic that will be produced by all new development projects, within Town of Dundee limits, to be constructed between now and the end of 2027. The analyses for the Midterm and Long-Term scenarios used certain factors derived from some of the data mentioned above. However, these analyses were largely based on D1RPM output. The preparation and use of the D1RPM involves many aspects that are described in the sections below.

In general, the analysis methodology was focused on directional capacity of roadway segments within the study area. Section 6.01.06 of the Town of Dundee Land Development Code (LDC) was used to determine the standard levels of service for each of the roadway segments included in the Town's roadway network. Standard peak-hour capacities for each roadway segment were determined based on the FDOT 2020 Quality / Level of Service Handbook and the specific characteristics of each segment. Peak-hour directional traffic volumes were developed for each specific scenario as described in Section 6 below. Capacity analyses were conducted to determine the level of service of each roadway segment and deficient segments were identified for each scenario. Recommendations to meet level-of-service standards, under each scenario, are provided within this document.

4. STUDY MAPS

Most of the data, findings and recommendations of this study are summarized and illustrated on 22 maps provided under Appendix 1. As a result, all mentions or remarks about any of these maps (from Map 01 through Map 22) are referencing the corresponding map or maps from Appendix 1. The following list provides the complete names of all maps included in Appendix 1:

- MAP 01 - Traffic Analysis Zones (TAZs)
- MAP 02A - Study Area Roadway Segments
- MAP 02B - Proposed Functional Classification of Roadway Segments



- MAP 03A - Future Development Within Town of Dundee Limits (Residential Projects)
- MAP 03B - Future Development Expected By 2027 (Residential Projects)
- MAP 04 - 2022 AADT (Annual Average Daily Traffic)
- MAP 05 - 2027 AADT (Annual Average Daily Traffic)
- MAP 06 - 2035 AADT (Annual Average Daily Traffic)
- MAP 07 - 2045 AADT (Annual Average Daily Traffic)
- MAP 08 - 2022 DDHV (Directional Design Hour Volume) - PM Peak Hour
- MAP 09 - 2027 DDHV (Directional Design Hour Volume) - PM Peak Hour
- MAP 10 - 2035 DDHV (Directional Design Hour Volume) - PM Peak Hour
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- MAP 12 - Number of Lanes & Deficiencies Within Study Area (Assumed E+C Network)
- MAP 13 - 2022 Level of Service - PM Peak Hour
- MAP 14 - 2027 Level of Service - PM Peak Hour
- MAP 15 - 2035 Level of Service - PM Peak Hour
- MAP 16 - 2045 Level of Service - PM Peak Hour
- MAP 17 - 2027 LOS with Recommended Improvements - PM Peak Hour
- MAP 18 - 2035 LOS with Recommended Improvements - PM Peak Hour
- MAP 19 - 2045 LOS with Recommended Improvements - PM Peak Hour
- MAP 20 - Locations for Future Operational/Safety and/or Signal Warrant Analysis

5. TRAVEL-DEMAND FORECASTING

Travel-demand forecasting was used to estimate future traffic volumes for the Midterm (2035) and Long-Term (2045) scenarios mentioned above. The underlying data used for this purpose were thoroughly reviewed and modified in order to ensure reasonable results consistent with the existing level of development as well as the anticipated growth and trends.

5.1. Travel-Demand Model

The main tool selected to forecast 2035 and 2045 traffic conditions was the FDOT District 1 Regional Planning Model (D1RPM). This model has been used for all the 2015-2045 Long-Range Transportation Plans (LRTPs) prepared by Metropolitan Planning Organizations (MPOs) within FDOT District 1. The D1RPM covers an area of approximately 12,400 square miles which includes twelve counties and makes it one of the largest regional travel-demand models in Florida. This model uses socioeconomic data in order to reproduce the travel patterns of a large segment of the state population (approximately 5 million) split among many traffic analysis zones (TAZs).

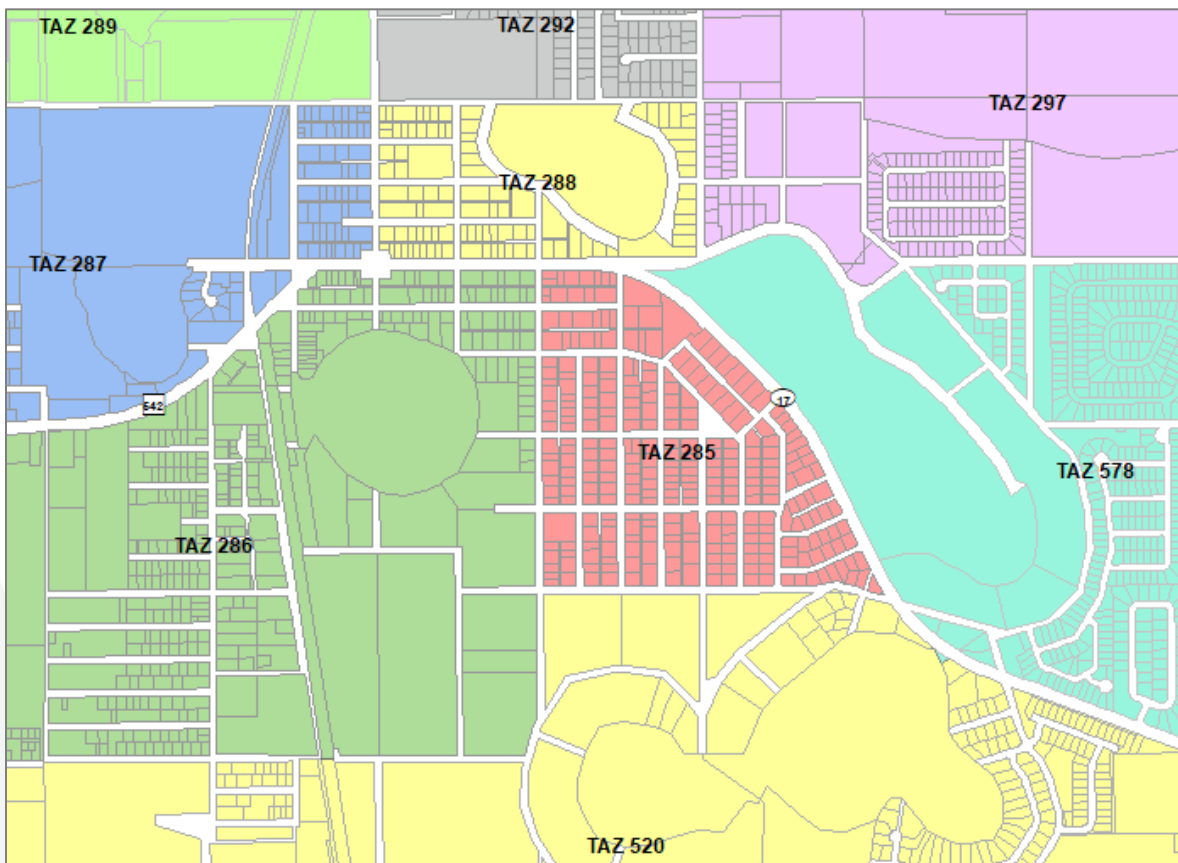


5.2. Traffic Analysis Zones (TAZs)

The area covered by the D1RPM is divided into 5,275 small areas of relatively homogeneous characteristics which are called Traffic Analysis Zones or TAZs. To estimate future traffic conditions, the model uses socioeconomic data (SE data) which includes the population, employment and school/university enrollment within each TAZ. The D1RPM's SE data are based on Household data from the 2015 American Community Survey (US Census) supplemented with National Household Travel Survey Data from Florida as well as Property Appraiser Parcel Data. Other data sources include the Florida Department of Education, the Florida Department of Business and Professional Regulations and the InfoUSA employer database. The current version of the D1RPM includes 2045 SE data that are used to forecast future traffic conditions.

The Town of Dundee is almost completely included within an area of approximately 18,074 acres which is covered by 15 D1RPM TAZs. The total area covered by the Town of Dundee is approximately 43.3% of the area covered by these 15 TAZs (7,817 acres). Map 01, which is included under Appendix 1, shows the boundaries of the aforementioned TAZs as well as the Town boundaries. Figure 1 shows Town of Dundee parcels within their respective TAZs.

Figure 1 – Town of Dundee Parcels and TAZs



5.3. Roadway Network

Another key component of the travel-demand modeling process is the roadway network. Within an urban area, the model network normally includes only the main arterials and collectors. As a metropolitan area grows, new connections are developed and roadway segments that previously were not considered relevant for traffic-analysis and modeling purposes, become important links within the network. In order to model future travel patterns in a reliable fashion, those new connections and recently-relevant roadway segments should be added to the base/input model network. Since this study is a townwide analysis, all the main arterials and collectors within Town limits were included in the study area. The Polk TPO 2022 Roadway Network Database which, within Town of Dundee limits matches the E+C D1RPM network, was the starting point. However, a detailed review of the Town's roadway network and the local future development trends showed several additional links that are or will become relevant, in terms of roadway travel, during the next several years. As a result, those additional links were added to the study area and to the model base/input networks. Map 02A (included under Appendix 1) shows the study-area roadway segments and highlights the segments that are not included in the Polk TPO 2022 Roadway Network Database. It is important to point out that some of the roads that were added to the study area (and the model networks) are non-existing segments shown as "proposed roads" in the Town's Comprehensive Plan. The following links were added to the study area:

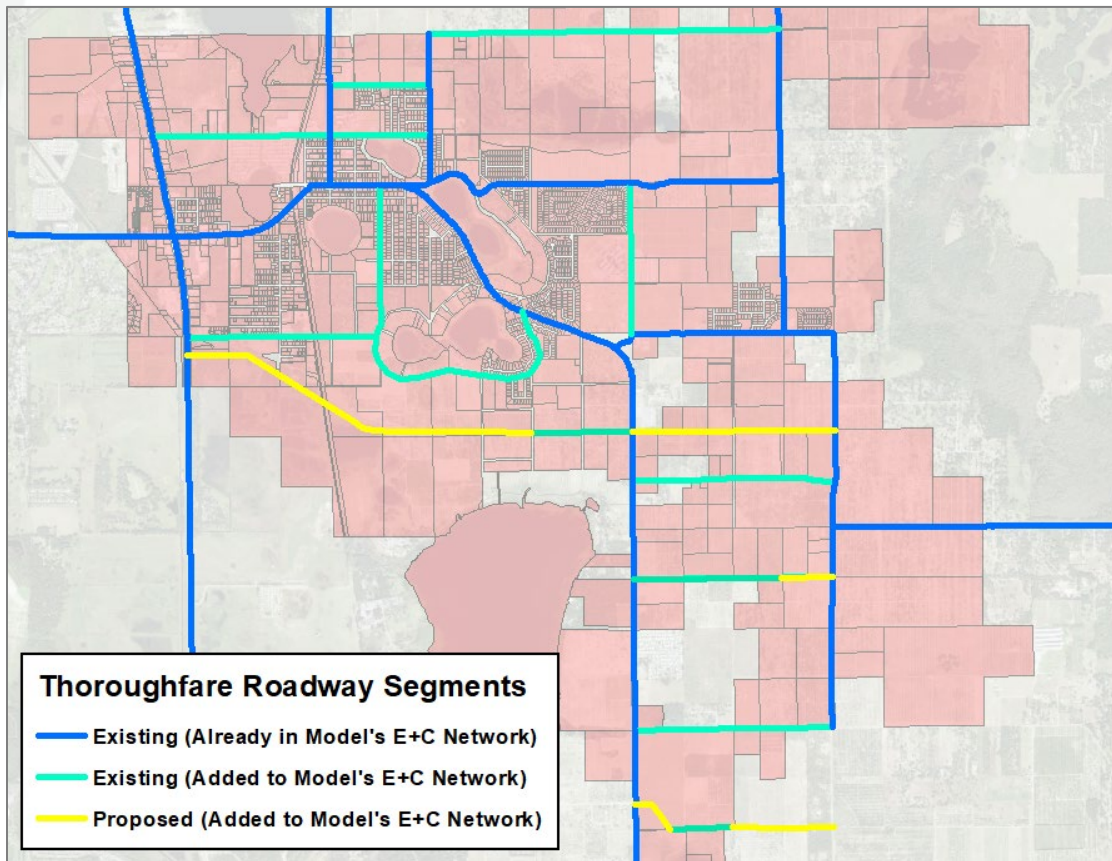
- *4th St S from Florida Ave to SR 17 (Main St)*
- *Almburg Rd from SR 17 (Scenic Hwy) to Lake Mabel Loop Rd*
- *Camp Endeavor Blvd from Lincoln Ave to Dr Welch Rd*
- *Camp Endeavor Blvd from Lincoln Ave to Florida Ave*
- *Dekle Rd from Waverly Rd to Lake Mabel Loop Rd [Includes proposed new road segment]*
- *Edwards Rd from Alford Rd to H.L. Smith Rd*
- *Frederick Ave from US 27 to SR 17 (Center St)*
- *Frederick Ave from SR 17 (Center St) to 8th St*
- *Lake Trask Rd from Lake Mabel Loop Rd to Lake Marie Dr*
- *Lincoln Ave from US 27 to Camp Endeavor Blvd*
- *Race Rd from Dr Welch Rd to SR 17 (Scenic Hwy)*
- *Ridgewood Ave from SR 17 (Center St) to 8th St*
- *Stalnaker Rd from SR 17 (Scenic Hwy) to Lake Mabel Loop Rd [Includes proposed new road segment]*



- *Tindel Camp Rd from SR 17 (Scenic Hwy) to Lake Mabel Loop Rd*
- *Waverly Rd from SR 17 (Scenic Hwy) to Dekle Rd [Proposed new road]*
- *Weiberg Rd from 8th St to Alford Rd*
- *Welsh Rd from US 27 to Dr Welch Rd [Proposed new road]*
- *Welsh Rd from Dr Welch Rd to SR 17 (Scenic Hwy)*
- *Welsh Rd from SR 17 (Scenic Hwy) to Lake Mabel Loop Rd [Proposed new road]*

Figure 2 shows the segments listed above which were added to the model’s E+C network.

Figure 2 – Town of Dundee Thoroughfare Network



The complete list of study-area roadway segments and their existing characteristics are provided in Table 1. The proposed functional classification is based on FDOT District One Functional Classification and Urban Boundary maps as well as the Polk TPO 2022 Roadway Network Database. Map 02B shows the proposed functional classification of all roadway segments included in the Town’s thoroughfare network. Existing deficiencies are discussed later in this report.



Table 1 – Study Area Roadway Segments (Thoroughfare Network)

| Road Name | From | To | Area | Facility Type ¹ | Proposed Functional Classification | Posted Speed Limit | Class | Lanes ² (1 Dir) | Std. LOS | Std. Capacity | MOCF ³ |
|-----------------------------|--------------------------|-----------------------------|--------|----------------------------|------------------------------------|--------------------|-------|----------------------------|----------|---------------|-------------------|
| US 27 | SR 540 (Cypress G. Blvd) | Lincoln Ave | Urban | Arterial / Collector | Principal Arterial | 60 | I | 3D | C | 2,940 | 0.96 |
| US 27 | Lincoln Ave | SR 542 (Dundee Rd) | Urban | Arterial / Collector | Principal Arterial | 60 | I | 3D | C | 2,940 | 0.96 |
| US 27 | SR 542 (Dundee Rd) | Frederick Ave | Urban | Arterial / Collector | Principal Arterial | 50 | I | 3D | C | 2,940 | 0.96 |
| US 27 | Frederick Ave | W Main St (Lake Hamilton) | Urban | Arterial / Collector | Principal Arterial | 50 | I | 3D | C | 2,940 | 0.96 |
| SR 17 (Scenic Hwy) | CR 17A (Masterpiece Rd) | Waverly Rd | Urban | Unint. Flow Hwy | Urban Major Collector | 55 | N/A | 1U | D | 1,200 | 0.97 |
| SR 17 (Scenic Hwy) | Waverly Rd | Tindel Camp Rd | Urban | Unint. Flow Hwy | Urban Major Collector | 55 | N/A | 1U | D | 1,200 | 0.97 |
| SR 17 (Scenic Hwy) | Tindel Camp Rd | Stalnaker Rd | Urban | Unint. Flow Hwy | Urban Major Collector | 55 | N/A | 1U | D | 1,200 | 0.97 |
| SR 17 (Scenic Hwy) | Stalnaker Rd | Almburg Rd | Urban | Unint. Flow Hwy | Urban Major Collector | 55 | N/A | 1U | D | 1,200 | 0.97 |
| SR 17 (Scenic Hwy) | Almburg Rd | Welsh Rd | Urban | Unint. Flow Hwy | Urban Major Collector | 55 | N/A | 1U | D | 1,200 | 0.97 |
| SR 17 (Scenic Hwy) | Welsh Rd | Lake Trask Rd | Urban | Unint. Flow Hwy | Urban Major Collector | 55 | N/A | 1U | D | 1,200 | 0.97 |
| SR 17 (Scenic Hwy) | Lake Trask Rd | Race Rd | Urban | Arterial / Collector | Urban Major Collector | 55 | I | 1U | D | 880 | 0.97 |
| SR 17 (Scenic Hwy) | Race Rd | Lake Marie Dr | Urban | Arterial / Collector | Urban Major Collector | 45 | I | 1U | D | 880 | 0.97 |
| SR 17 (Main St) | Lake Marie Dr | 4th St S | Urban | Arterial / Collector | Urban Major Collector | 45 | I | 1U | D | 880 | 0.97 |
| SR 17 (Main St) | 4th St S | Center St | Urban | Arterial / Collector | Urban Major Collector | 30 | II | 1U | D | 750 | 0.97 |
| SR 17 (Center St) | Main St | Frederick Ave | Urban | Arterial / Collector | Urban Major Collector | 35 | II | 1U | D | 750 | 0.97 |
| SR 17 (Center St) | Frederick Ave | Ridgewood Ave | Urban | Unint. Flow Hwy | Urban Major Collector | 45 | N/A | 1U | D | 1,200 | 0.97 |
| SR 17 | Ridgewood Ave | CR 542 (Lake Hatchineha Rd) | Urban | Unint. Flow Hwy | Urban Major Collector | 45 | N/A | 1U | D | 1,200 | 0.97 |
| SR 542 (Dundee Rd) | Overlook Dr | US 27 | Urban | Arterial / Collector | Minor Arterial | 45 | I | 2D | D | 2,000 | 0.97 |
| Dundee Rd | US 27 | Main St | Urban | Arterial / Collector | Urban Major Collector | 30 | II | 1U | D | 675 | 0.97 |
| Main St | Dundee Rd | SR 17 (Center St) | Urban | Arterial / Collector | Urban Major Collector | 30 | II | 1U | D | 638 | 0.97 |
| CR 542 (Lake Hatchineha Rd) | 8th St | H.L. Smith Rd | Urban | Unint. Flow Hwy | Urban Major Collector | 55 | N/A | 1U | D | 1,200 | 0.97 |
| CR 542 (Lake Hatchineha Rd) | H.L. Smith Rd | Tyner Rd | Urban | Unint. Flow Hwy | Urban Major Collector | 55 | N/A | 1U | D | 1,200 | 0.97 |
| Frederick Ave | US 27 | SR 17 (Center St) | Urban | Arterial / Collector | Urban Minor Collector | 35 | II | 1U | D | 525 | 0.97 |
| Frederick Ave | SR 17 (Center St) | 8th St | Urban | Arterial / Collector | Urban Minor Collector | 35 | II | 1U | D | 525 | 0.97 |
| 8th St | Lake Marie Dr | Frederick Ave | Urban | Arterial / Collector | Urban Minor Collector | 30 | II | 1U | D | 525 | 0.97 |
| 8th St | Frederick Ave | Ridgewood Ave | Urban | Arterial / Collector | Urban Minor Collector | 30 | II | 1U | D | 525 | 0.97 |
| 8th St | Ridgewood Ave | Weiberg Rd | Urban | Arterial / Collector | Urban Minor Collector | 35 | II | 1U | D | 525 | 0.97 |
| Weiberg Rd | 8th St | Alford Rd | Urban | Arterial / Collector | Urban Minor Collector | 35 | II | 1U | D | 525 | 0.97 |
| Edwards Rd | Alford Rd | H.L. Smith Rd | Urban | Arterial / Collector | Urban Minor Collector | 45 | I | 1U | D | 616 | 0.97 |
| Main St | SR 17 (Scenic Hwy) | 8th St | Urban | Arterial / Collector | Urban Minor Collector | 40 | I | 1U | D | 616 | 0.97 |
| Lake Marie Dr | 8th St | Lake Trask Rd | Urban | Arterial / Collector | Urban Minor Collector | 40 | I | 1U | D | 616 | 0.97 |
| Lake Marie Dr | Lake Trask Rd | H.L. Smith Rd | Urban | Arterial / Collector | Urban Minor Collector | 40* | I | 1U | D | 616 | 0.97 |
| Lake Trask Rd | SR 17 (Scenic Hwy) | Lake Mabel Loop Rd | Urban | Arterial / Collector | Urban Minor Collector | 30* | II | 1U | D | 638 | 0.97 |
| Lake Trask Rd | Lake Mabel Loop Rd | Lake Marie Dr | Urban | Arterial / Collector | Urban Minor Collector | 30 | II | 1U | D | 638 | 0.97 |
| H.L. Smith Rd | Lake Mabel Loop Rd | Lake Marie Dr | Trans. | Arterial / Collector | Rural Minor Collector | 40 | I | 1U | D | 560 | 0.97 |
| H.L. Smith Rd | Lake Marie Dr | Edwards Rd | Trans. | Arterial / Collector | Rural Minor Collector | 40 | I | 1U | D | 560 | 0.97 |
| H.L. Smith Rd | Edwards Rd | CR 542 (Lake Hatchineha Rd) | Trans. | Arterial / Collector | Rural Minor Collector | 40 | I | 1U | D | 560 | 0.97 |
| Lake Mabel Loop Rd | Lake Trask Rd | H.L. Smith Rd | Urban | Unint. Flow Hwy | Urban Minor Collector | 45 | N/A | 1U | D | 1,200 | 0.97 |
| Lake Mabel Loop Rd | H.L. Smith Rd | Welsh Rd | Urban | Unint. Flow Hwy | Urban Minor Collector | 45 | N/A | 1U | D | 1,200 | 0.97 |
| Lake Mabel Loop Rd | Welsh Rd | Almburg Rd | Urban | Unint. Flow Hwy | Urban Minor Collector | 45 | N/A | 1U | D | 1,200 | 0.97 |
| Lake Mabel Loop Rd | Almburg Rd | Canal Rd | Urban | Unint. Flow Hwy | Urban Minor Collector | 45 | N/A | 1U | D | 1,200 | 0.97 |
| Lake Mabel Loop Rd | Canal Rd | Stalnaker Rd | Trans. | Unint. Flow Hwy | Rural Minor Collector | 45 | N/A | 1U | D | 1,160 | 0.97 |
| Lake Mabel Loop Rd | Stalnaker Rd | Tindel Camp Rd | Trans. | Unint. Flow Hwy | Rural Minor Collector | 45 | N/A | 1U | D | 1,160 | 0.97 |
| Almburg Rd | SR 17 (Scenic Hwy) | Lake Mabel Loop Rd | Urban | Arterial / Collector | Urban Minor Collector | 25 | II | 1U | D | 525 | 0.97 |
| Canal Rd | Lake Mabel Loop Rd | Town Boundary Line | Trans. | Unint. Flow Hwy | Rural Minor Collector | 55 | N/A | 1U | D | 1,160 | 0.97 |
| Canal Rd | Town Boundary Line | Timberlane Road | Trans. | Unint. Flow Hwy | Rural Minor Collector | 55 | N/A | 1U | D | 1,160 | 0.97 |
| Tindel Camp Rd | SR 17 (Scenic Hwy) | Lake Mabel Loop Rd | Trans. | Unint. Flow Hwy | Rural Minor Collector | 45 | N/A | 1U | D | 1,160 | 0.97 |
| Ridgewood Ave | SR 17 (Center St) | 8th St | Urban | Arterial / Collector | Urban Minor Collector | 30 | II | 1U | D | 525 | 0.97 |
| Lincoln Ave | US 27 | Camp Endeavor Blvd | Urban | Arterial / Collector | Urban Minor Collector | 25 | II | 1U | D | 525 | 0.97 |
| Camp Endeavor Blvd | Lincoln Ave | Dr Welch Rd | Urban | Arterial / Collector | Urban Minor Collector | 30* | II | 1U | D | 525 | 0.97 |
| Camp Endeavor Blvd | Lincoln Ave | Florida Ave | Urban | Arterial / Collector | Urban Minor Collector | 30* | II | 1U | D | 525 | 0.97 |
| 4th St S | Florida Ave | SR 17 (Main St) | Urban | Arterial / Collector | Urban Minor Collector | 30 | II | 1U | D | 525 | 0.97 |
| Race Rd | Dr Welch Rd | SR 17 (Scenic Hwy) | Urban | Arterial / Collector | Urban Minor Collector | 30* | II | 1U | D | 525 | 0.97 |
| Welsh Rd | US 27 | Dr Welch Rd | Urban | Arterial / Collector | Urban Minor Collector | 40* | I | 1U | D | 616 | 0.97 |
| Welsh Rd | Dr Welch Rd | SR 17 (Scenic Hwy) | Urban | Arterial / Collector | Urban Minor Collector | 40* | I | 1U | D | 748 | 0.97 |
| Welsh Rd | SR 17 (Scenic Hwy) | Lake Mabel Loop Rd | Urban | Arterial / Collector | Urban Minor Collector | 40* | I | 1U | D | 616 | 0.97 |
| Stalnaker Rd | SR 17 (Scenic Hwy) | Lake Mabel Loop Rd | Urban | Arterial / Collector | Rural Minor Collector | 35* | II | 1U | D | 525 | 0.97 |
| Waverly Rd | SR 17 (Scenic Hwy) | Dekle Rd | Trans. | Arterial / Collector | Rural Minor Collector | 40* | I | 1U | D | 680 | 0.97 |
| Dekle Rd | Waverly Rd | Lake Mabel Loop Rd | Trans. | Arterial / Collector | Rural Minor Collector | 45* | I | 1U | D | 560 | 0.97 |

¹ Facility Type was used to determine the standard level of service (Std. LOS) / Uninterrupted flow highways have average spacing between stop signs or signals greater than 2 miles.
² Number of lanes per direction / D = Divided, U = Undivided
³ MOCF = Model Output Conversion Factor
* Assumed posted speed limit (usually for unpaved roads and proposed new roads shown in the Town of Dundee 2030 Comprehensive Plan). 5/5/2023



Some of the Polk TPO 2022 Roadway Network Database segments located within the Town of Dundee area, represent long sections of roadway that should not be analyzed as one segment due to changes in posted speed, geometric characteristics and/or traffic patterns. Because of this, several segments (already in the Polk TPO database) were split into two or more segments order to make sure that each segment of the network has consistent characteristics. The length of some of the segments was also an issue when looking at Polk TPO traffic volumes because traffic counts from a particular count station are typically applied to the entire length of the segment. When segments are too long, this can lead to unreasonable traffic volumes assigned to certain parts of the network.

5.4. Socioeconomic (SE) Data

A detailed review of the most-recent version (Version 2.0) of the D1RPM 2045 socioeconomic data that corresponds to the 15 TAZs shown on MAP 01 was conducted. This review showed inconsistencies based on a comparison with 2022 socioeconomic data that were developed, based on Polk County Property Appraiser building data, as part of the analysis conducted for this study. The Polk County Property Appraiser building data were thoroughly reviewed and matched with the parcels located within each TAZ (see Figure 1) in order to obtain the corresponding actual land uses and land-use sizes. The property Appraiser data are updated on a regular basis and are very detailed. Approximately 150 different land-use types from these data were matched with the SE-data categories used by the D1RPM. The following are the main SE-data categories used by the model:

- *Single Family Units*
- *Multi-Family Units*
- *Industrial Employment*
- *Commercial Employment*
- *Service Employment*
- *School Enrollment*
- *University Enrollment*

Information that shows the Property Appraiser land-use types assigned to each of the D1RPM SE-data categories listed above is provided under Appendix 2.

The next step was to use Florida Standard Urban Transportation Model Structure (FSUTMS) standard rates to develop 2022 SE data based on the Property Appraiser data mentioned above. Even though this process required a significant effort, the resulting SE-data allowed for a direct comparison intended to find and correct the D1RPM data deficiencies within the 15 TAZs



mentioned above. Table 2 shows a summary of the resulting 2022-SE data and Table 3 details the school-enrollment figures.

Table 2 – 2022 SE Data Based On Polk Co Property Appraiser Building Data

| TAZ | SF Units | MF Units | Industrial Employment | Commercial Employment | Service Employment | School Enrollment | University Enrollment |
|-----|----------|----------|-----------------------|-----------------------|--------------------|-------------------|-----------------------|
| 285 | 277 | 23 | 0 | 0 | 0 | 0 | 0 |
| 286 | 260 | 39 | 128 | 482 | 301 | 0 | 0 |
| 287 | 87 | 26 | 561 | 152 | 107 | 0 | 0 |
| 288 | 63 | 0 | 47 | 42 | 210 | 59 | 0 |
| 289 | 190 | 4 | 631 | 50 | 80 | 0 | 0 |
| 292 | 119 | 0 | 29 | 28 | 22 | 637 | 0 |
| 297 | 270 | 0 | 2 | 0 | 33 | 0 | 0 |
| 520 | 421 | 35 | 337 | 0 | 112 | 0 | 0 |
| 531 | 232 | 0 | 134 | 0 | 21 | 0 | 0 |
| 560 | 1099 | 14 | 21 | 12 | 83 | 0 | 0 |
| 577 | 145 | 0 | 442 | 0 | 0 | 0 | 0 |
| 578 | 506 | 0 | 1 | 20 | 88 | 812 | 0 |
| 579 | 152 | 0 | 22 | 0 | 24 | 0 | 0 |
| 580 | 314 | 1 | 661 | 282 | 148 | 0 | 0 |
| 583 | 113 | 4 | 0 | 0 | 32 | 0 | 0 |
| | 4248 | 146 | 3015 | 1068 | 1264 | 1508 | 0 |

Table 3 – Existing Dundee Schools

| Name | Enrollment | Capacity | Remaining Capacity | TAZ |
|---|------------|----------|--------------------|-----|
| Dundee Elementary Academy | 637 | 650 | 13 | 292 |
| Dundee Ridge Middle Academy | 812 | 850 | 38 | 578 |
| Donald E Woods Center | 15 | 250 | 235 | 288 |
| Wallens Academy (Childcare & Preschool) | 44 | 44 | 0 | 288 |

Future Development - The Town of Dundee provided specific information in connection with incoming residential projects that are at different stages of the permitting process. This information was aggregated by TAZ in order to be able to combine it and compare it with the 2022 SE Data from Table 2 and the model’s SE data. Table 4 shows the Town of Dundee incoming-development projects, all of which are residential, and the corresponding TAZs. Map 03A (provided under Appendix 1) shows the exact location of these future developments as well as the existing and future school sites. The significant growth in population that will come with the materialization of the incoming-development projects will trigger the need for additional schools. Since the Town of Dundee has already designated the future school sites, it was possible to model



the anticipated additional school enrollment within the correct TAZs. Table 5 shows the Town of Dundee incoming-development figures aggregated by TAZ and includes school-enrollment numbers based on the anticipated population growth.

Table 4 – Incoming Development - Town of Dundee

| Map ID | Project Name | TAZ | SF Units (Attached) | SF Units (Detached) |
|--------|--|-----|---------------------|---------------------|
| 1 | Grands at Lake Hamilton | 580 | 105 | |
| 2 | Crystal Lake Preserve | 289 | 236 | |
| 3 | Weiberg West | 292 | 286 | |
| 4 | Landings at Lake Trask - Phase 1 | 297 | 404 | |
| 5 | Landings at Lake Trask - Phase 2 | 297 | 169 | |
| 6 | Alford Ridge | 297 | 178 | |
| 7 | Seasons at Hilltop | 297 | 74 | |
| 8 | Shores of Lake Dell | 287 | 41 | |
| 9 | Dundee Lakes - Phases 1 & 2 | 297 | 419 | |
| 9 | Dundee Lakes - Remaining Phases | 297 | 441 | |
| 10 | Tea Groves | 560 | 200 | |
| 11 | Bella Vista - Phase 1 | 520 | 78 | |
| 11 | Bella Vista - Phase 2 | 286 | 33 | |
| 12 | Sol Vista - Phases 1 & 2 | 520 | | 121 |
| 13 | Vista Del Lago - Phase 4 | 520 | 32 | |
| 14 | Woodland Ranch Estates - Phases 1 & 2 | 560 | 36 | |
| 15 | Woodland Ranch Estates - Phase 3 | 579 | 308 | |
| 16 | Valencia Ridge Reserve | 531 | 576 | |
| 17 | Landings at Lake Mable Loop - All Phases | 531 | 217 | |
| 18 | Legacy Hill of Dundee | 531 | 476 | |
| 19 | Weiberg West [Future Phase] | 292 | 210 | |
| | | | 4,519 | 121 |

The D1RPM 2045 SE data, for the 15 Town-of-Dundee TAZs, are summarized in Table 6, as shown at the bottom of the table, this data set reveals significant inconsistencies when compared to the 2022 SE data developed based on Property Appraiser data. The most evident issue is the significant difference in Industrial Employment between 2022 and 2045.

Moreover, when adding the existing (2022) number of single-family units and the total number of incoming-development single-family units, it is easy to realize that the development of the model data did not take into account the significant level growth that the Town of Dundee and its immediate vicinity will experience between now and the year 2045. For this reason, it was necessary to revise the D1RPM 2045 SE data in order to reflect the current population, employment and school enrollment as well as the effects of the incoming development and the additional growth that will occur within the Dundee area, and its vicinity, during the next 13 and 23 years.



Table 5 – Incoming Development Aggregated by TAZ

| TAZ | SF Units | MF Units | Add. School Enrollment |
|-----|----------|----------|------------------------|
| 285 | 0 | 0 | 0 |
| 286 | 33 | 0 | 0 |
| 287 | 41 | 0 | 0 |
| 288 | 0 | 0 | 235 |
| 289 | 236 | 0 | 0 |
| 292 | 496 | 0 | 13 |
| 297 | 1685 | 0 | 0 |
| 520 | 110 | 121 | 0 |
| 531 | 1269 | 0 | 1500 |
| 560 | 236 | 0 | 0 |
| 577 | 0 | 0 | 0 |
| 578 | 0 | 0 | 38 |
| 579 | 308 | 0 | 0 |
| 580 | 105 | 0 | 0 |
| 583 | 0 | 0 | 0 |
| | 4519 | 121 | 1786 |

Table 6 – D1RPM 2045 SE Data

| TAZ | SF Units | MF Units | Industrial Employment | Commercial Employment | Service Employment | School Enrollment | University Enrollment |
|--------------------|----------|----------|-----------------------|-----------------------|--------------------|-------------------|-----------------------|
| 285 | 341 | 38 | 71 | 25 | 13 | 283 | 0 |
| 286 | 355 | 149 | 43 | 587 | 473 | 0 | 0 |
| 287 | 142 | 109 | 564 | 113 | 210 | 0 | 0 |
| 288 | 74 | 6 | 3 | 20 | 87 | 127 | 0 |
| 289 | 301 | 35 | 140 | 85 | 253 | 0 | 0 |
| 292 | 213 | 11 | 0 | 0 | 141 | 512 | 0 |
| 297 | 496 | 132 | 20 | 153 | 108 | 284 | 0 |
| 520 | 1498 | 179 | 36 | 436 | 523 | 0 | 0 |
| 531 | 671 | 385 | 2 | 171 | 187 | 0 | 0 |
| 560 | 2020 | 648 | 20 | 16 | 58 | 19 | 0 |
| 577 | 425 | 189 | 37 | 29 | 67 | 0 | 0 |
| 578 | 341 | 98 | 0 | 7 | 263 | 677 | 0 |
| 579 | 327 | 69 | 5 | 0 | 0 | 284 | 0 |
| 580 | 547 | 101 | 117 | 252 | 378 | 0 | 0 |
| 583 | 214 | 80 | 0 | 41 | 101 | 0 | 0 |
| | 7965 | 2229 | 1058 | 1935 | 2862 | 2186 | 0 |
| 2022-2045 Growth: | 87.5% | 1426.7% | -64.9% | 81.2% | 126.4% | 45.0% | -- |
| Avg Annual Growth: | 3.8% | 62.0% | -2.8% | 3.5% | 5.5% | 2.0% | -- |



Additional analysis was carried out to use all the available information in order to revise the 2045 SE data. The estimated additional growth, between 2022 and 2045, was estimated on a TAZ-by-TAZ basis. Table 7 summarizes the results of this step. This analysis resulted in the following 2022-to-2045 average annual population growth rates: 8.1% for single-family households, 62% for multi-family households, 1.5% for industrial employment, 4.1% for commercial employment, 6.1% for service employment, and 7.9% for school enrollment. These growth rates are compatible with the expected levels of development. The significantly high multi-family growth rate is due to the low number of existing multifamily units within the 15 TAZs included in the analysis. The revised 2045 SE data are shown in Table 8. These are the SE data that were used to forecast traffic volumes for the 2045 scenario.

Data for the Midterm (2035) scenario were developed taking into account the existing SE data (2022) and the 2045 revised SE data from Table 8. It was assumed that approximately 90% of the incoming Single-Family Detached Units (SFDUs) will be constructed by the end of 2035. Based on the most recent and localized data, the estimated total number of incoming SFDU's is 4,519. As a result, our analysis assumes that approximately 4,067 new SFDU's will be constructed by the end of 2035.

Table 7 – Estimated Additional 2022-2045 Growth

| TAZ | SF Units | MF Units | Industrial Employment | Commercial Employment | Service Employment | School Enrollment | University Enrollment |
|-----|----------|----------|-----------------------|-----------------------|--------------------|-------------------|-----------------------|
| 285 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 286 | 0 | 0 | 124 | 0 | 0 | 0 | 0 |
| 287 | 0 | 0 | 0 | 39 | 0 | 0 | 0 |
| 288 | 0 | 0 | 64 | 22 | 123 | 235 | 0 |
| 289 | 236 | 0 | 717 | 0 | 0 | 0 | 0 |
| 292 | 496 | 0 | 42 | 28 | 0 | 138 | 0 |
| 297 | 1685 | 0 | 0 | 0 | 0 | 0 | 0 |
| 520 | 0 | 0 | 439 | 0 | 0 | 0 | 0 |
| 531 | 1269 | 0 | 193 | 0 | 0 | 1500 | 0 |
| 560 | 0 | 0 | 1 | 0 | 25 | 0 | 0 |
| 577 | 0 | 0 | 591 | 0 | 0 | 0 | 0 |
| 578 | 165 | 0 | 2 | 13 | 0 | 173 | 0 |
| 579 | 308 | 0 | 25 | 0 | 24 | 0 | 0 |
| 580 | 0 | 0 | 794 | 30 | 0 | 0 | 0 |
| 583 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 4159 | 0 | 2993 | 132 | 172 | 2046 | 0 |



Table 8 – Revised 2045 SE Data

| TAZ | SF Units | MF Units | Industrial Employment | Commercial Employment | Service Employment | School Enrollment | University Enrollment |
|--------------------|----------|----------|-----------------------|-----------------------|--------------------|-------------------|-----------------------|
| 285 | 341 | 38 | 71 | 25 | 13 | 283 | 0 |
| 286 | 355 | 149 | 167 | 587 | 473 | 0 | 0 |
| 287 | 142 | 109 | 564 | 152 | 210 | 0 | 0 |
| 288 | 74 | 6 | 67 | 42 | 210 | 362 | 0 |
| 289 | 537 | 35 | 857 | 85 | 253 | 0 | 0 |
| 292 | 709 | 11 | 42 | 28 | 141 | 650 | 0 |
| 297 | 2181 | 132 | 20 | 153 | 108 | 284 | 0 |
| 520 | 1498 | 179 | 475 | 436 | 523 | 0 | 0 |
| 531 | 1940 | 385 | 195 | 171 | 187 | 1500 | 0 |
| 560 | 2020 | 648 | 21 | 16 | 83 | 19 | 0 |
| 577 | 425 | 189 | 628 | 29 | 67 | 0 | 0 |
| 578 | 506 | 98 | 2 | 20 | 263 | 850 | 0 |
| 579 | 635 | 69 | 30 | 0 | 24 | 284 | 0 |
| 580 | 547 | 101 | 911 | 282 | 378 | 0 | 0 |
| 583 | 214 | 80 | 0 | 41 | 101 | 0 | 0 |
| | 12124 | 2229 | 4051 | 2067 | 3034 | 4232 | 0 |
| 2022-2045 Growth: | 185.4% | 1426.7% | 34.3% | 93.6% | 140.1% | 180.6% | -- |
| Avg Annual Growth: | 8.1% | 62.0% | 1.5% | 4.1% | 6.1% | 7.9% | -- |

Table 9 – 2022-2035 Growth

| TAZ | SF Units | MF Units | Industrial Employment | Commercial Employment | Service Employment | School Enrollment | University Enrollment |
|-----|----------|----------|-----------------------|-----------------------|--------------------|-------------------|-----------------------|
| 285 | 33 | 8 | 40 | 14 | 7 | 146 | 0 |
| 286 | 49 | 62 | 22 | 59 | 97 | 0 | 0 |
| 287 | 28 | 47 | 2 | 0 | 58 | 0 | 0 |
| 288 | 6 | 3 | 11 | 0 | 0 | 156 | 0 |
| 289 | 179 | 18 | 128 | 20 | 98 | 0 | 0 |
| 292 | 305 | 6 | 8 | 0 | 67 | 7 | 0 |
| 297 | 987 | 75 | 10 | 86 | 42 | 147 | 0 |
| 520 | 556 | 113 | 78 | 246 | 232 | 0 | 0 |
| 531 | 882 | 218 | 34 | 97 | 94 | 775 | 0 |
| 560 | 476 | 358 | 0 | 2 | 0 | 10 | 0 |
| 577 | 145 | 107 | 105 | 16 | 38 | 0 | 0 |
| 578 | 0 | 55 | 0 | 0 | 99 | 20 | 0 |
| 579 | 249 | 39 | 4 | 0 | 0 | 147 | 0 |
| 580 | 120 | 57 | 141 | 0 | 130 | 0 | 0 |
| 583 | 52 | 43 | 0 | 23 | 39 | 0 | 0 |
| | 4068 | 1209 | 585 | 565 | 1001 | 1407 | 0 |



For the other land-use categories, growth was forecasted assuming linear growth between 2022 (existing conditions) and 2045. The expected growth between 2022 and 2035 was also estimated on a TAZ-by-TAZ basis verifying consistency with the previously developed 2045 estimates. Table 9 details the 2022-to-2035 growth figures and Table 10 provides the 2035 SE data that were used for the Midterm Scenario analysis.

Table 10 – 2030 SE Data

| TAZ | SF Units | MF Units | Industrial Employment | Commercial Employment | Service Employment | School Enrollment | University Enrollment |
|--------------------|----------|----------|-----------------------|-----------------------|--------------------|-------------------|-----------------------|
| 285 | 310 | 31 | 40 | 14 | 7 | 146 | 0 |
| 286 | 309 | 101 | 150 | 541 | 398 | 0 | 0 |
| 287 | 115 | 73 | 563 | 152 | 165 | 0 | 0 |
| 288 | 69 | 3 | 58 | 42 | 210 | 215 | 0 |
| 289 | 369 | 22 | 759 | 70 | 178 | 0 | 0 |
| 292 | 424 | 6 | 37 | 28 | 89 | 644 | 0 |
| 297 | 1257 | 75 | 12 | 86 | 76 | 147 | 0 |
| 520 | 977 | 148 | 415 | 246 | 344 | 0 | 0 |
| 531 | 1114 | 218 | 168 | 97 | 115 | 775 | 0 |
| 560 | 1575 | 372 | 21 | 14 | 83 | 10 | 0 |
| 577 | 290 | 107 | 547 | 16 | 38 | 0 | 0 |
| 578 | 506 | 55 | 2 | 20 | 187 | 832 | 0 |
| 579 | 401 | 39 | 26 | 0 | 24 | 147 | 0 |
| 580 | 434 | 58 | 802 | 282 | 278 | 0 | 0 |
| 583 | 165 | 47 | 0 | 23 | 71 | 0 | 0 |
| | 8316 | 1355 | 3600 | 1633 | 2265 | 2915 | 0 |
| 2022-2035 Growth: | 95.8% | 827.8% | 19.4% | 52.9% | 79.2% | 93.3% | -- |
| Avg Annual Growth: | 7.4% | 63.7% | 1.5% | 4.1% | 6.1% | 7.2% | -- |

Based on the revised socioeconomic data developed as described above, the percentage of residential growth between 2022 and 2045 as well as the percentage of residential growth between 2022 and 2035 were calculated for each of the Town of Dundee incoming-development projects included in this study¹. The resulting percentages are provided in Table 11. The results of this analysis indicate that these incoming-development projects will account for approximately 49.6% of the total residential development, between now and 2045, within the 15-TAZ area that includes the Town of Dundee. Based on the assumptions used to develop the 2035 SE data, approximately 90% of the incoming-development single-family detached units (SFDUs) will be completed by the end of 2035. As shown in Table 11, all the incoming-development residential

¹ The percentages of residential growth discussed above only take into account proposed developments with open and active applications for development orders and/or development permits at the time of this study.



units, based on the most recent and localized data, will account for 94.4% of the residential growth between 2022 and 2035. As a result, some additional residential developments are anticipated before 2035².

Table 11 – Incoming Development as a % of Residential Growth

| Map ID | Proposed Development Name | TAZ | Single Family | | Estimated Population for TD Model | % of | % of |
|--|--|-----|---------------|------------|-----------------------------------|------------------------------|------------------------------|
| | | | Attached | Detached | | 2022-2045 Residential Growth | 2022-2035 Residential Growth |
| 1 | Grands at Lake Hamilton | 580 | 105 | | 315 | 1.13% | 2.15% |
| 2 | Crystal Lake Preserve | 289 | 236 | | 708 | 2.55% | 4.84% |
| 3 | Weiberg West | 292 | 286 | | 858 | 3.09% | 5.87% |
| 4 | Landings at Lake Trask - Phase 1 | 297 | 404 | | 1,212 | 4.36% | 8.29% |
| 5 | Landings at Lake Trask - Phase 2 | 297 | 169 | | 507 | 1.82% | 3.47% |
| 6 | Alford Ridge | 297 | 178 | | 534 | 1.92% | 3.65% |
| 7 | Seasons at Hilltop | 297 | 74 | | 222 | 0.80% | 1.52% |
| 8 | Shores of Lake Dell | 287 | 41 | | 123 | 0.44% | 0.84% |
| 9 | Dundee Lakes - Phases 1 & 2 | 297 | 419 | | 1,257 | 4.52% | 8.60% |
| 9 | Dundee Lakes - Remaining Phases | 297 | 441 | | 1,323 | 4.76% | 9.05% |
| 10 | Tea Groves | 560 | 200 | | 600 | 2.16% | 4.10% |
| 11 | Bella Vista - Phase 1 | 520 | 78 | | 234 | 0.84% | 1.60% |
| 11 | Bella Vista - Phase 2 | 286 | 33 | | 99 | 0.36% | 0.68% |
| 12 | Sol Vista - Phases 1 & 2 | 520 | | 121 | 242 | 0.87% | 1.66% |
| 13 | Vista Del Lago - Phase 4 | 520 | 32 | | 96 | 0.35% | 0.66% |
| 14 | Woodland Ranch Estates - Phases 1 & 2 | 560 | 36 | | 108 | 0.39% | 0.74% |
| 15 | Woodland Ranch Estates - Phase 3 | 579 | 308 | | 924 | 3.32% | 6.32% |
| 16 | Valencia Ridge Reserve | 531 | 576 | | 1,728 | 6.22% | 11.82% |
| 17 | Landings at Lake Mable Loop - All Phases | 531 | 217 | | 651 | 2.34% | 4.45% |
| 18 | Legacy Hill of Dundee | 531 | 476 | | 1,428 | 5.14% | 9.77% |
| 19 | Weiberg West [Future Phase] | 292 | 210 | | 630 | 2.27% | 4.31% |
| | | | 4,519 | 121 | 13,799 | 49.6% | 94.4% |
| <p>- All incoming-development projects included in the analysis will account for 94.4% of the residential growth between 2022 and 2035. - It was assumed that 90% of the incoming SFD units will be constructed by 2035. - Some additional residential developments are anticipated before 2035.</p> | | | | | | | |

6. TRAFFIC VOLUMES

Data from the sources mentioned above (which include FDOT and the Polk TPO), collected traffic counts and travel-demand-model output were used to develop the traffic volumes used in the analysis.

² Residential development in addition to the proposed projects shown in Table 4 is anticipated before 2035.



6.1. Daily Traffic Volumes

Annual Average Daily Traffic (AADT) volumes for the 2022 scenario were developed based on existing counts, K factors, traffic data from the Polk TPO 2022 Roadway Network Database as well as FDOT AADT data. For most segments, the existing traffic volumes and corresponding K factors were used. These K factors are based on Polk TPO data and FDOT standard values.

For the 2027 scenario, trip-generation estimates that represent the traffic that will be generated by the anticipated new development to be completed between now and the end of 2027 (within Town of Dundee boundaries) were added to the 2022 traffic volumes and the same K factors were used to estimate AADT volumes. The Town of Dundee provided detailed information regarding the new projects that will more likely than not be completely or partially developed before the end of 2027. Table 12 summarizes this information.

Table 12 – Incoming Development To Be Completed by 2027

| Map ID | Project Name | TAZ | SF Units (Attached) | SF Units (Detached) |
|--------|--|-----|---------------------|---------------------|
| 2 | Crystal Lake Preserve | 289 | 236 | |
| 3 | Weiberg West | 292 | 286 | |
| 4 | Landings at Lake Trask - Phase 1 | 297 | 202 | |
| 7 | Seasons at Hilltop | 297 | 74 | |
| 8 | Shores of Lake Dell | 287 | 41 | |
| 9 | Dundee Lakes - Phases 1 & 2 | 297 | 419 | |
| 11 | Bella Vista - Phase 1 | 520 | 78 | |
| 12 | Sol Vista - Phases 1 & 2 | 520 | | 121 |
| 17 | Landings at Lake Mable Loop - Phases 1 & 2 | 531 | 144 | |
| | | | 1,480 | 121 |

As shown in Table 12, nine projects that will construct approximately 1,480 single-family detached units and 121 single-family attached units, between now and the end of 2027, are anticipated. Map 03B (included under Appendix 1) shows the exact location of the projects listed in Table 12. The traffic volumes that will be generated by each of these projects (by the end of 2027) were estimated based on ITE³ rates and equations. Table 13 provides a summary of the 2027 trip-generation estimates. Multiple select-zone analyzes were performed, using the travel-demand model (D1RPM), in order to determine the trip distribution for each project. The expected number of project trips on each roadway segment was calculated using the trip-generation estimates provided in Table 13.

³ ITE = Institute of Transportation Engineers. ITE produces trip-generation rates and equations based on data collected nationwide.



Table 13 – Estimated 2027 New-Development Trips (by project)

| Project | LU | | Size | Weekday | | AM-Peak Hr | | PM-Peak Hr | |
|--|------|---------------|---------|--------------|--------------|------------|------------|------------|------------|
| | Code | Land Use | | In | Out | In | Out | In | Out |
| Crystal Lake Preserve | 210 | Single-Family | 236 DUs | 1,113 | 1,112 | 41 | 124 | 140 | 83 |
| Weiberg West | 210 | Single-Family | 286 DUs | 1,348 | 1,349 | 50 | 150 | 169 | 100 |
| Landings at Lake Trask (Phase 1) | 210 | Single-Family | 202 DUs | 963 | 964 | 35 | 106 | 121 | 71 |
| Seasons at Hilltop | 210 | Single-Family | 74 DUs | 382 | 383 | 14 | 43 | 47 | 28 |
| Shores of Lake Dell | 210 | Single-Family | 41 DUs | 222 | 222 | 8 | 25 | 27 | 16 |
| Dundee Lakes (Phases 1 & 2) | 210 | Single-Family | 419 DUs | 1,976 | 1,975 | 73 | 220 | 248 | 146 |
| Bella Vista (Phase 1) | 210 | Single-Family | 78 DUs | 401 | 402 | 15 | 44 | 50 | 29 |
| Sol Vista (Phases 1 & 2) | 215 | Single-Family | 121 DUs | 436 | 436 | 15 | 43 | 41 | 28 |
| Landings at Lake Mable Loop (Phases 1 & 2) | 210 | Single-Family | 144 DUs | 706 | 705 | 26 | 78 | 88 | 52 |
| Net New Trips: | | | | 7,547 | 7,548 | 277 | 833 | 931 | 553 |

Trip-generation estimates are based on the ITE Trip-Generation Manual, 11th Edition

Map 04 and Map 05 (included under Appendix 1) show the estimated 2022-AADT and 2027-AADT volumes within the study area.

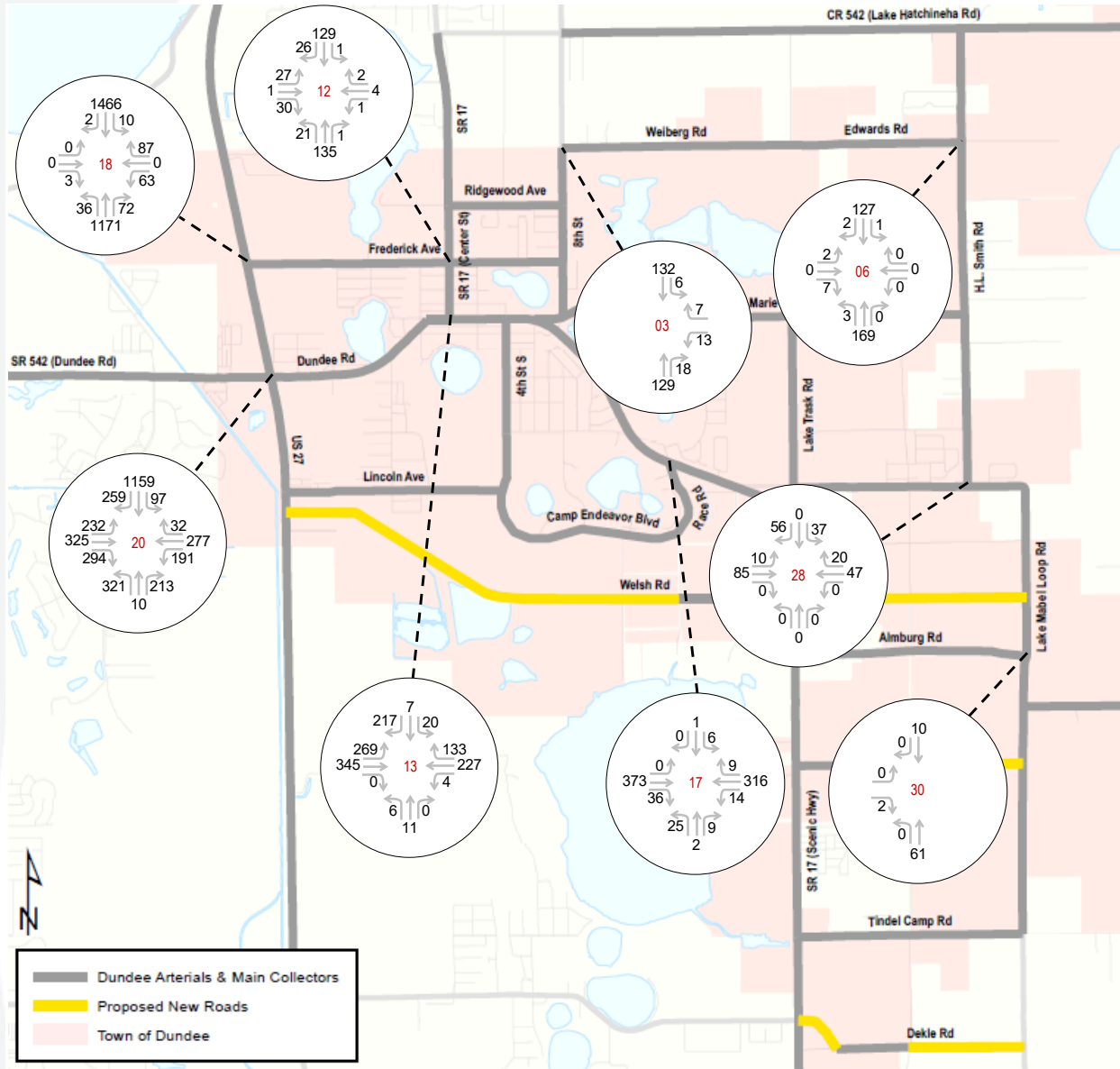
Annual Average Daily Traffic (AADT) volumes for the 2035 and 2045 scenarios were developed based on D1RPM forecasted traffic volumes. The model was run using the E+C network, for both scenarios, with the modifications described in Section 5.3 above. The 2035 SE data and 2045 revised SE data developed as described in Section 5.4 of this report, were used as model input. The model output and resulting daily volumes were used to estimate AADT volumes for each study-network segment. FDOT Model Output Conversion Factors (MOCF) from the 2021 FDOT Peak Season Category Report were used for this analysis. For study-network segments with multiple model segments, the average volume was calculated. Maps 06 and 07 (included under Appendix 1) show the AADT volumes for the 2035 and 2045 scenarios.

6.2. Peak-Hour Volumes

Traffic counts at multiple locations within the study area were collected in 2022 and early 2023. The raw counts were adjusted to the peak season using FDOT peak-season factors. Copies of the turning movement counts are included in Appendix 3. Figures 3 and 4 show the existing peak-hour traffic volumes collected at multiple locations within Town of Dundee Limits. Figures that show the approach-volume percentage distribution of existing trips as well as directional segment volumes are provided under Appendix 4.



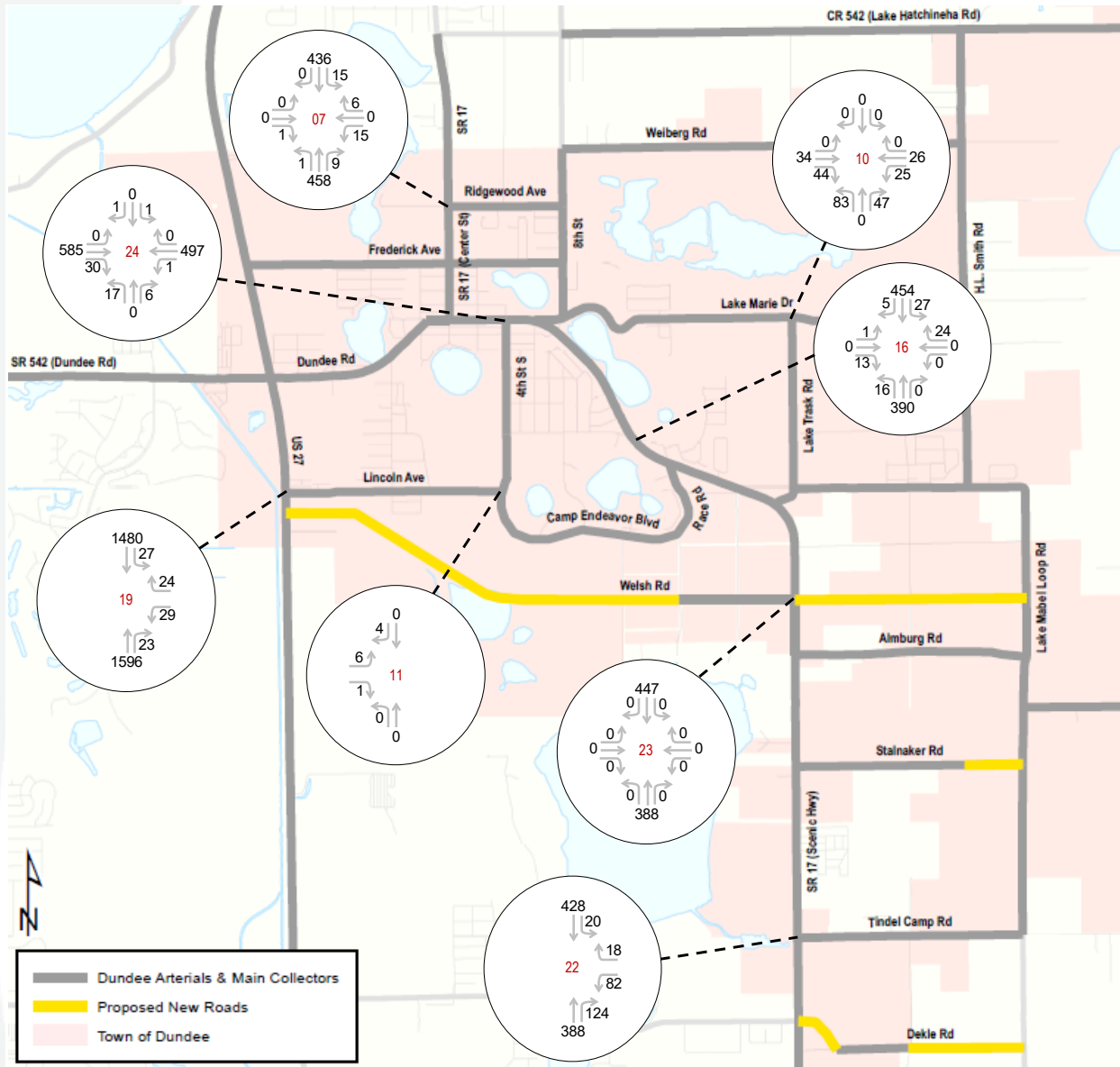
Figure 3 – Peak Hour Traffic Volumes at Intersections



Directional Design Hour Volumes (DDHV) were developed for all the analysis scenarios. These volumes represent peak-hour traffic conditions and are used to perform capacity analyses. For segments on which peak-hour traffic counts were collected, the 2022 DDHV were directly derived from the count data.



Figure 4 – Peak Hour Traffic Volumes at Intersections (Cont'd)



The 2027 DDHV were obtained by adding project-trip estimates for each of the nine projects included in Table 12 to the existing traffic volumes on each segment of the Town’s thoroughfare network. As discussed above, the 2027 project-trip estimates were developed based on multiple select-zone analyses. Table 14 summarizes the results of these analyses.



Table 14 – 2027 Project Trips on Dundee’s Thoroughfare-Network Segments

| Road Name | From | To | Project Number (Map ID)* | | | | | | | | | Total Trips |
|-----------------------------|--------------------------|-----------------------------|--------------------------|-----|-----|----|----|-----|----|----|----|-------------|
| | | | 2 | 3 | 4 | 7 | 8 | 9 | 11 | 12 | 17 | |
| US 27 | SR 540 (Cypress G. Blvd) | Lincoln Ave | 31 | 24 | 12 | 3 | 8 | 19 | 16 | 9 | 11 | 133 |
| US 27 | Lincoln Ave | SR 542 (Dundee Rd) | 32 | 6 | 3 | 0 | 9 | 0 | 29 | 29 | 43 | 151 |
| US 27 | SR 542 (Dundee Rd) | Frederick Ave | 100 | 27 | 15 | 3 | 10 | 0 | 7 | 12 | 19 | 193 |
| US 27 | Frederick Ave | W Main St (Lake Hamilton) | 53 | 43 | 21 | 4 | 8 | 58 | 11 | 11 | 17 | 226 |
| SR 17 (Scenic Hwy) | CR 17A (Masterpiece Rd) | Waverly Rd | 1 | 8 | 6 | 5 | 0 | 57 | 1 | 5 | 26 | 109 |
| SR 17 (Scenic Hwy) | Waverly Rd | Tindel Camp Rd | 1 | 10 | 7 | 6 | 0 | 62 | 1 | 6 | 36 | 129 |
| SR 17 (Scenic Hwy) | Tindel Camp Rd | Stalnaker Rd | 2 | 11 | 7 | 6 | 0 | 65 | 2 | 6 | 36 | 135 |
| SR 17 (Scenic Hwy) | Stalnaker Rd | Almburg Rd | 5 | 16 | 7 | 6 | 1 | 74 | 3 | 8 | 36 | 156 |
| SR 17 (Scenic Hwy) | Almburg Rd | Welsh Rd | 7 | 19 | 7 | 6 | 1 | 81 | 4 | 9 | 0 | 134 |
| SR 17 (Scenic Hwy) | Welsh Rd | Lake Trask Rd | 9 | 21 | 9 | 7 | 1 | 100 | 5 | 9 | 18 | 179 |
| SR 17 (Scenic Hwy) | Lake Trask Rd | Race Rd | 9 | 21 | 0 | 1 | 2 | 10 | 6 | 15 | 17 | 81 |
| SR 17 (Scenic Hwy) | Race Rd | Lake Marie Dr | 9 | 22 | 0 | 0 | 2 | 0 | 0 | 6 | 12 | 51 |
| SR 17 (Main St) | Lake Marie Dr | 4th St S | 9 | 26 | 12 | 4 | 3 | 104 | 11 | 0 | 6 | 175 |
| SR 17 (Main St) | 4th St S | Center St | 15 | 0 | 0 | 2 | 4 | 90 | 13 | 4 | 5 | 133 |
| SR 17 (Center St) | Main St | Frederick Ave | 18 | 48 | 29 | 7 | 5 | 0 | 12 | 3 | 4 | 126 |
| SR 17 (Center St) | Frederick Ave | Ridgewood Ave | 29 | 60 | 32 | 8 | 5 | 9 | 6 | 3 | 4 | 156 |
| SR 17 | Ridgewood Ave | CR 542 (Lake Hatchineha Rd) | 19 | 21 | 0 | 0 | 3 | 15 | 5 | 2 | 3 | 68 |
| SR 542 (Dundee Rd) | Overlook Dr | US 27 | 58 | 55 | 32 | 10 | 13 | 73 | 19 | 15 | 22 | 297 |
| Dundee Rd | US 27 | Main St | 2 | 46 | 27 | 9 | 17 | 88 | 0 | 0 | 0 | 189 |
| Main St | Dundee Rd | SR 17 (Center St) | 3 | 48 | 29 | 10 | 9 | 90 | 1 | 1 | 1 | 192 |
| CR 542 (Lake Hatchineha Rd) | 8th St | H.L. Smith Rd | 3 | 5 | 5 | 16 | 1 | 7 | 1 | 1 | 2 | 41 |
| CR 542 (Lake Hatchineha Rd) | H.L. Smith Rd | Tyner Rd | 1 | 3 | 7 | 10 | 0 | 10 | 0 | 1 | 2 | 34 |
| Frederick Ave | US 27 | SR 17 (Center St) | 109 | 77 | 42 | 9 | 0 | 69 | 6 | 0 | 0 | 312 |
| Frederick Ave | SR 17 (Center St) | 8th St | 12 | 68 | 41 | 9 | 1 | 82 | 0 | 0 | 0 | 213 |
| 8th St | Lake Marie Dr | Frederick Ave | 6 | 57 | 16 | 0 | 0 | 117 | 6 | 5 | 5 | 212 |
| 8th St | Frederick Ave | Ridgewood Ave | 6 | 125 | 58 | 9 | 1 | 35 | 6 | 5 | 5 | 250 |
| 8th St | Ridgewood Ave | Weiberg Rd | 13 | 56 | 94 | 19 | 2 | 19 | 6 | 4 | 3 | 216 |
| Weiberg Rd | 8th St | Alford Rd | 11 | 20 | 133 | 23 | 1 | 0 | 1 | 0 | 1 | 190 |
| Edwards Rd | Alford Rd | H.L. Smith Rd | 4 | 9 | 49 | 24 | 1 | 15 | 0 | 0 | 6 | 108 |
| Main St | SR 17 (Scenic Hwy) | 8th St | 1 | 50 | 14 | 4 | 1 | 106 | 10 | 6 | 5 | 197 |
| Lake Marie Dr | 8th St | Lake Trask Rd | 4 | 6 | 1 | 4 | 1 | 224 | 4 | 1 | 0 | 245 |
| Lake Marie Dr | Lake Trask Rd | H.L. Smith Rd | 1 | 1 | 11 | 15 | 0 | 13 | 1 | 2 | 0 | 44 |
| Lake Trask Rd | SR 17 (Scenic Hwy) | Lake Mabel Loop Rd | 0 | 0 | 9 | 9 | 0 | 110 | 1 | 5 | 1 | 135 |
| Lake Trask Rd | Lake Mabel Loop Rd | Lake Marie Dr | 0 | 0 | 9 | 10 | 0 | 113 | 0 | 3 | 1 | 136 |
| H.L. Smith Rd | Lake Mabel Loop Rd | Lake Marie Dr | 0 | 0 | 11 | 5 | 0 | 0 | 0 | 0 | 13 | 29 |
| H.L. Smith Rd | Lake Marie Dr | Edwards Rd | 0 | 0 | 24 | 20 | 0 | 52 | 1 | 2 | 13 | 112 |
| H.L. Smith Rd | Edwards Rd | CR 542 (Lake Hatchineha Rd) | 1 | 3 | 17 | 44 | 0 | 25 | 1 | 2 | 6 | 99 |
| Lake Mabel Loop Rd | Lake Trask Rd | H.L. Smith Rd | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 3 |
| Lake Mabel Loop Rd | H.L. Smith Rd | Welsh Rd | 0 | 0 | 11 | 5 | 0 | 0 | 1 | 1 | 17 | 35 |
| Lake Mabel Loop Rd | Welsh Rd | Almburg Rd | 0 | 0 | 11 | 5 | 0 | 0 | 0 | 0 | 11 | 27 |
| Lake Mabel Loop Rd | Almburg Rd | Canal Rd | 2 | 2 | 4 | 2 | 0 | 7 | 1 | 1 | 11 | 30 |
| Lake Mabel Loop Rd | Canal Rd | Stalnaker Rd | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 5 | 8 |
| Lake Mabel Loop Rd | Stalnaker Rd | Tindel Camp Rd | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 5 | 8 |
| Almburg Rd | SR 17 (Scenic Hwy) | Lake Mabel Loop Rd | 2 | 2 | 3 | 2 | 0 | 7 | 1 | 1 | 18 | 36 |
| Canal Rd | Lake Mabel Loop Rd | Town Boundary Line | 2 | 2 | 2 | 1 | 0 | 7 | 1 | 1 | 6 | 22 |
| Canal Rd | Town Boundary Line | Timberlane Road | 1 | 1 | 1 | 0 | 0 | 3 | 0 | 0 | 3 | 9 |
| Tindel Camp Rd | SR 17 (Scenic Hwy) | Lake Mabel Loop Rd | 1 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 4 |
| Ridgewood Ave | SR 17 (Center St) | 8th St | 9 | 86 | 35 | 9 | 1 | 14 | 0 | 0 | 1 | 155 |
| Lincoln Ave | US 27 | Camp Endeavor Blvd | 0 | 18 | 9 | 2 | 0 | 21 | 45 | 39 | 1 | 135 |
| Camp Endeavor Blvd | Lincoln Ave | Dr Welch Rd | 3 | 4 | 2 | 1 | 0 | 9 | 8 | 43 | 3 | 73 |
| Camp Endeavor Blvd | Lincoln Ave | Florida Ave | 6 | 26 | 12 | 1 | 0 | 13 | 55 | 5 | 0 | 118 |
| 4th St S | Florida Ave | SR 17 (Main St) | 6 | 26 | 12 | 1 | 0 | 13 | 24 | 4 | 0 | 86 |
| Race Rd | Dr Welch Rd | SR 17 (Scenic Hwy) | 0 | 0 | 0 | 1 | 0 | 10 | 6 | 22 | 3 | 42 |
| Welsh Rd | US 27 | Dr Welch Rd | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 44 | 44 |
| Welsh Rd | Dr Welch Rd | SR 17 (Scenic Hwy) | 0 | 0 | 1 | 2 | 0 | 14 | 0 | 0 | 49 | 66 |
| Welsh Rd | SR 17 (Scenic Hwy) | Lake Mabel Loop Rd | 1 | 2 | 0 | 0 | 0 | 3 | 0 | 0 | 67 | 73 |
| Stalnaker Rd | SR 17 (Scenic Hwy) | Lake Mabel Loop Rd | 2 | 3 | 0 | 0 | 0 | 5 | 1 | 1 | 0 | 12 |
| Waverly Rd | SR 17 (Scenic Hwy) | Dekle Rd | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 |
| Dekle Rd | Waverly Rd | Lake Mabel Loop Rd | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 |

* Project Number corresponds to the "Map ID" values from Table 12, Map 03A and Map 03B.
 - Project trips were estimated based on DIRPM's select-zone analyses and trip-generation estimates using ITE rates and equations.
 - Most of the roadway segments above are represented by several segments in the travel-demand model (DIRPM) network. Project trips are average 2-way peak-hour volumes.
 - In close proximity of a project access point, the actual distribution of project trips may change based on the access configuration and the number of access points.
 - Detailed traffic studies are recommended to conduct traffic-operations and safety analyzes within the study area of each proposed project. 5/6/2023

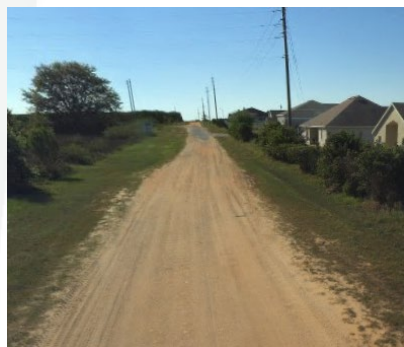


In a few cases, for which count data were not available, directional factors and/or K factors from the Polk TPO 2022 Roadway Network Database, or standard K factors from the FDOT Project Traffic Forecasting Handbook, were used to develop existing and/or short-term DDHV estimates.

The DDHV for the 2022 and 2027 scenarios are shown on Map 08 and Map 09 which are included under Appendix 1. Directional factors for the 2035 and 2045 scenarios were developed based on D1RPM peak-period traffic assignment. The split of directional volumes for the afternoon-peak period was used to determine the D factor for each roadway segment. This process was performed separately for each scenario. The DDHV for the 2035 and 2045 scenarios are shown on Map 10 and Map 11 which are included under Appendix 1.

7. EXISTING & SHORT-TERM CONDITIONS

7.1. Existing Segment Deficiencies



In Section 5.3 above, it was explained that several segments were added to the study area. However, it is important to note that most of these segments currently have certain deficiencies related to physical roadway conditions. In other words, most of these segments are “substandard roads”. The needed improvements to address these deficiencies are not triggered by capacity-related issues caused by traffic (i.e., unacceptable levels of service) because the existing traffic volumes on these facilities are very low.

Since the existing deficiencies are not related to insufficient roadway capacity or level-of-service standards, they are not caused by development-generated trips. However, a new development could have a significant impact on a substandard road. In order to address situations like this, the Town may implement “Substandard Road” regulation by amending the Town’s Land Development Code. The “Substandard Road” regulation could mandate substandard-road assessments, prepared by licensed engineers, and could also provide a funding mechanism for mitigation of significant impacts on substandard roads and upgrading of substandard facilities to meet the applicable Town standards.

Regardless, improving the substandard segments will enable the Town to be well-equipped to meet the rising demand for travel resulting from the expected growth. To this end, it is recommended to include the improvements needed to address the aforementioned deficiencies in the Town’s Capital Improvement Plan (CIP). Further analysis may be needed to determine the scope of CIP improvement projects and their corresponding funding sources. Table 15 includes detailed information regarding the existing substandard roadway segments within the Town of Dundee thoroughfare network.



Table 15 – Existing Substandard Roadway Segments

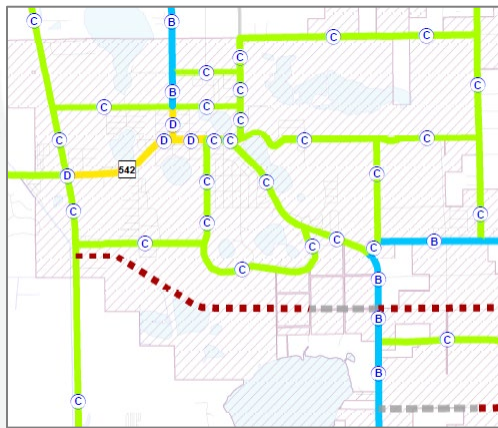
| Road Name | From | To | Existing | | Future | Existing Deficiencies |
|--------------------|--------------------|--------------------|----------|-------|--------|--|
| | | | Lanes | Lanes | | |
| Almburg Rd | SR 17 (Scenic Hwy) | Lake Mabel Loop Rd | 2 | 2 | 2 | Partially Unpaved Segment / Narrow Lanes |
| Camp Endeavor Blvd | Lincoln Ave | Dr Welch Rd | 2 | 2 | 2 | Unpaved Segment |
| Camp Endeavor Blvd | Lincoln Ave | Florida Ave | 2 | 2 | 2 | Unpaved Segment |
| Dekle Rd | Waverly Rd | Lake Mabel Loop Rd | 2 | 2 | 2 | Unpaved Segment |
| Lake Marie Dr | Lake Trask Rd | H.L. Smith Rd | 2 | 2 | 2 | Poor Pavement Condition |
| Lincoln Ave | US 27 | Camp Endeavor Blvd | 2 | 2 | 2 | Partially Unpaved Segment |
| Stalaker Rd | SR 17 (Scenic Hwy) | Lake Mabel Loop Rd | 2 | 2 | 2 | Unpaved Segment + Proposed New Road Segment (Town's Network) |
| Waverly Rd | SR 17 (Scenic Hwy) | Dekle Rd | 2 | 2 | 2 | Proposed New Road Segment (Town's Network) |
| Welsh Rd | US 27 | Dr Welch Rd | N/A | 2 | 2 | Proposed New Road Segment (Town's Network) |
| Welsh Rd | SR 17 (Scenic Hwy) | Lake Mabel Loop Rd | N/A | 2 | 2 | Proposed New Road Segment (Town's Network) |
| Welsh Rd | Dr Welch Rd | SR 17 (Scenic Hwy) | N/A | 2 | 2 | Unpaved Segment |
| 4th St S | Florida Ave | SR 17 (Scenic Hwy) | 2 | 2 | 2 | Faded Striping |

- Proposed new roadway segments are part of the Town of Dundee's network of arterials and main collectors (and are shown in the town's Comprehensive Plan).

6/16/2023

The proposed new roads shown in Table 15 were not included in the 2022 scenario because they have not been constructed yet. However, it was assumed that these segments will be constructed by the end of 2027. As a result, they were included in all the future scenarios. Moreover, it was assumed that all the existing deficiencies listed in Table 15 will be addressed by the end of 2027. As a result, the segments from Table 15 were included in the future analysis scenarios with standard capacities for two-lane collectors. If deficiencies identified in Table 15 are not addressed by the end of 2027, this study as well as the Transportation Concurrency Management System that will be implemented by the Town should be updated accordingly. Map 12 (included under Appendix 1) shows the substandard segments and corresponding deficiencies discussed above.

7.2. Existing (2022) Level of Service



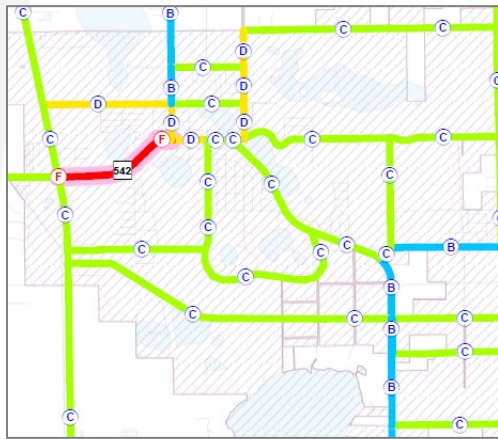
The 2022 Directional Design Hour Volumes (DDHV) shown on Map 08 were used to perform PM peak-hour roadway-segment capacity analyses for the roadway segments included in the study area. The standard levels of service were based on Section 6.01.06 of the Town of Dundee Land Development Code. The standard peak-hour capacities for each roadway segment were determined based on the FDOT 2020 Quality / Level of Service Handbook and the specific segment characteristics. Table 16 shows the existing volumes on the roadway segments included in the

Town's thoroughfare network (study area) as well as the corresponding service volumes and levels of service. Map 13 (included under Appendix 1) shows the existing level of service for all the study-area roadway segments. As explained above, some of the segments present existing deficiencies that are



not triggered by traffic volumes. These deficiencies are related to existing physical characteristics such as pavement condition, lane width, etc. The existing traffic volumes on these “substandard segments” are very low so capacity is not a concern at the moment. Nonetheless, certain deficiencies can reduce the roadway-segment standard capacity which is defined as the maximum number of vehicles that can pass through a segment of road during a period of time. Since deficiencies could reduce the operating speed of a roadway and/or cause unexpected delays, they can decrease the maximum number of vehicles that can pass through a segment of road and, therefore, reduce its standard capacity. Even though this is not a concern for the 2022 scenario (due to very low traffic volumes), it can be a concern for the future scenarios. As explained above, this study assumes that all the existing deficiencies will be addressed by the end of 2027. If substandard segments identified in Table 15 are not upgraded (to meet acceptable standards as required by the Town of Dundee) by this date, the future (2027, 2035 and 2045) standard roadway capacities included in this study as well as the corresponding information to be used in the Transportation Concurrency Management System (that the Town of Dundee intends to implement) should be updated accordingly.

7.3.Short-Term (2027) Level of Service



The 2027 Directional Design Hour Volumes (DDHV) shown on Map 09 were used to perform PM peak-hour roadway-segment capacity analyses for the roadway segments included in the study area. The standard levels of service were based on Section 6.01.06 of the Town of Dundee Land Development Code. The standard peak-hour capacities for each roadway segment were determined based on the FDOT 2020 Quality / Level of Service Handbook and the specific segment characteristics. Table 17 shows the 2027 volumes on the roadway segments included in the Town’s

thoroughfare network (study area) as well as the corresponding service volumes and levels of service. Map 14 (included under Appendix 1) shows the 2027 level of service for all the thoroughfare-network (study area) roadway segments.



Table 16 – 2022 Traffic Volumes and Levels of Service

| Road Name | From | To | Std LOS | Std Capacity | 2022 AADT | 2022 Dir. Factor | 2022 Peak Dir. | K Factor | 2022 DDHV | 2022 LOS |
|-----------------------------|--------------------------|-----------------------------|---------|--------------|-----------|------------------|----------------|----------|-----------|----------|
| US 27 | SR 540 (Cypress G. Blvd) | Lincoln Ave | C | 2,940 | 34,760 | 0.52 | N | 0.09 | 1,619 | C |
| US 27 | Lincoln Ave | SR 542 (Dundee Rd) | C | 2,940 | 35,290 | 0.50 | N | 0.09 | 1,601 | C |
| US 27 | SR 542 (Dundee Rd) | Frederick Ave | C | 2,940 | 31,320 | 0.54 | S | 0.09 | 1,524 | C |
| US 27 | Frederick Ave | W Main St (Lake Hamilton) | C | 2,940 | 31,480 | 0.56 | S | 0.09 | 1,575 | C |
| SR 17 (Scenic Hwy) | CR 17A (Masterpiece Rd) | Waverly Rd | D | 1,200 | 11,360 | 0.50 | N | 0.09 | 512 | B |
| SR 17 (Scenic Hwy) | Waverly Rd | Tindel Camp Rd | D | 1,200 | 11,360 | 0.50 | N | 0.09 | 512 | B |
| SR 17 (Scenic Hwy) | Tindel Camp Rd | Stalnaker Rd | D | 1,200 | 9,380 | 0.53 | S | 0.09 | 448 | B |
| SR 17 (Scenic Hwy) | Stalnaker Rd | Almburg Rd | D | 1,200 | 9,380 | 0.53 | S | 0.09 | 448 | B |
| SR 17 (Scenic Hwy) | Almburg Rd | Welsh Rd | D | 1,200 | 9,380 | 0.53 | S | 0.09 | 448 | B |
| SR 17 (Scenic Hwy) | Welsh Rd | Lake Trask Rd | D | 1,200 | 8,680 | 0.53 | S | 0.09 | 418 | B |
| SR 17 (Scenic Hwy) | Lake Trask Rd | Race Rd | D | 880 | 8,680 | 0.53 | S | 0.09 | 418 | C |
| SR 17 (Scenic Hwy) | Race Rd | Lake Marie Dr | D | 880 | 10,220 | 0.54 | S | 0.09 | 501 | C |
| SR 17 (Main St) | Lake Marie Dr | 4th St S | D | 880 | 10,220 | 0.54 | E | 0.09 | 501 | C |
| SR 17 (Main St) | 4th St S | Center St | D | 750 | 11,440 | 0.57 | E | 0.09 | 585 | D |
| SR 17 (Center St) | Main St | Frederick Ave | D | 750 | 9,870 | 0.50 | N | 0.09 | 445 | D |
| SR 17 (Center St) | Frederick Ave | Ridgewood Ave | D | 1,200 | 9,870 | 0.50 | N | 0.09 | 445 | B |
| SR 17 | Ridgewood Ave | CR 542 (Lake Hatchineha Rd) | D | 1,200 | 10,170 | 0.51 | N | 0.09 | 464 | B |
| SR 542 (Dundee Rd) | Overlook Dr | US 27 | D | 2,000 | 18,980 | 0.50 | W | 0.09 | 857 | C |
| Dundee Rd | US 27 | Main St | D | 675 | 12,610 | 0.56 | E | 0.09 | 635 | D |
| Main St | Dundee Rd | SR 17 (Center St) | D | 638 | 11,860 | 0.58 | E | 0.09 | 617 | D |
| CR 542 (Lake Hatchineha Rd) | 8th St | H.L. Smith Rd | D | 1,200 | 7,300 | 0.51 | W | 0.09 | 335 | B |
| CR 542 (Lake Hatchineha Rd) | H.L. Smith Rd | Tyner Rd | D | 1,200 | 7,300 | 0.51 | W | 0.09 | 335 | B |
| Frederick Ave | US 27 | SR 17 (Center St) | D | 525 | 3,660 | 0.54 | E | 0.09 | 179 | C |
| Frederick Ave | SR 17 (Center St) | 8th St | D | 525 | 1,210 | 0.53 | E | 0.09 | 58 | C |
| 8th St | Lake Marie Dr | Frederick Ave | D | 525 | 3,520 | 0.50 | S | 0.09 | 160 | C |
| 8th St | Frederick Ave | Ridgewood Ave | D | 525 | 3,400 | 0.51 | N | 0.09 | 156 | C |
| 8th St | Ridgewood Ave | Weiberg Rd | D | 525 | 3,400 | 0.51 | N | 0.09 | 156 | C |
| Weiberg Rd | 8th St | Alford Rd | D | 525 | 490 | 0.55 | E | 0.09 | 24 | C |
| Edwards Rd | Alford Rd | H.L. Smith Rd | D | 616 | 160 | 0.64 | E | 0.09 | 9 | C |
| Main St | SR 17 (Scenic Hwy) | 8th St | D | 616 | 5,500 | 0.51 | W | 0.09 | 252 | C |
| Lake Marie Dr | 8th St | Lake Trask Rd | D | 616 | 2,080 | 0.58 | W | 0.09 | 109 | C |
| Lake Marie Dr | Lake Trask Rd | H.L. Smith Rd | D | 616 | 1,470 | 0.61 | E | 0.09 | 81 | C |
| Lake Trask Rd | SR 17 (Scenic Hwy) | Lake Mabel Loop Rd | D | 638 | 4,100 | 0.51 | N | 0.09 | 188 | C |
| Lake Trask Rd | Lake Mabel Loop Rd | Lake Marie Dr | D | 638 | 2,210 | 0.65 | N | 0.09 | 130 | C |
| H.L. Smith Rd | Lake Mabel Loop Rd | Lake Marie Dr | D | 560 | 2,400 | 0.57 | N | 0.09 | 123 | C |
| H.L. Smith Rd | Lake Marie Dr | Edwards Rd | D | 560 | 3,400 | 0.56 | N | 0.09 | 172 | C |
| H.L. Smith Rd | Edwards Rd | CR 542 (Lake Hatchineha Rd) | D | 560 | 3,340 | 0.57 | N | 0.09 | 171 | C |
| Lake Mabel Loop Rd | Lake Trask Rd | H.L. Smith Rd | D | 1,200 | 3,230 | 0.65 | E | 0.09 | 188 | B |
| Lake Mabel Loop Rd | H.L. Smith Rd | Welsh Rd | D | 1,200 | 1,960 | 0.64 | N | 0.09 | 113 | B |
| Lake Mabel Loop Rd | Welsh Rd | Almburg Rd | D | 1,200 | 1,960 | 0.64 | N | 0.09 | 113 | B |
| Lake Mabel Loop Rd | Almburg Rd | Canal Rd | D | 1,200 | 1,840 | 0.63 | S | 0.09 | 105 | B |
| Lake Mabel Loop Rd | Canal Rd | Stalnaker Rd | D | 1,160 | 1,800 | 0.51 | S | 0.09 | 83 | B |
| Lake Mabel Loop Rd | Stalnaker Rd | Tindel Camp Rd | D | 1,160 | 1,800 | 0.51 | S | 0.09 | 83 | B |
| Almburg Rd | SR 17 (Scenic Hwy) | Lake Mabel Loop Rd | D | 525 | 20 | 1.00 | E | 0.09 | 2 | C |
| Canal Rd | Lake Mabel Loop Rd | Town Boundary Line | D | 1,160 | 2,400 | 0.51 | W | 0.09 | 110 | B |
| Canal Rd | Town Boundary Line | Timberlane Road | D | 1,160 | 2,400 | 0.51 | W | 0.09 | 110 | B |
| Tindel Camp Rd | SR 17 (Scenic Hwy) | Lake Mabel Loop Rd | D | 1,160 | 2,710 | 0.59 | E | 0.09 | 144 | B |
| Ridgewood Ave | SR 17 (Center St) | 8th St | D | 525 | 500 | 0.53 | E | 0.09 | 24 | C |
| Lincoln Ave | US 27 | Camp Endeavor Blvd | D | 525 | 1,140 | 0.51 | W | 0.09 | 53 | C |
| Camp Endeavor Blvd | Lincoln Ave | Dr Welch Rd | D | 525 | 10 | 1.00 | E | 0.09 | 1 | C |
| Camp Endeavor Blvd | Lincoln Ave | Florida Ave | D | 525 | 110 | 0.60 | N | 0.09 | 6 | C |
| 4th St S | Florida Ave | SR 17 (Main St) | D | 525 | 600 | 0.57 | S | 0.09 | 31 | C |
| Race Rd | Dr Welch Rd | SR 17 (Scenic Hwy) | D | 525 | 970 | 0.59 | S | 0.09 | 51 | C |
| Welsh Rd | US 27 | Dr Welch Rd | D | 616 | | | | | | |
| Welsh Rd | Dr Welch Rd | SR 17 (Scenic Hwy) | D | 748 | | | | | | |
| Welsh Rd | SR 17 (Scenic Hwy) | Lake Mabel Loop Rd | D | 616 | | | | | | |
| Stalnaker Rd | SR 17 (Scenic Hwy) | Lake Mabel Loop Rd | D | 525 | | | | | | |
| Waverly Rd | SR 17 (Scenic Hwy) | Dekle Rd | D | 680 | | | | | | |
| Dekle Rd | Waverly Rd | Lake Mabel Loop Rd | D | 560 | | | | | | |

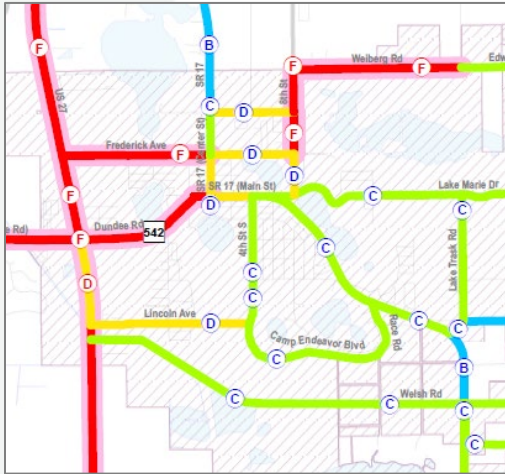
- Standard capacity is based on Florida Department of Transportation (FDOT) - 2020 Quality / Level of Service Handbook.
 - Directional Factors are based on existing traffic counts and the Polk Transportation Planning Organization (TPO) 2022 Roadway Network Database.

5/7/2023



8. MIDTERM & LONG-TERM CONDITIONS

8.1. Midterm (2035) Level of Service



The 2035 Directional Design Hour Volumes (DDHV) shown on Map 10 were used to perform PM peak-hour roadway-segment capacity analyses for the roadway segments included in the study area. The standard levels of service were based on Section 6.01.06 of the Town of Dundee Land Development Code. The standard peak-hour capacities for each roadway segment were determined based on the FDOT 2020 Quality / Level of Service Handbook and the specific segment characteristics. Table 17 shows the 2035 volumes on the roadway segments included in the Town's thoroughfare

network (study area) as well as the corresponding service volumes and levels of service. Map 15 (included under Appendix 1) shows the 2035 level of service for all the study-area roadway segments.

8.2. Long-Term (2045) Level of Service



The 2045 Directional Design Hour Volumes (DDHV) shown on Map 11 were used to perform PM peak-hour roadway-segment capacity analyses for the roadway segments included in the study area. The standard levels of service were based on Section 6.01.06 of the Town of Dundee Land Development Code. The standard peak-hour capacities for each roadway segment were determined based on the FDOT 2020 Quality / Level of Service Handbook and the specific segment characteristics. Table 18 shows the 2045 volumes on the roadway segments included in the Town's thoroughfare network (study area) as well as

the corresponding service volumes and levels of service. Map 16 (included under Appendix 1) shows the 2045 level of service for all the study-area roadway segments.



Table 17 – 2027 Traffic Volumes and Levels of Service

| Road Name | From | To | Std LOS | Std Capacity | 2027 AADT | 2027 Dir. Factor | 2027 Peak Dir. | K Factor | 2027 DDHV | 2027 LOS |
|-----------------------------|--------------------------|-----------------------------|---------|--------------|-----------|------------------|----------------|----------|-----------|----------|
| US 27 | SR 540 (Cypress G. Blvd) | Lincoln Ave | C | 2,940 | 36,230 | 0.52 | N | 0.09 | 1,703 | C |
| US 27 | Lincoln Ave | SR 542 (Dundee Rd) | C | 2,940 | 36,970 | 0.51 | N | 0.09 | 1,696 | C |
| US 27 | SR 542 (Dundee Rd) | Frederick Ave | C | 2,940 | 33,460 | 0.55 | S | 0.09 | 1,646 | C |
| US 27 | Frederick Ave | W Main St (Lake Hamilton) | C | 2,940 | 33,990 | 0.56 | S | 0.09 | 1,718 | C |
| SR 17 (Scenic Hwy) | CR 17A (Masterpiece Rd) | Waverly Rd | D | 1,200 | 12,570 | 0.51 | N | 0.09 | 581 | C |
| SR 17 (Scenic Hwy) | Waverly Rd | Tindel Camp Rd | D | 1,200 | 12,790 | 0.52 | N | 0.09 | 594 | C |
| SR 17 (Scenic Hwy) | Tindel Camp Rd | Stalnaker Rd | D | 1,200 | 10,880 | 0.54 | S | 0.09 | 533 | B |
| SR 17 (Scenic Hwy) | Stalnaker Rd | Almburg Rd | D | 1,200 | 11,120 | 0.55 | S | 0.09 | 546 | B |
| SR 17 (Scenic Hwy) | Almburg Rd | Welsh Rd | D | 1,200 | 10,870 | 0.54 | S | 0.09 | 532 | B |
| SR 17 (Scenic Hwy) | Welsh Rd | Lake Trask Rd | D | 1,200 | 10,670 | 0.55 | S | 0.09 | 531 | B |
| SR 17 (Scenic Hwy) | Lake Trask Rd | Race Rd | D | 880 | 9,580 | 0.54 | S | 0.09 | 469 | C |
| SR 17 (Scenic Hwy) | Race Rd | Lake Marie Dr | D | 880 | 10,790 | 0.55 | S | 0.09 | 533 | C |
| SR 17 (Main St) | Lake Marie Dr | 4th St S | D | 880 | 12,170 | 0.56 | E | 0.09 | 611 | C |
| SR 17 (Main St) | 4th St S | Center St | D | 750 | 12,920 | 0.58 | E | 0.09 | 669 | D |
| SR 17 (Center St) | Main St | Frederick Ave | D | 750 | 11,270 | 0.52 | N | 0.09 | 525 | D |
| SR 17 (Center St) | Frederick Ave | Ridgewood Ave | D | 1,200 | 11,600 | 0.52 | N | 0.09 | 544 | B |
| SR 17 | Ridgewood Ave | CR 542 (Lake Hatchineha Rd) | D | 1,200 | 10,920 | 0.52 | N | 0.09 | 507 | B |
| SR 542 (Dundee Rd) | Overlook Dr | US 27 | D | 2,000 | 22,280 | 0.52 | W | 0.09 | 1,045 | C |
| Dundee Rd | US 27 | Main St | D | 675 | 14,710 | 0.57 | E | 0.09 | 755 | F |
| Main St | Dundee Rd | SR 17 (Center St) | D | 638 | 13,990 | 0.59 | E | 0.09 | 738 | F |
| CR 542 (Lake Hatchineha Rd) | 8th St | H.L. Smith Rd | D | 1,200 | 7,760 | 0.52 | W | 0.09 | 361 | B |
| CR 542 (Lake Hatchineha Rd) | H.L. Smith Rd | Tyner Rd | D | 1,200 | 7,680 | 0.52 | W | 0.09 | 357 | B |
| Frederick Ave | US 27 | SR 17 (Center St) | D | 525 | 7,120 | 0.59 | E | 0.09 | 376 | D |
| Frederick Ave | SR 17 (Center St) | 8th St | D | 525 | 3,580 | 0.60 | E | 0.09 | 193 | C |
| 8th St | Lake Marie Dr | Frederick Ave | D | 525 | 5,880 | 0.55 | S | 0.09 | 294 | D |
| 8th St | Frederick Ave | Ridgewood Ave | D | 525 | 6,180 | 0.56 | N | 0.09 | 313 | D |
| 8th St | Ridgewood Ave | Weiberg Rd | D | 525 | 5,800 | 0.56 | N | 0.09 | 292 | D |
| Weiberg Rd | 8th St | Alford Rd | D | 525 | 2,600 | 0.61 | E | 0.09 | 144 | C |
| Edwards Rd | Alford Rd | H.L. Smith Rd | D | 616 | 1,360 | 0.63 | E | 0.09 | 78 | C |
| Main St | SR 17 (Scenic Hwy) | 8th St | D | 616 | 7,690 | 0.54 | W | 0.09 | 377 | C |
| Lake Marie Dr | 8th St | Lake Trask Rd | D | 616 | 4,800 | 0.61 | W | 0.09 | 264 | C |
| Lake Marie Dr | Lake Trask Rd | H.L. Smith Rd | D | 616 | 1,960 | 0.62 | E | 0.09 | 109 | C |
| Lake Trask Rd | SR 17 (Scenic Hwy) | Lake Mabel Loop Rd | D | 638 | 5,600 | 0.54 | N | 0.09 | 274 | C |
| Lake Trask Rd | Lake Mabel Loop Rd | Lake Marie Dr | D | 638 | 3,720 | 0.64 | N | 0.09 | 216 | C |
| H.L. Smith Rd | Lake Mabel Loop Rd | Lake Marie Dr | D | 560 | 2,720 | 0.58 | N | 0.09 | 142 | C |
| H.L. Smith Rd | Lake Marie Dr | Edwards Rd | D | 560 | 4,640 | 0.58 | N | 0.09 | 243 | C |
| H.L. Smith Rd | Edwards Rd | CR 542 (Lake Hatchineha Rd) | D | 560 | 4,440 | 0.58 | N | 0.09 | 234 | C |
| Lake Mabel Loop Rd | Lake Trask Rd | H.L. Smith Rd | D | 1,200 | 3,270 | 0.65 | E | 0.09 | 190 | B |
| Lake Mabel Loop Rd | H.L. Smith Rd | Welsh Rd | D | 1,200 | 2,350 | 0.64 | N | 0.09 | 135 | B |
| Lake Mabel Loop Rd | Welsh Rd | Almburg Rd | D | 1,200 | 2,260 | 0.64 | N | 0.09 | 130 | B |
| Lake Mabel Loop Rd | Almburg Rd | Canal Rd | D | 1,200 | 2,180 | 0.63 | S | 0.09 | 124 | B |
| Lake Mabel Loop Rd | Canal Rd | Stalnaker Rd | D | 1,160 | 1,890 | 0.52 | S | 0.09 | 88 | B |
| Lake Mabel Loop Rd | Stalnaker Rd | Tindel Camp Rd | D | 1,160 | 1,890 | 0.52 | S | 0.09 | 88 | B |
| Almburg Rd | SR 17 (Scenic Hwy) | Lake Mabel Loop Rd | D | 525 | 420 | 0.65 | E | 0.09 | 25 | C |
| Canal Rd | Lake Mabel Loop Rd | Town Boundary Line | D | 1,160 | 2,640 | 0.52 | W | 0.09 | 125 | B |
| Canal Rd | Town Boundary Line | Timberlane Road | D | 1,160 | 2,500 | 0.51 | W | 0.09 | 116 | B |
| Tindel Camp Rd | SR 17 (Scenic Hwy) | Lake Mabel Loop Rd | D | 1,160 | 2,760 | 0.59 | E | 0.09 | 147 | B |
| Ridgewood Ave | SR 17 (Center St) | 8th St | D | 525 | 2,220 | 0.61 | E | 0.09 | 122 | C |
| Lincoln Ave | US 27 | Camp Endeavor Blvd | D | 525 | 2,640 | 0.58 | W | 0.09 | 139 | C |
| Camp Endeavor Blvd | Lincoln Ave | Dr Welch Rd | D | 525 | 820 | 0.64 | E | 0.09 | 47 | C |
| Camp Endeavor Blvd | Lincoln Ave | Florida Ave | D | 525 | 1,420 | 0.63 | N | 0.09 | 81 | C |
| 4th St S | Florida Ave | SR 17 (Main St) | D | 525 | 1,560 | 0.61 | S | 0.09 | 86 | C |
| Race Rd | Dr Welch Rd | SR 17 (Scenic Hwy) | D | 525 | 1,430 | 0.60 | S | 0.09 | 78 | C |
| Welsh Rd | US 27 | Dr Welch Rd | D | 616 | 490 | 0.63 | E | 0.09 | 28 | C |
| Welsh Rd | Dr Welch Rd | SR 17 (Scenic Hwy) | D | 748 | 730 | 0.63 | W | 0.09 | 42 | C |
| Welsh Rd | SR 17 (Scenic Hwy) | Lake Mabel Loop Rd | D | 616 | 810 | 0.63 | E | 0.09 | 46 | C |
| Stalnaker Rd | SR 17 (Scenic Hwy) | Lake Mabel Loop Rd | D | 525 | 130 | 0.63 | E | 0.09 | 8 | C |
| Waverly Rd | SR 17 (Scenic Hwy) | Dekle Rd | D | 680 | 10 | 0.63 | E | 0.09 | 1 | C |
| Dekle Rd | Waverly Rd | Lake Mabel Loop Rd | D | 560 | 10 | 0.63 | E | 0.09 | 1 | C |

- Highlighted rows depict roadway segments expected to operate below the standard level of service (Std. LOS) with the existing geometry.
 - Standard capacity is based on Florida Department of Transportation (FDOT) - 2020 Quality / Level of Service Handbook.
 - Directional Factors are based on existing traffic counts and the Polk Transportation Planning Organization (TPO) 2022 Roadway Network Database.

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Table 18 – 2035 Traffic Volumes and Levels of Service

| Road Name | From | To | Std LOS | Std Capacity | 2035 AADT | 2035 Dir. Factor | 2035 Peak Dir. | K Factor | 2035 DDHV | 2035 LOS |
|-----------------------------|--------------------------|-----------------------------|---------|--------------|-----------|------------------|----------------|----------|-----------|----------|
| US 27 | SR 540 (Cypress G. Blvd) | Lincoln Ave | C | 2,940 | 58,190 | 0.60 | N | 0.09 | 3,148 | F |
| US 27 | Lincoln Ave | SR 542 (Dundee Rd) | C | 2,940 | 58,700 | 0.57 | N | 0.09 | 3,014 | D |
| US 27 | SR 542 (Dundee Rd) | Frederick Ave | C | 2,940 | 60,660 | 0.62 | N | 0.09 | 3,387 | F |
| US 27 | Frederick Ave | W Main St (Lake Hamilton) | C | 2,940 | 60,370 | 0.61 | N | 0.09 | 3,328 | F |
| SR 17 (Scenic Hwy) | CR 17A (Masterpiece Rd) | Waverly Rd | D | 1,200 | 14,950 | 0.60 | N | 0.09 | 807 | C |
| SR 17 (Scenic Hwy) | Waverly Rd | Tindel Camp Rd | D | 1,200 | 16,030 | 0.61 | N | 0.09 | 878 | C |
| SR 17 (Scenic Hwy) | Tindel Camp Rd | Stalnaker Rd | D | 1,200 | 15,150 | 0.59 | N | 0.09 | 801 | C |
| SR 17 (Scenic Hwy) | Stalnaker Rd | Almburg Rd | D | 1,200 | 13,150 | 0.52 | N | 0.09 | 612 | C |
| SR 17 (Scenic Hwy) | Almburg Rd | Welsh Rd | D | 1,200 | 16,010 | 0.50 | N | 0.09 | 724 | C |
| SR 17 (Scenic Hwy) | Welsh Rd | Lake Trask Rd | D | 1,200 | 9,490 | 0.56 | N | 0.09 | 478 | B |
| SR 17 (Scenic Hwy) | Lake Trask Rd | Race Rd | D | 880 | 5,920 | 0.54 | S | 0.09 | 287 | C |
| SR 17 (Scenic Hwy) | Race Rd | Lake Marie Dr | D | 880 | 3,730 | 0.61 | S | 0.09 | 206 | C |
| SR 17 (Main St) | Lake Marie Dr | 4th St S | D | 880 | 11,270 | 0.66 | E | 0.09 | 673 | C |
| SR 17 (Main St) | 4th St S | Center St | D | 750 | 8,740 | 0.64 | E | 0.09 | 502 | D |
| SR 17 (Center St) | Main St | Frederick Ave | D | 750 | 11,890 | 0.51 | N | 0.09 | 550 | D |
| SR 17 (Center St) | Frederick Ave | Ridgewood Ave | D | 1,200 | 16,440 | 0.56 | N | 0.09 | 822 | C |
| SR 17 | Ridgewood Ave | CR 542 (Lake Hatchineha Rd) | D | 1,200 | 7,760 | 0.63 | N | 0.09 | 438 | B |
| SR 542 (Dundee Rd) | Overlook Dr | US 27 | D | 2,000 | 50,550 | 0.58 | E | 0.09 | 2,647 | F |
| Dundee Rd | US 27 | Main St | D | 675 | 16,390 | 0.59 | E | 0.09 | 866 | F |
| Main St | Dundee Rd | SR 17 (Center St) | D | 638 | 16,060 | 0.60 | E | 0.09 | 871 | F |
| CR 542 (Lake Hatchineha Rd) | 8th St | H.L. Smith Rd | D | 1,200 | 11,580 | 0.53 | W | 0.09 | 547 | B |
| CR 542 (Lake Hatchineha Rd) | H.L. Smith Rd | Tyner Rd | D | 1,200 | 7,470 | 0.72 | E | 0.09 | 487 | B |
| Frederick Ave | US 27 | SR 17 (Center St) | D | 525 | 13,940 | 0.60 | E | 0.09 | 755 | F |
| Frederick Ave | SR 17 (Center St) | 8th St | D | 525 | 8,350 | 0.63 | E | 0.09 | 472 | D |
| 8th St | Lake Marie Dr | Frederick Ave | D | 525 | 8,770 | 0.50 | N | 0.09 | 397 | D |
| 8th St | Frederick Ave | Ridgewood Ave | D | 525 | 11,350 | 0.60 | N | 0.09 | 610 | F |
| 8th St | Ridgewood Ave | Weiberg Rd | D | 525 | 18,280 | 0.56 | N | 0.09 | 913 | F |
| Weiberg Rd | 8th St | Alford Rd | D | 525 | 14,110 | 0.57 | E | 0.09 | 721 | F |
| Edwards Rd | Alford Rd | H.L. Smith Rd | D | 616 | 9,990 | 0.59 | E | 0.09 | 530 | C |
| Main St | SR 17 (Scenic Hwy) | 8th St | D | 616 | 9,620 | 0.63 | E | 0.09 | 546 | C |
| Lake Marie Dr | 8th St | Lake Trask Rd | D | 616 | 9,380 | 0.63 | E | 0.09 | 535 | C |
| Lake Marie Dr | Lake Trask Rd | H.L. Smith Rd | D | 616 | 5,520 | 0.71 | E | 0.09 | 355 | C |
| Lake Trask Rd | SR 17 (Scenic Hwy) | Lake Mabel Loop Rd | D | 638 | 5,060 | 0.64 | N | 0.09 | 291 | C |
| Lake Trask Rd | Lake Mabel Loop Rd | Lake Marie Dr | D | 638 | 4,060 | 0.65 | N | 0.09 | 236 | C |
| H.L. Smith Rd | Lake Mabel Loop Rd | Lake Marie Dr | D | 560 | 1,640 | 0.60 | N | 0.09 | 88 | C |
| H.L. Smith Rd | Lake Marie Dr | Edwards Rd | D | 560 | 5,910 | 0.72 | N | 0.09 | 381 | C |
| H.L. Smith Rd | Edwards Rd | CR 542 (Lake Hatchineha Rd) | D | 560 | 8,690 | 0.76 | N | 0.09 | 596 | F |
| Lake Mabel Loop Rd | Lake Trask Rd | H.L. Smith Rd | D | 1,200 | 680 | 0.61 | E | 0.09 | 37 | B |
| Lake Mabel Loop Rd | H.L. Smith Rd | Welsh Rd | D | 1,200 | 4,010 | 0.67 | N | 0.09 | 242 | B |
| Lake Mabel Loop Rd | Welsh Rd | Almburg Rd | D | 1,200 | 2,400 | 0.60 | N | 0.09 | 129 | B |
| Lake Mabel Loop Rd | Almburg Rd | Canal Rd | D | 1,200 | 4,490 | 0.51 | S | 0.09 | 207 | B |
| Lake Mabel Loop Rd | Canal Rd | Stalnaker Rd | D | 1,160 | 3,990 | 0.75 | N | 0.09 | 270 | B |
| Lake Mabel Loop Rd | Stalnaker Rd | Tindel Camp Rd | D | 1,160 | 1,450 | 0.70 | N | 0.09 | 91 | B |
| Almburg Rd | SR 17 (Scenic Hwy) | Lake Mabel Loop Rd | D | 525 | 4,160 | 0.56 | E | 0.09 | 209 | C |
| Canal Rd | Lake Mabel Loop Rd | Town Boundary Line | D | 1,160 | 7,060 | 0.66 | E | 0.09 | 420 | B |
| Canal Rd | Town Boundary Line | Timberlane Road | D | 1,160 | 6,310 | 0.72 | E | 0.09 | 409 | B |
| Tindel Camp Rd | SR 17 (Scenic Hwy) | Lake Mabel Loop Rd | D | 1,160 | 3,890 | 0.60 | E | 0.09 | 211 | B |
| Ridgewood Ave | SR 17 (Center St) | 8th St | D | 525 | 9,830 | 0.52 | W | 0.09 | 464 | D |
| Lincoln Ave | US 27 | Camp Endeavor Blvd | D | 525 | 5,480 | 0.61 | E | 0.09 | 303 | D |
| Camp Endeavor Blvd | Lincoln Ave | Dr Welch Rd | D | 525 | 3,020 | 0.56 | E | 0.09 | 152 | C |
| Camp Endeavor Blvd | Lincoln Ave | Florida Ave | D | 525 | 4,230 | 0.64 | N | 0.09 | 245 | C |
| 4th St S | Florida Ave | SR 17 (Main St) | D | 525 | 4,050 | 0.64 | N | 0.09 | 234 | C |
| Race Rd | Dr Welch Rd | SR 17 (Scenic Hwy) | D | 525 | 1,850 | 0.59 | N | 0.09 | 99 | C |
| Welsh Rd | US 27 | Dr Welch Rd | D | 616 | 7,240 | 0.65 | E | 0.09 | 425 | C |
| Welsh Rd | Dr Welch Rd | SR 17 (Scenic Hwy) | D | 748 | 8,510 | 0.65 | E | 0.09 | 500 | C |
| Welsh Rd | SR 17 (Scenic Hwy) | Lake Mabel Loop Rd | D | 616 | 3,800 | 0.73 | E | 0.09 | 250 | C |
| Stalnaker Rd | SR 17 (Scenic Hwy) | Lake Mabel Loop Rd | D | 525 | 6,250 | 0.65 | E | 0.09 | 365 | D |
| Waverly Rd | SR 17 (Scenic Hwy) | Dekle Rd | D | 680 | 1,060 | 0.53 | E | 0.09 | 51 | C |
| Dekle Rd | Waverly Rd | Lake Mabel Loop Rd | D | 560 | 1,150 | 0.54 | E | 0.09 | 55 | C |

- Highlighted rows depict roadway segments expected to operate below the standard level of service (Std. LOS) with the existing geometry.
 - Standard capacity is based on Florida Department of Transportation (FDOT) - 2020 Quality / Level of Service Handbook.
 - Directional Factors are based on peak-period traffic assignment of the Florida Department of Transportation (FDOT) - District 1 Regional Planning Model.

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Table 19 – 2045 Traffic Volumes and Levels of Service

| Road Name | From | To | Std LOS | Std Capacity | 2045 AADT | 2045 Dir. Factor | 2045 Peak Dir. | K Factor | 2045 DDHV | 2045 LOS |
|-----------------------------|--------------------------|-----------------------------|---------|--------------|-----------|------------------|----------------|----------|-----------|----------|
| US 27 | SR 540 (Cypress G. Blvd) | Lincoln Ave | C | 2,940 | 60,430 | 0.61 | N | 0.09 | 3,300 | F |
| US 27 | Lincoln Ave | SR 542 (Dundee Rd) | C | 2,940 | 63,130 | 0.55 | N | 0.09 | 3,136 | F |
| US 27 | SR 542 (Dundee Rd) | Frederick Ave | C | 2,940 | 61,480 | 0.61 | N | 0.09 | 3,366 | F |
| US 27 | Frederick Ave | W Main St (Lake Hamilton) | C | 2,940 | 61,920 | 0.60 | N | 0.09 | 3,365 | F |
| SR 17 (Scenic Hwy) | CR 17A (Masterpiece Rd) | Waverly Rd | D | 1,200 | 16,210 | 0.56 | N | 0.09 | 821 | C |
| SR 17 (Scenic Hwy) | Waverly Rd | Tindel Camp Rd | D | 1,200 | 18,620 | 0.57 | N | 0.09 | 948 | D |
| SR 17 (Scenic Hwy) | Tindel Camp Rd | Stalnaker Rd | D | 1,200 | 17,100 | 0.53 | N | 0.09 | 823 | C |
| SR 17 (Scenic Hwy) | Stalnaker Rd | Almburg Rd | D | 1,200 | 15,270 | 0.51 | N | 0.09 | 703 | C |
| SR 17 (Scenic Hwy) | Almburg Rd | Welsh Rd | D | 1,200 | 18,710 | 0.51 | S | 0.09 | 855 | C |
| SR 17 (Scenic Hwy) | Welsh Rd | Lake Trask Rd | D | 1,200 | 11,310 | 0.56 | N | 0.09 | 569 | B |
| SR 17 (Scenic Hwy) | Lake Trask Rd | Race Rd | D | 880 | 8,190 | 0.61 | S | 0.09 | 450 | C |
| SR 17 (Scenic Hwy) | Race Rd | Lake Marie Dr | D | 880 | 4,530 | 0.53 | N | 0.09 | 217 | C |
| SR 17 (Main St) | Lake Marie Dr | 4th St S | D | 880 | 13,210 | 0.59 | E | 0.09 | 700 | C |
| SR 17 (Main St) | 4th St S | Center St | D | 750 | 10,130 | 0.57 | E | 0.09 | 516 | D |
| SR 17 (Center St) | Main St | Frederick Ave | D | 750 | 13,170 | 0.53 | N | 0.09 | 627 | D |
| SR 17 (Center St) | Frederick Ave | Ridgewood Ave | D | 1,200 | 18,630 | 0.56 | N | 0.09 | 943 | D |
| SR 17 | Ridgewood Ave | CR 542 (Lake Hatchineha Rd) | D | 1,200 | 9,560 | 0.60 | N | 0.09 | 512 | B |
| SR 542 (Dundee Rd) | Overlook Dr | US 27 | D | 2,000 | 52,700 | 0.57 | E | 0.09 | 2,704 | F |
| Dundee Rd | US 27 | Main St | D | 675 | 17,580 | 0.55 | E | 0.09 | 865 | F |
| Main St | Dundee Rd | SR 17 (Center St) | D | 638 | 17,370 | 0.56 | E | 0.09 | 881 | F |
| CR 542 (Lake Hatchineha Rd) | 8th St | H.L. Smith Rd | D | 1,200 | 12,050 | 0.51 | W | 0.09 | 552 | B |
| CR 542 (Lake Hatchineha Rd) | H.L. Smith Rd | Tyner Rd | D | 1,200 | 7,870 | 0.70 | E | 0.09 | 495 | B |
| Frederick Ave | US 27 | SR 17 (Center St) | D | 525 | 16,940 | 0.57 | E | 0.09 | 865 | F |
| Frederick Ave | SR 17 (Center St) | 8th St | D | 525 | 9,980 | 0.57 | E | 0.09 | 511 | D |
| 8th St | Lake Marie Dr | Frederick Ave | D | 525 | 9,570 | 0.51 | N | 0.09 | 440 | D |
| 8th St | Frederick Ave | Ridgewood Ave | D | 525 | 13,190 | 0.56 | N | 0.09 | 667 | F |
| 8th St | Ridgewood Ave | Weiberg Rd | D | 525 | 19,630 | 0.55 | N | 0.09 | 974 | F |
| Weiberg Rd | 8th St | Alford Rd | D | 525 | 19,080 | 0.54 | E | 0.09 | 936 | F |
| Edwards Rd | Alford Rd | H.L. Smith Rd | D | 616 | 12,110 | 0.55 | E | 0.09 | 597 | D |
| Main St | SR 17 (Scenic Hwy) | 8th St | D | 616 | 11,360 | 0.62 | E | 0.09 | 635 | F |
| Lake Marie Dr | 8th St | Lake Trask Rd | D | 616 | 11,270 | 0.61 | E | 0.09 | 614 | D |
| Lake Marie Dr | Lake Trask Rd | H.L. Smith Rd | D | 616 | 6,330 | 0.67 | E | 0.09 | 380 | C |
| Lake Trask Rd | SR 17 (Scenic Hwy) | Lake Mabel Loop Rd | D | 638 | 7,430 | 0.68 | N | 0.09 | 454 | D |
| Lake Trask Rd | Lake Mabel Loop Rd | Lake Marie Dr | D | 638 | 5,480 | 0.70 | N | 0.09 | 347 | D |
| H.L. Smith Rd | Lake Mabel Loop Rd | Lake Marie Dr | D | 560 | 2,830 | 0.61 | N | 0.09 | 155 | C |
| H.L. Smith Rd | Lake Marie Dr | Edwards Rd | D | 560 | 7,500 | 0.70 | N | 0.09 | 474 | C |
| H.L. Smith Rd | Edwards Rd | CR 542 (Lake Hatchineha Rd) | D | 560 | 8,550 | 0.74 | N | 0.09 | 569 | F |
| Lake Mabel Loop Rd | Lake Trask Rd | H.L. Smith Rd | D | 1,200 | 1,050 | 0.55 | W | 0.09 | 52 | B |
| Lake Mabel Loop Rd | H.L. Smith Rd | Welsh Rd | D | 1,200 | 6,290 | 0.65 | N | 0.09 | 370 | B |
| Lake Mabel Loop Rd | Welsh Rd | Almburg Rd | D | 1,200 | 4,180 | 0.60 | N | 0.09 | 227 | B |
| Lake Mabel Loop Rd | Almburg Rd | Canal Rd | D | 1,200 | 5,480 | 0.50 | N | 0.09 | 247 | B |
| Lake Mabel Loop Rd | Canal Rd | Stalnaker Rd | D | 1,160 | 4,290 | 0.71 | N | 0.09 | 273 | B |
| Lake Mabel Loop Rd | Stalnaker Rd | Tindel Camp Rd | D | 1,160 | 2,580 | 0.80 | N | 0.09 | 186 | B |
| Almburg Rd | SR 17 (Scenic Hwy) | Lake Mabel Loop Rd | D | 525 | 5,350 | 0.56 | E | 0.09 | 269 | D |
| Canal Rd | Lake Mabel Loop Rd | Town Boundary Line | D | 1,160 | 7,950 | 0.62 | E | 0.09 | 443 | B |
| Canal Rd | Town Boundary Line | Timberlane Road | D | 1,160 | 6,560 | 0.69 | E | 0.09 | 409 | B |
| Tindel Camp Rd | SR 17 (Scenic Hwy) | Lake Mabel Loop Rd | D | 1,160 | 4,420 | 0.62 | E | 0.09 | 247 | B |
| Ridgewood Ave | SR 17 (Center St) | 8th St | D | 525 | 10,770 | 0.54 | E | 0.09 | 526 | E |
| Lincoln Ave | US 27 | Camp Endeavor Blvd | D | 525 | 7,300 | 0.69 | E | 0.09 | 455 | D |
| Camp Endeavor Blvd | Lincoln Ave | Dr Welch Rd | D | 525 | 5,320 | 0.73 | E | 0.09 | 351 | D |
| Camp Endeavor Blvd | Lincoln Ave | Florida Ave | D | 525 | 5,270 | 0.59 | N | 0.09 | 279 | D |
| 4th St S | Florida Ave | SR 17 (Main St) | D | 525 | 5,060 | 0.59 | N | 0.09 | 267 | D |
| Race Rd | Dr Welch Rd | SR 17 (Scenic Hwy) | D | 525 | 3,690 | 0.80 | N | 0.09 | 267 | D |
| Welsh Rd | US 27 | Dr Welch Rd | D | 616 | 9,480 | 0.63 | E | 0.09 | 537 | C |
| Welsh Rd | Dr Welch Rd | SR 17 (Scenic Hwy) | D | 748 | 11,570 | 0.63 | E | 0.09 | 658 | C |
| Welsh Rd | SR 17 (Scenic Hwy) | Lake Mabel Loop Rd | D | 616 | 5,580 | 0.65 | E | 0.09 | 327 | C |
| Stalnaker Rd | SR 17 (Scenic Hwy) | Lake Mabel Loop Rd | D | 525 | 7,440 | 0.52 | E | 0.09 | 349 | D |
| Waverly Rd | SR 17 (Scenic Hwy) | Dekle Rd | D | 680 | 1,530 | 0.57 | E | 0.09 | 79 | C |
| Dekle Rd | Waverly Rd | Lake Mabel Loop Rd | D | 560 | 1,660 | 0.58 | E | 0.09 | 86 | C |

- Highlighted rows depict roadway segments expected to operate below the standard level of service (Std. LOS) with the existing geometry.
 - Standard capacity is based on Florida Department of Transportation (FDOT) - 2020 Quality / Level of Service Handbook.
 - Directional Factors are based on peak-period traffic assignment of the Florida Department of Transportation (FDOT) - District 1 Regional Planning Model.

5/7/2023



9. RECOMMENDED IMPROVEMENTS

Section 7 of this report describes several substandard roadway segments that require significant improvements to ensure that the Town’s thoroughfare network can support the anticipated growth. Table 20 provides the recommended improvements to address each existing deficiency.

Table 20 – 2022 Recommended Improvements

| Road Name | From | To | Existing Lanes | Future Lanes | Existing Deficiencies | Recommended Improvements |
|---|--------------------|--------------------|----------------|--------------|--|---|
| Almburg Rd | SR 17 (Scenic Hwy) | Lake Mabel Loop Rd | 2 | 2 | Partially Unpaved Segment / Narrow Lanes | Reconstruct to provide standard roadway width and pave the whole segment. |
| Camp Endeavor Blvd | Lincoln Ave | Dr Welch Rd | 2 | 2 | Unpaved Segment | Ensure that roadway-design standards are met and pave the whole segment. |
| Camp Endeavor Blvd | Lincoln Ave | Florida Ave | 2 | 2 | Unpaved Segment | Ensure that roadway-design standards are met and pave the whole segment. |
| Dekle Rd | Waverly Rd | Lake Mabel Loop Rd | 2 | 2 | Unpaved Segment | Ensure that roadway-design standards are met and pave the whole segment. |
| Lake Marie Dr | Lake Trask Rd | H.L. Smith Rd | 2 | 2 | Poor Pavement Condition | Ensure that roadway-design standards are met and resurface the whole segment. |
| Lincoln Ave | US 27 | Camp Endeavor Blvd | 2 | 2 | Partially Unpaved Segment | Ensure that roadway-design standards are met and pave from Pine St to Camp Endeavor Blvd. |
| Stalaker Rd | SR 17 (Scenic Hwy) | Lake Mabel Loop Rd | 2 | 2 | Unpaved Segment + Proposed New Road Segment (Town’s Network) | Ensure that roadway-design standards are met and pave from SR 17 to approximately 1,400 feet west of Lake Mabel Loop Rd. Construct new roadway segment from approximately 1,400 feet west of Lake Mabel Loop Rd to Lake Mabel Loop Rd. |
| Waverly Rd | SR 17 (Scenic Hwy) | Dekle Rd | 2 | 2 | Proposed New Road Segment (Town’s Network) | Construct new roadway segment. |
| Welsh Rd | US 27 | Dr Welch Rd | N/A | 2 | Proposed New Road Segment (Town’s Network) | Construct new roadway segment. |
| Welsh Rd | SR 17 (Scenic Hwy) | Lake Mabel Loop Rd | N/A | 2 | Proposed New Road Segment (Town’s Network) | Construct new roadway segment. |
| Welsh Rd | Dr Welch Rd | SR 17 (Scenic Hwy) | N/A | 2 | Unpaved Segment | Ensure that roadway-design standards are met and pave the whole segment. |
| 4th St S | Florida Ave | SR 17 (Scenic Hwy) | 2 | 2 | Faded Striping | Inspect condition of pavement markings and restripe if needed. |
| <p>- Proposed new roadway segments are part of the Town of Dundee’s network of arterials and main collectors (and are shown in the town’s Comprehensive Plan). - Recommended improvements are related to existing roadway-segment physical conditions and are not triggered as a result of traffic volumes. - Further analysis may be needed to define the specific scopes of improvement projects.</p> | | | | | | |

6/16/2023

Further analysis may be needed to define the detailed scope of some of these improvements. As mentioned earlier in this document, some or all of these improvements could be added to the Town’s Capital Improvement Plan (CIP).

The Town could also implement “Substandard Road” regulation by amending the Town’s Land Development Code. The “Substandard Road” regulation could mandate substandard-road



assessments and could also provide a funding mechanism for mitigation of impacts on and upgrading of substandard facilities.

As shown on Maps 14, 15 and 16, there are multiple study area segments that may not be able to meet LOS standards under one or more future scenarios. A detailed analysis for each of these segments was conducted to determine the most reasonable mitigation approaches in order to meet level-of-service standards under future conditions. Recommended improvements and/or strategies were proposed on a case-by-case basis. Tables 21, 22 and 23 summarize the improvement recommendations and provide the levels of service that will be achieved with the proposed improvements.

Table 21 – 2027 Recommended Improvements

| Road Name | From | To | 2027 Recommended Improvements | 2027 Improved Std. LOS | 2027 Improved Capacity | 2027 Peak Dir. Volume | 2027 Improved LOS |
|-----------|-----------|-------------------|---|------------------------|------------------------|-----------------------|-------------------|
| Dundee Rd | US 27 | Main St | Widen to 4 lanes (undivided). If possible, provide left-turn lanes at main intersections. | D | 1,060 | 755 | D |
| Main St | Dundee Rd | SR 17 (Center St) | Widen to 4 lanes (undivided). If possible, provide left-turn lanes at main intersections. | D | 1,060 | 738 | D |

- Recommended improvements are the minimum necessary to meet standard level of service (Std. LOS) under 2027 traffic conditions.
 - Actual improvements may depend on specific conditions, including but not limited to, site access configuration, number of access points, geometry of adjacent segments, etc. For this reason, more detailed traffic analyses that evaluate traffic operations and safety at specific locations may be needed.

5/6/2023

Table 22 – 2035 Recommended Improvements

| Road Name | From | To | 2035 Recommended Improvements | 2035 Improved Std. LOS | 2035 Improved Capacity | 2035 Peak Dir. Volume | 2035 Improved LOS |
|--------------------|--------------------------|-----------------------------|---|------------------------|------------------------|-----------------------|-------------------|
| US 27 | SR 540 (Cypress G. Blvd) | Lincoln Ave | Widen to 8 lanes (divided). | C | 3,970 | 3,148 | C |
| US 27 | Lincoln Ave | SR 542 (Dundee Rd) | Widen to 8 lanes (divided). | C | 3,970 | 3,014 | C |
| US 27 | SR 542 (Dundee Rd) | Frederick Ave | Widen to 8 lanes (divided). | C | 3,970 | 3,387 | C |
| US 27 | Frederick Ave | W Main St (Lake Hamilton) | Widen to 8 lanes (divided). | C | 3,970 | 3,328 | C |
| SR 542 (Dundee Rd) | Overlook Dr | US 27 | Widen to 6 lanes (divided). | D | 3,020 | 2,647 | C |
| Dundee Rd | US 27 | Main St | Widen to 4 lanes (undivided). If possible, provide left-turn lanes at main intersections. | D | 1,060 | 866 | D |
| Main St | Dundee Rd | SR 17 (Center St) | Widen to 4 lanes (undivided). If possible, provide left-turn lanes at main intersections. | D | 1,060 | 871 | D |
| Frederick Ave | US 27 | SR 17 (Center St) | Widen to 4 lanes (undivided). | D | 1,060 | 755 | D |
| 8th St | Frederick Ave | Ridgewood Ave | Provide left-turn lanes at main intersections. | D | 638 | 610 | D |
| 8th St | Ridgewood Ave | Weiberg Rd | Widen to 4 lanes (undivided). | D | 1,060 | 913 | D |
| Weiberg Rd | 8th St | Alford Rd | Widen to 4 lanes (undivided). | D | 1,060 | 721 | D |
| H.L. Smith Rd | Edwards Rd | CR 542 (Lake Hatchineha Rd) | Provide right-turn lanes at main intersections. | D | 600 | 596 | D |

- Recommended improvements are the minimum necessary to meet standard level of service (Std. LOS) under 2035 traffic conditions.
 - Actual improvements may depend on specific conditions, including but not limited to, site access configuration, number of access points, geometry of adjacent segments, etc. For this reason, more detailed traffic analyses that evaluate traffic operations and safety at specific locations may be needed.

5/6/2023



Table 23 – 2045 Recommended Improvements

| Road Name | From | To | 2045 Recommended Improvements | 2045 Improved Std. LOS | 2045 Improved Capacity | 2045 Peak Dir. Volume | 2045 Improved LOS |
|--------------------|--------------------------|-----------------------------|--|------------------------|------------------------|-----------------------|-------------------|
| US 27 | SR 540 (Cypress G. Blvd) | Lincoln Ave | Widen to 8 lanes (divided). | C | 3,970 | 3,300 | C |
| US 27 | Lincoln Ave | SR 542 (Dundee Rd) | Widen to 8 lanes (divided). | C | 3,970 | 3,136 | C |
| US 27 | SR 542 (Dundee Rd) | Frederick Ave | Widen to 8 lanes (divided). | C | 3,970 | 3,366 | C |
| US 27 | Frederick Ave | W Main St (Lake Hamilton) | Widen to 8 lanes (divided). | C | 3,970 | 3,365 | C |
| SR 542 (Dundee Rd) | Overlook Dr | US 27 | Widen to 6 lanes (divided). | D | 3,020 | 2,704 | C |
| Dundee Rd | US 27 | Main St | Widen to 4 lanes (undivided). If possible, provide left-turn lanes at main intersections. | D | 1,060 | 865 | D |
| Main St | Dundee Rd | SR 17 (Center St) | Widen to 4 lanes (undivided). If possible, provide left-turn lanes at main intersections. | D | 1,060 | 881 | D |
| Frederick Ave | US 27 | SR 17 (Center St) | Widen to 4 lanes (undivided). | D | 1,060 | 865 | D |
| 8th St | Frederick Ave | Ridgewood Ave | Widen to 4 lanes (undivided). | D | 1,060 | 667 | D |
| 8th St | Ridgewood Ave | Weiberg Rd | Widen to 4 lanes (undivided). | D | 1,060 | 974 | D |
| Weiberg Rd | 8th St | Alford Rd | Widen to 4 lanes (undivided). | D | 1,060 | 936 | D |
| Main St | SR 17 (Scenic Hwy) | 8th St | Provide right-turn lanes at main intersections. | D | 660 | 635 | D |
| H.L. Smith Rd | Edwards Rd | CR 542 (Lake Hatchineha Rd) | Provide right-turn lanes at main intersections. | D | 600 | 569 | D |
| Ridgewood Ave | SR 17 (Center St) | 8th St | Provide right-turn lanes at main intersections. | D | 563 | 526 | D |

- Recommended improvements are the minimum necessary to meet standard level of service (Std. LOS) under 2045 traffic conditions.
 - Actual improvements may depend on specific conditions, including but not limited to, site access configuration, number of access points, geometry of adjacent segments, etc. For this reason, more detailed traffic analyses that evaluate traffic operations and safety at specific locations may be needed.

5/6/2023

Maps 17, 18 and 19 (provided under Appendix 1) show the affected roadway segments as well as the recommended improvements and the levels of service that will be achieved with those improvements.

10. FUTURE INTERSECTION ANALYSIS

As roadway segments approach their standard capacities, main intersections on these segments can become problematic in terms of capacity, safety and/or operations. As a result, improvements such as turn lanes, turn-lane extensions, signalization, etc. could be warranted. Decisions in connection with this kind of improvements typically require detailed analyses that look at operations, safety, signal-warrants, etc. These types of analyses are not part of the scope of this study. However, a preliminary analysis was conducted (based on the future roadway conditions presented in Section 8 of this report) in order to identify study-area intersections that could require improvements of this nature once the anticipated future development reaches significant levels. Map 20 (provided under Appendix 1) shows the intersection locations that were identified.



11. CONCURRENCY MANAGEMENT SYSTEM

The Town of Dundee intends to implement a Transportation Concurrency Management System (TCMS). This section offers comprehensive insights into the definition of a TCMS, its core components, and the advantages of implementing one. The analysis carried out to develop this report yielded several essential components that can be used as a foundation for a Town of Dundee TCMS. This section also discusses those components.

Transportation concurrency management is used to ensure that adequate transportation infrastructure is in place to support the anticipated growth within a local jurisdiction. A transportation concurrency management system (TCMS) is a simple tool used to track the capacity of transportation-facility segments. The main goal of a TCMS is to make sure that all segments of the transportation network operate below their standard capacity and, as a result, maintain at an adequate level-of service.

To achieve the TCMS objectives, the travel-demand created by new developments is estimated and assigned to the transportation network. The existing traffic volumes on each segment of the network, the reserved capacities (assigned to recently approved but not-built-yet developments) as well as the available capacities are periodically updated in a database so that the jurisdiction can know, on a timely manner, if the traffic generated by a proposed new development would trigger any deficiencies in the transportation network.

If it is determined that a proposed development would create network deficiencies, the additional capacity required to support the development’s travel demand must be provided (normally, in the form of transportation improvements) concurrent with the approval of the development. This guarantees that all network segments continue operating below their standard capacity.

A TCMS is important to ensure that a local jurisdiction can maintain a “healthy” transportation network. The time between periodic updates of reserved capacities and available capacities will depend on the development activity within the local jurisdiction. It is recommended to monitor and update the existing traffic volumes on an annual basis.

The TCMS information discussed above is consistent with the Town of Dundee Land Development Code (LDC). The LDC provides a more-general description of a concurrency management system and also mentions a monitoring system.

Key elements of a TCMS include:



- **Thoroughfare Network:** This is normally the network of arterials and main collectors within a local jurisdiction. Future roadway segments expected to become significant network links should be included so that future-condition analyses can take them into account. This report proposes a Town of Dundee Thoroughfare Network which is shown on Map 02A (provided under Appendix 1).
- **Functional Classification of Roadway Segments:** The functional classification of roads normally affects design standards and certain traffic characteristics. As a result, the standard level of service can vary according the functional classification. This report proposes a functional classification of thoroughfare-network segments which is provided in Map 02B (provided under Appendix 1). The proposed functional classification is based on FDOT District One Functional Classification and Urban Boundary maps as well as the Polk TPO 2022 Roadway Network Database.
- **Thoroughfare Network Database:** This is a database that includes all the thoroughfare-network segments and must be capable of tracking the existing traffic volumes, reserved capacities, and available capacities as well as the development traffic by project and by segment.
- **Existing Traffic Volumes:** Annually updated traffic counts are vital to ensure that the TCMS accounts for potential variations in travel patterns that are not influenced by recent development. This report provides network-wide existing traffic volumes mainly based on data collected in 2022 and early 2023.
- **Standard capacities of Thoroughfare-Network Segments:** These standard capacities can vary between local jurisdictions depending on sources, adopted methodologies and policy. For this study, the standard daily and peak-hour capacities for each roadway segment were determined based on the FDOT 2020 Quality / Level of Service Handbook, the Town of Dundee Land Development Code (LDC), and the specific segment characteristics. Table 1, provided under Section 5.3 of this report, includes the peak-hour capacities used in the analysis.
- **Transportation Concurrency Management Plan (TCMP):** The TCMP is a policy document that outlines the overall strategy for managing transportation concurrency in the community. It can include concurrency-related guidelines, accepted types of mitigation measures, etc. Language from this document can be used to create proposed/needed LDC text amendments.

As part of the analysis presented in this document, ESRP carried out multiple select-zone analyzes, based on the travel-demand model (D1RPM). The main purpose of this effort was to determine the trip distribution for each of the nine projects listed in Table 12. These projects are expected to be partially or fully-completed by the end of 2027. The trip distributions and trip-



generation estimates, based on ITE⁴ rates and equations, were used to calculate the number of 2027 project trips on each segment of the Town’s thoroughfare network. These trips, which are provided in Table 14, represent the estimated amount of network-segment capacity that will be consumed by new developments (to be constructed between now and the end of 2027) within Town limits. The data provided in Table 14 will be very useful for a Town of Dundee TCMS.

In summary, the adoption and implementation of the proposed TCMS will more likely than not assist the Town of Dundee in delivering proper transportation planning and ensuring that the essential transportation infrastructure is available on time to prevent or minimize traffic congestion.

12. CONCLUSIONS

The analysis described in this report evaluated the existing and future performance, in terms of roadway capacity, of the main arterials and collectors located within the Town of Dundee in Polk County, Florida. A network of main Town arterials and collectors, also called “thoroughfare network” in this report, was proposed based on a detailed analysis of the Town’s existing roadway network, the existing and future development patterns, the location of activity centers, the Town of Dundee 2030 Comprehensive Plan, and coordination with Town staff members. Map O2A (provided under Appendix 1) shows the proposed thoroughfare network which is the traffic-analysis study area.

Capacity analyses were conducted for all roadway segments included in the study area under existing and future-traffic conditions based on existing traffic counts and directional design-hour volumes (DDHV) developed for each scenario. Existing conditions (2022) as well as three future scenarios were analyzed, including Short-Term (2027), Midterm (2035) and Long-Term (2045). Based on the findings of this study, the following conclusions are reached:

- Existing conditions:
 - Several of the Town’s thoroughfare-network segments currently have certain deficiencies related to physical roadway conditions and are considered “substandard roads”. Table 20 provides the recommended improvements to address each existing deficiency. The needed improvements to address these

⁴ ITE = Institute of Transportation Engineers. ITE produces trip-generation rates and equations based on data collected nationwide.



deficiencies are not triggered by capacity-related issues caused by traffic (i.e., unacceptable levels of service) because the existing traffic volumes on these facilities are very low.

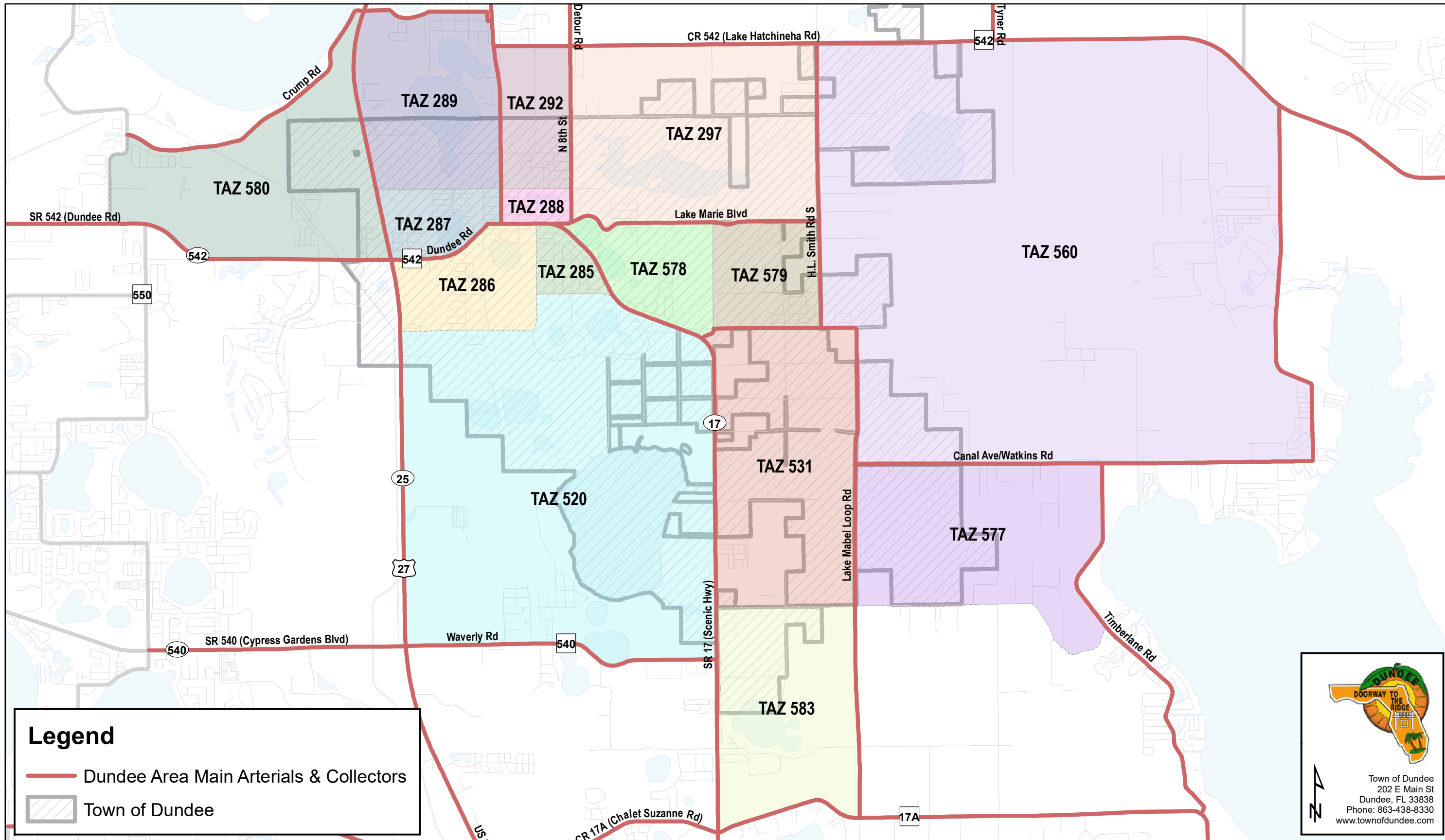
- Since the existing deficiencies are not related to insufficient roadway capacity or level-of-service standards, they are not caused by development-generated trips. However, a new development could have a significant impact on a substandard road. In order to address situations like this, the Town may implement “Substandard Road” regulation by amending its Land Development Code. The “Substandard Road” regulation could mandate substandard-road assessments and could also provide a funding mechanism for mitigation of impacts on and upgrading of substandard facilities.
 - No level-of-service deficiencies were identified. Based on existing traffic volumes, all the Town’s thoroughfare-network segments meet the standard levels of service.
- Under Midterm (2027) traffic conditions:
 - There will be 2 segments of the Town’s thoroughfare-network that will not be able to meet level-of-service standards. The expected levels of service on these segments are provided in Table 17 and shown on Map 14. The recommended improvements to meet level-of-service standards are provided in Table 21. The levels of service that will be achieved with the recommended improvements are shown on map 17.
 - All other thoroughfare-network roadway segments are expected to meet their corresponding standard levels of service.
 - Under Long-Term (2035) traffic conditions:
 - There will be 12 segments of the Town’s thoroughfare-network that will not be able to meet level-of-service standards. The expected levels of service on these segments are provided in Table 18 and shown on Map 15. The recommended improvements to meet level-of-service standards are provided in Table 22. The levels of service that will be achieved with the recommended improvements are shown on map 18.
 - All other thoroughfare-network roadway segments are expected to meet their corresponding standard levels of service.
 - Under Long-Term (2045) traffic conditions:



- There will be 14 segments of the Town’s thoroughfare-network that will not be able to meet level-of-service standards. The expected levels of service on these segments are provided in Table 19 and shown on Map 16. The recommended improvements to meet level-of-service standards are provided in Table 23. The levels of service that will be achieved with the recommended improvements are shown on map 19.
 - All other thoroughfare-network roadway segments are expected to meet their corresponding standard levels of service.
-
- The analysis presented here did not take into account the use of Community Development District (CDD) facilities, for recreational purposes, by Town residents . For future updates of this traffic study, it is recommended to conduct traffic counts and data analysis to evaluate the potential impact that additional trips attracted to CDD facilities may have on roadway capacity.
 - The Town of Dundee intends to implement the proposed updated Transportation Concurrency Management System. The analysis carried out to develop this report yielded several essential components that can be used as a foundation for this system. These elements include a proposed Town’s thoroughfare network, a proposed functional classification of roadway segments, the existing traffic volumes, the standard capacities of the proposed Town’s thoroughfare-network segments, and the estimated amount of network-segment capacity that will be consumed by new developments (to be constructed between now and the end of 2027) within Town limits.



APPENDIX 1 – Maps



Legend

- Dundee Area Main Arterials & Collectors
- ▨ Town of Dundee

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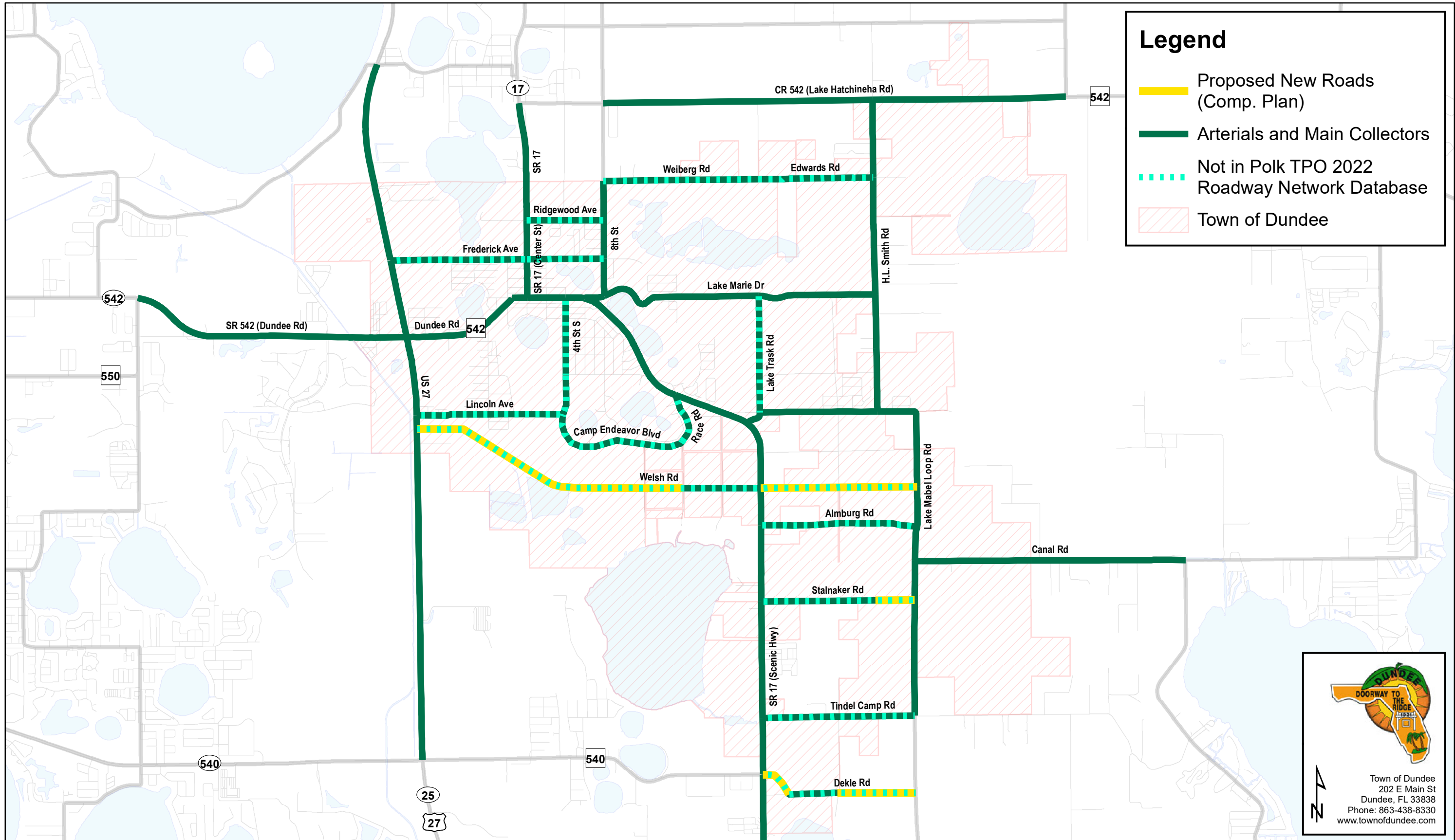
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MAP 01 - Traffic Analysis Zones (TAZs)
Town of Dundee Transportation Impact Fee Study
 February 2023

1 in = 3,500 ft

0 0.5 1 2 Miles



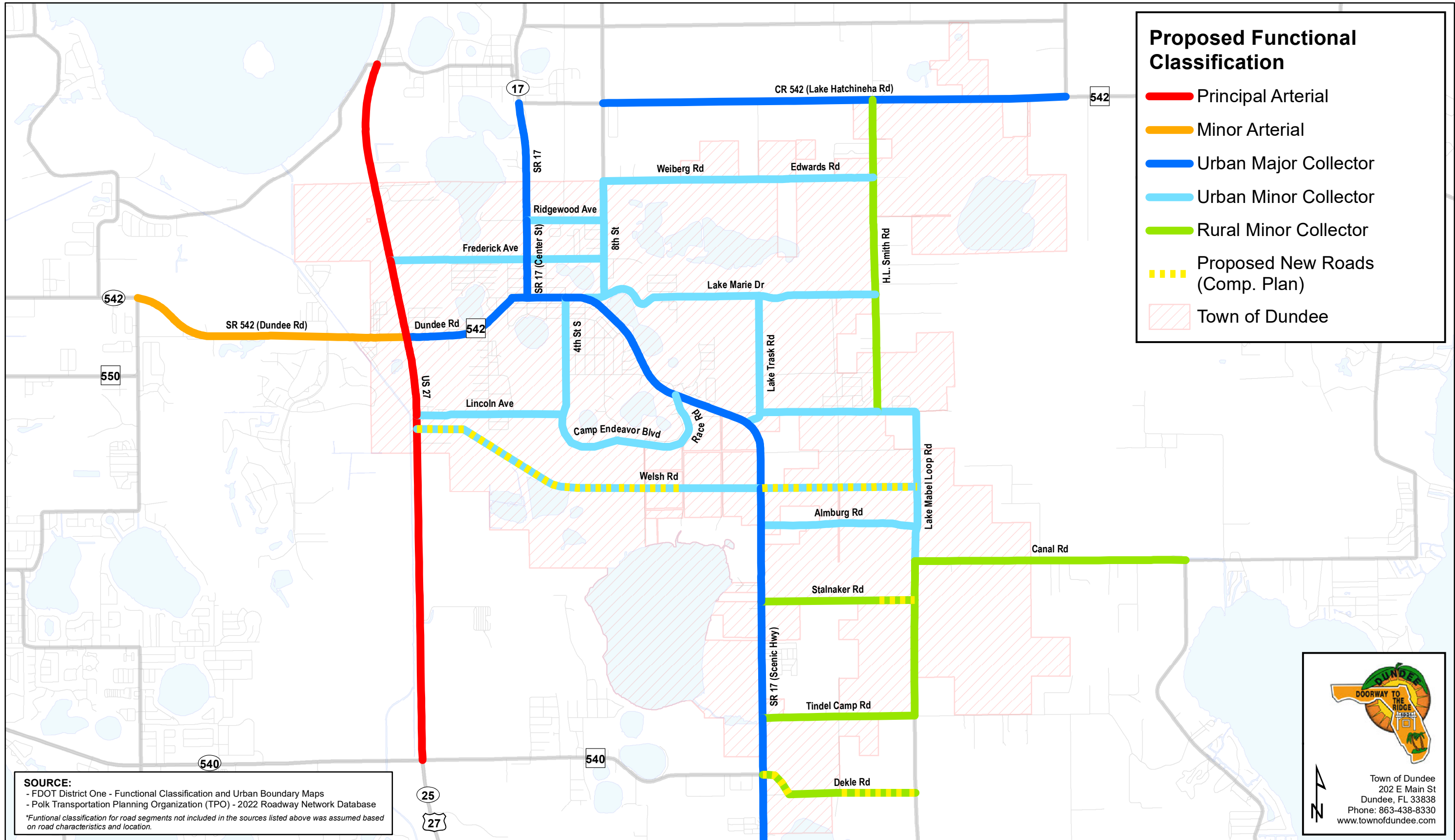
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MAP 02A - Study Area Roadway Segments
Town of Dundee Transportation Impact Fee Study
 April 2023

1 in = 3,200 ft

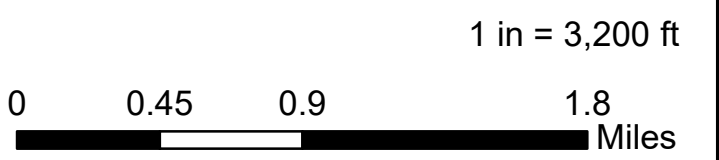
0 0.45 0.9 1.8 Miles

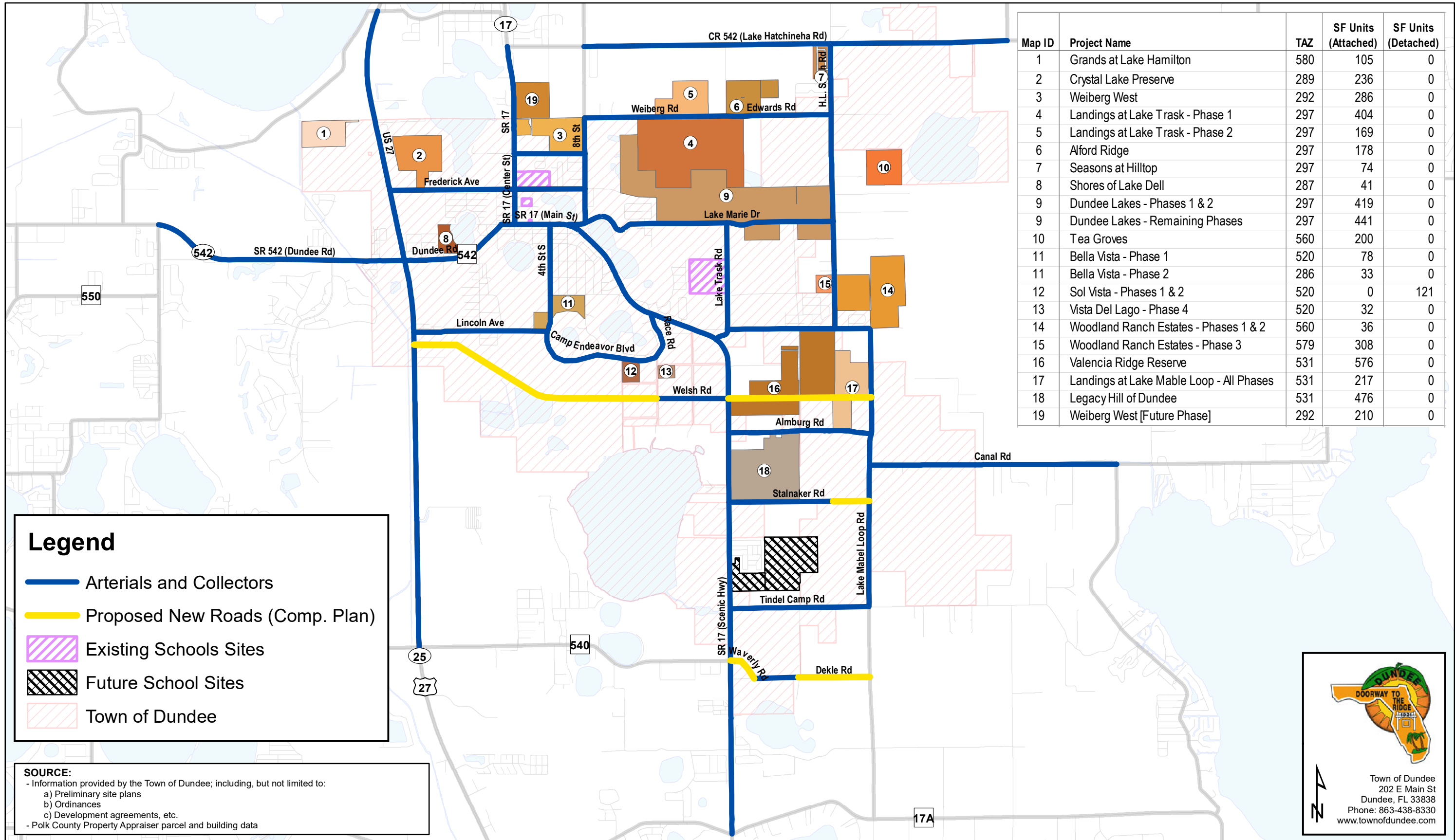


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MAP 02B - Proposed Functional Classification of Roadway Segments
Town of Dundee Transportation Impact Fee Study
 April 2023





| Map ID | Project Name | TAZ | SF Units (Attached) | SF Units (Detached) |
|--------|--|-----|---------------------|---------------------|
| 1 | Grands at Lake Hamilton | 580 | 105 | 0 |
| 2 | Crystal Lake Preserve | 289 | 236 | 0 |
| 3 | Weiberg West | 292 | 286 | 0 |
| 4 | Landings at Lake Trask - Phase 1 | 297 | 404 | 0 |
| 5 | Landings at Lake Trask - Phase 2 | 297 | 169 | 0 |
| 6 | Alford Ridge | 297 | 178 | 0 |
| 7 | Seasons at Hilltop | 297 | 74 | 0 |
| 8 | Shores of Lake Dell | 287 | 41 | 0 |
| 9 | Dundee Lakes - Phases 1 & 2 | 297 | 419 | 0 |
| 9 | Dundee Lakes - Remaining Phases | 297 | 441 | 0 |
| 10 | Tea Groves | 560 | 200 | 0 |
| 11 | Bella Vista - Phase 1 | 520 | 78 | 0 |
| 11 | Bella Vista - Phase 2 | 286 | 33 | 0 |
| 12 | Sol Vista - Phases 1 & 2 | 520 | 0 | 121 |
| 13 | Vista Del Lago - Phase 4 | 520 | 32 | 0 |
| 14 | Woodland Ranch Estates - Phases 1 & 2 | 560 | 36 | 0 |
| 15 | Woodland Ranch Estates - Phase 3 | 579 | 308 | 0 |
| 16 | Valencia Ridge Reserve | 531 | 576 | 0 |
| 17 | Landings at Lake Mable Loop - All Phases | 531 | 217 | 0 |
| 18 | Legacy Hill of Dundee | 531 | 476 | 0 |
| 19 | Weiberg West [Future Phase] | 292 | 210 | 0 |

Legend

- Arterials and Collectors
- Proposed New Roads (Comp. Plan)
- Existing Schools Sites
- Future School Sites
- Town of Dundee

SOURCE:
 - Information provided by the Town of Dundee; including, but not limited to:
 a) Preliminary site plans
 b) Ordinances
 c) Development agreements, etc.
 - Polk County Property Appraiser parcel and building data

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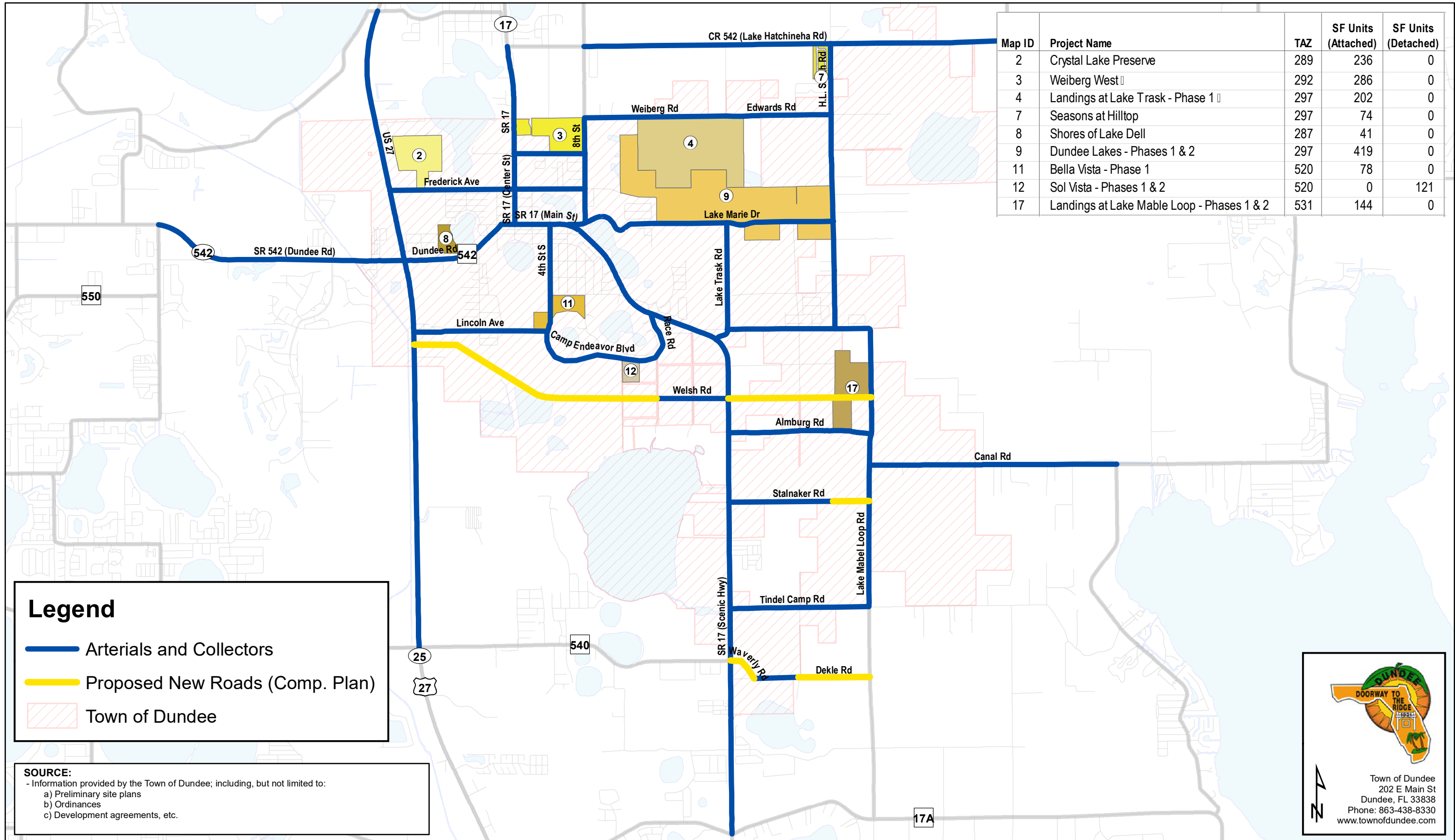
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MAP 03A - Future Development Within Town of Dundee Limits (Residential Projects)
Town of Dundee Transportation Impact Fee Study
 April 2023

1 in = 3,500 ft

0 0.5 1 2 Miles



| Map ID | Project Name | TAZ | SF Units (Attached) | SF Units (Detached) |
|--------|--|-----|---------------------|---------------------|
| 2 | Crystal Lake Preserve | 289 | 236 | 0 |
| 3 | Weiberg West | 292 | 286 | 0 |
| 4 | Landings at Lake Trask - Phase 1 | 297 | 202 | 0 |
| 7 | Seasons at Hilltop | 297 | 74 | 0 |
| 8 | Shores of Lake Dell | 287 | 41 | 0 |
| 9 | Dundee Lakes - Phases 1 & 2 | 297 | 419 | 0 |
| 11 | Bella Vista - Phase 1 | 520 | 78 | 0 |
| 12 | Sol Vista - Phases 1 & 2 | 520 | 0 | 121 |
| 17 | Landings at Lake Mable Loop - Phases 1 & 2 | 531 | 144 | 0 |

Legend

- Arterials and Collectors
- Proposed New Roads (Comp. Plan)
- Town of Dundee

SOURCE:
 - Information provided by the Town of Dundee; including, but not limited to:
 a) Preliminary site plans
 b) Ordinances
 c) Development agreements, etc.

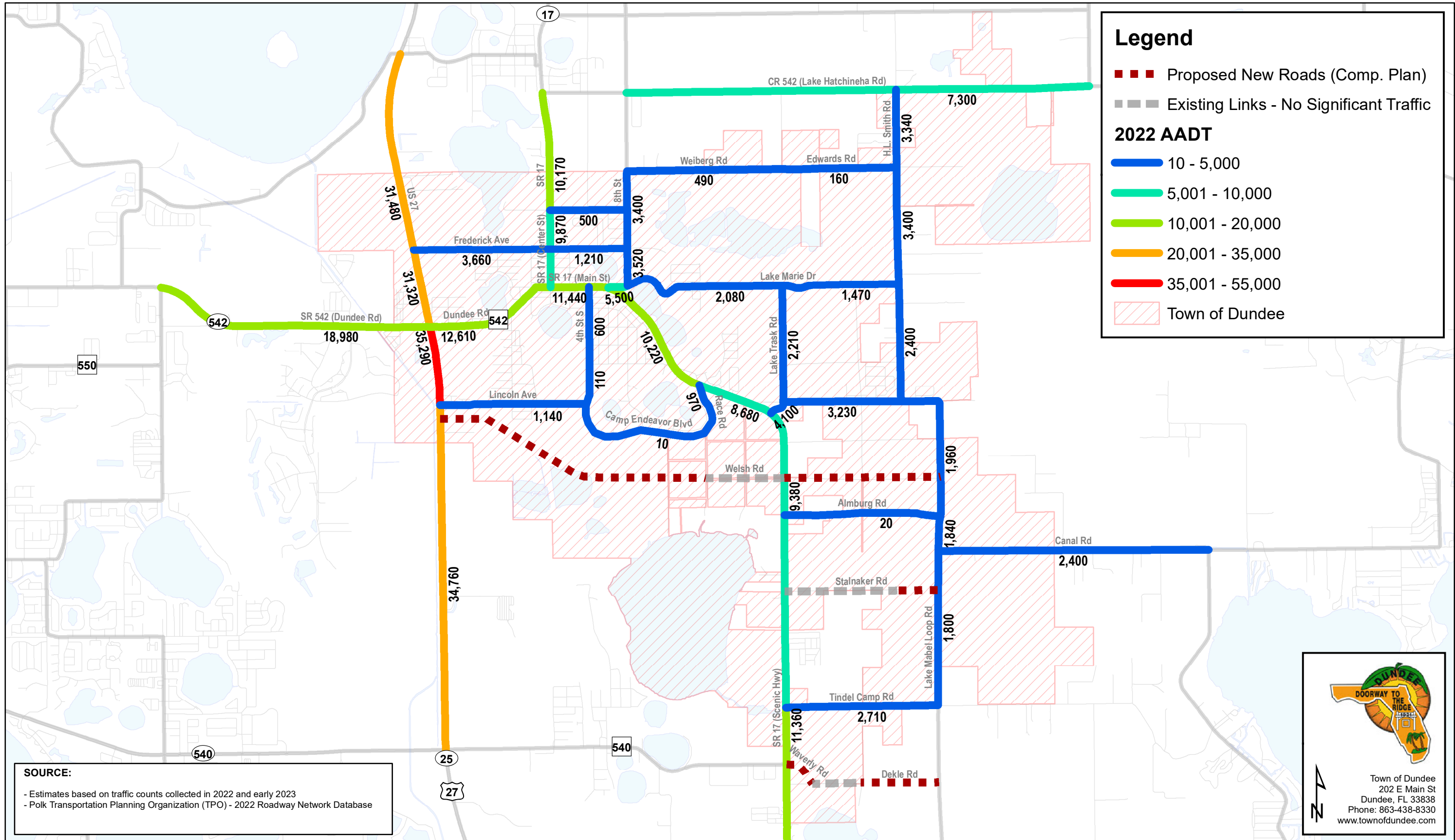
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MAP 03B - Future Development Expected By 2027 (Residential Projects)
Town of Dundee Transportation Impact Fee Study
 April 2023

1 in = 3,500 ft

0 0.5 1 2 Miles



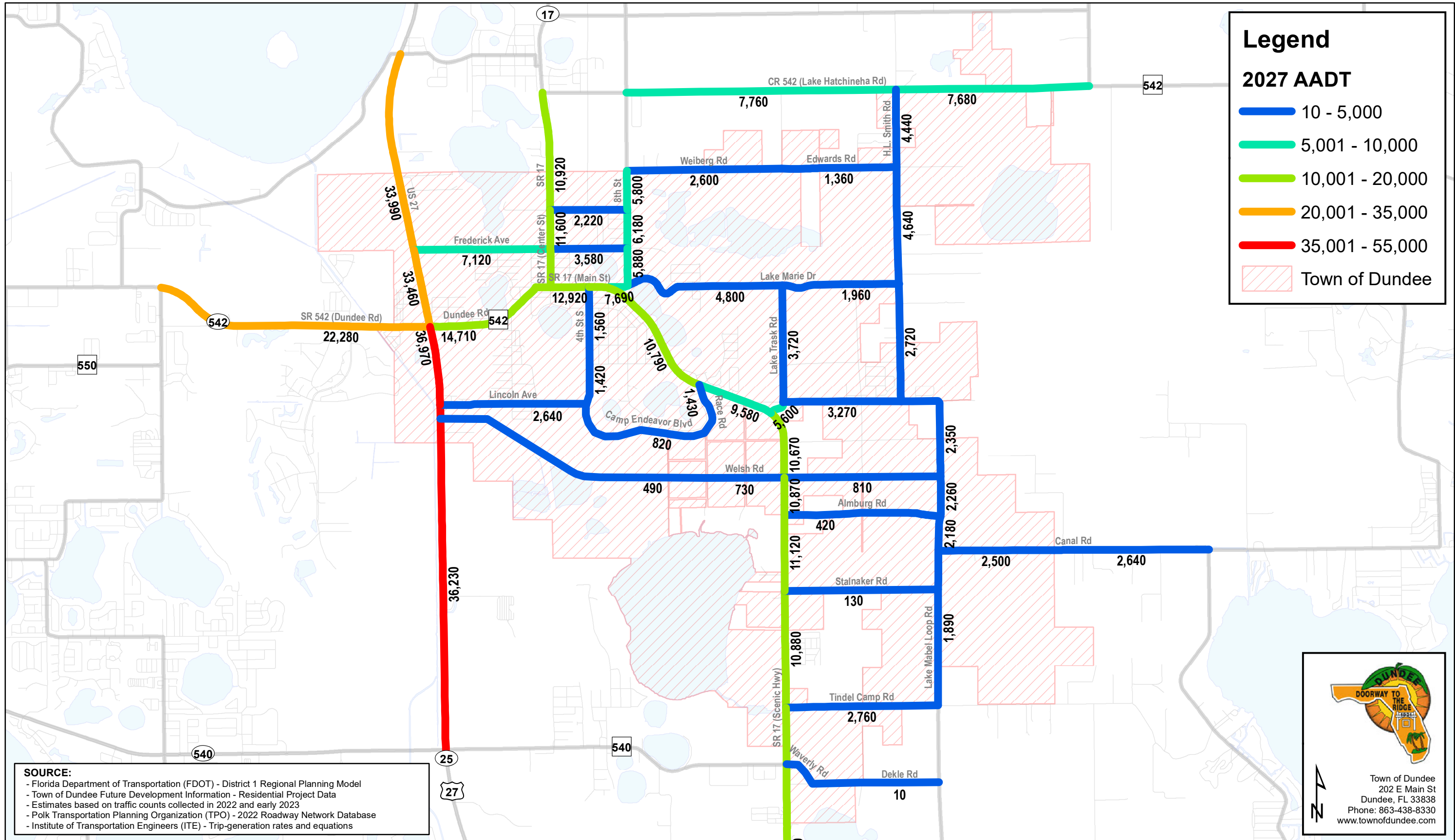
SOURCE:
 - Estimates based on traffic counts collected in 2022 and early 2023
 - Polk Transportation Planning Organization (TPO) - 2022 Roadway Network Database

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MAP 04 - 2022 AADT (Annual Average Daily Traffic)
Town of Dundee Transportation Impact Fee Study
 April 2023

1 in = 3,200 ft
 0 0.45 0.9 1.8 Miles

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Legend

2027 AADT

- █ 10 - 5,000
- █ 5,001 - 10,000
- █ 10,001 - 20,000
- █ 20,001 - 35,000
- █ 35,001 - 55,000
- Town of Dundee

SOURCE:

- Florida Department of Transportation (FDOT) - District 1 Regional Planning Model
- Town of Dundee Future Development Information - Residential Project Data
- Estimates based on traffic counts collected in 2022 and early 2023
- Polk Transportation Planning Organization (TPO) - 2022 Roadway Network Database
- Institute of Transportation Engineers (ITE) - Trip-generation rates and equations

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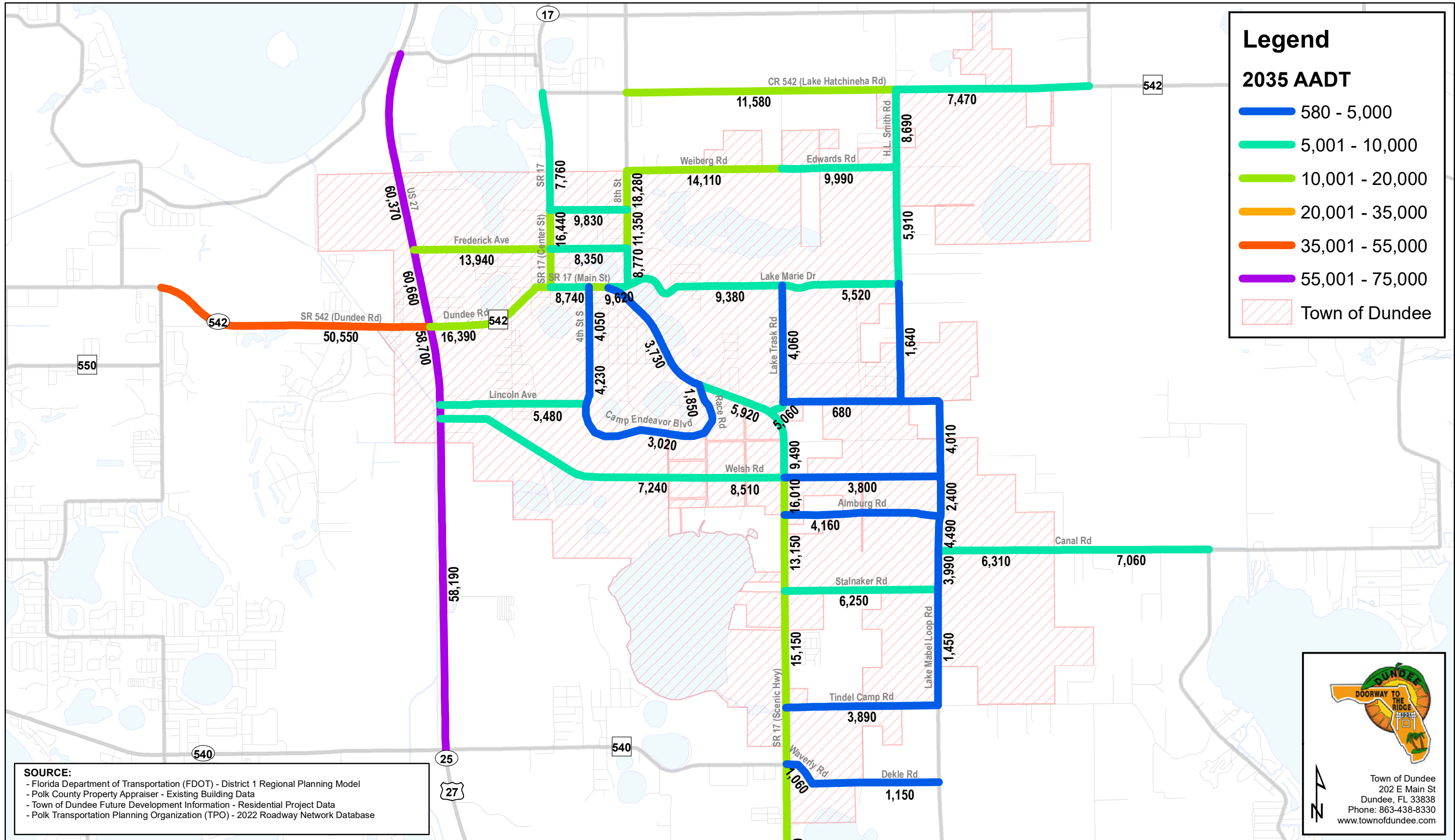
MAP 05 - 2027 AADT (Annual Average Daily Traffic)

Town of Dundee Transportation Impact Fee Study

April 2023

1 in = 3,200 ft

0 0.45 0.9 1.8 Miles



SOURCE:
 - Florida Department of Transportation (FDOT) - District 1 Regional Planning Model
 - Polk County Property Appraiser - Existing Building Data
 - Town of Dundee Future Development Information - Residential Project Data
 - Polk Transportation Planning Organization (TPO) - 2022 Roadway Network Database

Legend

2035 AADT

- 580 - 5,000
- 5,001 - 10,000
- 10,001 - 20,000
- 20,001 - 35,000
- 35,001 - 55,000
- 55,001 - 75,000
- Town of Dundee

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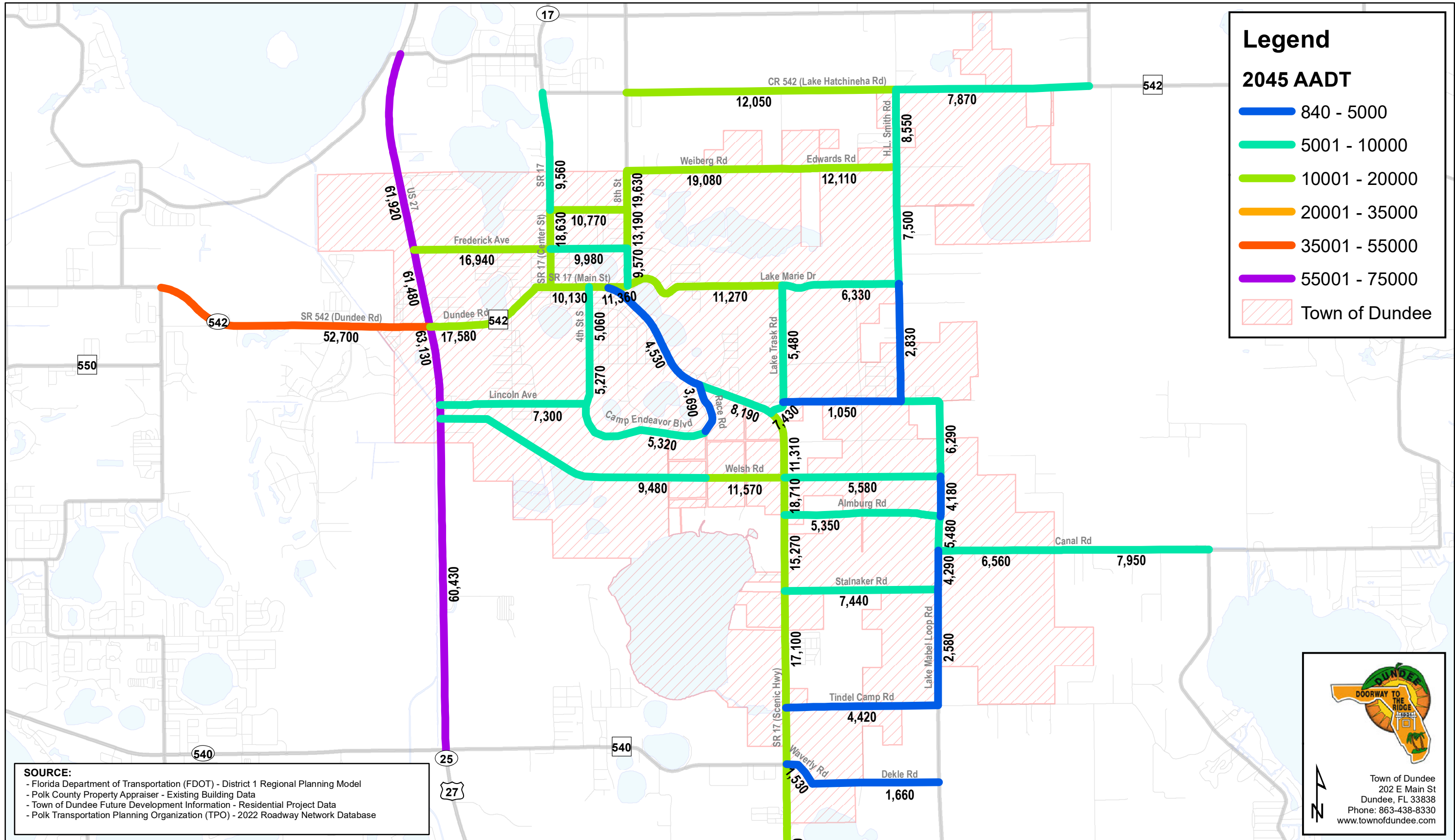
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MAP 06 - 2035 AADT (Annual Average Daily Traffic)
Town of Dundee Transportation Impact Fee Study
 May 2023

1 in = 3,200 ft

0 0.45 0.9 1.8
 Miles



SOURCE:
 - Florida Department of Transportation (FDOT) - District 1 Regional Planning Model
 - Polk County Property Appraiser - Existing Building Data
 - Town of Dundee Future Development Information - Residential Project Data
 - Polk Transportation Planning Organization (TPO) - 2022 Roadway Network Database

Legend

2045 AADT

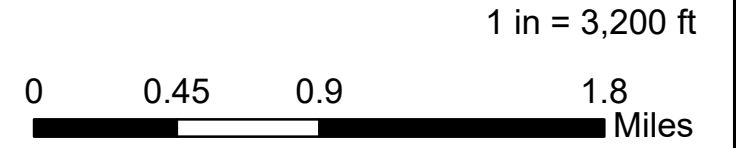
- █ 840 - 5000
- █ 5001 - 10000
- █ 10001 - 20000
- █ 20001 - 35000
- █ 35001 - 55000
- █ 55001 - 75000
- Town of Dundee

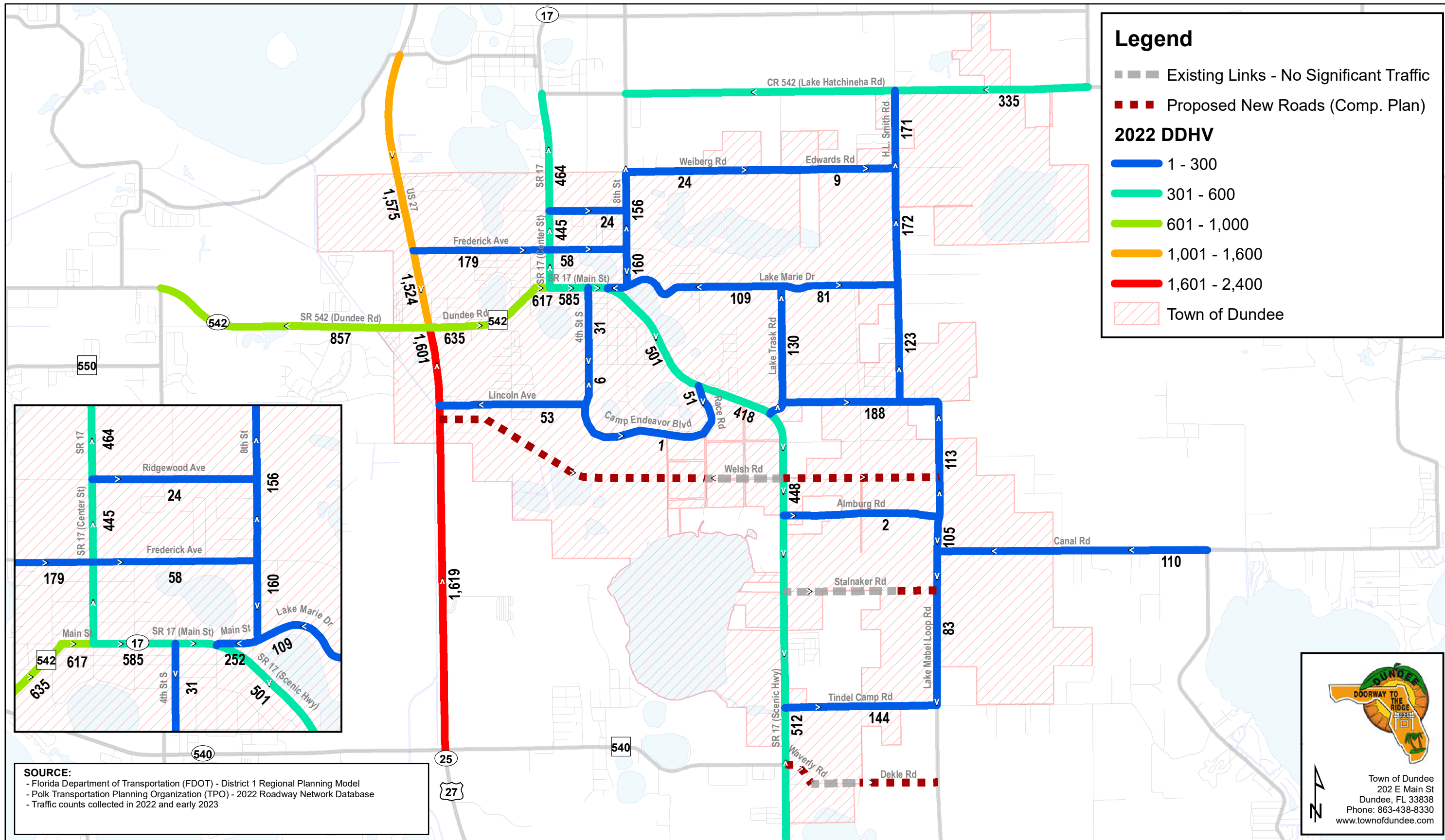
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MAP 07 - 2045 AADT (Annual Average Daily Traffic)
Town of Dundee Transportation Impact Fee Study
 May 2023





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MAP 08 - 2022 DDHV (Directional Design Hour Volume) - PM Peak Hour
Town of Dundee Transportation Impact Fee Study
 April 2023

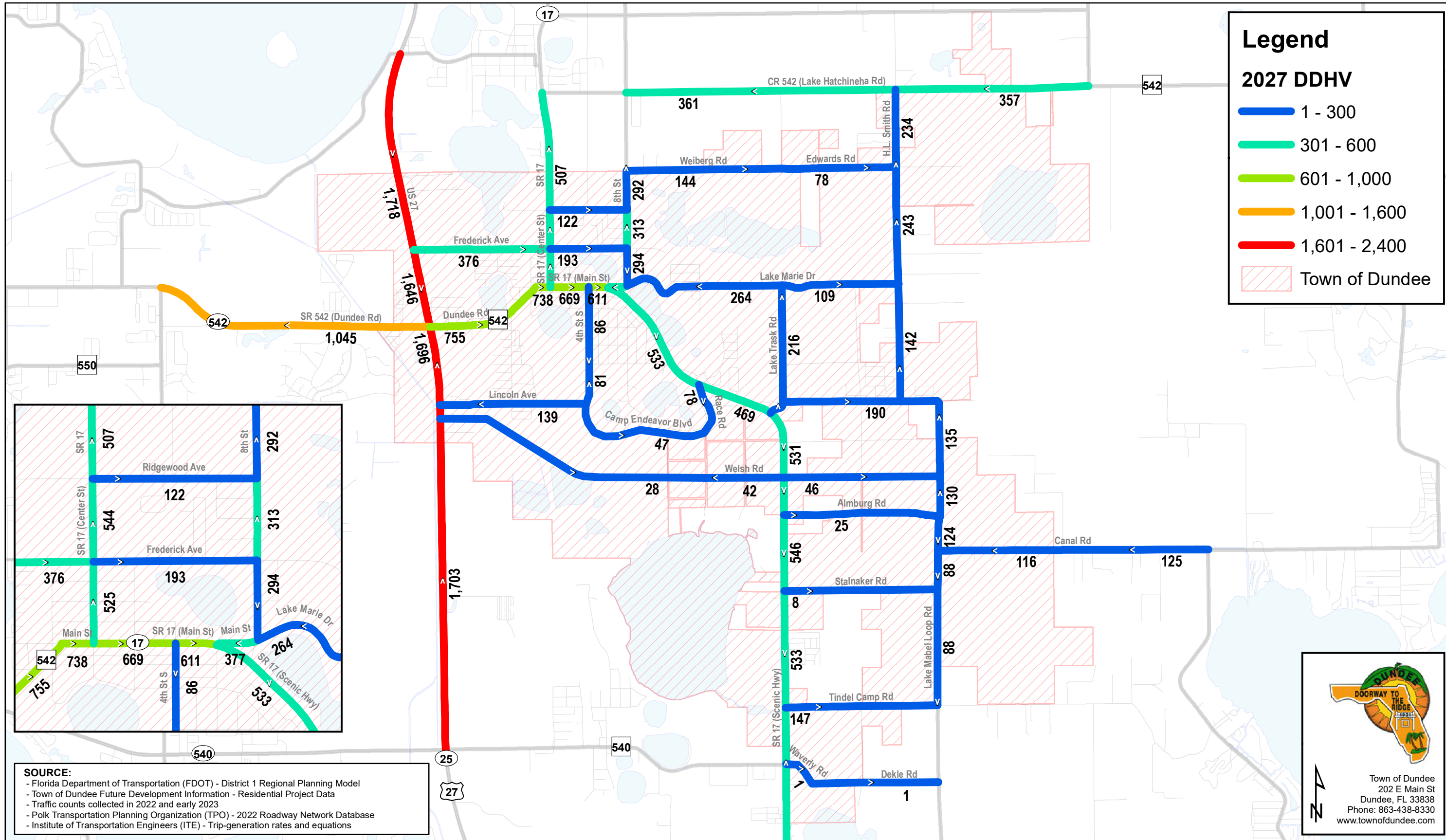
1 in = 3,200 ft

0 0.45 0.9 1.8 Miles

Legend

2027 DDHV

- █ 1 - 300
- █ 301 - 600
- █ 601 - 1,000
- █ 1,001 - 1,600
- █ 1,601 - 2,400
- Town of Dundee



SOURCE:

- Florida Department of Transportation (FDOT) - District 1 Regional Planning Model
- Town of Dundee Future Development Information - Residential Project Data
- Traffic counts collected in 2022 and early 2023
- Polk Transportation Planning Organization (TPO) - 2022 Roadway Network Database
- Institute of Transportation Engineers (ITE) - Trip-generation rates and equations

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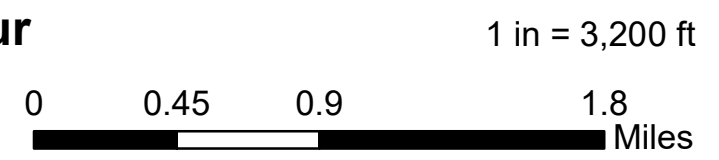
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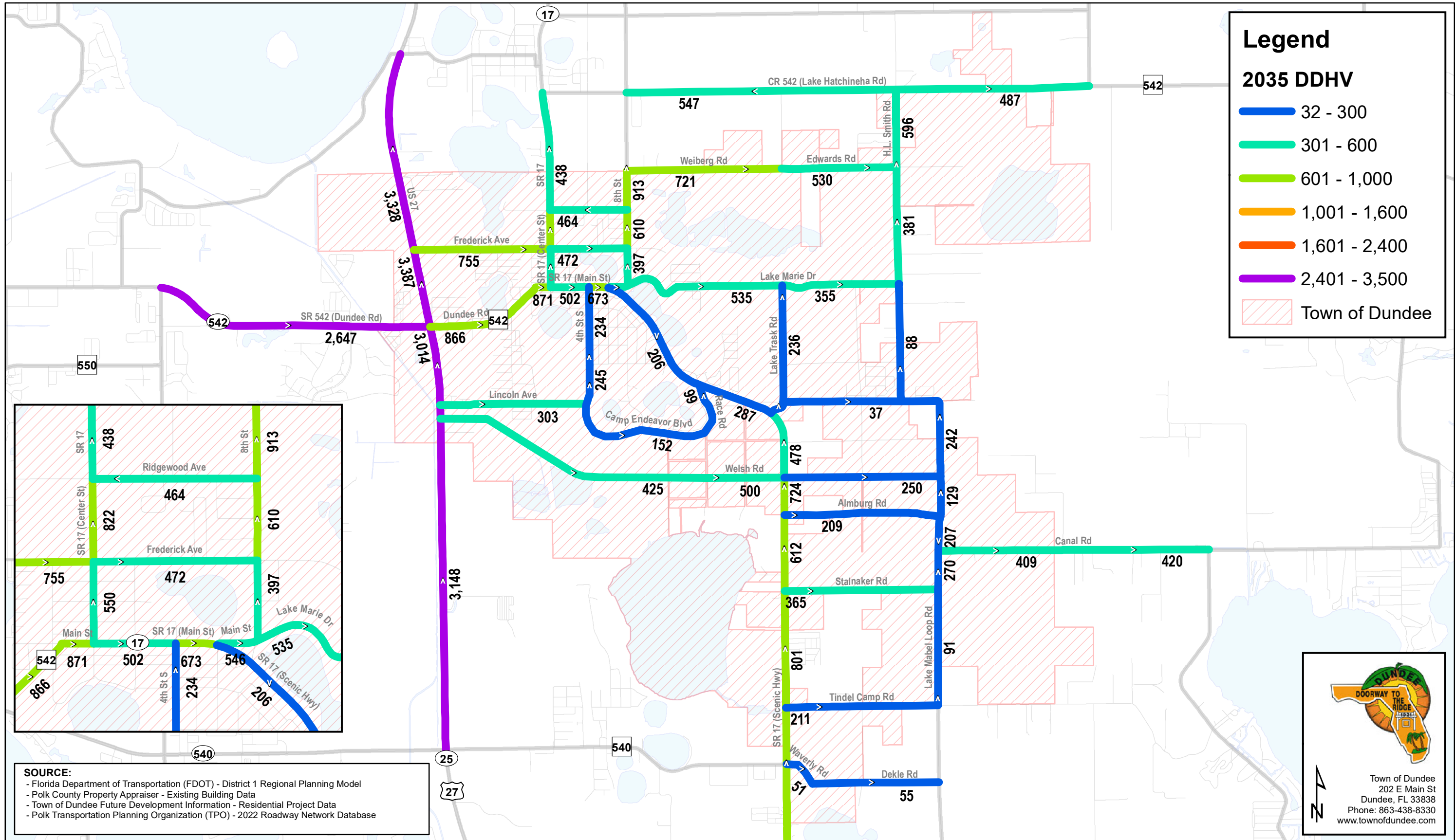
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MAP 09 - 2027 DDHV (Directional Design Hour Volume) - PM Peak Hour

Town of Dundee Transportation Impact Fee Study

April 2023





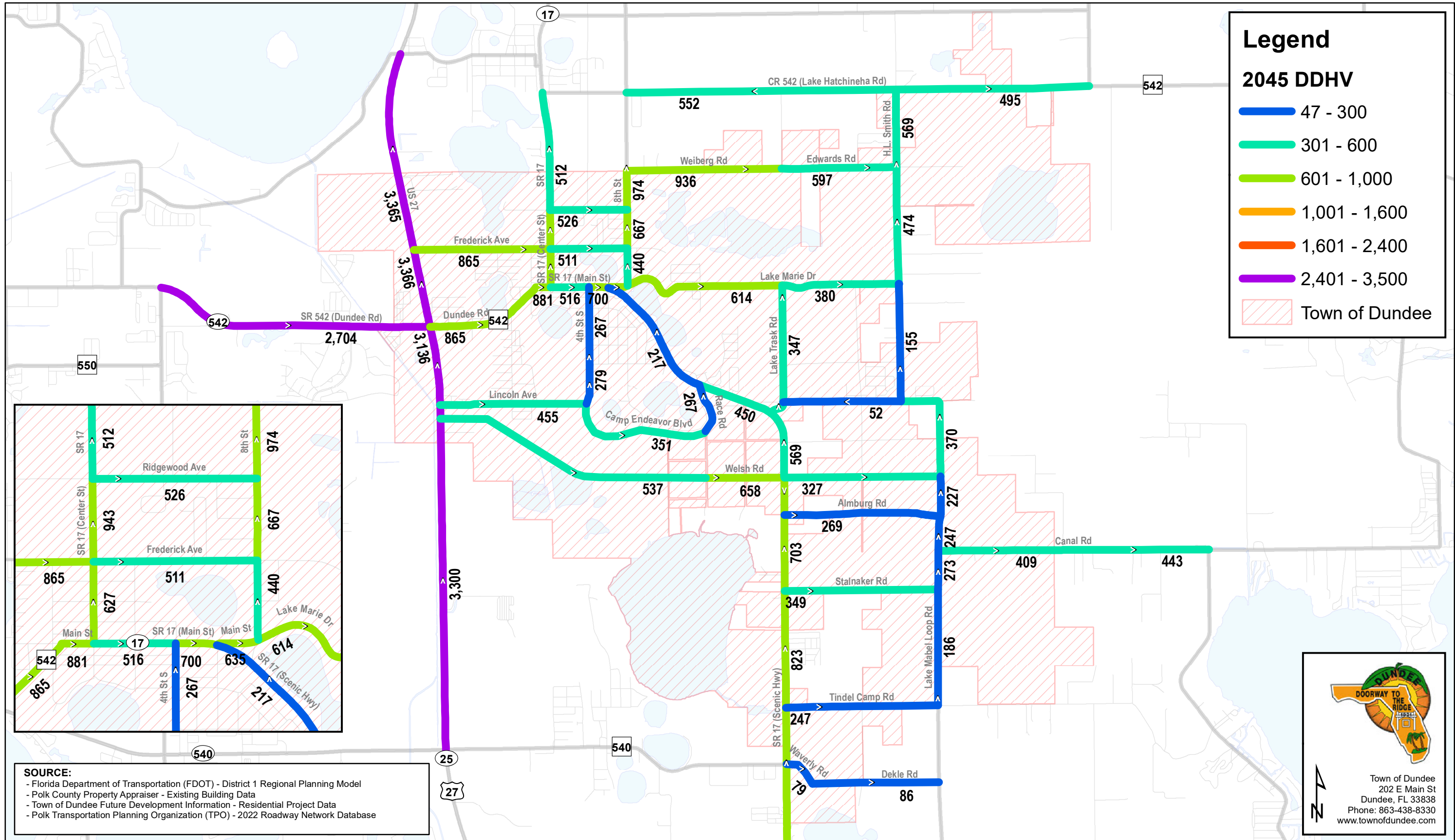
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MAP 10 - 2035 DDHV (Directional Design Hour Volume) - PM Peak Hour
Town of Dundee Transportation Impact Fee Study
April 2023

1 in = 3,200 ft

0 0.45 0.9 1.8
Miles



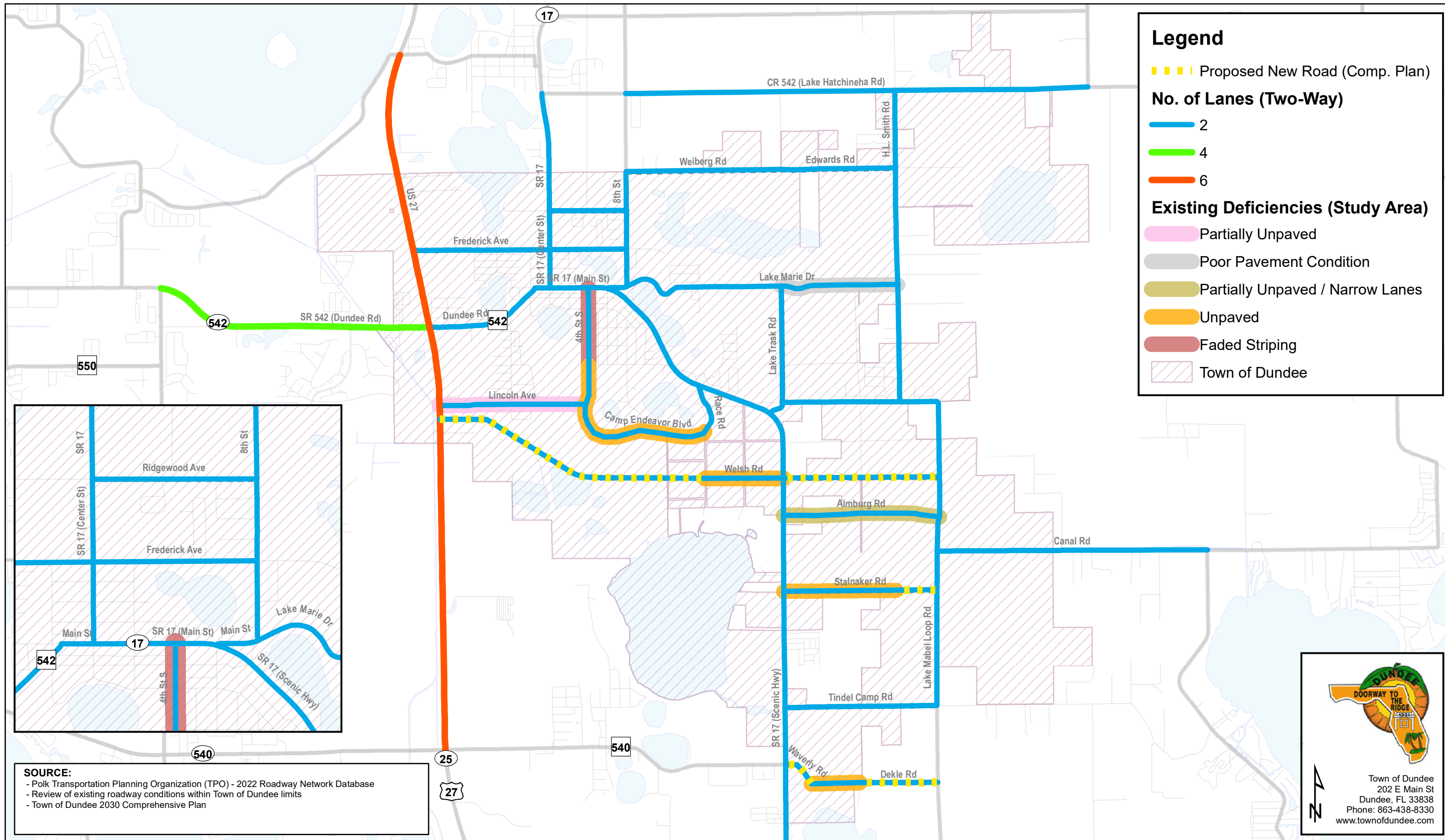
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MAP 11 - 2045 DDHV (Directional Design Hour Volume) - PM Peak Hour
Town of Dundee Transportation Impact Fee Study
April 2023

1 in = 3,200 ft

0 0.45 0.9 1.8
Miles



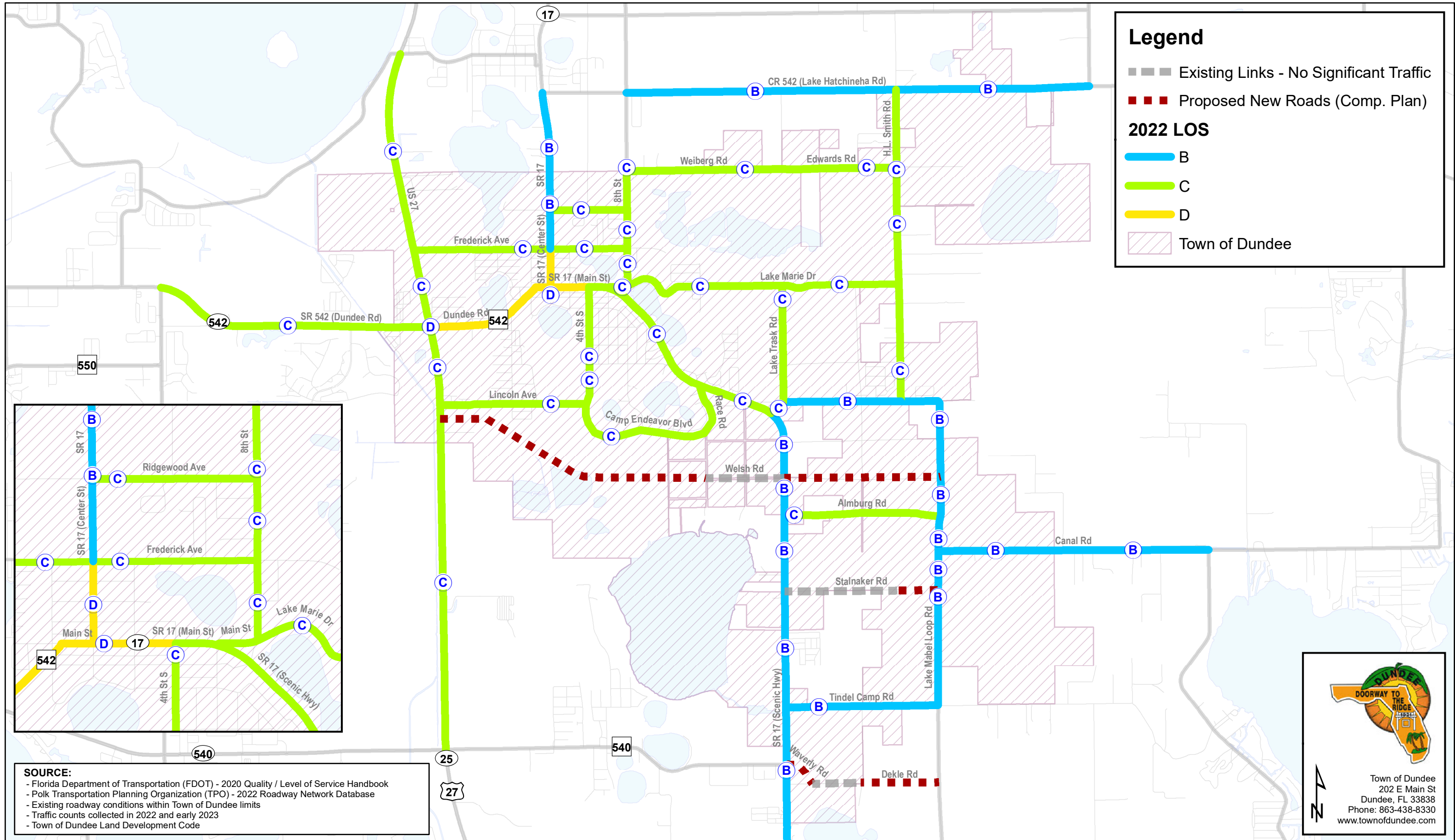
SOURCE:
 - Polk Transportation Planning Organization (TPO) - 2022 Roadway Network Database
 - Review of existing roadway conditions within Town of Dundee limits
 - Town of Dundee 2030 Comprehensive Plan

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MAP 12 - Number of Lanes & Deficiencies Within Study Area (Assumed E+C Network)
Town of Dundee Transportation Impact Fee Study
 April 2023

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1 in = 3,200 ft
 0 0.45 0.9 1.8 Miles

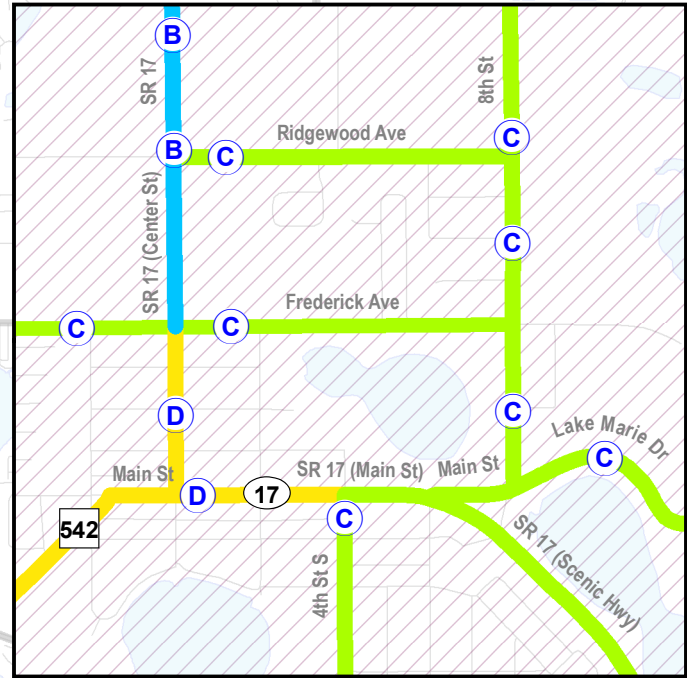


Legend

- Existing Links - No Significant Traffic
- Proposed New Roads (Comp. Plan)

2022 LOS

- B
- C
- D
- Town of Dundee



SOURCE:

- Florida Department of Transportation (FDOT) - 2020 Quality / Level of Service Handbook
- Polk Transportation Planning Organization (TPO) - 2022 Roadway Network Database
- Existing roadway conditions within Town of Dundee limits
- Traffic counts collected in 2022 and early 2023
- Town of Dundee Land Development Code

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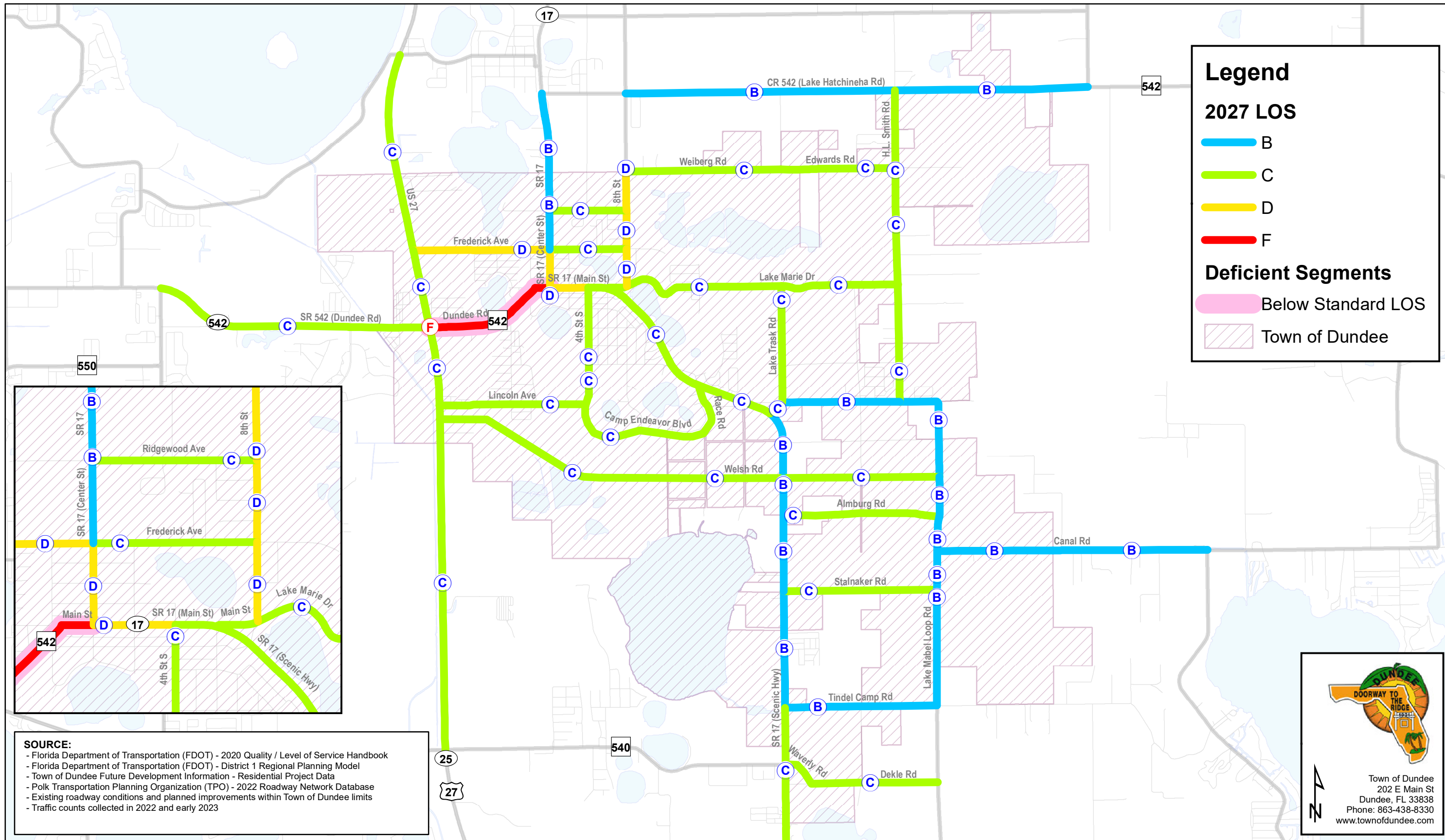
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MAP 13 - 2022 Level of Service - PM Peak Hour
Town of Dundee Transportation Impact Fee Study
 April 2023

1 in = 3,200 ft

0 0.45 0.9 1.8 Miles

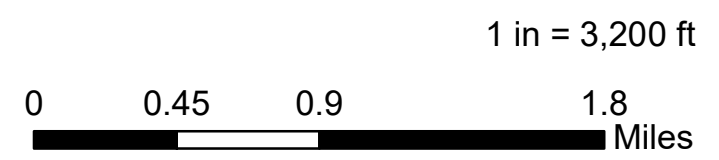


SOURCE:

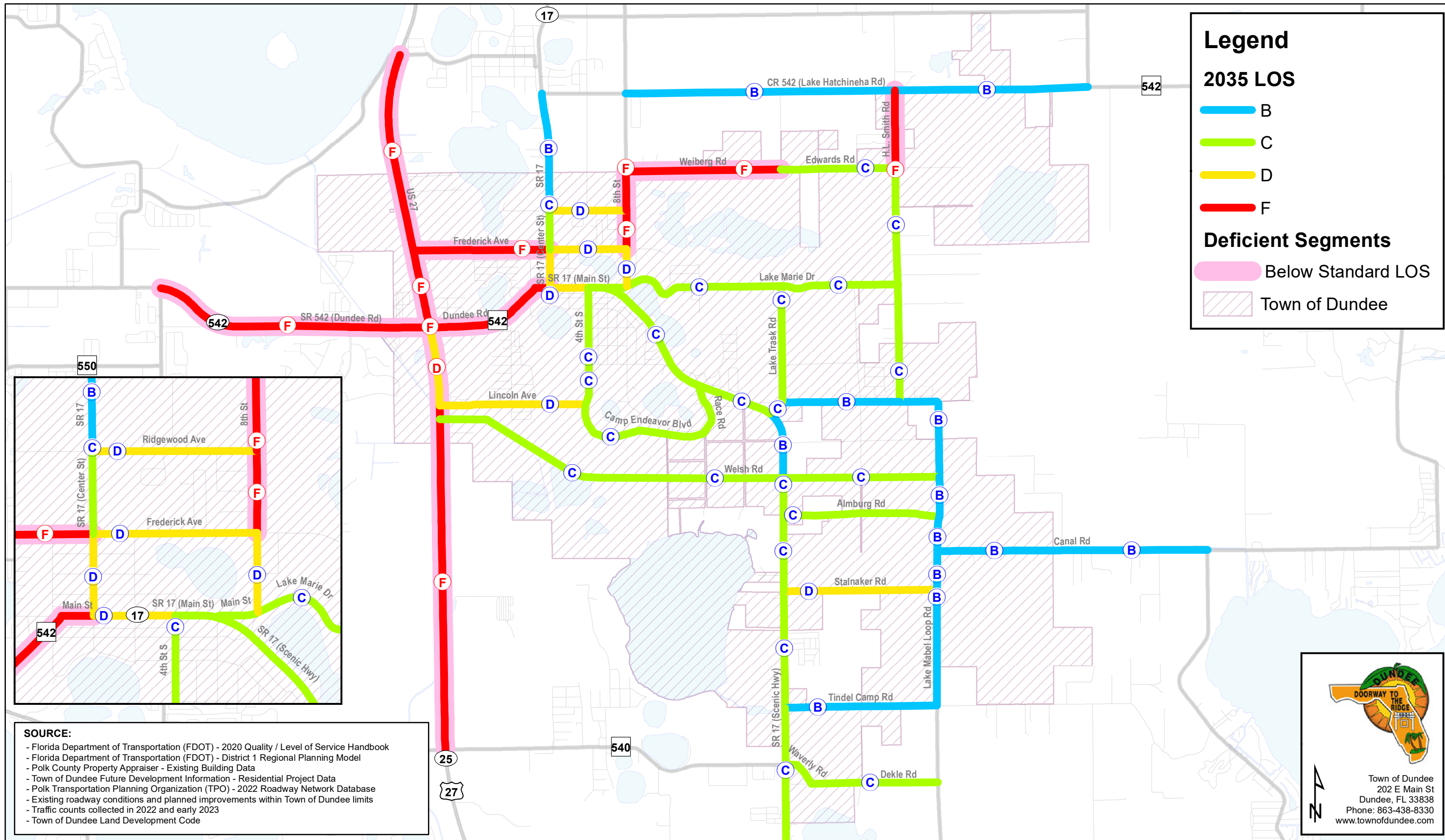
- Florida Department of Transportation (FDOT) - 2020 Quality / Level of Service Handbook
- Florida Department of Transportation (FDOT) - District 1 Regional Planning Model
- Town of Dundee Future Development Information - Residential Project Data
- Polk Transportation Planning Organization (TPO) - 2022 Roadway Network Database
- Existing roadway conditions and planned improvements within Town of Dundee limits
- Traffic counts collected in 2022 and early 2023

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MAP 14 - 2027 Level of Service - PM Peak Hour
Town of Dundee Transportation Impact Fee Study
 April 2023



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SOURCE:

- Florida Department of Transportation (FDOT) - 2020 Quality / Level of Service Handbook
- Florida Department of Transportation (FDOT) - District 1 Regional Planning Model
- Polk County Property Appraiser - Existing Building Data
- Town of Dundee Future Development Information - Residential Project Data
- Polk Transportation Planning Organization (TPO) - 2022 Roadway Network Database
- Existing roadway conditions and planned improvements within Town of Dundee limits
- Traffic counts collected in 2022 and early 2023
- Town of Dundee Land Development Code

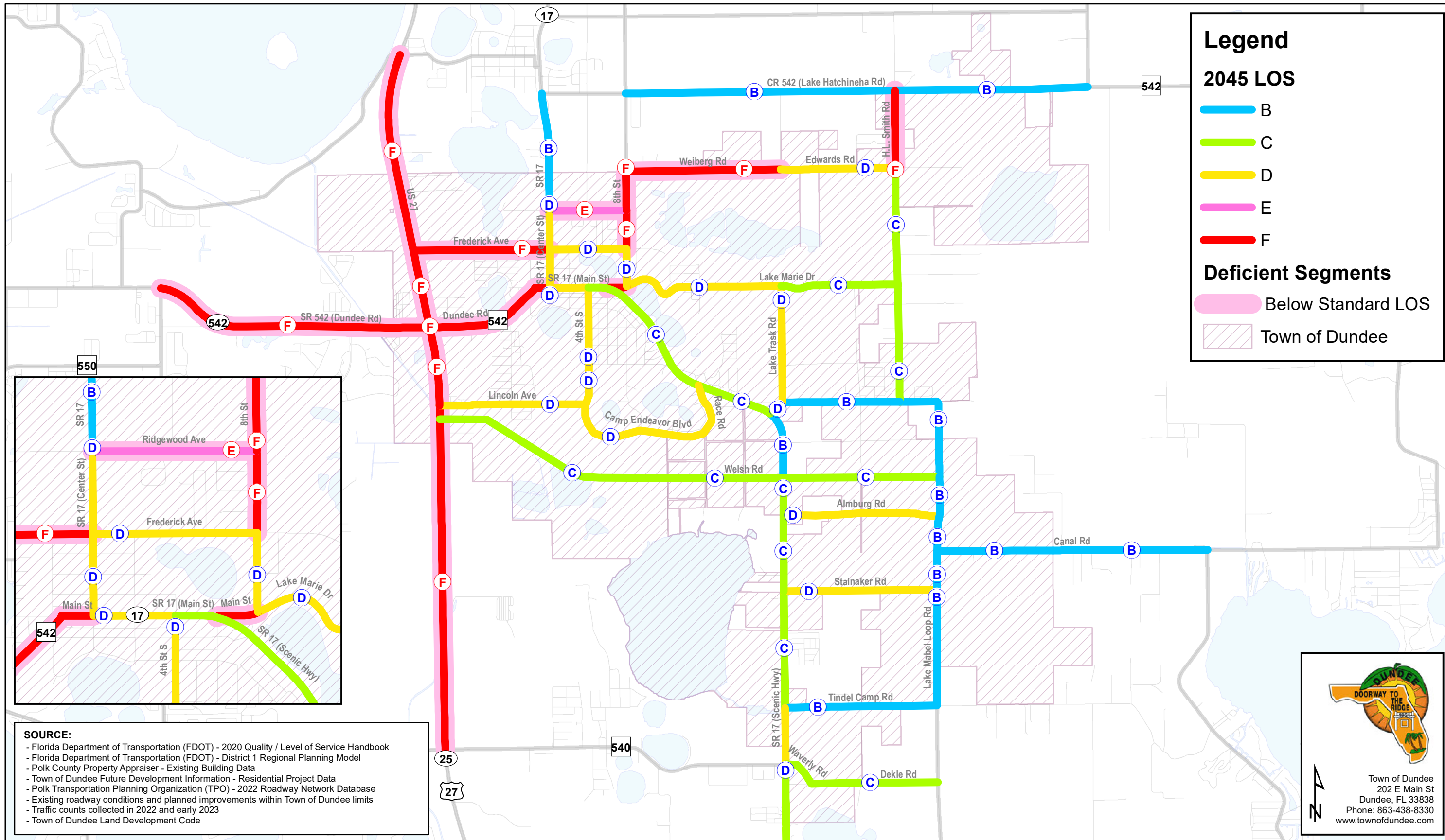
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MAP 15 - 2035 Level of Service - PM Peak Hour
Town of Dundee Transportation Impact Fee Study
 May 2023

1 in = 3,200 ft
 0 0.45 0.9 1.8
 Miles

TOWN OF DUNDEE
 DOORWAY TO THE RIDGE

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Legend

2045 LOS

- B
- C
- D
- E
- F

Deficient Segments

- Below Standard LOS
- Town of Dundee

SOURCE:

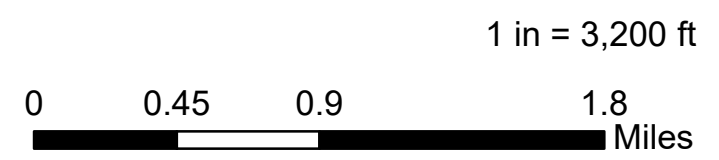
- Florida Department of Transportation (FDOT) - 2020 Quality / Level of Service Handbook
- Florida Department of Transportation (FDOT) - District 1 Regional Planning Model
- Polk County Property Appraiser - Existing Building Data
- Town of Dundee Future Development Information - Residential Project Data
- Polk Transportation Planning Organization (TPO) - 2022 Roadway Network Database
- Existing roadway conditions and planned improvements within Town of Dundee limits
- Traffic counts collected in 2022 and early 2023
- Town of Dundee Land Development Code

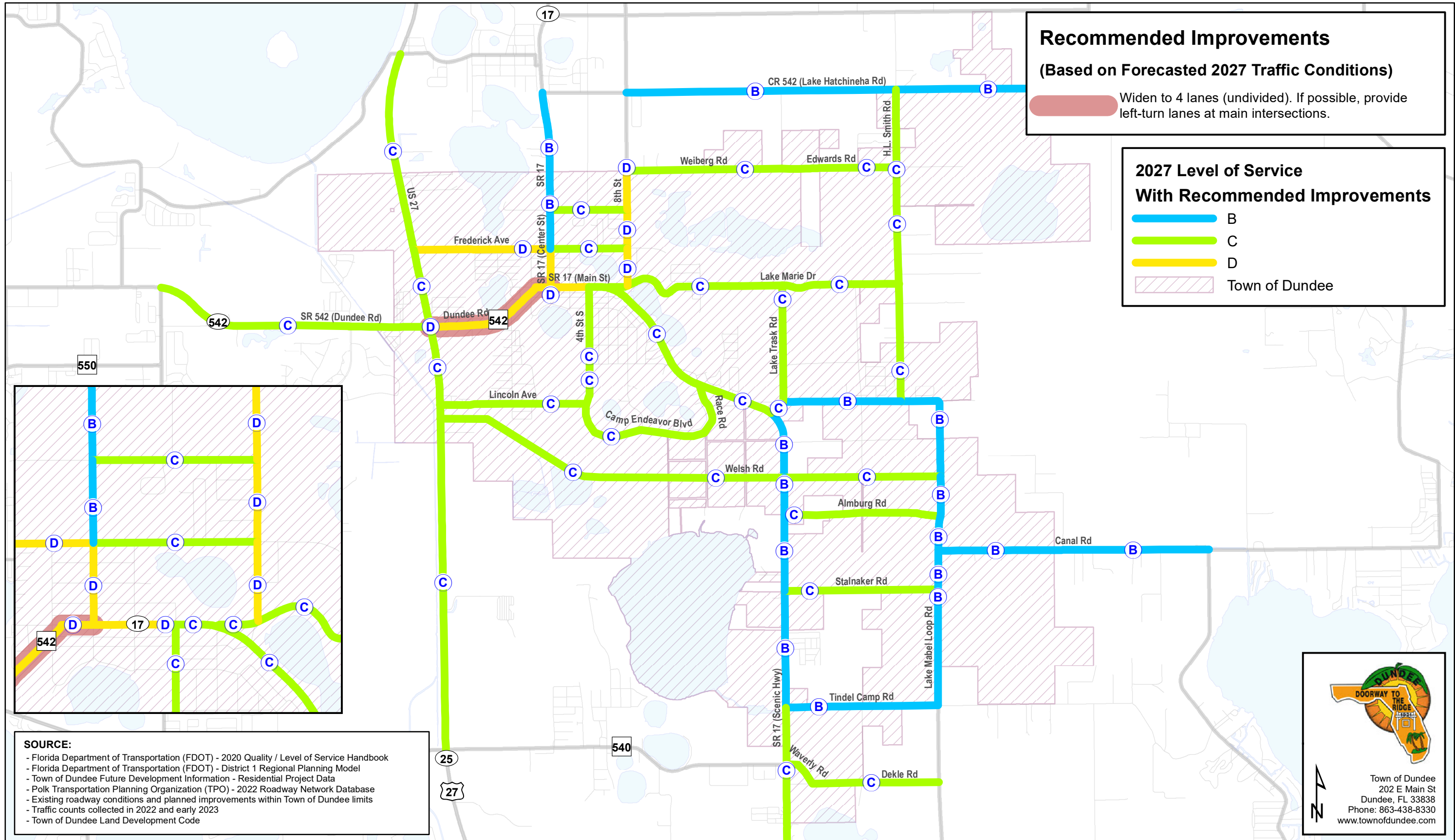
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MAP 16 - 2045 Level of Service - PM Peak Hour
Town of Dundee Transportation Impact Fee Study
 April 2023





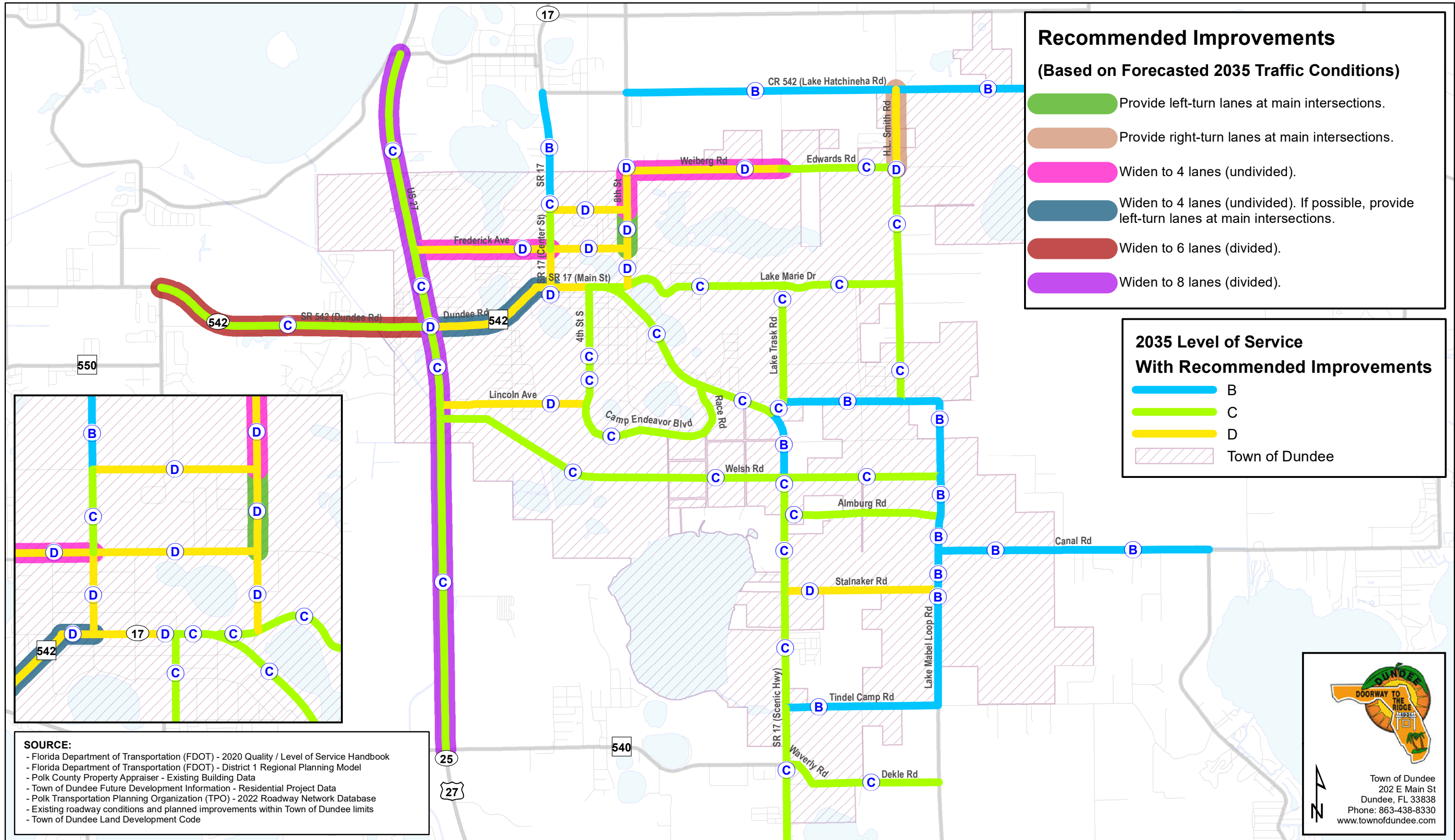
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MAP 17 - 2027 LOS with Recommended Improvements - PM Peak Hour
Town of Dundee Transportation Impact Fee Study
 Arial 2023

1 in = 3,200 ft

0 0.45 0.9 1.8 Miles

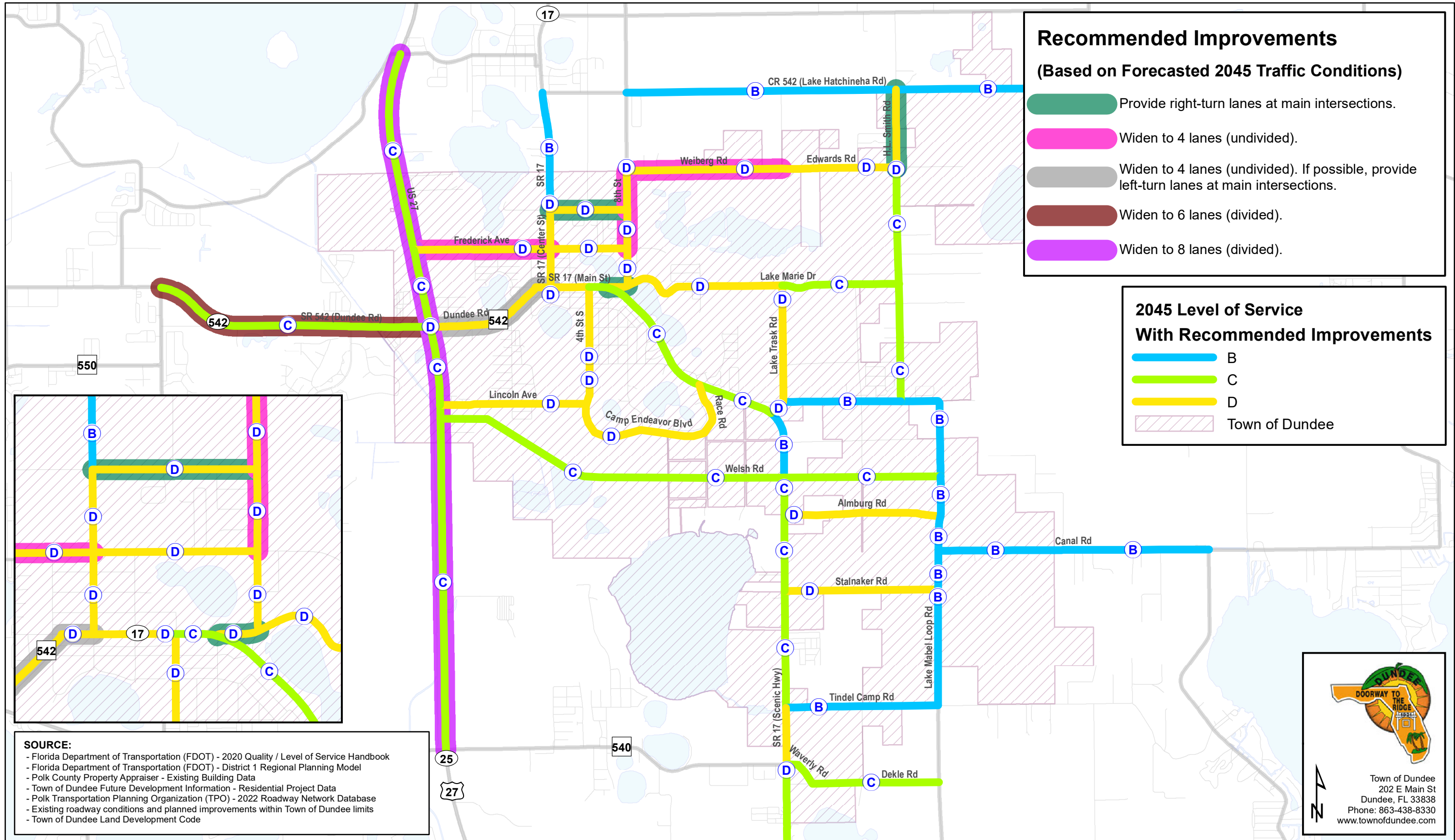
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MAP 18 - 2035 LOS with Recommended Improvements - PM Peak Hour
Town of Dundee Transportation Impact Fee Study
 May 2023

1 in = 3,200 ft
 0 0.45 0.9 1.8 Miles



Recommended Improvements
(Based on Forecasted 2045 Traffic Conditions)

- Provide right-turn lanes at main intersections.
- Widen to 4 lanes (undivided).
- Widen to 4 lanes (undivided). If possible, provide left-turn lanes at main intersections.
- Widen to 6 lanes (divided).
- Widen to 8 lanes (divided).

2045 Level of Service
With Recommended Improvements

- B
- C
- D
- Town of Dundee

SOURCE:

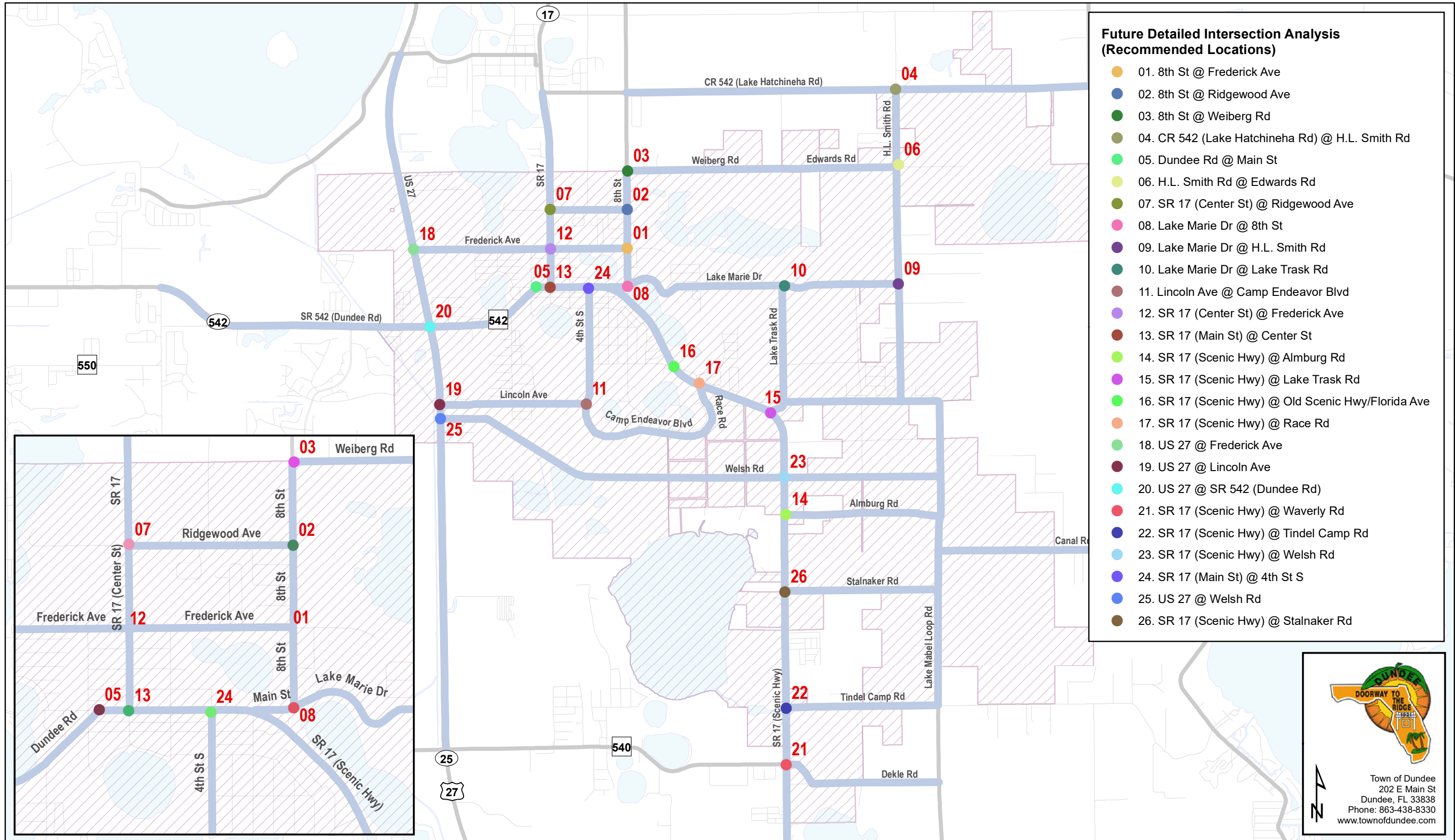
- Florida Department of Transportation (FDOT) - 2020 Quality / Level of Service Handbook
- Florida Department of Transportation (FDOT) - District 1 Regional Planning Model
- Polk County Property Appraiser - Existing Building Data
- Town of Dundee Future Development Information - Residential Project Data
- Polk Transportation Planning Organization (TPO) - 2022 Roadway Network Database
- Existing roadway conditions and planned improvements within Town of Dundee limits
- Town of Dundee Land Development Code

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MAP 19 - 2045 LOS with Recommended Improvements - PM Peak Hour
Town of Dundee Transportation Impact Fee Study
April 2023

1 in = 3,200 ft
0 0.45 0.9 1.8 Miles

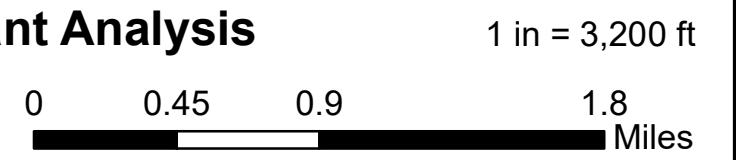


- Future Detailed Intersection Analysis (Recommended Locations)**
- 01. 8th St @ Frederick Ave
 - 02. 8th St @ Ridgewood Ave
 - 03. 8th St @ Weiberg Rd
 - 04. CR 542 (Lake Hatchineha Rd) @ H.L. Smith Rd
 - 05. Dundee Rd @ Main St
 - 06. H.L. Smith Rd @ Edwards Rd
 - 07. SR 17 (Center St) @ Ridgewood Ave
 - 08. Lake Marie Dr @ 8th St
 - 09. Lake Marie Dr @ H.L. Smith Rd
 - 10. Lake Marie Dr @ Lake Trask Rd
 - 11. Lincoln Ave @ Camp Endeavor Blvd
 - 12. SR 17 (Center St) @ Frederick Ave
 - 13. SR 17 (Main St) @ Center St
 - 14. SR 17 (Scenic Hwy) @ Almburg Rd
 - 15. SR 17 (Scenic Hwy) @ Lake Trask Rd
 - 16. SR 17 (Scenic Hwy) @ Old Scenic Hwy/Florida Ave
 - 17. SR 17 (Scenic Hwy) @ Race Rd
 - 18. US 27 @ Frederick Ave
 - 19. US 27 @ Lincoln Ave
 - 20. US 27 @ SR 542 (Dundee Rd)
 - 21. SR 17 (Scenic Hwy) @ Waverly Rd
 - 22. SR 17 (Scenic Hwy) @ Tindel Camp Rd
 - 23. SR 17 (Scenic Hwy) @ Welsh Rd
 - 24. SR 17 (Main St) @ 4th St S
 - 25. US 27 @ Welsh Rd
 - 26. SR 17 (Scenic Hwy) @ Stalnaker Rd

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MAP 20 - Locations for Future Operational/Safety and/or Signal Warrant Analysis
Town of Dundee Transportation Impact Fee Study
 April 2023

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APPENDIX 2 – Existing Building Land-Use Categories
(Polk County Property Appraiser Building Data)

Existing Building Land-Use Categories
Used to Evaluate and Revise Travel-Demand-Model Socioeconomic (SE) Data

Polk County Property Appraiser Building Data
Land-Use Categories Used to Estimate:

Single Family Units

| |
|-------------------------------|
| A - Frame |
| Attached Housing |
| Log Cabin |
| Mobile Home/Manufactured Home |
| Modular Home |
| Prefab |
| Single Family |
| Single Family Residence |
| Stilt Home |
| Transient Labor Cabin |

Polk County Property Appraiser Building Data
Land-Use Categories Used to Estimate:

Multi-Family Units

| |
|--|
| Apartment |
| Group Care Home |
| Home For The Elderly |
| Mult Residence - Elderly Assisted Living |
| Multiple Residence |
| Multiple Residence - Senior Citizen |
| Retirement Community Complex |
| Rooming House |
| Senior Citizen Townhouse - 2 Story - End |
| Shell Apartment |

Polk County Property Appraiser Building Data
Land-Use Categories Used to Estimate:

Industrial Employment

| |
|--|
| Automotive Service Center |
| Cold Storage Facility |
| Cold Storage Farm |
| Distribution Warehouse |
| Fruit Packing Barn |
| Hi-Rise Miniwarehouse |
| Industrial Building - Interior Build-Out |
| Industrial Flex Building |
| Industrial Heavy Manufacturing |
| Industrial Light Manufacturing |
| Laundry Plant |
| Lumber Storage Building - Vertical |
| Maintenance Hangar |
| Material Shelter - Light Commercial |
| Material Storage Building |
| Mega Warehouse |
| Mini-Warehouse |
| Multipurpose Building |
| Poultry House - Cage - Enclosed |
| Service (Repair) Garage |
| Service Garage Shed |
| Shell Building - Open Mezzanine |
| Storage Warehouse |
| Transit Warehouse |
| Warehouse Showroom Store |

Polk County Property Appraiser Building Data
Land-Use Categories Used to Estimate:

School Enrollment

| |
|---------------------------------------|
| Alternative School |
| Classroom |
| Classroom College |
| Day Care Center |
| Elementary And Secondary Media Center |
| Entire Elementary |
| High School |
| Junior High School |
| Lecture Classrooms |
| Relocatable Classroom |
| Vocational School |

Polk County Property Appraiser Building Data

Land-Use Categories Used to Estimate:

Commercial Employment

| |
|-------------------------------------|
| Arcade Building |
| Bar/Tavern |
| Barber Shop / Beauty Salon |
| Bowling Center |
| Cafeteria |
| Car Wash - Automatic |
| Car Wash - Automatic |
| Car Wash - Canopy |
| Car Wash - Drive Thru |
| Car Wash - Drive-Thru |
| Car Wash - Manual |
| Car Wash Canopies |
| Cocktail Lounge |
| Complete Auto Dealership |
| Computer Center |
| Convenience Market |
| Department Store |
| Department Store - Display Basement |
| Dining Atrium |
| Discount Store |
| Drugstore |
| Fast Food Restaurant |
| Fitness Center |
| Florist Shop |
| Health Club |
| Laundromat |
| Laundry - Dry Cleaner |
| Light Comm. Arch-Rib Quonest |
| Light Commercial Utility Building |
| Mall Anchor Department Store |
| Market |
| Mini-Lube Garage |
| Mini-Mart/Convenience Store |
| Mixed Retail W/ Office Units |
| Mixed Retail W/ Res Units |
| Post Office - Branch |
| Post Office - Main |
| Restaurant |
| Restaurant - Finished Basement |
| Retail Store |
| Roadside Market |
| Shopping Center - Neighborhood |
| Shopping Center - Regional |
| Showroom |
| Skating Rink Ice |
| Skating Rink Roller |
| Snack Bar |
| Supermarket |
| Technical Trades |
| Warehouse Discount |

Polk County Property Appraiser Building Data

Land-Use Categories Used to Estimate:

Service Employment

| |
|--|
| Administrative Office |
| Bank Branch - |
| Bed & Breakfast Inn |
| Central Bank |
| Church |
| Church Educational Wing |
| Church W/ Sunday School |
| Community Center |
| Community Service Building |
| Convalescent Hospital |
| Dental Office/Clinic |
| Engineering & Research - Display Basemen |
| Engineering & Research - Display Mezzani |
| Engineering & Research Building |
| Fellowship Hall |
| Fire Station Staffed |
| General Hospital |
| Governmental Building |
| Guest Cottage |
| Hotel - Full Service |
| Hotel - Limited Service |
| Jail - Police Station |
| Laboratory Building |
| Library Public |
| Lodge |
| Medical Building |
| Medical Building - Finished Basement |
| Mini-Bank |
| Motel |
| Motel - Extended Stay |
| Office - Apartment |
| Office Building |
| Office Building - Office Basement |
| Office Building - Office Mezzanine |
| Physical Education Building |
| Relocatable Office |
| Shed Office Structure |
| Shell Office Building |
| Surgical Center - Finished Basement |
| Telephone Building |
| Veterinary Hospital |
| Visitor Center |

APPENDIX 3 – Traffic Counts

ESPR CORPORATION
Traffic Data Collection Summary



Intersection: SR 17 / Race Road
Jurisdiction: Town of Dundee / Polk County / FDOT District 1

Date of Data Collection: 12/6/2022
 Data Collected by: ND
 Hours of Data Collection: 7:00 AM to 9:00 AM
 Count Groups Included: All Groups / All Vehicles

EB/WB Road: Race Road
 NB/SB Road: SR 17
 Main Direction: EB/WB NB/SB
 Peak-Season CF: 1.01

| Movement/Lane Group | EASTBOUND (Corridor Dir = S) Race Road | | | | | WESTBOUND (Corridor Dir = N) Race Road | | | | | NORTHBOUND SR 17 | | | | | SOUTHBOUND SR 17 | | | | | Intersection |
|--------------------------|---|-------------|-------------|----------|-----------------|---|-------------|-------------|----------|-----------------|---------------------|-------------|-------------|----------|-----------------|---------------------|-------------|----------|----------|-----------------|--------------|
| | LT | TH | RT | RTOR | All Lane Groups | LT | TH | RT | RTOR | All Lane Groups | LT | TH | RT | RTOR | All Lane Groups | LT | TH | RT | RTOR | All Lane Groups | |
| PSCF | 1.01 | 1.01 | 1.01 | 1.01 | | 1.01 | 1.01 | 1.01 | 1.01 | | 1.01 | 1.01 | 1.01 | 1.01 | | 1.01 | 1.01 | 1.01 | 1.01 | | |
| Start Time | | | | | | | | | | | | | | | | | | | | | |
| 7:00 AM | 0 | 37 | 6 | 0 | 43 | 0 | 63 | 0 | 0 | 63 | 8 | 0 | 5 | 0 | 13 | 1 | 0 | 1 | 0 | 2 | 121 |
| 7:15 AM | 0 | 44 | 5 | 0 | 49 | 0 | 89 | 2 | 0 | 91 | 15 | 0 | 2 | 0 | 17 | 2 | 0 | 0 | 0 | 2 | 159 |
| 7:30 AM | 0 | 63 | 5 | 0 | 68 | 1 | 82 | 2 | 0 | 85 | 12 | 1 | 10 | 0 | 23 | 2 | 1 | 0 | 0 | 3 | 179 |
| 7:45 AM | 0 | 59 | 9 | 0 | 68 | 6 | 74 | 0 | 0 | 80 | 16 | 0 | 9 | 0 | 25 | 4 | 0 | 0 | 0 | 4 | 177 |
| Total | 0 | 203 | 25 | 0 | 228 | 7 | 308 | 4 | 0 | 319 | 51 | 1 | 26 | 0 | 78 | 9 | 1 | 1 | 0 | 11 | 636 |
| 8:00 AM | 0 | 57 | 12 | 0 | 69 | 2 | 78 | 1 | 0 | 81 | 22 | 0 | 1 | 0 | 23 | 2 | 1 | 0 | 0 | 3 | 176 |
| 8:15 AM | 0 | 63 | 11 | 0 | 74 | 1 | 68 | 3 | 0 | 72 | 8 | 0 | 5 | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 159 |
| 8:30 AM | 0 | 53 | 6 | 0 | 59 | 1 | 67 | 3 | 0 | 71 | 5 | 0 | 4 | 0 | 9 | 3 | 0 | 0 | 0 | 3 | 142 |
| 8:45 AM | 0 | 67 | 6 | 0 | 73 | 2 | 78 | 1 | 0 | 81 | 6 | 0 | 2 | 0 | 8 | 2 | 0 | 0 | 0 | 2 | 164 |
| Total | 0 | 240 | 35 | 0 | 275 | 6 | 291 | 8 | 0 | 305 | 41 | 0 | 12 | 0 | 53 | 7 | 1 | 0 | 0 | 8 | 641 |
| Hourly Volumes | | | | | | | | | | | | | | | | | | | | | |
| Hour Starting at: | | | | | | | | | | | | | | | | | | | | | |
| 7:00 AM | 0 | 203 | 25 | 0 | 228 | 7 | 308 | 4 | 0 | 319 | 51 | 1 | 26 | 0 | 78 | 9 | 1 | 1 | 0 | 11 | 636 |
| 7:15 AM | 0 | 223 | 31 | 0 | 254 | 9 | 323 | 5 | 0 | 337 | 65 | 1 | 22 | 0 | 88 | 10 | 2 | 0 | 0 | 12 | 691 |
| 7:30 AM | 0 | 242 | 37 | 0 | 279 | 10 | 302 | 6 | 0 | 318 | 58 | 1 | 25 | 0 | 84 | 8 | 2 | 0 | 0 | 10 | 691 |
| 7:45 AM | 0 | 232 | 38 | 0 | 270 | 10 | 287 | 7 | 0 | 304 | 51 | 0 | 19 | 0 | 70 | 9 | 1 | 0 | 0 | 10 | 654 |
| 8:00 AM | 0 | 240 | 35 | 0 | 275 | 6 | 291 | 8 | 0 | 305 | 41 | 0 | 12 | 0 | 53 | 7 | 1 | 0 | 0 | 8 | 641 |
| Peak-Hour Volumes | | | | | | | | | | | | | | | | | | | | | |
| 7:15 AM | 0 | 44 | 5 | 0 | 49 | 0 | 89 | 2 | 0 | 91 | 15 | 0 | 2 | 0 | 17 | 2 | 0 | 0 | 0 | 2 | 159 |
| 7:30 AM | 0 | 63 | 5 | 0 | 68 | 1 | 82 | 2 | 0 | 85 | 12 | 1 | 10 | 0 | 23 | 2 | 1 | 0 | 0 | 3 | 179 |
| 7:45 AM | 0 | 59 | 9 | 0 | 68 | 6 | 74 | 0 | 0 | 80 | 16 | 0 | 9 | 0 | 25 | 4 | 0 | 0 | 0 | 4 | 177 |
| 8:00 AM | 0 | 57 | 12 | 0 | 69 | 2 | 78 | 1 | 0 | 81 | 22 | 0 | 1 | 0 | 23 | 2 | 1 | 0 | 0 | 3 | 176 |
| Peak-Hour Volume: | 0 | 223 | 31 | 0 | 254 | 9 | 323 | 5 | 0 | 337 | 65 | 1 | 22 | 0 | 88 | 10 | 2 | 0 | 0 | 12 | 691 |
| PHF: | | 0.88 | 0.65 | | 0.92 | 0.38 | 0.91 | 0.63 | | 0.93 | 0.74 | 0.25 | 0.55 | | 0.88 | 0.63 | 0.50 | | | 0.75 | 0.97 |

ESPR CORPORATION
Traffic Data Collection Summary



Intersection: SR 17 / Race Road
Jurisdiction: Town of Dundee / Polk County / FDOT District 1

Date of Data Collection: 12/6/2022
Data Collected by: ND
Hours of Data Collection: 4:00 PM to 6:00 PM
Count Groups Included: All Groups / All Vehicles

EB/WB Road: Race Road
NB/SB Road: SR 17
Main Direction: EB/WB NB/SB
Peak-Season CF: 1.01

| Movement/Lane Group | EASTBOUND Race Road | | | | | WESTBOUND Race Road | | | | | NORTHBOUND SR 17 | | | | | SOUTHBOUND SR 17 | | | | | Intersection |
|--------------------------|------------------------|-------------|-------------|----------|-----------------|------------------------|-------------|-------------|----------|-----------------|---------------------|-------------|-------------|----------|-----------------|---------------------|-------------|----------|----------|-----------------|--------------|
| | LT | TH | RT | RTOR | All Lane Groups | LT | TH | RT | RTOR | All Lane Groups | LT | TH | RT | RTOR | All Lane Groups | LT | TH | RT | RTOR | All Lane Groups | |
| PSCF | 1.01 | 1.01 | 1.01 | 1.01 | | 1.01 | 1.01 | 1.01 | 1.01 | | 1.01 | 1.01 | 1.01 | 1.01 | | 1.01 | 1.01 | 1.01 | 1.01 | | |
| Start Time | | | | | | | | | | | | | | | | | | | | | |
| 4:00 PM | 0 | 83 | 7 | 0 | 90 | 2 | 74 | 0 | 0 | 76 | 9 | 1 | 5 | 0 | 15 | 2 | 0 | 0 | 0 | 2 | 183 |
| 4:15 PM | 0 | 98 | 12 | 0 | 110 | 4 | 87 | 4 | 0 | 95 | 2 | 2 | 2 | 0 | 6 | 2 | 0 | 0 | 0 | 2 | 213 |
| 4:30 PM | 0 | 94 | 11 | 0 | 105 | 3 | 104 | 3 | 0 | 110 | 9 | 0 | 2 | 0 | 11 | 1 | 0 | 0 | 0 | 1 | 227 |
| 4:45 PM | 0 | 72 | 6 | 0 | 78 | 3 | 62 | 1 | 0 | 66 | 4 | 0 | 3 | 0 | 7 | 1 | 1 | 0 | 0 | 2 | 153 |
| Total | 0 | 347 | 36 | 0 | 383 | 12 | 327 | 8 | 0 | 347 | 24 | 3 | 12 | 0 | 39 | 6 | 1 | 0 | 0 | 7 | 776 |
| 5:00 PM | 0 | 109 | 7 | 0 | 116 | 4 | 63 | 1 | 0 | 68 | 10 | 0 | 2 | 0 | 12 | 2 | 0 | 0 | 0 | 2 | 198 |
| 5:15 PM | 0 | 96 | 12 | 0 | 108 | 4 | 61 | 4 | 0 | 69 | 8 | 0 | 3 | 0 | 11 | 3 | 0 | 0 | 0 | 3 | 191 |
| 5:30 PM | 1 | 87 | 14 | 0 | 102 | 2 | 56 | 2 | 0 | 60 | 8 | 1 | 2 | 0 | 11 | 1 | 0 | 0 | 0 | 1 | 174 |
| 5:45 PM | 0 | 75 | 10 | 0 | 85 | 2 | 60 | 3 | 0 | 65 | 7 | 0 | 4 | 0 | 11 | 1 | 0 | 0 | 0 | 1 | 162 |
| Total | 1 | 367 | 43 | 0 | 411 | 12 | 240 | 10 | 0 | 262 | 33 | 1 | 11 | 0 | 45 | 7 | 0 | 0 | 0 | 7 | 725 |
| Hourly Volumes | | | | | | | | | | | | | | | | | | | | | |
| Hour Starting at: | | | | | | | | | | | | | | | | | | | | | |
| 4:00 PM | 0 | 347 | 36 | 0 | 383 | 12 | 327 | 8 | 0 | 347 | 24 | 3 | 12 | 0 | 39 | 6 | 1 | 0 | 0 | 7 | 776 |
| 4:15 PM | 0 | 373 | 36 | 0 | 409 | 14 | 316 | 9 | 0 | 339 | 25 | 2 | 9 | 0 | 36 | 6 | 1 | 0 | 0 | 7 | 791 |
| 4:30 PM | 0 | 371 | 36 | 0 | 407 | 14 | 290 | 9 | 0 | 313 | 31 | 0 | 10 | 0 | 41 | 7 | 1 | 0 | 0 | 8 | 769 |
| 4:45 PM | 1 | 364 | 39 | 0 | 404 | 13 | 242 | 8 | 0 | 263 | 30 | 1 | 10 | 0 | 41 | 7 | 1 | 0 | 0 | 8 | 716 |
| 5:00 PM | 1 | 367 | 43 | 0 | 411 | 12 | 240 | 10 | 0 | 262 | 33 | 1 | 11 | 0 | 45 | 7 | 0 | 0 | 0 | 7 | 725 |
| Peak-Hour Volumes | | | | | | | | | | | | | | | | | | | | | |
| 4:15 PM | 0 | 98 | 12 | 0 | 110 | 4 | 87 | 4 | 0 | 95 | 2 | 2 | 2 | 0 | 6 | 2 | 0 | 0 | 0 | 2 | 213 |
| 4:30 PM | 0 | 94 | 11 | 0 | 105 | 3 | 104 | 3 | 0 | 110 | 9 | 0 | 2 | 0 | 11 | 1 | 0 | 0 | 0 | 1 | 227 |
| 4:45 PM | 0 | 72 | 6 | 0 | 78 | 3 | 62 | 1 | 0 | 66 | 4 | 0 | 3 | 0 | 7 | 1 | 1 | 0 | 0 | 2 | 153 |
| 5:00 PM | 0 | 109 | 7 | 0 | 116 | 4 | 63 | 1 | 0 | 68 | 10 | 0 | 2 | 0 | 12 | 2 | 0 | 0 | 0 | 2 | 198 |
| Peak-Hour Volume: | 0 | 373 | 36 | 0 | 409 | 14 | 316 | 9 | 0 | 339 | 25 | 2 | 9 | 0 | 36 | 6 | 1 | 0 | 0 | 7 | 791 |
| PHF: | | 0.86 | 0.75 | | 0.88 | 0.88 | 0.76 | 0.56 | | 0.77 | 0.63 | 0.25 | 0.75 | | 0.75 | 0.75 | 0.25 | | | 0.88 | 0.87 |

ESPR CORPORATION
Traffic Data Collection Summary



Intersection: SR 17 / Race Road
Jurisdiction: Town of Dundee / Polk County / FDOT District 1

Date of Data Collection: 12/6/2022
Data Collected by: ND
Hours of Data Collection: 7:00 AM to 9:00 AM
Count Groups Included: [Heavy Vehicles](#)

| Movement/Lane Group | EASTBOUND (Corridor Dir = S) Race Road | | | | | WESTBOUND (Corridor Dir = N) Race Road | | | | | NORTHBOUND SR 17 | | | | | SOUTHBOUND SR 17 | | | | | Intersection | |
|--------------------------|---|--------------|-------------|----------|-----------------|---|-------------|--------------|----------|-----------------|---------------------|-------------|--------------|----------|-----------------|---------------------|---------------|----------|----------|-----------------|--------------|-----------|
| | LT | TH | RT | RTOR | All Lane Groups | LT | TH | RT | RTOR | All Lane Groups | LT | TH | RT | RTOR | All Lane Groups | LT | TH | RT | RTOR | All Lane Groups | | |
| PSCF | 1.01 | 1.01 | 1.01 | 1.01 | | 1.01 | 1.01 | 1.01 | 1.01 | | 1.01 | 1.01 | 1.01 | 1.01 | | 1.01 | 1.01 | 1.01 | 1.01 | | | |
| Start Time | | | | | | | | | | | | | | | | | | | | | | |
| 7:00 AM | 0 | 4 | 2 | 0 | 6 | 0 | 4 | 0 | 0 | 4 | 1 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 7:15 AM | 0 | 5 | 1 | 0 | 6 | 0 | 8 | 1 | 0 | 9 | 1 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 7:30 AM | 0 | 6 | 1 | 0 | 7 | 0 | 1 | 1 | 0 | 2 | 1 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 1 | 11 |
| 7:45 AM | 0 | 4 | 0 | 0 | 4 | 2 | 5 | 0 | 0 | 7 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| Total | 0 | 19 | 4 | 0 | 23 | 2 | 18 | 2 | 0 | 22 | 3 | 0 | 4 | 0 | 7 | 0 | 1 | 0 | 0 | 0 | 1 | 53 |
| 8:00 AM | 0 | 8 | 1 | 0 | 9 | 0 | 8 | 0 | 0 | 8 | 1 | 0 | 1 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 1 | 20 |
| 8:15 AM | 0 | 9 | 1 | 0 | 10 | 0 | 2 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 8:30 AM | 0 | 3 | 0 | 0 | 3 | 0 | 8 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 8:45 AM | 0 | 5 | 0 | 0 | 5 | 0 | 5 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| Total | 0 | 25 | 2 | 0 | 27 | 0 | 23 | 0 | 0 | 23 | 3 | 0 | 1 | 0 | 4 | 0 | 1 | 0 | 0 | 0 | 1 | 55 |
| Hourly Volumes | | | | | | | | | | | | | | | | | | | | | | |
| Hour Starting at: | | | | | | | | | | | | | | | | | | | | | | |
| 7:00 AM | 0 | 19 | 4 | 0 | 23 | 2 | 18 | 2 | 0 | 22 | 3 | 0 | 4 | 0 | 7 | 0 | 1 | 0 | 0 | 0 | 1 | 53 |
| 7:15 AM | 0 | 23 | 3 | 0 | 26 | 2 | 22 | 2 | 0 | 26 | 3 | 0 | 4 | 0 | 7 | 0 | 2 | 0 | 0 | 0 | 2 | 61 |
| 7:30 AM | 0 | 27 | 3 | 0 | 30 | 2 | 16 | 1 | 0 | 19 | 4 | 0 | 3 | 0 | 7 | 0 | 2 | 0 | 0 | 0 | 2 | 58 |
| 7:45 AM | 0 | 24 | 2 | 0 | 26 | 2 | 23 | 0 | 0 | 25 | 3 | 0 | 3 | 0 | 6 | 0 | 1 | 0 | 0 | 0 | 1 | 58 |
| 8:00 AM | 0 | 25 | 2 | 0 | 27 | 0 | 23 | 0 | 0 | 23 | 3 | 0 | 1 | 0 | 4 | 0 | 1 | 0 | 0 | 0 | 1 | 55 |
| Peak-Hour Volumes | | | | | | | | | | | | | | | | | | | | | | |
| 7:15 AM | 0 | 5 | 1 | 0 | 6 | 0 | 8 | 1 | 0 | 9 | 1 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 7:30 AM | 0 | 6 | 1 | 0 | 7 | 0 | 1 | 1 | 0 | 2 | 1 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 1 | 11 |
| 7:45 AM | 0 | 4 | 0 | 0 | 4 | 2 | 5 | 0 | 0 | 7 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 8:00 AM | 0 | 8 | 1 | 0 | 9 | 0 | 8 | 0 | 0 | 8 | 1 | 0 | 1 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 1 | 20 |
| Peak-Hour Volume: | 0 | 23 | 3 | 0 | 26 | 2 | 22 | 2 | 0 | 26 | 3 | 0 | 4 | 0 | 7 | 0 | 2 | 0 | 0 | 0 | 2 | 61 |
| Heavy Vehicles %: | | 10.3% | 9.7% | | 10.2% | 22.2% | 6.8% | 40.0% | | 7.7% | 4.6% | 0.0% | 18.2% | | 8.0% | 0.0% | 100.0% | | | 16.7% | 8.8% | |

ESPR CORPORATION
Traffic Data Collection Summary



Intersection: SR 17 / Race Road
Jurisdiction: Town of Dundee / Polk County / FDOT District 1

Date of Data Collection: 12/6/2022
Data Collected by: ND
Hours of Data Collection: 4:00 PM to 6:00 PM
Count Groups Included: [Heavy Vehicles](#)

| Movement/Lane Group | EASTBOUND Race Road | | | | | WESTBOUND Race Road | | | | | NORTHBOUND SR 17 | | | | | SOUTHBOUND SR 17 | | | | | Intersection | |
|--------------------------|------------------------|-------------|-------------|----------|-------------|------------------------|-------------|-------------|----------|-------------|---------------------|-------------|--------------|----------|--------------|---------------------|-------------|----------|----------|--------------|--------------|-----------|
| | LT | TH | RT | RTOR | Groups | LT | TH | RT | RTOR | Groups | LT | TH | RT | RTOR | Groups | LT | TH | RT | RTOR | Groups | | |
| PSCF | 1.01 | 1.01 | 1.01 | 1.01 | | 1.01 | 1.01 | 1.01 | 1.01 | | 1.01 | 1.01 | 1.01 | 1.01 | | 1.01 | 1.01 | 1.01 | 1.01 | | | |
| Start Time | | | | | | | | | | | | | | | | | | | | | | |
| 4:00 PM | 0 | 3 | 2 | 0 | 5 | 0 | 8 | 0 | 0 | 8 | 3 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 4:15 PM | 0 | 4 | 0 | 0 | 4 | 0 | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 4:30 PM | 0 | 7 | 1 | 0 | 8 | 0 | 3 | 0 | 0 | 3 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 4:45 PM | 0 | 3 | 0 | 0 | 3 | 0 | 5 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| Total | 0 | 17 | 3 | 0 | 20 | 0 | 19 | 0 | 0 | 19 | 4 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 43 |
| 5:00 PM | 0 | 7 | 1 | 0 | 8 | 0 | 2 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 5:15 PM | 0 | 8 | 1 | 0 | 9 | 1 | 3 | 0 | 0 | 4 | 1 | 0 | 1 | 0 | 2 | 1 | 0 | 0 | 0 | 1 | 1 | 16 |
| 5:30 PM | 0 | 6 | 0 | 0 | 6 | 0 | 4 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 5:45 PM | 0 | 5 | 0 | 0 | 5 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| Total | 0 | 26 | 2 | 0 | 28 | 1 | 11 | 0 | 0 | 12 | 2 | 0 | 1 | 0 | 3 | 1 | 0 | 0 | 0 | 1 | 1 | 44 |
| Hourly Volumes | | | | | | | | | | | | | | | | | | | | | | |
| Hour Starting at: | | | | | | | | | | | | | | | | | | | | | | |
| 4:00 PM | 0 | 17 | 3 | 0 | 20 | 0 | 19 | 0 | 0 | 19 | 4 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 43 |
| 4:15 PM | 0 | 21 | 2 | 0 | 23 | 0 | 13 | 0 | 0 | 13 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 38 |
| 4:30 PM | 0 | 25 | 3 | 0 | 28 | 1 | 13 | 0 | 0 | 14 | 3 | 0 | 1 | 0 | 4 | 1 | 0 | 0 | 0 | 1 | 1 | 47 |
| 4:45 PM | 0 | 24 | 2 | 0 | 26 | 1 | 14 | 0 | 0 | 15 | 2 | 0 | 1 | 0 | 3 | 1 | 0 | 0 | 0 | 1 | 1 | 45 |
| 5:00 PM | 0 | 26 | 2 | 0 | 28 | 1 | 11 | 0 | 0 | 12 | 2 | 0 | 1 | 0 | 3 | 1 | 0 | 0 | 0 | 1 | 1 | 44 |
| Peak-Hour Volumes | | | | | | | | | | | | | | | | | | | | | | |
| 4:30 PM | 0 | 7 | 1 | 0 | 8 | 0 | 3 | 0 | 0 | 3 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 4:45 PM | 0 | 3 | 0 | 0 | 3 | 0 | 5 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 5:00 PM | 0 | 7 | 1 | 0 | 8 | 0 | 2 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 5:15 PM | 0 | 8 | 1 | 0 | 9 | 1 | 3 | 0 | 0 | 4 | 1 | 0 | 1 | 0 | 2 | 1 | 0 | 0 | 0 | 1 | 1 | 16 |
| Peak-Hour Volume: | 0 | 25 | 3 | 0 | 28 | 1 | 13 | 0 | 0 | 14 | 3 | 0 | 1 | 0 | 4 | 1 | 0 | 0 | 0 | 1 | 1 | 47 |
| Heavy Vehicles %: | | 6.7% | 8.3% | | 6.8% | 7.1% | 4.1% | 0.0% | | 4.1% | 12.0% | 0.0% | 11.1% | | 11.1% | 16.7% | 0.0% | | | 14.3% | 5.9% | |

ESPR CORPORATION
Traffic Data Collection Summary



Intersection: SR 17 / Race Road
Jurisdiction: Town of Dundee / Polk County / FDOT District 1

Date of Data Collection: 12/6/2022
 Data Collected by: ND
 Hours of Data Collection: 7:00 AM to 9:00 AM
 Count Groups Included: [Bicycles on Bike Lane or Road](#)

| Movement/Lane Group | EASTBOUND (Corridor Dir = S) Race Road | | | | | WESTBOUND (Corridor Dir = N) Race Road | | | | | NORTHBOUND SR 17 | | | | | SOUTHBOUND SR 17 | | | | | Intersection |
|---------------------------|---|----|----|------|-----------------|---|----|----|------|-----------------|---------------------|----|----|------|-----------------|---------------------|----|----|------|-----------------|--------------|
| | LT | TH | RT | RTOR | All Lane Groups | LT | TH | RT | RTOR | All Lane Groups | LT | TH | RT | RTOR | All Lane Groups | LT | TH | RT | RTOR | All Lane Groups | |
| Start Time | | | | | | | | | | | | | | | | | | | | | |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hourly Volumes | | | | | | | | | | | | | | | | | | | | | |
| Hour Starting at: | | | | | | | | | | | | | | | | | | | | | |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Peak-Hour Volumes | | | | | | | | | | | | | | | | | | | | | |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Peak-Hour Volume: PHF: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

ESPR CORPORATION
Traffic Data Collection Summary



Intersection: SR 17 / Race Road
Jurisdiction: Town of Dundee / Polk County / FDOT District 1

Date of Data Collection: 12/6/2022
 Data Collected by: ND
 Hours of Data Collection: 4:00 PM to 6:00 PM
 Count Groups Included: [Bicycles on Bike Lane or Road](#)

| Movement/Lane Group | EASTBOUND Race Road | | | | | WESTBOUND Race Road | | | | | NORTHBOUND SR 17 | | | | | SOUTHBOUND SR 17 | | | | | Intersection |
|--------------------------|------------------------|----|----|------|-----------------|------------------------|----|----|------|-----------------|---------------------|----|----|------|-----------------|---------------------|----|----|------|-----------------|--------------|
| | LT | TH | RT | RTOR | All Lane Groups | LT | TH | RT | RTOR | All Lane Groups | LT | TH | RT | RTOR | All Lane Groups | LT | TH | RT | RTOR | All Lane Groups | |
| Start Time | | | | | | | | | | | | | | | | | | | | | |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hourly Volumes | | | | | | | | | | | | | | | | | | | | | |
| Hour Starting at: | | | | | | | | | | | | | | | | | | | | | |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Peak-Hour Volumes | | | | | | | | | | | | | | | | | | | | | |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Peak-Hour Volume: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 |
| PHF: | | | | | | | | | | | | | | | | 0.25 | | | | | 0.25 |

ESPR CORPORATION
Traffic Data Collection Summary



Intersection: SR 17 / Race Road
Jurisdiction: Town of Dundee / Polk County / FDOT District 1

Date of Data Collection: 12/6/2022
Data Collected by: ND
Hours of Data Collection: 7:00 AM to 9:00 AM
Count Groups Included: Pedestrians and Bicyclists on Sidewalk

| Crossing at: | North Side of Race Road | | | | | | South Side of Race Road | | | | | | East Side of SR 17 | | | | | | West Side of SR 17 | | | | | | Intersection |
|--------------------------|-------------------------|----------|-------------|------------|----------|----------|-------------------------|----------|----------|------------|----------|----------|--------------------|-------------|----------|------------|----------|----------|--------------------|-------------|----------|------------|----------|----------|--------------|
| | WB Approach - RT | | | | | | EB Approach - RT | | | | | | NB Approach - RT | | | | | | SB Approach - RT | | | | | | |
| | Pedestrians | | | Bicyclists | | | Pedestrians | | | Bicyclists | | | Pedestrians | | | Bicyclists | | | Pedestrians | | | Bicyclists | | | |
| Direction | EB | WB | 2-Way | EB | WB | 2-Way | EB | WB | 2-Way | EB | WB | 2-Way | NB | SB | 2-Way | NB | SB | 2-Way | NB | SB | 2-Way | NB | SB | 2-Way | |
| Start Time | | | | | | | | | | | | | | | | | | | | | | | | | |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 7:15 AM | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 5 |
| 7:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 3 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 7 |
| 8:00 AM | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 3 |
| 8:15 AM | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 8:30 AM | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 8:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 3 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 6 |
| Hourly Volumes | | | | | | | | | | | | | | | | | | | | | | | | | |
| Hour Starting at: | | | | | | | | | | | | | | | | | | | | | | | | | |
| 7:00 AM | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 3 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 7 |
| 7:15 AM | 3 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 3 | 0 | 3 | 0 | 0 | 0 | 8 |
| 7:30 AM | 2 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 5 |
| 7:45 AM | 3 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 6 |
| 8:00 AM | 3 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 6 |
| Peak-Hour Volumes | | | | | | | | | | | | | | | | | | | | | | | | | |
| 7:15 AM | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 5 |
| 7:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:00 AM | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 3 |
| Peak-Hour Volume: | 3 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 3 | 0 | 3 | 0 | 0 | 0 | 8 |
| PHF: | 0.38 | 0.25 | 0.50 | | | | | | | | | | 0.25 | 0.25 | | | | 0.38 | | 0.38 | | | | | 0.40 |

ESPR CORPORATION
Traffic Data Collection Summary



Intersection: SR 17 / Race Road
Jurisdiction: Town of Dundee / Polk County / FDOT District 1

Date of Data Collection: 12/6/2022
 Data Collected by: ND
 Hours of Data Collection: 4:00 PM to 6:00 PM
 Count Groups Included: Pedestrians and Bicyclists on Sidewalk

| Crossing at: | North Side of Race Road | | | | | | South Side of Race Road | | | | | | East Side of SR 17 | | | | | | West Side of SR 17 | | | | | | Intersection |
|--------------------------|-------------------------|----------|-------------|------------|----------|----------|-------------------------|----------|----------|------------|----------|----------|--------------------|----------|-------------|------------|----------|----------|--------------------|----------|----------|------------|----------|----------|--------------|
| | WB Approach - RT | | | | | | EB Approach - RT | | | | | | NB Approach - RT | | | | | | SB Approach - RT | | | | | | |
| | Pedestrians | | | Bicyclists | | | Pedestrians | | | Bicyclists | | | Pedestrians | | | Bicyclists | | | Pedestrians | | | Bicyclists | | | |
| Direction | EB | WB | 2-Way | EB | WB | 2-Way | EB | WB | 2-Way | EB | WB | 2-Way | NB | SB | 2-Way | NB | SB | 2-Way | NB | SB | 2-Way | NB | SB | 2-Way | |
| Start Time | | | | | | | | | | | | | | | | | | | | | | | | | |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:45 PM | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Total | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:45 PM | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Total | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| Hourly Volumes | | | | | | | | | | | | | | | | | | | | | | | | | |
| Hour Starting at: | | | | | | | | | | | | | | | | | | | | | | | | | |
| 4:00 PM | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4:15 PM | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 4:30 PM | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 4:45 PM | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 5:00 PM | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| Peak-Hour Volumes | | | | | | | | | | | | | | | | | | | | | | | | | |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:45 PM | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Peak-Hour Volume: | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| PHF: | 0.25 | | 0.25 | | | | | | | | | | 0.25 | | 0.25 | | | | | | | | | | 0.50 |

ESPR CORPORATION
Traffic Data Collection Summary



Intersection: SR 17 (Center Street) / Main Street
Jurisdiction: Town of Dundee / Polk County / FDOT District 1

Date of Data Collection: 12/6/2022
Data Collected by: ND
Hours of Data Collection: 7:00 AM to 9:00 AM
Count Groups Included: All Groups / All Vehicles

EB/WB Road: Main Street
NB/SB Road: SR 17 (Center Street)
Main Direction: EB/WB NB/SB
Peak-Season CF: 1.01

| Movement/Lane Group | EASTBOUND Main Street | | | | | WESTBOUND Main Street | | | | | NORTHBOUND SR 17 (Center Street) | | | | | SOUTHBOUND SR 17 (Center Street) | | | | | Intersection |
|--------------------------|--------------------------|-------------|----------|----------|-----------------|--------------------------|-------------|-------------|----------|-----------------|-------------------------------------|-------------|-------------|----------|-----------------|-------------------------------------|-------------|-------------|----------|-----------------|--------------|
| | LT | TH | RT | RTOR | All Lane Groups | LT | TH | RT | RTOR | All Lane Groups | LT | TH | RT | RTOR | All Lane Groups | LT | TH | RT | RTOR | All Lane Groups | |
| PSCF | 1.01 | 1.01 | 1.01 | 1.01 | | 1.01 | 1.01 | 1.01 | 1.01 | | 1.01 | 1.01 | 1.01 | 1.01 | | 1.01 | 1.01 | 1.01 | 1.01 | | |
| Start Time | | | | | | | | | | | | | | | | | | | | | |
| 7:00 AM | 40 | 32 | 0 | 0 | 72 | 0 | 75 | 41 | 0 | 116 | 2 | 1 | 0 | 0 | 3 | 25 | 0 | 54 | 0 | 79 | 270 |
| 7:15 AM | 51 | 39 | 0 | 0 | 90 | 1 | 74 | 60 | 0 | 135 | 3 | 5 | 0 | 0 | 8 | 28 | 0 | 60 | 0 | 88 | 321 |
| 7:30 AM | 49 | 40 | 0 | 0 | 89 | 0 | 61 | 57 | 0 | 118 | 2 | 3 | 1 | 0 | 6 | 25 | 1 | 47 | 0 | 73 | 286 |
| 7:45 AM | 56 | 53 | 0 | 0 | 109 | 0 | 69 | 40 | 0 | 109 | 3 | 5 | 0 | 0 | 8 | 31 | 1 | 46 | 0 | 78 | 304 |
| Total | 196 | 164 | 0 | 0 | 360 | 1 | 279 | 198 | 0 | 478 | 10 | 14 | 1 | 0 | 25 | 109 | 2 | 207 | 0 | 318 | 1181 |
| 8:00 AM | 47 | 39 | 0 | 0 | 86 | 0 | 64 | 48 | 0 | 112 | 3 | 5 | 0 | 0 | 8 | 39 | 1 | 57 | 0 | 97 | 303 |
| 8:15 AM | 29 | 44 | 0 | 0 | 73 | 0 | 72 | 40 | 0 | 112 | 1 | 5 | 0 | 0 | 6 | 42 | 2 | 52 | 0 | 96 | 287 |
| 8:30 AM | 29 | 35 | 0 | 0 | 64 | 0 | 70 | 41 | 0 | 111 | 2 | 2 | 1 | 0 | 5 | 31 | 1 | 46 | 0 | 78 | 258 |
| 8:45 AM | 38 | 42 | 0 | 0 | 80 | 0 | 54 | 44 | 0 | 98 | 1 | 3 | 1 | 0 | 5 | 42 | 3 | 49 | 0 | 94 | 277 |
| Total | 143 | 160 | 0 | 0 | 303 | 0 | 260 | 173 | 0 | 433 | 7 | 15 | 2 | 0 | 24 | 154 | 7 | 204 | 0 | 365 | 1125 |
| Hourly Volumes | | | | | | | | | | | | | | | | | | | | | |
| Hour Starting at: | | | | | | | | | | | | | | | | | | | | | |
| 7:00 AM | 196 | 164 | 0 | 0 | 360 | 1 | 279 | 198 | 0 | 478 | 10 | 14 | 1 | 0 | 25 | 109 | 2 | 207 | 0 | 318 | 1181 |
| 7:15 AM | 203 | 171 | 0 | 0 | 374 | 1 | 268 | 205 | 0 | 474 | 11 | 18 | 1 | 0 | 30 | 123 | 3 | 210 | 0 | 336 | 1214 |
| 7:30 AM | 181 | 176 | 0 | 0 | 357 | 0 | 266 | 185 | 0 | 451 | 9 | 18 | 1 | 0 | 28 | 137 | 5 | 202 | 0 | 344 | 1180 |
| 7:45 AM | 161 | 171 | 0 | 0 | 332 | 0 | 275 | 169 | 0 | 444 | 9 | 17 | 1 | 0 | 27 | 143 | 5 | 201 | 0 | 349 | 1152 |
| 8:00 AM | 143 | 160 | 0 | 0 | 303 | 0 | 260 | 173 | 0 | 433 | 7 | 15 | 2 | 0 | 24 | 154 | 7 | 204 | 0 | 365 | 1125 |
| Peak-Hour Volumes | | | | | | | | | | | | | | | | | | | | | |
| 7:15 AM | 51 | 39 | 0 | 0 | 90 | 1 | 74 | 60 | 0 | 135 | 3 | 5 | 0 | 0 | 8 | 28 | 0 | 60 | 0 | 88 | 321 |
| 7:30 AM | 49 | 40 | 0 | 0 | 89 | 0 | 61 | 57 | 0 | 118 | 2 | 3 | 1 | 0 | 6 | 25 | 1 | 47 | 0 | 73 | 286 |
| 7:45 AM | 56 | 53 | 0 | 0 | 109 | 0 | 69 | 40 | 0 | 109 | 3 | 5 | 0 | 0 | 8 | 31 | 1 | 46 | 0 | 78 | 304 |
| 8:00 AM | 47 | 39 | 0 | 0 | 86 | 0 | 64 | 48 | 0 | 112 | 3 | 5 | 0 | 0 | 8 | 39 | 1 | 57 | 0 | 97 | 303 |
| Peak-Hour Volume: | 203 | 171 | 0 | 0 | 374 | 1 | 268 | 205 | 0 | 474 | 11 | 18 | 1 | 0 | 30 | 123 | 3 | 210 | 0 | 336 | 1214 |
| PHF: | 0.91 | 0.81 | | | 0.86 | 0.25 | 0.91 | 0.85 | | 0.88 | 0.92 | 0.90 | 0.25 | | 0.94 | 0.79 | 0.75 | 0.88 | | 0.87 | 0.95 |

ESPR CORPORATION
Traffic Data Collection Summary



Intersection: SR 17 (Center Street) / Main Street
Jurisdiction: Town of Dundee / Polk County / FDOT District 1

Date of Data Collection: 12/6/2022
Data Collected by: ND
Hours of Data Collection: 4:00 PM to 6:00 PM
Count Groups Included: All Groups / All Vehicles

EB/WB Road: Main Street
NB/SB Road: SR 17 (Center Street)
Main Direction: EB/WB NB/SB
Peak-Season CF: 1.01

| Movement/Lane Group | EASTBOUND Main Street | | | | | WESTBOUND Main Street | | | | | NORTHBOUND SR 17 (Center Street) | | | | | SOUTHBOUND SR 17 (Center Street) | | | | | Intersection |
|--------------------------|--------------------------|-------------|----------|----------|-----------------|--------------------------|-------------|-------------|----------|-----------------|-------------------------------------|-------------|----------|----------|-----------------|-------------------------------------|-------------|-------------|----------|-----------------|--------------|
| | LT | TH | RT | RTOR | All Lane Groups | LT | TH | RT | RTOR | All Lane Groups | LT | TH | RT | RTOR | All Lane Groups | LT | TH | RT | RTOR | All Lane Groups | |
| PSCF | 1.01 | 1.01 | 1.01 | 1.01 | | 1.01 | 1.01 | 1.01 | 1.01 | | 1.01 | 1.01 | 1.01 | 1.01 | | 1.01 | 1.01 | 1.01 | 1.01 | | |
| Start Time | | | | | | | | | | | | | | | | | | | | | |
| 4:00 PM | 61 | 82 | 0 | 0 | 143 | 1 | 51 | 37 | 0 | 89 | 1 | 2 | 2 | 0 | 5 | 36 | 0 | 49 | 0 | 85 | 322 |
| 4:15 PM | 58 | 74 | 0 | 0 | 132 | 0 | 45 | 45 | 0 | 90 | 2 | 2 | 1 | 0 | 5 | 54 | 4 | 38 | 0 | 96 | 323 |
| 4:30 PM | 56 | 76 | 0 | 0 | 132 | 1 | 74 | 51 | 0 | 126 | 3 | 3 | 1 | 0 | 7 | 66 | 3 | 54 | 0 | 123 | 388 |
| 4:45 PM | 55 | 66 | 0 | 0 | 121 | 0 | 54 | 30 | 0 | 84 | 1 | 0 | 0 | 0 | 1 | 42 | 2 | 63 | 0 | 107 | 313 |
| Total | 230 | 298 | 0 | 0 | 528 | 2 | 224 | 163 | 0 | 389 | 7 | 7 | 4 | 0 | 18 | 198 | 9 | 204 | 0 | 411 | 1346 |
| 5:00 PM | 65 | 104 | 0 | 0 | 169 | 1 | 68 | 29 | 0 | 98 | 0 | 5 | 0 | 0 | 5 | 45 | 2 | 60 | 0 | 107 | 379 |
| 5:15 PM | 75 | 83 | 0 | 0 | 158 | 2 | 46 | 29 | 0 | 77 | 2 | 4 | 0 | 0 | 6 | 56 | 2 | 44 | 0 | 102 | 343 |
| 5:30 PM | 75 | 84 | 0 | 0 | 159 | 0 | 54 | 34 | 0 | 88 | 2 | 1 | 0 | 0 | 3 | 54 | 1 | 55 | 0 | 110 | 360 |
| 5:45 PM | 54 | 74 | 0 | 0 | 128 | 1 | 59 | 41 | 0 | 101 | 2 | 1 | 0 | 0 | 3 | 53 | 2 | 58 | 0 | 113 | 345 |
| Total | 269 | 345 | 0 | 0 | 614 | 4 | 227 | 133 | 0 | 364 | 6 | 11 | 0 | 0 | 17 | 208 | 7 | 217 | 0 | 432 | 1427 |
| Hourly Volumes | | | | | | | | | | | | | | | | | | | | | |
| Hour Starting at: | | | | | | | | | | | | | | | | | | | | | |
| 4:00 PM | 230 | 298 | 0 | 0 | 528 | 2 | 224 | 163 | 0 | 389 | 7 | 7 | 4 | 0 | 18 | 198 | 9 | 204 | 0 | 411 | 1346 |
| 4:15 PM | 234 | 320 | 0 | 0 | 554 | 2 | 241 | 155 | 0 | 398 | 6 | 10 | 2 | 0 | 18 | 207 | 11 | 215 | 0 | 433 | 1403 |
| 4:30 PM | 251 | 329 | 0 | 0 | 580 | 4 | 242 | 139 | 0 | 385 | 6 | 12 | 1 | 0 | 19 | 209 | 9 | 221 | 0 | 439 | 1423 |
| 4:45 PM | 270 | 337 | 0 | 0 | 607 | 3 | 222 | 122 | 0 | 347 | 5 | 10 | 0 | 0 | 15 | 197 | 7 | 222 | 0 | 426 | 1395 |
| 5:00 PM | 269 | 345 | 0 | 0 | 614 | 4 | 227 | 133 | 0 | 364 | 6 | 11 | 0 | 0 | 17 | 208 | 7 | 217 | 0 | 432 | 1427 |
| Peak-Hour Volumes | | | | | | | | | | | | | | | | | | | | | |
| 5:00 PM | 65 | 104 | 0 | 0 | 169 | 1 | 68 | 29 | 0 | 98 | 0 | 5 | 0 | 0 | 5 | 45 | 2 | 60 | 0 | 107 | 379 |
| 5:15 PM | 75 | 83 | 0 | 0 | 158 | 2 | 46 | 29 | 0 | 77 | 2 | 4 | 0 | 0 | 6 | 56 | 2 | 44 | 0 | 102 | 343 |
| 5:30 PM | 75 | 84 | 0 | 0 | 159 | 0 | 54 | 34 | 0 | 88 | 2 | 1 | 0 | 0 | 3 | 54 | 1 | 55 | 0 | 110 | 360 |
| 5:45 PM | 54 | 74 | 0 | 0 | 128 | 1 | 59 | 41 | 0 | 101 | 2 | 1 | 0 | 0 | 3 | 53 | 2 | 58 | 0 | 113 | 345 |
| Peak-Hour Volume: | 269 | 345 | 0 | 0 | 614 | 4 | 227 | 133 | 0 | 364 | 6 | 11 | 0 | 0 | 17 | 208 | 7 | 217 | 0 | 432 | 1427 |
| PHF: | 0.90 | 0.83 | | | 0.91 | 0.50 | 0.83 | 0.81 | | 0.90 | 0.75 | 0.55 | | | 0.71 | 0.93 | 0.88 | 0.90 | | 0.96 | 0.94 |

ESPR CORPORATION
Traffic Data Collection Summary



Intersection: SR 17 (Center Street) / Main Street
Jurisdiction: Town of Dundee / Polk County / FDOT District 1

Date of Data Collection: 12/6/2022
Data Collected by: ND
Hours of Data Collection: 7:00 AM to 9:00 AM
Count Groups Included: [Heavy Vehicles](#)

| Movement/Lane Group | EASTBOUND Main Street | | | | | WESTBOUND Main Street | | | | | NORTHBOUND SR 17 (Center Street) | | | | | SOUTHBOUND SR 17 (Center Street) | | | | | Intersection |
|--------------------------|--------------------------|-------------|----------|----------|-----------------|--------------------------|-------------|-------------|----------|-----------------|-------------------------------------|--------------|-------------|----------|-----------------|-------------------------------------|-------------|-------------|----------|-----------------|--------------|
| | LT | TH | RT | RTOR | All Lane Groups | LT | TH | RT | RTOR | All Lane Groups | LT | TH | RT | RTOR | All Lane Groups | LT | TH | RT | RTOR | All Lane Groups | |
| PSCF | 1.01 | 1.01 | 1.01 | 1.01 | | 1.01 | 1.01 | 1.01 | 1.01 | | 1.01 | 1.01 | 1.01 | 1.01 | | 1.01 | 1.01 | 1.01 | 1.01 | | |
| Start Time | | | | | | | | | | | | | | | | | | | | | |
| 7:00 AM | 3 | 3 | 0 | 0 | 6 | 0 | 7 | 1 | 0 | 8 | 0 | 1 | 0 | 0 | 1 | 4 | 0 | 3 | 0 | 7 | 22 |
| 7:15 AM | 5 | 2 | 0 | 0 | 7 | 0 | 4 | 4 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 3 | 0 | 6 | 21 |
| 7:30 AM | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 1 | 0 | 4 | 6 |
| 7:45 AM | 5 | 3 | 0 | 0 | 8 | 0 | 0 | 3 | 0 | 3 | 0 | 1 | 0 | 0 | 1 | 3 | 0 | 3 | 0 | 6 | 18 |
| Total | 13 | 10 | 0 | 0 | 23 | 0 | 11 | 8 | 0 | 19 | 0 | 2 | 0 | 0 | 2 | 13 | 0 | 10 | 0 | 23 | 67 |
| 8:00 AM | 4 | 3 | 0 | 0 | 7 | 0 | 8 | 2 | 0 | 10 | 0 | 2 | 0 | 0 | 2 | 8 | 0 | 2 | 0 | 10 | 29 |
| 8:15 AM | 4 | 1 | 0 | 0 | 5 | 0 | 2 | 3 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 1 | 0 | 7 | 17 |
| 8:30 AM | 2 | 0 | 0 | 0 | 2 | 0 | 2 | 5 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 11 |
| 8:45 AM | 2 | 1 | 0 | 0 | 3 | 0 | 0 | 2 | 0 | 2 | 0 | 1 | 0 | 0 | 1 | 9 | 0 | 3 | 0 | 12 | 18 |
| Total | 12 | 5 | 0 | 0 | 17 | 0 | 12 | 12 | 0 | 24 | 0 | 3 | 0 | 0 | 3 | 23 | 0 | 8 | 0 | 31 | 75 |
| Hourly Volumes | | | | | | | | | | | | | | | | | | | | | |
| Hour Starting at: | | | | | | | | | | | | | | | | | | | | | |
| 7:00 AM | 13 | 10 | 0 | 0 | 23 | 0 | 11 | 8 | 0 | 19 | 0 | 2 | 0 | 0 | 2 | 13 | 0 | 10 | 0 | 23 | 67 |
| 7:15 AM | 14 | 10 | 0 | 0 | 24 | 0 | 12 | 9 | 0 | 21 | 0 | 3 | 0 | 0 | 3 | 17 | 0 | 9 | 0 | 26 | 74 |
| 7:30 AM | 13 | 9 | 0 | 0 | 22 | 0 | 10 | 8 | 0 | 18 | 0 | 3 | 0 | 0 | 3 | 20 | 0 | 7 | 0 | 27 | 70 |
| 7:45 AM | 15 | 7 | 0 | 0 | 22 | 0 | 12 | 13 | 0 | 25 | 0 | 3 | 0 | 0 | 3 | 17 | 0 | 8 | 0 | 25 | 75 |
| 8:00 AM | 12 | 5 | 0 | 0 | 17 | 0 | 12 | 12 | 0 | 24 | 0 | 3 | 0 | 0 | 3 | 23 | 0 | 8 | 0 | 31 | 75 |
| Peak-Hour Volumes | | | | | | | | | | | | | | | | | | | | | |
| 7:45 AM | 5 | 3 | 0 | 0 | 8 | 0 | 0 | 3 | 0 | 3 | 0 | 1 | 0 | 0 | 1 | 3 | 0 | 3 | 0 | 6 | 18 |
| 8:00 AM | 4 | 3 | 0 | 0 | 7 | 0 | 8 | 2 | 0 | 10 | 0 | 2 | 0 | 0 | 2 | 8 | 0 | 2 | 0 | 10 | 29 |
| 8:15 AM | 4 | 1 | 0 | 0 | 5 | 0 | 2 | 3 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 1 | 0 | 7 | 17 |
| 8:30 AM | 2 | 0 | 0 | 0 | 2 | 0 | 2 | 5 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 11 |
| Peak-Hour Volume: | 15 | 7 | 0 | 0 | 22 | 0 | 12 | 13 | 0 | 25 | 0 | 3 | 0 | 0 | 3 | 17 | 0 | 8 | 0 | 25 | 75 |
| Heavy Vehicles %: | 7.4% | 4.1% | | | 5.9% | 0.0% | 4.5% | 6.3% | | 5.3% | 0.0% | 16.7% | 0.0% | | 10.0% | 13.8% | 0.0% | 3.8% | | 7.4% | 6.2% |

ESPR CORPORATION
Traffic Data Collection Summary



Intersection: SR 17 (Center Street) / Main Street
Jurisdiction: Town of Dundee / Polk County / FDOT District 1

Date of Data Collection: 12/6/2022
Data Collected by: ND
Hours of Data Collection: 4:00 PM to 6:00 PM
Count Groups Included: [Heavy Vehicles](#)

| Movement/Lane Group | EASTBOUND Main Street | | | | | WESTBOUND Main Street | | | | | NORTHBOUND SR 17 (Center Street) | | | | | SOUTHBOUND SR 17 (Center Street) | | | | | Intersection |
|--------------------------|--------------------------|-------------|----------|----------|-------------|--------------------------|-------------|-------------|----------|-------------|-------------------------------------|-------------|----------|----------|--------------|-------------------------------------|-------------|-------------|----------|-------------|--------------|
| | LT | TH | RT | RTOR | Groups | LT | TH | RT | RTOR | Groups | LT | TH | RT | RTOR | Groups | LT | TH | RT | RTOR | Groups | |
| PSCF | 1.01 | 1.01 | 1.01 | 1.01 | | 1.01 | 1.01 | 1.01 | 1.01 | | 1.01 | 1.01 | 1.01 | 1.01 | | 1.01 | 1.01 | 1.01 | 1.01 | | |
| Start Time | | | | | | | | | | | | | | | | | | | | | |
| 4:00 PM | 1 | 3 | 0 | 0 | 4 | 0 | 4 | 4 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 5 | 0 | 7 | 19 |
| 4:15 PM | 2 | 1 | 0 | 0 | 3 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 1 | 2 | 0 | 4 | 0 | 6 | 11 |
| 4:30 PM | 2 | 3 | 0 | 0 | 5 | 0 | 2 | 1 | 0 | 3 | 0 | 0 | 1 | 0 | 1 | 4 | 0 | 2 | 0 | 6 | 15 |
| 4:45 PM | 1 | 1 | 0 | 0 | 2 | 0 | 1 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 4 | 8 |
| Total | 6 | 8 | 0 | 0 | 14 | 0 | 7 | 7 | 0 | 14 | 1 | 0 | 1 | 0 | 2 | 10 | 0 | 13 | 0 | 23 | 53 |
| 5:00 PM | 5 | 4 | 0 | 0 | 9 | 0 | 2 | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 2 | 14 |
| 5:15 PM | 3 | 1 | 0 | 0 | 4 | 0 | 2 | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 2 | 0 | 6 | 13 |
| 5:30 PM | 3 | 0 | 0 | 0 | 3 | 0 | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 2 | 0 | 8 | 14 |
| 5:45 PM | 1 | 1 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 3 | 0 | 8 | 12 |
| Total | 12 | 6 | 0 | 0 | 18 | 0 | 7 | 4 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 16 | 0 | 8 | 0 | 24 | 53 |
| Hourly Volumes | | | | | | | | | | | | | | | | | | | | | |
| Hour Starting at: | | | | | | | | | | | | | | | | | | | | | |
| 4:00 PM | 6 | 8 | 0 | 0 | 14 | 0 | 7 | 7 | 0 | 14 | 1 | 0 | 1 | 0 | 2 | 10 | 0 | 13 | 0 | 23 | 53 |
| 4:15 PM | 10 | 9 | 0 | 0 | 19 | 0 | 5 | 4 | 0 | 9 | 1 | 0 | 1 | 0 | 2 | 9 | 0 | 9 | 0 | 18 | 48 |
| 4:30 PM | 11 | 9 | 0 | 0 | 20 | 0 | 7 | 4 | 0 | 11 | 0 | 0 | 1 | 0 | 1 | 11 | 0 | 7 | 0 | 18 | 50 |
| 4:45 PM | 12 | 6 | 0 | 0 | 18 | 0 | 8 | 3 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 13 | 0 | 7 | 0 | 20 | 49 |
| 5:00 PM | 12 | 6 | 0 | 0 | 18 | 0 | 7 | 4 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 16 | 0 | 8 | 0 | 24 | 53 |
| Peak-Hour Volumes | | | | | | | | | | | | | | | | | | | | | |
| 4:00 PM | 1 | 3 | 0 | 0 | 4 | 0 | 4 | 4 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 5 | 0 | 7 | 19 |
| 4:15 PM | 2 | 1 | 0 | 0 | 3 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 1 | 2 | 0 | 4 | 0 | 6 | 11 |
| 4:30 PM | 2 | 3 | 0 | 0 | 5 | 0 | 2 | 1 | 0 | 3 | 0 | 0 | 1 | 0 | 1 | 4 | 0 | 2 | 0 | 6 | 15 |
| 4:45 PM | 1 | 1 | 0 | 0 | 2 | 0 | 1 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 4 | 8 |
| Peak-Hour Volume: | 6 | 8 | 0 | 0 | 14 | 0 | 7 | 7 | 0 | 14 | 1 | 0 | 1 | 0 | 2 | 10 | 0 | 13 | 0 | 23 | 53 |
| Heavy Vehicles %: | 2.2% | 2.3% | | | 2.3% | 0.0% | 3.1% | 5.3% | | 3.8% | 16.7% | 0.0% | | | 11.8% | 4.8% | 0.0% | 6.0% | | 5.3% | 3.7% |

ESPR CORPORATION
Traffic Data Collection Summary



Intersection: SR 17 (Center Street) / Main Street
Jurisdiction: Town of Dundee / Polk County / FDOT District 1

Date of Data Collection: 12/6/2022
 Data Collected by: ND
 Hours of Data Collection: 7:00 AM to 9:00 AM
 Count Groups Included: [Bicycles on Bike Lane or Road](#)

| Movement/Lane Group | EASTBOUND Main Street | | | | | WESTBOUND Main Street | | | | | NORTHBOUND SR 17 (Center Street) | | | | | SOUTHBOUND SR 17 (Center Street) | | | | | Intersection |
|---------------------------|--------------------------|----|----|------|-----------------|--------------------------|----|----|------|-----------------|-------------------------------------|----|----|------|-----------------|-------------------------------------|----|----|------|-----------------|--------------|
| | LT | TH | RT | RTOR | All Lane Groups | LT | TH | RT | RTOR | All Lane Groups | LT | TH | RT | RTOR | All Lane Groups | LT | TH | RT | RTOR | All Lane Groups | |
| Start Time | | | | | | | | | | | | | | | | | | | | | |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hourly Volumes | | | | | | | | | | | | | | | | | | | | | |
| Hour Starting at: | | | | | | | | | | | | | | | | | | | | | |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Peak-Hour Volumes | | | | | | | | | | | | | | | | | | | | | |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Peak-Hour Volume: PHF: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

ESPR CORPORATION
Traffic Data Collection Summary



Intersection: SR 17 (Center Street) / Main Street
Jurisdiction: Town of Dundee / Polk County / FDOT District 1

Date of Data Collection: 12/6/2022
 Data Collected by: ND
 Hours of Data Collection: 4:00 PM to 6:00 PM
 Count Groups Included: [Bicycles on Bike Lane or Road](#)

| Movement/Lane Group | EASTBOUND Main Street | | | | | WESTBOUND Main Street | | | | | NORTHBOUND SR 17 (Center Street) | | | | | SOUTHBOUND SR 17 (Center Street) | | | | | Intersection |
|---------------------------|--------------------------|----|----|------|-----------------|--------------------------|----|----|------|-----------------|-------------------------------------|----|----|------|-----------------|-------------------------------------|----|----|------|-----------------|--------------|
| | LT | TH | RT | RTOR | All Lane Groups | LT | TH | RT | RTOR | All Lane Groups | LT | TH | RT | RTOR | All Lane Groups | LT | TH | RT | RTOR | All Lane Groups | |
| Start Time | | | | | | | | | | | | | | | | | | | | | |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hourly Volumes | | | | | | | | | | | | | | | | | | | | | |
| Hour Starting at: | | | | | | | | | | | | | | | | | | | | | |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Peak-Hour Volumes | | | | | | | | | | | | | | | | | | | | | |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Peak-Hour Volume: PHF: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

ESPR CORPORATION
Traffic Data Collection Summary



Intersection: SR 17 (Center Street) / Main Street
Jurisdiction: Town of Dundee / Polk County / FDOT District 1

Date of Data Collection: 12/6/2022
Data Collected by: ND
Hours of Data Collection: 7:00 AM to 9:00 AM
Count Groups Included: [Pedestrians and Bicyclists on Sidewalk](#)

| Crossing at: | North Side of Main Street | | | | | | South Side of Main Street | | | | | | East Side of SR 17 (Center Street) | | | | | | West Side of SR 17 (Center Street) | | | | | | Intersection |
|--------------------------|---------------------------|----------|----------|------------|----------|----------|---------------------------|----------|----------|------------|----------|----------|------------------------------------|----------|----------|------------|----------|----------|------------------------------------|----------|----------|------------|----------|----------|--------------|
| | WB Approach - RT | | | | | | EB Approach - RT | | | | | | NB Approach - RT | | | | | | SB Approach - RT | | | | | | |
| | Pedestrians | | | Bicyclists | | | Pedestrians | | | Bicyclists | | | Pedestrians | | | Bicyclists | | | Pedestrians | | | Bicyclists | | | |
| Direction | EB | WB | 2-Way | EB | WB | 2-Way | EB | WB | 2-Way | EB | WB | 2-Way | NB | SB | 2-Way | NB | SB | 2-Way | NB | SB | 2-Way | NB | SB | 2-Way | |
| Start Time | | | | | | | | | | | | | | | | | | | | | | | | | |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hourly Volumes | | | | | | | | | | | | | | | | | | | | | | | | | |
| Hour Starting at: | | | | | | | | | | | | | | | | | | | | | | | | | |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Peak-Hour Volumes | | | | | | | | | | | | | | | | | | | | | | | | | |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Peak-Hour Volume: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PHF: | | | | | | | | | | | | | | | | | | | | | | | | | |

ESPR CORPORATION
Traffic Data Collection Summary



Intersection: SR 17 (Center Street) / Main Street
Jurisdiction: Town of Dundee / Polk County / FDOT District 1

Date of Data Collection: 12/6/2022
 Data Collected by: ND
 Hours of Data Collection: 4:00 PM to 6:00 PM
 Count Groups Included: [Pedestrians and Bicyclists on Sidewalk](#)

| Crossing at: | North Side of Main Street | | | | | | South Side of Main Street | | | | | | East Side of SR 17 (Center Street) | | | | | | West Side of SR 17 (Center Street) | | | | | | Intersection | | | | | | | |
|--------------------------|---------------------------|----------|----------|------------|----------|----------|---------------------------|----------|----------|------------|----------|----------|------------------------------------|----------|----------|------------|----------|----------|------------------------------------|----------|----------|------------|----------|----------|--------------|----------|----------|----------|----------|----------|---|--|
| | WB Approach - RT | | | | | | EB Approach - RT | | | | | | NB Approach - RT | | | | | | SB Approach - RT | | | | | | | | | | | | | |
| | Pedestrians | | | Bicyclists | | | Pedestrians | | | Bicyclists | | | Pedestrians | | | Bicyclists | | | Pedestrians | | | Bicyclists | | | | | | | | | | |
| Direction | EB | WB | 2-Way | EB | WB | 2-Way | EB | WB | 2-Way | EB | WB | 2-Way | NB | SB | 2-Way | NB | SB | 2-Way | NB | SB | 2-Way | NB | SB | 2-Way | | | | | | | | |
| Start Time | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 4:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | |
| Hourly Volumes | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Hour Starting at: | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | |
| 4:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | |
| Peak-Hour Volumes | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 4:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | |
| Peak-Hour Volume: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | | |
| PHF: | | | | | | | | | | | | | | | | | | | | | | 0.25 | 0.25 | 0.25 | | | | | | 0.25 | | |

ESPR CORPORATION
Traffic Data Collection Summary



Intersection: US 27 / Dundee Road
Jurisdiction: Town of Dundee / Polk County / FDOT District 1

Date of Data Collection: 12/6/2022
 Data Collected by: ND
 Hours of Data Collection: 7:00 AM to 9:00 AM
 Count Groups Included: All Groups / All Vehicles

EB/WB Road: Dundee Road
 NB/SB Road: US 27
 Main Direction: EB/WB NB/SB
 Peak-Season CF: 1.04

| Movement/Lane Group | EASTBOUND Dundee Road | | | | | WESTBOUND Dundee Road | | | | | NORTHBOUND US 27 | | | | | SOUTHBOUND US 27 | | | | | Intersection |
|--------------------------|--------------------------|-------------|-------------|----------|-----------------|--------------------------|-------------|-------------|----------|-----------------|---------------------|-------------|-------------|----------|-----------------|---------------------|-------------|-------------|----------|-----------------|--------------|
| | LT | TH | RT | RTOR | All Lane Groups | LT | TH | RT | RTOR | All Lane Groups | LT | TH | RT | RTOR | All Lane Groups | LT | TH | RT | RTOR | All Lane Groups | |
| PSCF | 1.04 | 1.04 | 1.04 | 1.04 | | 1.04 | 1.04 | 1.04 | 1.04 | | 1.04 | 1.04 | 1.04 | 1.04 | | 1.04 | 1.04 | 1.04 | 1.04 | | |
| Start Time | | | | | | | | | | | | | | | | | | | | | |
| 7:00 AM | 78 | 67 | 43 | 0 | 188 | 27 | 93 | 15 | 0 | 135 | 63 | 216 | 14 | 0 | 293 | 10 | 194 | 40 | 0 | 244 | 860 |
| 7:15 AM | 55 | 56 | 66 | 0 | 177 | 37 | 88 | 15 | 0 | 140 | 66 | 264 | 45 | 0 | 375 | 17 | 241 | 50 | 0 | 308 | 1000 |
| 7:30 AM | 70 | 50 | 77 | 0 | 197 | 46 | 80 | 11 | 0 | 137 | 70 | 252 | 34 | 0 | 356 | 11 | 260 | 58 | 0 | 329 | 1019 |
| 7:45 AM | 77 | 60 | 58 | 0 | 195 | 48 | 63 | 15 | 0 | 126 | 63 | 267 | 41 | 0 | 371 | 25 | 233 | 54 | 0 | 312 | 1004 |
| Total | 280 | 233 | 244 | 0 | 757 | 158 | 324 | 56 | 0 | 538 | 262 | 999 | 134 | 0 | 1395 | 63 | 928 | 202 | 0 | 1193 | 3883 |
| 8:00 AM | 59 | 59 | 47 | 0 | 165 | 37 | 88 | 15 | 0 | 140 | 58 | 237 | 29 | 0 | 324 | 21 | 194 | 47 | 0 | 262 | 891 |
| 8:15 AM | 35 | 52 | 50 | 0 | 137 | 43 | 80 | 4 | 0 | 127 | 50 | 271 | 30 | 0 | 351 | 21 | 277 | 37 | 0 | 335 | 950 |
| 8:30 AM | 50 | 45 | 62 | 0 | 157 | 48 | 83 | 14 | 0 | 145 | 63 | 214 | 27 | 0 | 304 | 15 | 242 | 55 | 0 | 312 | 918 |
| 8:45 AM | 48 | 62 | 58 | 0 | 168 | 51 | 74 | 18 | 0 | 143 | 57 | 209 | 24 | 0 | 290 | 22 | 218 | 40 | 0 | 280 | 881 |
| Total | 192 | 218 | 217 | 0 | 627 | 179 | 325 | 51 | 0 | 555 | 228 | 931 | 110 | 0 | 1269 | 79 | 931 | 179 | 0 | 1189 | 3640 |
| Hourly Volumes | | | | | | | | | | | | | | | | | | | | | |
| Hour Starting at: | | | | | | | | | | | | | | | | | | | | | |
| 7:00 AM | 280 | 233 | 244 | 0 | 757 | 158 | 324 | 56 | 0 | 538 | 262 | 999 | 134 | 0 | 1395 | 63 | 928 | 202 | 0 | 1193 | 3883 |
| 7:15 AM | 261 | 225 | 248 | 0 | 734 | 168 | 319 | 56 | 0 | 543 | 257 | 1020 | 149 | 0 | 1426 | 74 | 928 | 209 | 0 | 1211 | 3914 |
| 7:30 AM | 241 | 221 | 232 | 0 | 694 | 174 | 311 | 45 | 0 | 530 | 241 | 1027 | 134 | 0 | 1402 | 78 | 964 | 196 | 0 | 1238 | 3864 |
| 7:45 AM | 221 | 216 | 217 | 0 | 654 | 176 | 314 | 48 | 0 | 538 | 234 | 989 | 127 | 0 | 1350 | 82 | 946 | 193 | 0 | 1221 | 3763 |
| 8:00 AM | 192 | 218 | 217 | 0 | 627 | 179 | 325 | 51 | 0 | 555 | 228 | 931 | 110 | 0 | 1269 | 79 | 931 | 179 | 0 | 1189 | 3640 |
| Peak-Hour Volumes | | | | | | | | | | | | | | | | | | | | | |
| 7:15 AM | 55 | 56 | 66 | 0 | 177 | 37 | 88 | 15 | 0 | 140 | 66 | 264 | 45 | 0 | 375 | 17 | 241 | 50 | 0 | 308 | 1000 |
| 7:30 AM | 70 | 50 | 77 | 0 | 197 | 46 | 80 | 11 | 0 | 137 | 70 | 252 | 34 | 0 | 356 | 11 | 260 | 58 | 0 | 329 | 1019 |
| 7:45 AM | 77 | 60 | 58 | 0 | 195 | 48 | 63 | 15 | 0 | 126 | 63 | 267 | 41 | 0 | 371 | 25 | 233 | 54 | 0 | 312 | 1004 |
| 8:00 AM | 59 | 59 | 47 | 0 | 165 | 37 | 88 | 15 | 0 | 140 | 58 | 237 | 29 | 0 | 324 | 21 | 194 | 47 | 0 | 262 | 891 |
| Peak-Hour Volume: | 261 | 225 | 248 | 0 | 734 | 168 | 319 | 56 | 0 | 543 | 257 | 1020 | 149 | 0 | 1426 | 74 | 928 | 209 | 0 | 1211 | 3914 |
| PHF: | 0.85 | 0.94 | 0.81 | | 0.93 | 0.88 | 0.91 | 0.93 | | 0.97 | 0.92 | 0.96 | 0.83 | | 0.95 | 0.74 | 0.89 | 0.90 | | 0.92 | 0.96 |

ESPR CORPORATION
Traffic Data Collection Summary



Intersection: US 27 / Dundee Road
Jurisdiction: Town of Dundee / Polk County / FDOT District 1

Date of Data Collection: 12/6/2022
 Data Collected by: ND
 Hours of Data Collection: 4:00 PM to 6:00 PM
 Count Groups Included: All Groups / All Vehicles

EB/WB Road: Dundee Road
 NB/SB Road: US 27
 Main Direction: EB/WB NB/SB
 Peak-Season CF: 1.04

| Movement/Lane Group | EASTBOUND Dundee Road | | | | | WESTBOUND Dundee Road | | | | | NORTHBOUND US 27 | | | | | SOUTHBOUND US 27 | | | | | Intersection |
|--------------------------|--------------------------|-------------|-------------|----------|-----------------|--------------------------|-------------|-------------|----------|-----------------|---------------------|-------------|-------------|----------|-----------------|---------------------|-------------|-------------|----------|-----------------|--------------|
| | LT | TH | RT | RTOR | All Lane Groups | LT | TH | RT | RTOR | All Lane Groups | LT | TH | RT | RTOR | All Lane Groups | LT | TH | RT | RTOR | All Lane Groups | |
| PSCF | 1.04 | 1.04 | 1.04 | 1.04 | | 1.04 | 1.04 | 1.04 | 1.04 | | 1.04 | 1.04 | 1.04 | 1.04 | | 1.04 | 1.04 | 1.04 | 1.04 | | |
| Start Time | | | | | | | | | | | | | | | | | | | | | |
| 4:00 PM | 59 | 67 | 69 | 0 | 195 | 50 | 58 | 12 | 0 | 120 | 50 | 241 | 46 | 0 | 337 | 26 | 283 | 62 | 0 | 371 | 1023 |
| 4:15 PM | 42 | 82 | 59 | 0 | 183 | 45 | 69 | 10 | 0 | 124 | 71 | 218 | 38 | 0 | 327 | 38 | 242 | 56 | 0 | 336 | 970 |
| 4:30 PM | 69 | 70 | 71 | 0 | 210 | 52 | 64 | 10 | 0 | 126 | 69 | 219 | 46 | 0 | 334 | 22 | 327 | 75 | 0 | 424 | 1094 |
| 4:45 PM | 57 | 77 | 79 | 0 | 213 | 44 | 68 | 15 | 0 | 127 | 77 | 262 | 52 | 0 | 391 | 35 | 258 | 66 | 0 | 359 | 1090 |
| Total | 227 | 296 | 278 | 0 | 801 | 191 | 259 | 47 | 0 | 497 | 267 | 940 | 182 | 0 | 1389 | 121 | 1110 | 259 | 0 | 1490 | 4177 |
| 5:00 PM | 61 | 85 | 70 | 0 | 216 | 42 | 53 | 5 | 0 | 100 | 74 | 241 | 48 | 0 | 363 | 16 | 294 | 76 | 0 | 386 | 1065 |
| 5:15 PM | 43 | 90 | 75 | 0 | 208 | 47 | 80 | 7 | 0 | 134 | 95 | 275 | 61 | 0 | 431 | 31 | 265 | 63 | 0 | 359 | 1132 |
| 5:30 PM | 71 | 73 | 70 | 0 | 214 | 58 | 76 | 5 | 0 | 139 | 75 | 269 | 52 | 0 | 396 | 15 | 342 | 54 | 0 | 411 | 1160 |
| 5:45 PM | 66 | 85 | 52 | 0 | 203 | 45 | 66 | 4 | 0 | 115 | 83 | 250 | 40 | 0 | 373 | 24 | 201 | 47 | 0 | 272 | 963 |
| Total | 241 | 333 | 267 | 0 | 841 | 192 | 275 | 21 | 0 | 488 | 327 | 1035 | 201 | 0 | 1563 | 86 | 1102 | 240 | 0 | 1428 | 4320 |
| Hourly Volumes | | | | | | | | | | | | | | | | | | | | | |
| Hour Starting at: | | | | | | | | | | | | | | | | | | | | | |
| 4:00 PM | 227 | 296 | 278 | 0 | 801 | 191 | 259 | 47 | 0 | 497 | 267 | 940 | 182 | 0 | 1389 | 121 | 1110 | 259 | 0 | 1490 | 4177 |
| 4:15 PM | 229 | 314 | 279 | 0 | 822 | 183 | 254 | 40 | 0 | 477 | 291 | 940 | 184 | 0 | 1415 | 111 | 1121 | 273 | 0 | 1505 | 4219 |
| 4:30 PM | 230 | 322 | 295 | 0 | 847 | 185 | 265 | 37 | 0 | 487 | 315 | 997 | 207 | 0 | 1519 | 104 | 1144 | 280 | 0 | 1528 | 4381 |
| 4:45 PM | 232 | 325 | 294 | 0 | 851 | 191 | 277 | 32 | 0 | 500 | 321 | 1047 | 213 | 0 | 1581 | 97 | 1159 | 259 | 0 | 1515 | 4447 |
| 5:00 PM | 241 | 333 | 267 | 0 | 841 | 192 | 275 | 21 | 0 | 488 | 327 | 1035 | 201 | 0 | 1563 | 86 | 1102 | 240 | 0 | 1428 | 4320 |
| Peak-Hour Volumes | | | | | | | | | | | | | | | | | | | | | |
| 4:45 PM | 57 | 77 | 79 | 0 | 213 | 44 | 68 | 15 | 0 | 127 | 77 | 262 | 52 | 0 | 391 | 35 | 258 | 66 | 0 | 359 | 1090 |
| 5:00 PM | 61 | 85 | 70 | 0 | 216 | 42 | 53 | 5 | 0 | 100 | 74 | 241 | 48 | 0 | 363 | 16 | 294 | 76 | 0 | 386 | 1065 |
| 5:15 PM | 43 | 90 | 75 | 0 | 208 | 47 | 80 | 7 | 0 | 134 | 95 | 275 | 61 | 0 | 431 | 31 | 265 | 63 | 0 | 359 | 1132 |
| 5:30 PM | 71 | 73 | 70 | 0 | 214 | 58 | 76 | 5 | 0 | 139 | 75 | 269 | 52 | 0 | 396 | 15 | 342 | 54 | 0 | 411 | 1160 |
| Peak-Hour Volume: | 232 | 325 | 294 | 0 | 851 | 191 | 277 | 32 | 0 | 500 | 321 | 1047 | 213 | 0 | 1581 | 97 | 1159 | 259 | 0 | 1515 | 4447 |
| PHF: | 0.82 | 0.90 | 0.93 | | 0.98 | 0.82 | 0.87 | 0.53 | | 0.90 | 0.84 | 0.95 | 0.87 | | 0.92 | 0.69 | 0.85 | 0.85 | | 0.92 | 0.96 |

ESPR CORPORATION
Traffic Data Collection Summary



Intersection: US 27 / Dundee Road
Jurisdiction: Town of Dundee / Polk County / FDOT District 1

Date of Data Collection: 12/6/2022
Data Collected by: ND
Hours of Data Collection: 7:00 AM to 9:00 AM
Count Groups Included: [Heavy Vehicles](#)

| Movement/Lane Group | EASTBOUND Dundee Road | | | | | WESTBOUND Dundee Road | | | | | NORTHBOUND US 27 | | | | | SOUTHBOUND US 27 | | | | | Intersection |
|--------------------------|--------------------------|-------------|-------------|----------|-----------------|--------------------------|-------------|--------------|----------|-----------------|---------------------|-------------|-------------|----------|-----------------|---------------------|--------------|-------------|----------|-----------------|--------------|
| | LT | TH | RT | RTOR | All Lane Groups | LT | TH | RT | RTOR | All Lane Groups | LT | TH | RT | RTOR | All Lane Groups | LT | TH | RT | RTOR | All Lane Groups | |
| PSCF | 1.04 | 1.04 | 1.04 | 1.04 | | 1.04 | 1.04 | 1.04 | 1.04 | | 1.04 | 1.04 | 1.04 | 1.04 | | 1.04 | 1.04 | 1.04 | 1.04 | | |
| Start Time | | | | | | | | | | | | | | | | | | | | | |
| 7:00 AM | 4 | 2 | 1 | 0 | 7 | 1 | 3 | 5 | 0 | 9 | 4 | 20 | 1 | 0 | 25 | 1 | 27 | 3 | 0 | 31 | 72 |
| 7:15 AM | 1 | 2 | 1 | 0 | 4 | 3 | 0 | 6 | 0 | 9 | 2 | 18 | 3 | 0 | 23 | 1 | 22 | 2 | 0 | 25 | 61 |
| 7:30 AM | 6 | 4 | 2 | 0 | 12 | 4 | 1 | 2 | 0 | 7 | 4 | 20 | 0 | 0 | 24 | 2 | 22 | 2 | 0 | 26 | 69 |
| 7:45 AM | 1 | 5 | 1 | 0 | 7 | 2 | 2 | 2 | 0 | 6 | 4 | 28 | 2 | 0 | 34 | 5 | 29 | 2 | 0 | 36 | 83 |
| Total | 12 | 13 | 5 | 0 | 30 | 10 | 6 | 15 | 0 | 31 | 14 | 86 | 6 | 0 | 106 | 9 | 100 | 9 | 0 | 118 | 285 |
| 8:00 AM | 3 | 2 | 4 | 0 | 9 | 2 | 4 | 5 | 0 | 11 | 3 | 29 | 1 | 0 | 33 | 1 | 24 | 3 | 0 | 28 | 81 |
| 8:15 AM | 3 | 1 | 3 | 0 | 7 | 3 | 3 | 2 | 0 | 8 | 0 | 19 | 2 | 0 | 21 | 2 | 32 | 4 | 0 | 38 | 74 |
| 8:30 AM | 3 | 2 | 2 | 0 | 7 | 5 | 2 | 1 | 0 | 8 | 3 | 20 | 2 | 0 | 25 | 0 | 30 | 4 | 0 | 34 | 74 |
| 8:45 AM | 1 | 3 | 2 | 0 | 6 | 1 | 3 | 0 | 0 | 4 | 2 | 23 | 1 | 0 | 26 | 1 | 34 | 2 | 0 | 37 | 73 |
| Total | 10 | 8 | 11 | 0 | 29 | 11 | 12 | 8 | 0 | 31 | 8 | 91 | 6 | 0 | 105 | 4 | 120 | 13 | 0 | 137 | 302 |
| Hourly Volumes | | | | | | | | | | | | | | | | | | | | | |
| Hour Starting at: | | | | | | | | | | | | | | | | | | | | | |
| 7:00 AM | 12 | 13 | 5 | 0 | 30 | 10 | 6 | 15 | 0 | 31 | 14 | 86 | 6 | 0 | 106 | 9 | 100 | 9 | 0 | 118 | 285 |
| 7:15 AM | 11 | 13 | 8 | 0 | 32 | 11 | 7 | 15 | 0 | 33 | 13 | 95 | 6 | 0 | 114 | 9 | 97 | 9 | 0 | 115 | 294 |
| 7:30 AM | 13 | 12 | 10 | 0 | 35 | 11 | 10 | 11 | 0 | 32 | 11 | 96 | 5 | 0 | 112 | 10 | 107 | 11 | 0 | 128 | 307 |
| 7:45 AM | 10 | 10 | 10 | 0 | 30 | 12 | 11 | 10 | 0 | 33 | 10 | 96 | 7 | 0 | 113 | 8 | 115 | 13 | 0 | 136 | 312 |
| 8:00 AM | 10 | 8 | 11 | 0 | 29 | 11 | 12 | 8 | 0 | 31 | 8 | 91 | 6 | 0 | 105 | 4 | 120 | 13 | 0 | 137 | 302 |
| Peak-Hour Volumes | | | | | | | | | | | | | | | | | | | | | |
| 7:45 AM | 1 | 5 | 1 | 0 | 7 | 2 | 2 | 2 | 0 | 6 | 4 | 28 | 2 | 0 | 34 | 5 | 29 | 2 | 0 | 36 | 83 |
| 8:00 AM | 3 | 2 | 4 | 0 | 9 | 2 | 4 | 5 | 0 | 11 | 3 | 29 | 1 | 0 | 33 | 1 | 24 | 3 | 0 | 28 | 81 |
| 8:15 AM | 3 | 1 | 3 | 0 | 7 | 3 | 3 | 2 | 0 | 8 | 0 | 19 | 2 | 0 | 21 | 2 | 32 | 4 | 0 | 38 | 74 |
| 8:30 AM | 3 | 2 | 2 | 0 | 7 | 5 | 2 | 1 | 0 | 8 | 3 | 20 | 2 | 0 | 25 | 0 | 30 | 4 | 0 | 34 | 74 |
| Peak-Hour Volume: | 10 | 10 | 10 | 0 | 30 | 12 | 11 | 10 | 0 | 33 | 10 | 96 | 7 | 0 | 113 | 8 | 115 | 13 | 0 | 136 | 312 |
| Heavy Vehicles %: | 3.8% | 4.4% | 4.0% | | 4.1% | 7.1% | 3.4% | 17.9% | | 6.1% | 3.9% | 9.4% | 4.7% | | 7.9% | 10.8% | 12.4% | 6.2% | | 11.2% | 8.0% |

ESPR CORPORATION
Traffic Data Collection Summary



Intersection: US 27 / Dundee Road
Jurisdiction: Town of Dundee / Polk County / FDOT District 1

Date of Data Collection: 12/6/2022
Data Collected by: ND
Hours of Data Collection: 4:00 PM to 6:00 PM
Count Groups Included: [Heavy Vehicles](#)

| Movement/Lane Group | EASTBOUND Dundee Road | | | | | WESTBOUND Dundee Road | | | | | NORTHBOUND US 27 | | | | | SOUTHBOUND US 27 | | | | | Intersection |
|--------------------------|--------------------------|------|------|------|--------|--------------------------|------|------|------|--------|---------------------|-------|------|------|--------|---------------------|------|------|------|--------|--------------|
| | LT | TH | RT | RTOR | Groups | LT | TH | RT | RTOR | Groups | LT | TH | RT | RTOR | Groups | LT | TH | RT | RTOR | Groups | |
| PSCF | 1.04 | 1.04 | 1.04 | 1.04 | | 1.04 | 1.04 | 1.04 | 1.04 | | 1.04 | 1.04 | 1.04 | 1.04 | | 1.04 | 1.04 | 1.04 | 1.04 | | |
| Start Time | | | | | | | | | | | | | | | | | | | | | |
| 4:00 PM | 8 | 2 | 1 | 0 | 11 | 4 | 2 | 1 | 0 | 7 | 3 | 26 | 2 | 0 | 31 | 2 | 33 | 2 | 0 | 37 | 86 |
| 4:15 PM | 3 | 1 | 0 | 0 | 4 | 0 | 5 | 0 | 0 | 5 | 1 | 30 | 1 | 0 | 32 | 2 | 17 | 2 | 0 | 21 | 62 |
| 4:30 PM | 4 | 1 | 5 | 0 | 10 | 2 | 3 | 0 | 0 | 5 | 1 | 29 | 0 | 0 | 30 | 3 | 21 | 3 | 0 | 27 | 72 |
| 4:45 PM | 3 | 1 | 2 | 0 | 6 | 1 | 1 | 1 | 0 | 3 | 1 | 28 | 2 | 0 | 31 | 4 | 21 | 1 | 0 | 26 | 66 |
| Total | 18 | 5 | 8 | 0 | 31 | 7 | 11 | 2 | 0 | 20 | 6 | 113 | 5 | 0 | 124 | 11 | 92 | 8 | 0 | 111 | 286 |
| 5:00 PM | 2 | 4 | 1 | 0 | 7 | 2 | 2 | 0 | 0 | 4 | 5 | 22 | 2 | 0 | 29 | 3 | 20 | 4 | 0 | 27 | 67 |
| 5:15 PM | 2 | 0 | 2 | 0 | 4 | 1 | 1 | 2 | 0 | 4 | 2 | 27 | 5 | 0 | 34 | 1 | 17 | 2 | 0 | 20 | 62 |
| 5:30 PM | 2 | 2 | 1 | 0 | 5 | 1 | 2 | 1 | 0 | 4 | 2 | 27 | 1 | 0 | 30 | 1 | 23 | 4 | 0 | 28 | 67 |
| 5:45 PM | 2 | 1 | 2 | 0 | 5 | 3 | 1 | 0 | 0 | 4 | 3 | 29 | 3 | 0 | 35 | 0 | 8 | 2 | 0 | 10 | 54 |
| Total | 8 | 7 | 6 | 0 | 21 | 7 | 6 | 3 | 0 | 16 | 12 | 105 | 11 | 0 | 128 | 5 | 68 | 12 | 0 | 85 | 250 |
| Hourly Volumes | | | | | | | | | | | | | | | | | | | | | |
| Hour Starting at: | | | | | | | | | | | | | | | | | | | | | |
| 4:00 PM | 18 | 5 | 8 | 0 | 31 | 7 | 11 | 2 | 0 | 20 | 6 | 113 | 5 | 0 | 124 | 11 | 92 | 8 | 0 | 111 | 286 |
| 4:15 PM | 12 | 7 | 8 | 0 | 27 | 5 | 11 | 1 | 0 | 17 | 8 | 109 | 5 | 0 | 122 | 12 | 79 | 10 | 0 | 101 | 267 |
| 4:30 PM | 11 | 6 | 10 | 0 | 27 | 6 | 7 | 3 | 0 | 16 | 9 | 106 | 9 | 0 | 124 | 11 | 79 | 10 | 0 | 100 | 267 |
| 4:45 PM | 9 | 7 | 6 | 0 | 22 | 5 | 6 | 4 | 0 | 15 | 10 | 104 | 10 | 0 | 124 | 9 | 81 | 11 | 0 | 101 | 262 |
| 5:00 PM | 8 | 7 | 6 | 0 | 21 | 7 | 6 | 3 | 0 | 16 | 12 | 105 | 11 | 0 | 128 | 5 | 68 | 12 | 0 | 85 | 250 |
| Peak-Hour Volumes | | | | | | | | | | | | | | | | | | | | | |
| 4:00 PM | 8 | 2 | 1 | 0 | 11 | 4 | 2 | 1 | 0 | 7 | 3 | 26 | 2 | 0 | 31 | 2 | 33 | 2 | 0 | 37 | 86 |
| 4:15 PM | 3 | 1 | 0 | 0 | 4 | 0 | 5 | 0 | 0 | 5 | 1 | 30 | 1 | 0 | 32 | 2 | 17 | 2 | 0 | 21 | 62 |
| 4:30 PM | 4 | 1 | 5 | 0 | 10 | 2 | 3 | 0 | 0 | 5 | 1 | 29 | 0 | 0 | 30 | 3 | 21 | 3 | 0 | 27 | 72 |
| 4:45 PM | 3 | 1 | 2 | 0 | 6 | 1 | 1 | 1 | 0 | 3 | 1 | 28 | 2 | 0 | 31 | 4 | 21 | 1 | 0 | 26 | 66 |
| Peak-Hour Volume: | 18 | 5 | 8 | 0 | 31 | 7 | 11 | 2 | 0 | 20 | 6 | 113 | 5 | 0 | 124 | 11 | 92 | 8 | 0 | 111 | 286 |
| Heavy Vehicles %: | 7.8% | 1.5% | 2.7% | | 3.6% | 3.7% | 4.0% | 6.3% | | 4.0% | 1.9% | 10.8% | 2.3% | | 7.8% | 11.3% | 7.9% | 3.1% | | 7.3% | 6.4% |

ESPR CORPORATION
Traffic Data Collection Summary



Intersection: US 27 / Dundee Road
Jurisdiction: Town of Dundee / Polk County / FDOT District 1

Date of Data Collection: 12/6/2022
 Data Collected by: ND
 Hours of Data Collection: 7:00 AM to 9:00 AM
 Count Groups Included: [Bicycles on Bike Lane or Road](#)

| Movement/Lane Group | EASTBOUND Dundee Road | | | | | WESTBOUND Dundee Road | | | | | NORTHBOUND US 27 | | | | | SOUTHBOUND US 27 | | | | | Intersection |
|--------------------------|-----------------------|----------|----------|----------|-----------------|-----------------------|----------|----------|----------|-----------------|------------------|----------|----------|----------|-----------------|------------------|----------|----------|----------|-----------------|--------------|
| | LT | TH | RT | RTOR | All Lane Groups | LT | TH | RT | RTOR | All Lane Groups | LT | TH | RT | RTOR | All Lane Groups | LT | TH | RT | RTOR | All Lane Groups | |
| Start Time | | | | | | | | | | | | | | | | | | | | | |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:15 AM | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 8:00 AM | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 8:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Hourly Volumes | | | | | | | | | | | | | | | | | | | | | |
| Hour Starting at: | | | | | | | | | | | | | | | | | | | | | |
| 7:00 AM | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 7:15 AM | 1 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 7:30 AM | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 7:45 AM | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 8:00 AM | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Peak-Hour Volumes | | | | | | | | | | | | | | | | | | | | | |
| 7:15 AM | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 7:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:00 AM | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Peak-Hour Volume: | 1 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| PHF: | 0.25 | 0.25 | | | 0.50 | | | | | | | | | | | | | | | | 0.50 |

ESPR CORPORATION
Traffic Data Collection Summary



Intersection: US 27 / Dundee Road
Jurisdiction: Town of Dundee / Polk County / FDOT District 1

Date of Data Collection: 12/6/2022
 Data Collected by: ND
 Hours of Data Collection: 4:00 PM to 6:00 PM
 Count Groups Included: [Bicycles on Bike Lane or Road](#)

| Movement/Lane Group | EASTBOUND Dundee Road | | | | | WESTBOUND Dundee Road | | | | | NORTHBOUND US 27 | | | | | SOUTHBOUND US 27 | | | | | Intersection |
|--------------------------|-----------------------|----------|----------|----------|-----------------|-----------------------|----------|----------|----------|-----------------|------------------|----------|----------|----------|-----------------|------------------|----------|----------|----------|-----------------|--------------|
| | LT | TH | RT | RTOR | All Lane Groups | LT | TH | RT | RTOR | All Lane Groups | LT | TH | RT | RTOR | All Lane Groups | LT | TH | RT | RTOR | All Lane Groups | |
| Start Time | | | | | | | | | | | | | | | | | | | | | |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:15 PM | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hourly Volumes | | | | | | | | | | | | | | | | | | | | | |
| Hour Starting at: | | | | | | | | | | | | | | | | | | | | | |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:30 PM | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:45 PM | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 3 |
| 5:00 PM | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 3 |
| Peak-Hour Volumes | | | | | | | | | | | | | | | | | | | | | |
| 4:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:15 PM | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| Peak-Hour Volume: | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 3 |
| PHF: | | 0.25 | | | 0.25 | | | 0.25 | | 0.25 | 0.25 | | | | 0.25 | | | | | | 0.75 |

ESPR CORPORATION
Traffic Data Collection Summary



Intersection: US 27 / Dundee Road
Jurisdiction: Town of Dundee / Polk County / FDOT District 1

Date of Data Collection: 12/6/2022
Data Collected by: ND
Hours of Data Collection: 7:00 AM to 9:00 AM
Count Groups Included: Pedestrians and Bicyclists on Sidewalk

| Crossing at: | North Side of Dundee Road | | | | | | South Side of Dundee Road | | | | | | East Side of US 27 | | | | | | West Side of US 27 | | | | | | Intersection |
|--------------------------|---------------------------|----|-------|------------|----|-------|---------------------------|----|-------|------------|----|-------|--------------------|----|-------|------------|----|-------|--------------------|----|-------|------------|----|-------|--------------|
| | WB Approach - RT | | | | | | EB Approach - RT | | | | | | NB Approach - RT | | | | | | SB Approach - RT | | | | | | |
| | Pedestrians | | | Bicyclists | | | Pedestrians | | | Bicyclists | | | Pedestrians | | | Bicyclists | | | Pedestrians | | | Bicyclists | | | |
| Direction | EB | WB | 2-Way | EB | WB | 2-Way | EB | WB | 2-Way | EB | WB | 2-Way | NB | SB | 2-Way | NB | SB | 2-Way | NB | SB | 2-Way | NB | SB | 2-Way | |
| Start Time | | | | | | | | | | | | | | | | | | | | | | | | | |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 |
| 7:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 |
| 8:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hourly Volumes | | | | | | | | | | | | | | | | | | | | | | | | | |
| Hour Starting at: | | | | | | | | | | | | | | | | | | | | | | | | | |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 1 |
| 7:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 1 |
| 7:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Peak-Hour Volumes | | | | | | | | | | | | | | | | | | | | | | | | | |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 1 |
| 7:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Peak-Hour Volume: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 1 |
| PHF: | | | | | | | | | | | | | | | | | | | 0.25 | | 0.25 | | | | 0.25 |

ESPR CORPORATION
Traffic Data Collection Summary



Intersection: US 27 / Dundee Road
Jurisdiction: Town of Dundee / Polk County / FDOT District 1

Date of Data Collection: 12/6/2022
 Data Collected by: ND
 Hours of Data Collection: 4:00 PM to 6:00 PM
 Count Groups Included: Pedestrians and Bicyclists on Sidewalk

| Crossing at: | North Side of Dundee Road | | | | | | South Side of Dundee Road | | | | | | East Side of US 27 | | | | | | West Side of US 27 | | | | | | Intersection | |
|--------------------------|---------------------------|----------|----------|------------|----------|----------|---------------------------|----------|----------|------------|----------|----------|--------------------|----------|----------|------------|----------|----------|--------------------|----------|----------|------------|----------|----------|--------------|------|
| | WB Approach - RT | | | | | | EB Approach - RT | | | | | | NB Approach - RT | | | | | | SB Approach - RT | | | | | | | |
| | Pedestrians | | | Bicyclists | | | Pedestrians | | | Bicyclists | | | Pedestrians | | | Bicyclists | | | Pedestrians | | | Bicyclists | | | | |
| Direction | EB | WB | 2-Way | EB | WB | 2-Way | EB | WB | 2-Way | EB | WB | 2-Way | NB | SB | 2-Way | NB | SB | 2-Way | NB | SB | 2-Way | NB | SB | 2-Way | | |
| Start Time | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 4:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | |
| Hourly Volumes | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Hour Starting at: | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Peak-Hour Volumes | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 4:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Peak-Hour Volume: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | |
| PHF: | | | | | | | | | | | | | | 0.25 | 0.25 | | | | | | | | | | | 0.25 |

ESPR CORPORATION
Traffic Data Collection Summary



Intersection: US 27 / Fredrick Avenue
Jurisdiction: Town of Dundee / Polk County / FDOT District 1

Date of Data Collection: 12/6/2022
Data Collected by: ND
Hours of Data Collection: 7:00 AM to 9:00 AM
Count Groups Included: All Groups / All Vehicles

EB/WB Road: Fredrick Avenue
NB/SB Road: US 27
Main Direction: EB/WB NB/SB
Peak-Season CF: 1.04

| Movement/Lane Group | EASTBOUND Fredrick Avenue | | | | | WESTBOUND Fredrick Avenue | | | | | NORTHBOUND US 27 | | | | | SOUTHBOUND US 27 | | | | | Intersection |
|--------------------------|------------------------------|----------|-------------|----------|-----------------|------------------------------|----------|-------------|----------|-----------------|---------------------|-------------|-------------|----------|-----------------|---------------------|-------------|----------|----------|-----------------|--------------|
| | LT | TH | RT | RTOR | All Lane Groups | LT | TH | RT | RTOR | All Lane Groups | LT | TH | RT | RTOR | All Lane Groups | LT | TH | RT | RTOR | All Lane Groups | |
| PSCF | 1.04 | 1.04 | 1.04 | 1.04 | | 1.04 | 1.04 | 1.04 | 1.04 | | 1.04 | 1.04 | 1.04 | 1.04 | | 1.04 | 1.04 | 1.04 | 1.04 | | |
| Start Time | | | | | | | | | | | | | | | | | | | | | |
| 7:00 AM | 0 | 0 | 1 | 0 | 1 | 15 | 0 | 28 | 0 | 43 | 5 | 284 | 19 | 0 | 308 | 11 | 230 | 0 | 0 | 241 | 593 |
| 7:15 AM | 0 | 0 | 1 | 0 | 1 | 12 | 0 | 28 | 0 | 40 | 3 | 320 | 11 | 0 | 334 | 14 | 286 | 0 | 0 | 300 | 675 |
| 7:30 AM | 0 | 0 | 0 | 0 | 0 | 24 | 0 | 40 | 0 | 64 | 3 | 320 | 12 | 0 | 335 | 21 | 311 | 0 | 0 | 332 | 731 |
| 7:45 AM | 0 | 0 | 1 | 0 | 1 | 17 | 0 | 38 | 0 | 55 | 4 | 342 | 9 | 0 | 355 | 26 | 307 | 0 | 0 | 333 | 744 |
| Total | 0 | 0 | 3 | 0 | 3 | 68 | 0 | 134 | 0 | 202 | 15 | 1266 | 51 | 0 | 1332 | 72 | 1134 | 0 | 0 | 1206 | 2743 |
| 8:00 AM | 0 | 0 | 0 | 0 | 0 | 19 | 0 | 38 | 0 | 57 | 5 | 302 | 15 | 0 | 322 | 21 | 268 | 0 | 0 | 289 | 668 |
| 8:15 AM | 0 | 0 | 0 | 0 | 0 | 14 | 0 | 23 | 0 | 37 | 4 | 263 | 4 | 0 | 271 | 16 | 278 | 0 | 0 | 294 | 602 |
| 8:30 AM | 0 | 0 | 3 | 0 | 3 | 5 | 0 | 20 | 0 | 25 | 6 | 284 | 8 | 0 | 298 | 12 | 317 | 2 | 0 | 331 | 657 |
| 8:45 AM | 0 | 0 | 1 | 0 | 1 | 10 | 0 | 27 | 0 | 37 | 2 | 289 | 10 | 0 | 301 | 22 | 297 | 0 | 0 | 319 | 658 |
| Total | 0 | 0 | 4 | 0 | 4 | 48 | 0 | 108 | 0 | 156 | 17 | 1138 | 37 | 0 | 1192 | 71 | 1160 | 2 | 0 | 1233 | 2585 |
| Hourly Volumes | | | | | | | | | | | | | | | | | | | | | |
| Hour Starting at: | | | | | | | | | | | | | | | | | | | | | |
| 7:00 AM | 0 | 0 | 3 | 0 | 3 | 68 | 0 | 134 | 0 | 202 | 15 | 1266 | 51 | 0 | 1332 | 72 | 1134 | 0 | 0 | 1206 | 2743 |
| 7:15 AM | 0 | 0 | 2 | 0 | 2 | 72 | 0 | 144 | 0 | 216 | 15 | 1284 | 47 | 0 | 1346 | 82 | 1172 | 0 | 0 | 1254 | 2818 |
| 7:30 AM | 0 | 0 | 1 | 0 | 1 | 74 | 0 | 139 | 0 | 213 | 16 | 1227 | 40 | 0 | 1283 | 84 | 1164 | 0 | 0 | 1248 | 2745 |
| 7:45 AM | 0 | 0 | 4 | 0 | 4 | 55 | 0 | 119 | 0 | 174 | 19 | 1191 | 36 | 0 | 1246 | 75 | 1170 | 2 | 0 | 1247 | 2671 |
| 8:00 AM | 0 | 0 | 4 | 0 | 4 | 48 | 0 | 108 | 0 | 156 | 17 | 1138 | 37 | 0 | 1192 | 71 | 1160 | 2 | 0 | 1233 | 2585 |
| Peak-Hour Volumes | | | | | | | | | | | | | | | | | | | | | |
| 7:15 AM | 0 | 0 | 1 | 0 | 1 | 12 | 0 | 28 | 0 | 40 | 3 | 320 | 11 | 0 | 334 | 14 | 286 | 0 | 0 | 300 | 675 |
| 7:30 AM | 0 | 0 | 0 | 0 | 0 | 24 | 0 | 40 | 0 | 64 | 3 | 320 | 12 | 0 | 335 | 21 | 311 | 0 | 0 | 332 | 731 |
| 7:45 AM | 0 | 0 | 1 | 0 | 1 | 17 | 0 | 38 | 0 | 55 | 4 | 342 | 9 | 0 | 355 | 26 | 307 | 0 | 0 | 333 | 744 |
| 8:00 AM | 0 | 0 | 0 | 0 | 0 | 19 | 0 | 38 | 0 | 57 | 5 | 302 | 15 | 0 | 322 | 21 | 268 | 0 | 0 | 289 | 668 |
| Peak-Hour Volume: | 0 | 0 | 2 | 0 | 2 | 72 | 0 | 144 | 0 | 216 | 15 | 1284 | 47 | 0 | 1346 | 82 | 1172 | 0 | 0 | 1254 | 2818 |
| PHF: | | | 0.50 | | 0.50 | 0.75 | | 0.90 | | 0.84 | 0.75 | 0.94 | 0.78 | | 0.95 | 0.79 | 0.94 | | | 0.94 | 0.95 |

ESPR CORPORATION
Traffic Data Collection Summary



Intersection: US 27 / Fredrick Avenue
Jurisdiction: Town of Dundee / Polk County / FDOT District 1

Date of Data Collection: 12/6/2022
Data Collected by: ND
Hours of Data Collection: 4:00 PM to 6:00 PM
Count Groups Included: All Groups / All Vehicles

EB/WB Road: Fredrick Avenue
NB/SB Road: US 27
Main Direction: EB/WB NB/SB
Peak-Season CF: 1.04

| Movement/Lane Group | EASTBOUND Fredrick Avenue | | | | | WESTBOUND Fredrick Avenue | | | | | NORTHBOUND US 27 | | | | | SOUTHBOUND US 27 | | | | | Intersection |
|--------------------------|------------------------------|----------|-------------|----------|-----------------|------------------------------|----------|-------------|----------|-----------------|---------------------|-------------|-------------|----------|-----------------|---------------------|-------------|-------------|----------|-----------------|--------------|
| | LT | TH | RT | RTOR | All Lane Groups | LT | TH | RT | RTOR | All Lane Groups | LT | TH | RT | RTOR | All Lane Groups | LT | TH | RT | RTOR | All Lane Groups | |
| PSCF | 1.04 | 1.04 | 1.04 | 1.04 | | 1.04 | 1.04 | 1.04 | 1.04 | | 1.04 | 1.04 | 1.04 | 1.04 | | 1.04 | 1.04 | 1.04 | 1.04 | | |
| Start Time | | | | | | | | | | | | | | | | | | | | | |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 16 | 0 | 25 | 3 | 317 | 12 | 0 | 332 | 25 | 370 | 0 | 0 | 395 | 752 |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 22 | 0 | 23 | 6 | 250 | 10 | 0 | 266 | 43 | 364 | 0 | 0 | 407 | 696 |
| 4:30 PM | 0 | 0 | 1 | 0 | 1 | 19 | 0 | 36 | 0 | 55 | 7 | 287 | 18 | 0 | 312 | 21 | 373 | 1 | 0 | 395 | 763 |
| 4:45 PM | 0 | 0 | 1 | 0 | 1 | 7 | 0 | 21 | 0 | 28 | 10 | 295 | 17 | 0 | 322 | 30 | 371 | 1 | 0 | 402 | 753 |
| Total | 0 | 0 | 2 | 0 | 2 | 36 | 0 | 95 | 0 | 131 | 26 | 1149 | 57 | 0 | 1232 | 119 | 1478 | 2 | 0 | 1599 | 2964 |
| 5:00 PM | 0 | 0 | 1 | 0 | 1 | 19 | 0 | 22 | 0 | 41 | 15 | 307 | 18 | 0 | 340 | 16 | 331 | 0 | 0 | 347 | 729 |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 | 18 | 0 | 8 | 0 | 26 | 4 | 282 | 19 | 0 | 305 | 40 | 391 | 0 | 0 | 431 | 762 |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 11 | 0 | 17 | 7 | 350 | 12 | 0 | 369 | 27 | 339 | 0 | 0 | 366 | 752 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 16 | 0 | 26 | 7 | 275 | 17 | 0 | 299 | 29 | 302 | 0 | 0 | 331 | 656 |
| Total | 0 | 0 | 1 | 0 | 1 | 53 | 0 | 57 | 0 | 110 | 33 | 1214 | 66 | 0 | 1313 | 112 | 1363 | 0 | 0 | 1475 | 2899 |
| Hourly Volumes | | | | | | | | | | | | | | | | | | | | | |
| Hour Starting at: | | | | | | | | | | | | | | | | | | | | | |
| 4:00 PM | 0 | 0 | 2 | 0 | 2 | 36 | 0 | 95 | 0 | 131 | 26 | 1149 | 57 | 0 | 1232 | 119 | 1478 | 2 | 0 | 1599 | 2964 |
| 4:15 PM | 0 | 0 | 3 | 0 | 3 | 46 | 0 | 101 | 0 | 147 | 38 | 1139 | 63 | 0 | 1240 | 110 | 1439 | 2 | 0 | 1551 | 2941 |
| 4:30 PM | 0 | 0 | 3 | 0 | 3 | 63 | 0 | 87 | 0 | 150 | 36 | 1171 | 72 | 0 | 1279 | 107 | 1466 | 2 | 0 | 1575 | 3007 |
| 4:45 PM | 0 | 0 | 2 | 0 | 2 | 50 | 0 | 62 | 0 | 112 | 36 | 1234 | 66 | 0 | 1336 | 113 | 1432 | 1 | 0 | 1546 | 2996 |
| 5:00 PM | 0 | 0 | 1 | 0 | 1 | 53 | 0 | 57 | 0 | 110 | 33 | 1214 | 66 | 0 | 1313 | 112 | 1363 | 0 | 0 | 1475 | 2899 |
| Peak-Hour Volumes | | | | | | | | | | | | | | | | | | | | | |
| 4:30 PM | 0 | 0 | 1 | 0 | 1 | 19 | 0 | 36 | 0 | 55 | 7 | 287 | 18 | 0 | 312 | 21 | 373 | 1 | 0 | 395 | 763 |
| 4:45 PM | 0 | 0 | 1 | 0 | 1 | 7 | 0 | 21 | 0 | 28 | 10 | 295 | 17 | 0 | 322 | 30 | 371 | 1 | 0 | 402 | 753 |
| 5:00 PM | 0 | 0 | 1 | 0 | 1 | 19 | 0 | 22 | 0 | 41 | 15 | 307 | 18 | 0 | 340 | 16 | 331 | 0 | 0 | 347 | 729 |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 | 18 | 0 | 8 | 0 | 26 | 4 | 282 | 19 | 0 | 305 | 40 | 391 | 0 | 0 | 431 | 762 |
| Peak-Hour Volume: | 0 | 0 | 3 | 0 | 3 | 63 | 0 | 87 | 0 | 150 | 36 | 1171 | 72 | 0 | 1279 | 107 | 1466 | 2 | 0 | 1575 | 3007 |
| PHF: | | | 0.75 | | 0.75 | 0.83 | | 0.60 | | 0.68 | 0.60 | 0.95 | 0.95 | | 0.94 | 0.67 | 0.94 | 0.50 | | 0.91 | 0.99 |

ESPR CORPORATION
Traffic Data Collection Summary



Intersection: US 27 / Fredrick Avenue
Jurisdiction: Town of Dundee / Polk County / FDOT District 1

Date of Data Collection: 12/6/2022
Data Collected by: ND
Hours of Data Collection: 7:00 AM to 9:00 AM
Count Groups Included: [Heavy Vehicles](#)

| Movement/Lane Group | EASTBOUND Fredrick Avenue | | | | | WESTBOUND Fredrick Avenue | | | | | NORTHBOUND US 27 | | | | | SOUTHBOUND US 27 | | | | | Intersection |
|--------------------------|------------------------------|----------|--------------|----------|-----------------|------------------------------|----------|-------------|----------|-----------------|---------------------|-------------|--------------|----------|-----------------|---------------------|--------------|----------|----------|-----------------|--------------|
| | LT | TH | RT | RTOR | All Lane Groups | LT | TH | RT | RTOR | All Lane Groups | LT | TH | RT | RTOR | All Lane Groups | LT | TH | RT | RTOR | All Lane Groups | |
| PSCF | 1.04 | 1.04 | 1.04 | 1.04 | | 1.04 | 1.04 | 1.04 | 1.04 | | 1.04 | 1.04 | 1.04 | 1.04 | | 1.04 | 1.04 | 1.04 | 1.04 | | |
| Start Time | | | | | | | | | | | | | | | | | | | | | |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 26 | 1 | 0 | 27 | 2 | 28 | 0 | 0 | 30 | 59 |
| 7:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 26 | 0 | 0 | 26 | 0 | 27 | 0 | 0 | 27 | 54 |
| 7:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 24 | 1 | 0 | 25 | 0 | 25 | 0 | 0 | 25 | 52 |
| 7:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 34 | 0 | 0 | 34 | 2 | 40 | 0 | 0 | 42 | 77 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 6 | 0 | 110 | 2 | 0 | 112 | 4 | 120 | 0 | 0 | 124 | 242 |
| 8:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 4 | 1 | 33 | 2 | 0 | 36 | 2 | 34 | 0 | 0 | 36 | 76 |
| 8:15 AM | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 24 | 1 | 0 | 25 | 1 | 27 | 0 | 0 | 28 | 55 |
| 8:30 AM | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 1 | 0 | 2 | 0 | 21 | 2 | 0 | 23 | 2 | 34 | 1 | 0 | 37 | 63 |
| 8:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 3 | 0 | 26 | 0 | 0 | 26 | 4 | 45 | 0 | 0 | 49 | 78 |
| Total | 0 | 0 | 1 | 0 | 1 | 3 | 0 | 8 | 0 | 11 | 1 | 104 | 5 | 0 | 110 | 9 | 140 | 1 | 0 | 150 | 272 |
| Hourly Volumes | | | | | | | | | | | | | | | | | | | | | |
| Hour Starting at: | | | | | | | | | | | | | | | | | | | | | |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 6 | 0 | 110 | 2 | 0 | 112 | 4 | 120 | 0 | 0 | 124 | 242 |
| 7:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 8 | 1 | 117 | 3 | 0 | 121 | 4 | 126 | 0 | 0 | 130 | 259 |
| 7:30 AM | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 7 | 0 | 9 | 1 | 115 | 4 | 0 | 120 | 5 | 126 | 0 | 0 | 131 | 260 |
| 7:45 AM | 0 | 0 | 1 | 0 | 1 | 3 | 0 | 6 | 0 | 9 | 1 | 112 | 5 | 0 | 118 | 7 | 135 | 1 | 0 | 143 | 271 |
| 8:00 AM | 0 | 0 | 1 | 0 | 1 | 3 | 0 | 8 | 0 | 11 | 1 | 104 | 5 | 0 | 110 | 9 | 140 | 1 | 0 | 150 | 272 |
| Peak-Hour Volumes | | | | | | | | | | | | | | | | | | | | | |
| 8:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 4 | 1 | 33 | 2 | 0 | 36 | 2 | 34 | 0 | 0 | 36 | 76 |
| 8:15 AM | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 24 | 1 | 0 | 25 | 1 | 27 | 0 | 0 | 28 | 55 |
| 8:30 AM | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 1 | 0 | 2 | 0 | 21 | 2 | 0 | 23 | 2 | 34 | 1 | 0 | 37 | 63 |
| 8:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 3 | 0 | 26 | 0 | 0 | 26 | 4 | 45 | 0 | 0 | 49 | 78 |
| Peak-Hour Volume: | 0 | 0 | 1 | 0 | 1 | 3 | 0 | 8 | 0 | 11 | 1 | 104 | 5 | 0 | 110 | 9 | 140 | 1 | 0 | 150 | 272 |
| Heavy Vehicles %: | | | 50.0% | | 50.0% | 4.2% | | 5.6% | | 5.1% | 6.7% | 8.1% | 10.6% | | 8.2% | 11.0% | 11.9% | | | 12.0% | 9.7% |

ESPR CORPORATION
Traffic Data Collection Summary



Intersection: US 27 / Fredrick Avenue
Jurisdiction: Town of Dundee / Polk County / FDOT District 1

Date of Data Collection: 12/6/2022
Data Collected by: ND
Hours of Data Collection: 4:00 PM to 6:00 PM
Count Groups Included: [Heavy Vehicles](#)

| Movement/Lane Group | EASTBOUND Fredrick Avenue | | | | | WESTBOUND Fredrick Avenue | | | | | NORTHBOUND US 27 | | | | | SOUTHBOUND US 27 | | | | | Intersection |
|--------------------------|------------------------------|------|------|------|--------|------------------------------|------|------|------|--------|---------------------|-------|------|------|--------|---------------------|------|------|------|--------|--------------|
| | LT | TH | RT | RTOR | Groups | LT | TH | RT | RTOR | Groups | LT | TH | RT | RTOR | Groups | LT | TH | RT | RTOR | Groups | |
| PSCF | 1.04 | 1.04 | 1.04 | 1.04 | | 1.04 | 1.04 | 1.04 | 1.04 | | 1.04 | 1.04 | 1.04 | 1.04 | | 1.04 | 1.04 | 1.04 | 1.04 | | |
| Start Time | | | | | | | | | | | | | | | | | | | | | |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 35 | 2 | 0 | 37 | 2 | 44 | 0 | 0 | 46 | 85 |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 3 | 0 | 27 | 1 | 0 | 28 | 3 | 22 | 0 | 0 | 25 | 56 |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 34 | 3 | 0 | 37 | 1 | 27 | 0 | 0 | 28 | 67 |
| 4:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 28 | 1 | 0 | 30 | 2 | 24 | 0 | 0 | 26 | 57 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 8 | 1 | 124 | 7 | 0 | 132 | 8 | 117 | 0 | 0 | 125 | 265 |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 2 | 2 | 23 | 0 | 0 | 25 | 1 | 21 | 0 | 0 | 22 | 49 |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 23 | 0 | 0 | 23 | 2 | 25 | 0 | 0 | 27 | 51 |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 30 | 0 | 0 | 31 | 3 | 19 | 0 | 0 | 22 | 53 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 24 | 0 | 0 | 24 | 2 | 15 | 0 | 0 | 17 | 42 |
| Total | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 4 | 3 | 100 | 0 | 0 | 103 | 8 | 80 | 0 | 0 | 88 | 195 |
| Hourly Volumes | | | | | | | | | | | | | | | | | | | | | |
| Hour Starting at: | | | | | | | | | | | | | | | | | | | | | |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 8 | 1 | 124 | 7 | 0 | 132 | 8 | 117 | 0 | 0 | 125 | 265 |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 6 | 0 | 8 | 3 | 112 | 5 | 0 | 120 | 7 | 94 | 0 | 0 | 101 | 229 |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 4 | 0 | 6 | 3 | 108 | 4 | 0 | 115 | 6 | 97 | 0 | 0 | 103 | 224 |
| 4:45 PM | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 4 | 4 | 104 | 1 | 0 | 109 | 8 | 89 | 0 | 0 | 97 | 210 |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 4 | 3 | 100 | 0 | 0 | 103 | 8 | 80 | 0 | 0 | 88 | 195 |
| Peak-Hour Volumes | | | | | | | | | | | | | | | | | | | | | |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 35 | 2 | 0 | 37 | 2 | 44 | 0 | 0 | 46 | 85 |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 3 | 0 | 27 | 1 | 0 | 28 | 3 | 22 | 0 | 0 | 25 | 56 |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 34 | 3 | 0 | 37 | 1 | 27 | 0 | 0 | 28 | 67 |
| 4:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 28 | 1 | 0 | 30 | 2 | 24 | 0 | 0 | 26 | 57 |
| Peak-Hour Volume: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 8 | 1 | 124 | 7 | 0 | 132 | 8 | 117 | 0 | 0 | 125 | 265 |
| Heavy Vehicles %: | | | 0.0% | | 0.0% | 0.0% | | 9.2% | | 5.3% | 2.8% | 10.6% | 9.7% | | 10.3% | 7.5% | 8.0% | 0.0% | | 7.9% | 8.8% |

ESPR CORPORATION
Traffic Data Collection Summary



Intersection: US 27 / Fredrick Avenue
Jurisdiction: Town of Dundee / Polk County / FDOT District 1

Date of Data Collection: 12/6/2022
 Data Collected by: ND
 Hours of Data Collection: 7:00 AM to 9:00 AM
 Count Groups Included: [Bicycles on Bike Lane or Road](#)

| Movement/Lane Group | EASTBOUND Fredrick Avenue | | | | | WESTBOUND Fredrick Avenue | | | | | NORTHBOUND US 27 | | | | | SOUTHBOUND US 27 | | | | | Intersection |
|--------------------------|------------------------------|----|------|------|-----------------|------------------------------|------|----|------|-----------------|---------------------|----|------|------|-----------------|---------------------|------|----|------|-----------------|--------------|
| | LT | TH | RT | RTOR | All Lane Groups | LT | TH | RT | RTOR | All Lane Groups | LT | TH | RT | RTOR | All Lane Groups | LT | TH | RT | RTOR | All Lane Groups | |
| Start Time | | | | | | | | | | | | | | | | | | | | | |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:30 AM | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 3 |
| 8:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 3 |
| Hourly Volumes | | | | | | | | | | | | | | | | | | | | | |
| Hour Starting at: | | | | | | | | | | | | | | | | | | | | | |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:45 AM | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 3 |
| 8:00 AM | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 3 |
| Peak-Hour Volumes | | | | | | | | | | | | | | | | | | | | | |
| 7:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:30 AM | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 3 |
| Peak-Hour Volume: | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 3 |
| PHF: | 0.25 | | 0.25 | | 0.25 | | 0.25 | | 0.25 | | 0.25 | | 0.25 | | 0.25 | | 0.25 | | 0.25 | | 0.25 |

ESPR CORPORATION
Traffic Data Collection Summary



Intersection: US 27 / Fredrick Avenue
Jurisdiction: Town of Dundee / Polk County / FDOT District 1

Date of Data Collection: 12/6/2022
 Data Collected by: ND
 Hours of Data Collection: 4:00 PM to 6:00 PM
 Count Groups Included: [Bicycles on Bike Lane or Road](#)

| Movement/Lane Group | EASTBOUND Fredrick Avenue | | | | | WESTBOUND Fredrick Avenue | | | | | NORTHBOUND US 27 | | | | | SOUTHBOUND US 27 | | | | | Intersection |
|---------------------------|------------------------------|----|----|------|-----------------|------------------------------|----|----|------|-----------------|---------------------|----|----|------|-----------------|---------------------|----|----|------|-----------------|--------------|
| | LT | TH | RT | RTOR | All Lane Groups | LT | TH | RT | RTOR | All Lane Groups | LT | TH | RT | RTOR | All Lane Groups | LT | TH | RT | RTOR | All Lane Groups | |
| Start Time | | | | | | | | | | | | | | | | | | | | | |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hourly Volumes | | | | | | | | | | | | | | | | | | | | | |
| Hour Starting at: | | | | | | | | | | | | | | | | | | | | | |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Peak-Hour Volumes | | | | | | | | | | | | | | | | | | | | | |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Peak-Hour Volume: PHF: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

ESPR CORPORATION
Traffic Data Collection Summary



Intersection: US 27 / Fredrick Avenue
Jurisdiction: Town of Dundee / Polk County / FDOT District 1

Date of Data Collection: 12/6/2022
Data Collected by: ND
Hours of Data Collection: 7:00 AM to 9:00 AM
Count Groups Included: [Pedestrians and Bicyclists on Sidewalk](#)

| Crossing at: | North Side of Fredrick Avenue | | | | | | South Side of Fredrick Avenue | | | | | | East Side of US 27 | | | | | | West Side of US 27 | | | | | | Intersection |
|--------------------------|-------------------------------|----------|----------|------------|----------|----------|-------------------------------|----------|----------|------------|----------|----------|--------------------|----------|----------|------------|----------|----------|--------------------|----------|----------|------------|----------|----------|--------------|
| | WB Approach - RT | | | | | | EB Approach - RT | | | | | | NB Approach - RT | | | | | | SB Approach - RT | | | | | | |
| | Pedestrians | | | Bicyclists | | | Pedestrians | | | Bicyclists | | | Pedestrians | | | Bicyclists | | | Pedestrians | | | Bicyclists | | | |
| Direction | EB | WB | 2-Way | EB | WB | 2-Way | EB | WB | 2-Way | EB | WB | 2-Way | NB | SB | 2-Way | NB | SB | 2-Way | NB | SB | 2-Way | NB | SB | 2-Way | |
| Start Time | | | | | | | | | | | | | | | | | | | | | | | | | |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hourly Volumes | | | | | | | | | | | | | | | | | | | | | | | | | |
| Hour Starting at: | | | | | | | | | | | | | | | | | | | | | | | | | |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Peak-Hour Volumes | | | | | | | | | | | | | | | | | | | | | | | | | |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Peak-Hour Volume: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PHF: | | | | | | | | | | | | | | | | | | | | | | | | | |

ESPR CORPORATION
Traffic Data Collection Summary



Intersection: US 27 / Fredrick Avenue
Jurisdiction: Town of Dundee / Polk County / FDOT District 1

Date of Data Collection: 12/6/2022
 Data Collected by: ND
 Hours of Data Collection: 4:00 PM to 6:00 PM
 Count Groups Included: Pedestrians and Bicyclists on Sidewalk

| Crossing at: | North Side of Fredrick Avenue | | | | | | South Side of Fredrick Avenue | | | | | | East Side of US 27 | | | | | | West Side of US 27 | | | | | | Intersection | | | | | | | |
|--------------------------|-------------------------------|----------|----------|------------|----------|----------|-------------------------------|----------|----------|------------|----------|----------|--------------------|----------|----------|------------|----------|----------|--------------------|----------|----------|------------|----------|----------|--------------|----------|----------|----------|----------|----------|---|--|
| | WB Approach - RT | | | | | | EB Approach - RT | | | | | | NB Approach - RT | | | | | | SB Approach - RT | | | | | | | | | | | | | |
| | Pedestrians | | | Bicyclists | | | Pedestrians | | | Bicyclists | | | Pedestrians | | | Bicyclists | | | Pedestrians | | | Bicyclists | | | | | | | | | | |
| Direction | EB | WB | 2-Way | EB | WB | 2-Way | EB | WB | 2-Way | EB | WB | 2-Way | NB | SB | 2-Way | NB | SB | 2-Way | NB | SB | 2-Way | NB | SB | 2-Way | | | | | | | | |
| Start Time | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 4:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Hourly Volumes | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Hour Starting at: | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 4:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Peak-Hour Volumes | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 4:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Peak-Hour Volume: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| PHF: | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

ESPR CORPORATION
Traffic Data Collection Summary



Intersection: 8th St / Fredrick Ave
Jurisdiction: Town of Dundee, Polk County

Date of Data Collection: 2/21/2023
Data Collected by: ND
Hours of Data Collection: 4:00 PM to 6:00 PM
Count Groups Included: All Groups / All Vehicles

EB/WB Road: Fredrick Ave
NB/SB Road: 8th St
Main Direction: EB/WB NB/SB
Peak-Season CF: 1.03

| Movement/Lane Group | EASTBOUND Fredrick Ave | | | | | WESTBOUND Fredrick Ave | | | | | NORTHBOUND 8th St | | | | | SOUTHBOUND 8th St | | | | | Intersection |
|--------------------------|---------------------------|------|------|------|-----------------|---------------------------|------|------|------|-----------------|----------------------|------|------|------|-----------------|----------------------|------|------|------|-----------------|--------------|
| | LT | TH | RT | RTOR | All Lane Groups | LT | TH | RT | RTOR | All Lane Groups | LT | TH | RT | RTOR | All Lane Groups | LT | TH | RT | RTOR | All Lane Groups | |
| PSCF | 1.03 | 1.03 | 1.03 | 1.03 | | 1.03 | 1.03 | 1.03 | 1.03 | | 1.03 | 1.03 | 1.03 | 1.03 | | 1.03 | 1.03 | 1.03 | 1.03 | | |
| Start Time | | | | | | | | | | | | | | | | | | | | | |
| 4:00 PM | 5 | 0 | 2 | 0 | 7 | 0 | 2 | 1 | 0 | 3 | 5 | 22 | 0 | 0 | 27 | 1 | 36 | 7 | 0 | 44 | 81 |
| 4:15 PM | 9 | 0 | 8 | 0 | 17 | 0 | 1 | 1 | 0 | 2 | 11 | 55 | 0 | 0 | 66 | 0 | 33 | 8 | 0 | 41 | 126 |
| 4:30 PM | 8 | 0 | 11 | 0 | 19 | 1 | 0 | 0 | 0 | 1 | 4 | 35 | 1 | 0 | 40 | 0 | 33 | 3 | 0 | 36 | 96 |
| 4:45 PM | 5 | 1 | 9 | 0 | 15 | 0 | 1 | 0 | 0 | 1 | 1 | 23 | 0 | 0 | 24 | 0 | 27 | 8 | 0 | 35 | 75 |
| Total | 27 | 1 | 30 | 0 | 58 | 1 | 4 | 2 | 0 | 7 | 21 | 135 | 1 | 0 | 157 | 1 | 129 | 26 | 0 | 156 | 378 |
| 5:00 PM | 6 | 0 | 3 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 3 | 26 | 1 | 0 | 30 | 0 | 27 | 5 | 0 | 32 | 71 |
| 5:15 PM | 5 | 2 | 7 | 0 | 14 | 1 | 0 | 0 | 0 | 1 | 4 | 27 | 0 | 0 | 31 | 0 | 35 | 6 | 0 | 41 | 87 |
| 5:30 PM | 1 | 0 | 9 | 0 | 10 | 1 | 0 | 0 | 0 | 1 | 6 | 24 | 0 | 0 | 30 | 0 | 28 | 3 | 0 | 31 | 72 |
| 5:45 PM | 5 | 1 | 3 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 3 | 26 | 1 | 0 | 30 | 0 | 26 | 3 | 0 | 29 | 68 |
| Total | 17 | 3 | 22 | 0 | 42 | 2 | 0 | 0 | 0 | 2 | 16 | 103 | 2 | 0 | 121 | 0 | 116 | 17 | 0 | 133 | 298 |
| Hourly Volumes | | | | | | | | | | | | | | | | | | | | | |
| Hour Starting at: | | | | | | | | | | | | | | | | | | | | | |
| 4:00 PM | 27 | 1 | 30 | 0 | 58 | 1 | 4 | 2 | 0 | 7 | 21 | 135 | 1 | 0 | 157 | 1 | 129 | 26 | 0 | 156 | 378 |
| 4:15 PM | 28 | 1 | 31 | 0 | 60 | 1 | 2 | 1 | 0 | 4 | 19 | 139 | 2 | 0 | 160 | 0 | 120 | 24 | 0 | 144 | 368 |
| 4:30 PM | 24 | 3 | 30 | 0 | 57 | 2 | 1 | 0 | 0 | 3 | 12 | 111 | 2 | 0 | 125 | 0 | 122 | 22 | 0 | 144 | 329 |
| 4:45 PM | 17 | 3 | 28 | 0 | 48 | 2 | 1 | 0 | 0 | 3 | 14 | 100 | 1 | 0 | 115 | 0 | 117 | 22 | 0 | 139 | 305 |
| 5:00 PM | 17 | 3 | 22 | 0 | 42 | 2 | 0 | 0 | 0 | 2 | 16 | 103 | 2 | 0 | 121 | 0 | 116 | 17 | 0 | 133 | 298 |
| Peak-Hour Volumes | | | | | | | | | | | | | | | | | | | | | |
| 4:00 PM | 5 | 0 | 2 | 0 | 7 | 0 | 2 | 1 | 0 | 3 | 5 | 22 | 0 | 0 | 27 | 1 | 36 | 7 | 0 | 44 | 81 |
| 4:15 PM | 9 | 0 | 8 | 0 | 17 | 0 | 1 | 1 | 0 | 2 | 11 | 55 | 0 | 0 | 66 | 0 | 33 | 8 | 0 | 41 | 126 |
| 4:30 PM | 8 | 0 | 11 | 0 | 19 | 1 | 0 | 0 | 0 | 1 | 4 | 35 | 1 | 0 | 40 | 0 | 33 | 3 | 0 | 36 | 96 |
| 4:45 PM | 5 | 1 | 9 | 0 | 15 | 0 | 1 | 0 | 0 | 1 | 1 | 23 | 0 | 0 | 24 | 0 | 27 | 8 | 0 | 35 | 75 |
| Peak-Hour Volume: | 27 | 1 | 30 | 0 | 58 | 1 | 4 | 2 | 0 | 7 | 21 | 135 | 1 | 0 | 157 | 1 | 129 | 26 | 0 | 156 | 378 |
| PHF: | 0.75 | 0.25 | 0.68 | | 0.76 | 0.25 | 0.50 | 0.50 | | 0.58 | 0.48 | 0.61 | 0.25 | | 0.59 | 0.25 | 0.90 | 0.81 | | 0.89 | 0.75 |

ESPR CORPORATION
Traffic Data Collection Summary



Intersection: 8th St / Fredrick Ave
Jurisdiction: Town of Dundee, Polk County

Date of Data Collection: 2/21/2023
 Data Collected by: ND
 Hours of Data Collection: 4:00 PM to 6:00 PM
 Count Groups Included: [Heavy Vehicles](#)

| Movement/Lane Group | EASTBOUND Fredrick Ave | | | | | WESTBOUND Fredrick Ave | | | | | NORTHBOUND 8th St | | | | | SOUTHBOUND 8th St | | | | | Intersection |
|--------------------------|---------------------------|-------------|--------------|-------------|-----------------|---------------------------|-------------|-------------|-------------|-----------------|----------------------|-------------|-------------|-------------|-----------------|----------------------|-------------|-------------|-------------|-----------------|--------------|
| | LT | TH | RT | RTOR | All Lane Groups | LT | TH | RT | RTOR | All Lane Groups | LT | TH | RT | RTOR | All Lane Groups | LT | TH | RT | RTOR | All Lane Groups | |
| PSCF | 1.03 | 1.03 | 1.03 | 1.03 | | 1.03 | 1.03 | 1.03 | 1.03 | | 1.03 | 1.03 | 1.03 | 1.03 | | 1.03 | 1.03 | 1.03 | 1.03 | | |
| Start Time | | | | | | | | | | | | | | | | | | | | | |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 1 | 0 | 7 | 7 |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 8 | 0 | 0 | 9 | 0 | 2 | 0 | 0 | 2 | 11 |
| 4:30 PM | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 3 |
| 4:45 PM | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 3 | 0 | 1 | 1 | 0 | 2 | 6 |
| Total | 0 | 0 | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 1 | 11 | 0 | 0 | 12 | 0 | 10 | 2 | 0 | 12 | 27 |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 0 | 4 | 4 |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 1 | 0 | 1 | 3 |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 1 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 0 | 0 | 4 | 0 | 4 | 2 | 0 | 6 | 10 |
| Hourly Volumes | | | | | | | | | | | | | | | | | | | | | |
| Hour Starting at: | | | | | | | | | | | | | | | | | | | | | |
| 4:00 PM | 0 | 0 | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 1 | 11 | 0 | 0 | 12 | 0 | 10 | 2 | 0 | 12 | 27 |
| 4:15 PM | 0 | 0 | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 1 | 11 | 0 | 0 | 12 | 0 | 7 | 2 | 0 | 9 | 24 |
| 4:30 PM | 0 | 0 | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 5 | 0 | 5 | 3 | 0 | 8 | 16 |
| 4:45 PM | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 6 | 0 | 0 | 7 | 0 | 4 | 3 | 0 | 7 | 15 |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 0 | 0 | 4 | 0 | 4 | 2 | 0 | 6 | 10 |
| Peak-Hour Volumes | | | | | | | | | | | | | | | | | | | | | |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 1 | 0 | 7 | 7 |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 8 | 0 | 0 | 9 | 0 | 2 | 0 | 0 | 2 | 11 |
| 4:30 PM | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 3 |
| 4:45 PM | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 3 | 0 | 1 | 1 | 0 | 2 | 6 |
| Peak-Hour Volume: | 0 | 0 | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 1 | 11 | 0 | 0 | 12 | 0 | 10 | 2 | 0 | 12 | 27 |
| Heavy Vehicles %: | 0.0% | 0.0% | 10.0% | 0.0% | 5.2% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 4.8% | 8.1% | 0.0% | 0.0% | 7.6% | 0.0% | 7.8% | 7.7% | 0.0% | 7.7% | 7.1% |

ESPR CORPORATION
Traffic Data Collection Summary



Intersection: 8th St / Weiberg Rd
Jurisdiction: Town of Dundee, Polk County

Date of Data Collection: 2/21/2023
Data Collected by: ND
Hours of Data Collection: 4:00 PM to 6:00 PM
Count Groups Included: All Groups / All Vehicles

EB/WB Road: Weiberg Rd
NB/SB Road: 8th St
Main Direction: EB/WB NB/SB
Peak-Season CF: 1.03

| Movement/Lane Group | EASTBOUND Weiberg Rd | | | | | WESTBOUND Weiberg Rd | | | | | NORTHBOUND 8th St | | | | | SOUTHBOUND 8th St | | | | | Intersection |
|--------------------------|-------------------------|------|------|------|-----------------|-------------------------|------|------|------|-----------------|----------------------|------|------|------|-----------------|----------------------|------|------|------|-----------------|--------------|
| | LT | TH | RT | RTOR | All Lane Groups | LT | TH | RT | RTOR | All Lane Groups | LT | TH | RT | RTOR | All Lane Groups | LT | TH | RT | RTOR | All Lane Groups | |
| PSCF | 1.03 | 1.03 | 1.03 | 1.03 | | 1.03 | 1.03 | 1.03 | 1.03 | | 1.03 | 1.03 | 1.03 | 1.03 | | 1.03 | 1.03 | 1.03 | 1.03 | | |
| Start Time | | | | | | | | | | | | | | | | | | | | | |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 2 | 0 | 8 | 0 | 28 | 3 | 0 | 31 | 4 | 35 | 0 | 0 | 39 | 78 |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 2 | 0 | 5 | 0 | 44 | 9 | 0 | 53 | 1 | 32 | 0 | 0 | 33 | 91 |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 3 | 0 | 36 | 5 | 0 | 41 | 0 | 33 | 0 | 0 | 33 | 77 |
| 4:45 PM | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 1 | 0 | 4 | 0 | 21 | 1 | 0 | 22 | 1 | 32 | 0 | 0 | 33 | 59 |
| Total | 0 | 0 | 0 | 0 | 0 | 13 | 0 | 7 | 0 | 20 | 0 | 129 | 18 | 0 | 147 | 6 | 132 | 0 | 0 | 138 | 305 |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 3 | 0 | 7 | 0 | 26 | 1 | 0 | 27 | 3 | 26 | 0 | 0 | 29 | 63 |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 3 | 0 | 28 | 4 | 0 | 32 | 3 | 38 | 0 | 0 | 41 | 76 |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 21 | 1 | 0 | 22 | 4 | 29 | 0 | 0 | 33 | 57 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 3 | 0 | 29 | 5 | 0 | 34 | 1 | 26 | 0 | 0 | 27 | 64 |
| Total | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 5 | 0 | 15 | 0 | 104 | 11 | 0 | 115 | 11 | 119 | 0 | 0 | 130 | 260 |
| Hourly Volumes | | | | | | | | | | | | | | | | | | | | | |
| Hour Starting at: | | | | | | | | | | | | | | | | | | | | | |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 13 | 0 | 7 | 0 | 20 | 0 | 129 | 18 | 0 | 147 | 6 | 132 | 0 | 0 | 138 | 305 |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 8 | 0 | 19 | 0 | 127 | 16 | 0 | 143 | 5 | 123 | 0 | 0 | 128 | 290 |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 8 | 0 | 17 | 0 | 111 | 11 | 0 | 122 | 7 | 129 | 0 | 0 | 136 | 275 |
| 4:45 PM | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 6 | 0 | 16 | 0 | 96 | 7 | 0 | 103 | 11 | 125 | 0 | 0 | 136 | 255 |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 5 | 0 | 15 | 0 | 104 | 11 | 0 | 115 | 11 | 119 | 0 | 0 | 130 | 260 |
| Peak-Hour Volumes | | | | | | | | | | | | | | | | | | | | | |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 2 | 0 | 8 | 0 | 28 | 3 | 0 | 31 | 4 | 35 | 0 | 0 | 39 | 78 |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 2 | 0 | 5 | 0 | 44 | 9 | 0 | 53 | 1 | 32 | 0 | 0 | 33 | 91 |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 3 | 0 | 36 | 5 | 0 | 41 | 0 | 33 | 0 | 0 | 33 | 77 |
| 4:45 PM | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 1 | 0 | 4 | 0 | 21 | 1 | 0 | 22 | 1 | 32 | 0 | 0 | 33 | 59 |
| Peak-Hour Volume: | 0 | 0 | 0 | 0 | 0 | 13 | 0 | 7 | 0 | 20 | 0 | 129 | 18 | 0 | 147 | 6 | 132 | 0 | 0 | 138 | 305 |
| PHF: | | | | | | 0.54 | | 0.88 | | 0.63 | 0.73 | 0.50 | | 0.69 | 0.38 | 0.94 | | | 0.88 | 0.84 | |

ESPR CORPORATION
Traffic Data Collection Summary



Intersection: 8th St / Weiberg Rd
Jurisdiction: Town of Dundee, Polk County

Date of Data Collection: 2/21/2023
 Data Collected by: ND
 Hours of Data Collection: 4:00 PM to 6:00 PM
 Count Groups Included: [Heavy Vehicles](#)

| Movement/Lane Group | EASTBOUND Weiberg Rd | | | | | WESTBOUND Weiberg Rd | | | | | NORTHBOUND 8th St | | | | | SOUTHBOUND 8th St | | | | | Intersection |
|--------------------------|-------------------------|------|------|------|-----------------|-------------------------|------|-------|------|-----------------|----------------------|------|------|------|-----------------|----------------------|------|------|------|-----------------|--------------|
| | LT | TH | RT | RTOR | All Lane Groups | LT | TH | RT | RTOR | All Lane Groups | LT | TH | RT | RTOR | All Lane Groups | LT | TH | RT | RTOR | All Lane Groups | |
| PSCF | 1.03 | 1.03 | 1.03 | 1.03 | | 1.03 | 1.03 | 1.03 | 1.03 | | 1.03 | 1.03 | 1.03 | 1.03 | | 1.03 | 1.03 | 1.03 | 1.03 | | |
| Start Time | | | | | | | | | | | | | | | | | | | | | |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 5 | |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 5 | 0 | 2 | 0 | 0 | 2 | |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | |
| 4:45 PM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | |
| Total | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 2 | 0 | 6 | 0 | 0 | 6 | 0 | 9 | 0 | 0 | 9 | |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 2 | |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 1 | |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | |
| Total | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 6 | 0 | 0 | 6 | 1 | 3 | 0 | 0 | 4 | |
| Hourly Volumes | | | | | | | | | | | | | | | | | | | | | |
| Hour Starting at: | | | | | | | | | | | | | | | | | | | | | |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 2 | 0 | 6 | 0 | 0 | 6 | 0 | 9 | 0 | 0 | 9 | |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 0 | 3 | 0 | 7 | 0 | 0 | 7 | 0 | 6 | 0 | 0 | 6 | |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 0 | 3 | 0 | 4 | 0 | 0 | 4 | 0 | 4 | 0 | 0 | 4 | |
| 4:45 PM | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 6 | 0 | 0 | 6 | 1 | 3 | 0 | 0 | 4 | |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 6 | 0 | 0 | 6 | 1 | 3 | 0 | 0 | 4 | |
| Peak-Hour Volumes | | | | | | | | | | | | | | | | | | | | | |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 5 | |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 5 | 0 | 2 | 0 | 0 | 2 | |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | |
| 4:45 PM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | |
| Peak-Hour Volume: | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 2 | 0 | 6 | 0 | 0 | 6 | 0 | 9 | 0 | 0 | 9 | |
| Heavy Vehicles %: | | | | | | 7.7% | | 14.3% | | 10.0% | 4.7% | 0.0% | | 4.1% | 0.0% | 6.8% | | | 6.5% | | |

ESPR CORPORATION
Traffic Data Collection Summary



Intersection: H.L. Smith Rd / Edwards Rd
Jurisdiction: Town of Dundee, Polk County

Date of Data Collection: 2/21/2023
Data Collected by: ND
Hours of Data Collection: 4:00 PM to 6:00 PM
Count Groups Included: All Groups / All Vehicles

EB/WB Road: Edwards Rd
NB/SB Road: H.L. Smith Rd
Main Direction: EB/WB NB/SB
Peak-Season CF: 1.03

| Movement/Lane Group | EASTBOUND Edwards Rd | | | | | WESTBOUND Edwards Rd | | | | | NORTHBOUND H.L. Smith Rd | | | | | SOUTHBOUND H.L. Smith Rd | | | | | Intersection |
|--------------------------|-------------------------|----------|-------------|----------|-----------------|-------------------------|----------|----------|----------|-----------------|-----------------------------|-------------|----------|-------------|-----------------|-----------------------------|-------------|-------------|----------|-----------------|--------------|
| | LT | TH | RT | RTOR | All Lane Groups | LT | TH | RT | RTOR | All Lane Groups | LT | TH | RT | RTOR | All Lane Groups | LT | TH | RT | RTOR | All Lane Groups | |
| PSCF | 1.03 | 1.03 | 1.03 | 1.03 | | 1.03 | 1.03 | 1.03 | 1.03 | | 1.03 | 1.03 | 1.03 | 1.03 | | 1.03 | 1.03 | 1.03 | 1.03 | | |
| Start Time | | | | | | | | | | | | | | | | | | | | | |
| 4:00 PM | 1 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 32 | 0 | 0 | 33 | 0 | 35 | 1 | 0 | 36 | 71 |
| 4:15 PM | 0 | 0 | 5 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 1 | 52 | 0 | 0 | 53 | 0 | 32 | 0 | 0 | 32 | 90 |
| 4:30 PM | 2 | 0 | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 38 | 0 | 0 | 38 | 1 | 33 | 0 | 0 | 34 | 75 |
| 4:45 PM | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 40 | 0 | 0 | 40 | 0 | 32 | 0 | 0 | 32 | 73 |
| Total | 3 | 0 | 8 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 2 | 162 | 0 | 0 | 164 | 1 | 132 | 1 | 0 | 134 | 309 |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 39 | 0 | 0 | 41 | 0 | 30 | 2 | 0 | 32 | 73 |
| 5:15 PM | 3 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 1 | 29 | 0 | 0 | 30 | 0 | 36 | 0 | 0 | 36 | 69 |
| 5:30 PM | 0 | 0 | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 23 | 0 | 0 | 23 | 0 | 31 | 0 | 0 | 31 | 57 |
| 5:45 PM | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 27 | 0 | 0 | 27 | 0 | 24 | 0 | 0 | 24 | 52 |
| Total | 3 | 0 | 4 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 3 | 118 | 0 | 0 | 121 | 0 | 121 | 2 | 0 | 123 | 251 |
| Hourly Volumes | | | | | | | | | | | | | | | | | | | | | |
| Hour Starting at: | | | | | | | | | | | | | | | | | | | | | |
| 4:00 PM | 3 | 0 | 8 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 2 | 162 | 0 | 0 | 164 | 1 | 132 | 1 | 0 | 134 | 309 |
| 4:15 PM | 2 | 0 | 7 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 3 | 169 | 0 | 0 | 172 | 1 | 127 | 2 | 0 | 130 | 311 |
| 4:30 PM | 5 | 0 | 2 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 3 | 146 | 0 | 0 | 149 | 1 | 131 | 2 | 0 | 134 | 290 |
| 4:45 PM | 3 | 0 | 4 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 3 | 131 | 0 | 0 | 134 | 0 | 129 | 2 | 0 | 131 | 272 |
| 5:00 PM | 3 | 0 | 4 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 3 | 118 | 0 | 0 | 121 | 0 | 121 | 2 | 0 | 123 | 251 |
| Peak-Hour Volumes | | | | | | | | | | | | | | | | | | | | | |
| 4:15 PM | 0 | 0 | 5 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 1 | 52 | 0 | 0 | 53 | 0 | 32 | 0 | 0 | 32 | 90 |
| 4:30 PM | 2 | 0 | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 38 | 0 | 0 | 38 | 1 | 33 | 0 | 0 | 34 | 75 |
| 4:45 PM | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 40 | 0 | 0 | 40 | 0 | 32 | 0 | 0 | 32 | 73 |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 39 | 0 | 0 | 41 | 0 | 30 | 2 | 0 | 32 | 73 |
| Peak-Hour Volume: | 2 | 0 | 7 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 3 | 169 | 0 | 0 | 172 | 1 | 127 | 2 | 0 | 130 | 311 |
| PHF: | 0.25 | | 0.35 | | 0.45 | | | | | | 0.38 | 0.81 | | 0.81 | | 0.25 | 0.96 | 0.25 | | 0.96 | 0.86 |

ESPR CORPORATION
Traffic Data Collection Summary



Intersection: H.L. Smith Rd / Edwards Rd
Jurisdiction: Town of Dundee, Polk County

Date of Data Collection: 2/21/2023
 Data Collected by: ND
 Hours of Data Collection: 4:00 PM to 6:00 PM
 Count Groups Included: [Heavy Vehicles](#)

| Movement/Lane Group | EASTBOUND Edwards Rd | | | | | WESTBOUND Edwards Rd | | | | | NORTHBOUND H.L. Smith Rd | | | | | SOUTHBOUND H.L. Smith Rd | | | | | Intersection |
|--------------------------|-------------------------|----------|--------------|----------|-----------------|-------------------------|----------|----------|----------|-----------------|-----------------------------|-------------|----------|----------|-----------------|-----------------------------|-------------|--------------|----------|-----------------|--------------|
| | LT | TH | RT | RTOR | All Lane Groups | LT | TH | RT | RTOR | All Lane Groups | LT | TH | RT | RTOR | All Lane Groups | LT | TH | RT | RTOR | All Lane Groups | |
| PSCF | 1.03 | 1.03 | 1.03 | 1.03 | | 1.03 | 1.03 | 1.03 | 1.03 | | 1.03 | 1.03 | 1.03 | 1.03 | | 1.03 | 1.03 | 1.03 | 1.03 | | |
| Start Time | | | | | | | | | | | | | | | | | | | | | |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 2 |
| 4:15 PM | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 5 | 0 | 3 | 0 | 0 | 3 | 10 |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 1 |
| 4:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 3 | 0 | 0 | 3 | 4 |
| Total | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 7 | 0 | 8 | 0 | 0 | 8 | 17 |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 3 | 1 | 0 | 4 | 5 |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 3 | 0 | 0 | 3 | 4 |
| 5:30 PM | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 3 | 0 | 0 | 3 | 6 |
| 5:45 PM | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 2 |
| Total | 0 | 0 | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 3 | 0 | 10 | 1 | 0 | 11 | 17 |
| Hourly Volumes | | | | | | | | | | | | | | | | | | | | | |
| Hour Starting at: | | | | | | | | | | | | | | | | | | | | | |
| 4:00 PM | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 7 | 0 | 8 | 0 | 0 | 8 | 17 |
| 4:15 PM | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 7 | 0 | 10 | 1 | 0 | 11 | 20 |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 3 | 0 | 10 | 1 | 0 | 11 | 14 |
| 4:45 PM | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 4 | 0 | 12 | 1 | 0 | 13 | 19 |
| 5:00 PM | 0 | 0 | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 3 | 0 | 10 | 1 | 0 | 11 | 17 |
| Peak-Hour Volumes | | | | | | | | | | | | | | | | | | | | | |
| 4:15 PM | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 5 | 0 | 3 | 0 | 0 | 3 | 10 |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 1 |
| 4:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 3 | 0 | 0 | 3 | 4 |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 3 | 1 | 0 | 4 | 5 |
| Peak-Hour Volume: | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 7 | 0 | 10 | 1 | 0 | 11 | 20 |
| Heavy Vehicles %: | 0.0% | | 28.6% | | 22.2% | | | | | | 0.0% | 4.1% | | | 4.1% | 0.0% | 7.9% | 50.0% | | 8.5% | 6.4% |

ESPR CORPORATION
Traffic Data Collection Summary



Intersection: Lake Mabel Loop / Almburg Rd
Jurisdiction: Town of Dundee, Polk County

Date of Data Collection: 2/21/2023
Data Collected by: ND
Hours of Data Collection: 4:00 PM to 6:00 PM
Count Groups Included: All Groups / All Vehicles

EB/WB Road: Almburg Rd
NB/SB Road: Lake Mabel Loop
Main Direction: EB/WB NB/SB
Peak-Season CF: 1.03

| Movement/Lane Group | EASTBOUND Almburg Rd | | | | | WESTBOUND Almburg Rd | | | | | NORTHBOUND Lake Mabel Loop | | | | | SOUTHBOUND Lake Mabel Loop | | | | | Intersection |
|--------------------------|-------------------------|------|------|------|-----------------|-------------------------|------|------|------|-----------------|-------------------------------|------|------|------|-----------------|-------------------------------|------|------|------|-----------------|--------------|
| | LT | TH | RT | RTOR | All Lane Groups | LT | TH | RT | RTOR | All Lane Groups | LT | TH | RT | RTOR | All Lane Groups | LT | TH | RT | RTOR | All Lane Groups | |
| PSCF | 1.03 | 1.03 | 1.03 | 1.03 | | 1.03 | 1.03 | 1.03 | 1.03 | | 1.03 | 1.03 | 1.03 | 1.03 | | 1.03 | 1.03 | 1.03 | 1.03 | | |
| Start Time | | | | | | | | | | | | | | | | | | | | | |
| 4:00 PM | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 20 | 0 | 0 | 20 | 0 | 25 | 0 | 0 | 25 | 46 |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 | 0 | 0 | 18 | 0 | 23 | 0 | 0 | 23 | 41 |
| 4:30 PM | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 10 | 0 | 28 | 0 | 0 | 28 | 39 |
| 4:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 0 | 0 | 13 | 0 | 27 | 0 | 0 | 27 | 40 |
| Total | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 61 | 0 | 0 | 61 | 0 | 103 | 0 | 0 | 103 | 166 |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 0 | 0 | 13 | 0 | 24 | 1 | 0 | 25 | 38 |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 9 | 0 | 27 | 0 | 0 | 27 | 36 |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 0 | 11 | 0 | 29 | 0 | 0 | 29 | 40 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 0 | 0 | 15 | 0 | 24 | 0 | 0 | 24 | 39 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 48 | 0 | 0 | 48 | 0 | 104 | 1 | 0 | 105 | 153 |
| Hourly Volumes | | | | | | | | | | | | | | | | | | | | | |
| Hour Starting at: | | | | | | | | | | | | | | | | | | | | | |
| 4:00 PM | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 61 | 0 | 0 | 61 | 0 | 103 | 0 | 0 | 103 | 166 |
| 4:15 PM | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 54 | 0 | 0 | 54 | 0 | 102 | 1 | 0 | 103 | 158 |
| 4:30 PM | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 45 | 0 | 0 | 45 | 0 | 106 | 1 | 0 | 107 | 153 |
| 4:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 46 | 0 | 0 | 46 | 0 | 107 | 1 | 0 | 108 | 154 |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 48 | 0 | 0 | 48 | 0 | 104 | 1 | 0 | 105 | 153 |
| Peak-Hour Volumes | | | | | | | | | | | | | | | | | | | | | |
| 4:00 PM | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 20 | 0 | 0 | 20 | 0 | 25 | 0 | 0 | 25 | 46 |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 | 0 | 0 | 18 | 0 | 23 | 0 | 0 | 23 | 41 |
| 4:30 PM | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 10 | 0 | 28 | 0 | 0 | 28 | 39 |
| 4:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 0 | 0 | 13 | 0 | 27 | 0 | 0 | 27 | 40 |
| Peak-Hour Volume: | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 61 | 0 | 0 | 61 | 0 | 103 | 0 | 0 | 103 | 166 |
| PHF: | | | 0.50 | | 0.50 | | | | | | | 0.76 | | 0.76 | | | 0.92 | | | 0.92 | 0.90 |

ESPR CORPORATION
Traffic Data Collection Summary



Intersection: Lake Mabel Loop / Almburg Rd
Jurisdiction: Town of Dundee, Polk County

Date of Data Collection: 2/21/2023
 Data Collected by: ND
 Hours of Data Collection: 4:00 PM to 6:00 PM
 Count Groups Included: [Heavy Vehicles](#)

| Movement/Lane Group | EASTBOUND Almburg Rd | | | | | WESTBOUND Almburg Rd | | | | | NORTHBOUND Lake Mabel Loop | | | | | SOUTHBOUND Lake Mabel Loop | | | | | Intersection |
|--------------------------|-------------------------|------|------|------|-----------------|-------------------------|------|------|------|-----------------|-------------------------------|------|------|------|-----------------|-------------------------------|------|------|------|-----------------|--------------|
| | LT | TH | RT | RTOR | All Lane Groups | LT | TH | RT | RTOR | All Lane Groups | LT | TH | RT | RTOR | All Lane Groups | LT | TH | RT | RTOR | All Lane Groups | |
| PSCF | 1.03 | 1.03 | 1.03 | 1.03 | | 1.03 | 1.03 | 1.03 | 1.03 | | 1.03 | 1.03 | 1.03 | 1.03 | | 1.03 | 1.03 | 1.03 | 1.03 | | |
| Start Time | | | | | | | | | | | | | | | | | | | | | |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 2 | 3 |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 2 |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 3 | 3 |
| 4:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 3 | 0 | 0 | 3 | 4 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 10 | 0 | 0 | 10 | 12 |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 2 | 2 |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 1 |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 2 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 5 | 0 | 0 | 5 | 6 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 9 | 1 | 0 | 10 | 11 |
| Hourly Volumes | | | | | | | | | | | | | | | | | | | | | |
| Hour Starting at: | | | | | | | | | | | | | | | | | | | | | |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 10 | 0 | 0 | 10 | 12 |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 9 | 1 | 0 | 10 | 11 |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 8 | 1 | 0 | 9 | 10 |
| 4:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 7 | 1 | 0 | 8 | 9 |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 9 | 1 | 0 | 10 | 11 |
| Peak-Hour Volumes | | | | | | | | | | | | | | | | | | | | | |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 2 | 3 |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 2 |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 3 | 3 |
| 4:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 3 | 0 | 0 | 3 | 4 |
| Peak-Hour Volume: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 10 | 0 | 0 | 10 | 12 |
| Heavy Vehicles %: | 0.0% | | | | | 0.0% | | | | | 3.3% | | | | | 9.7% | | | | | 7.2% |

ESPR CORPORATION
Traffic Data Collection Summary



Intersection: Lake Mabel Loop Rd / H.L. Smith Rd
Jurisdiction: Town of Dundee, Polk County

Date of Data Collection: 2/21/2023
Data Collected by: ND
Hours of Data Collection: 4:00 PM to 6:00 PM
Count Groups Included: All Groups / All Vehicles

EB/WB Road: Lake Mabel Loop Rd
NB/SB Road: H.L. Smith Rd
Main Direction: EB/WB NB/SB
Peak-Season CF: 1.03

| Movement/Lane Group | EASTBOUND Lake Mabel Loop Rd | | | | | WESTBOUND Lake Mabel Loop Rd | | | | | NORTHBOUND H.L. Smith Rd | | | | | SOUTHBOUND H.L. Smith Rd | | | | | Intersection |
|--------------------------|---------------------------------|------|------|------|-----------------|---------------------------------|------|------|------|-----------------|-----------------------------|------|------|------|-----------------|-----------------------------|------|------|------|-----------------|--------------|
| | LT | TH | RT | RTOR | All Lane Groups | LT | TH | RT | RTOR | All Lane Groups | LT | TH | RT | RTOR | All Lane Groups | LT | TH | RT | RTOR | All Lane Groups | |
| PSCF | 1.03 | 1.03 | 1.03 | 1.03 | | 1.03 | 1.03 | 1.03 | 1.03 | | 1.03 | 1.03 | 1.03 | 1.03 | | 1.03 | 1.03 | 1.03 | 1.03 | | |
| Start Time | | | | | | | | | | | | | | | | | | | | | |
| 4:00 PM | 18 | 25 | 0 | 0 | 43 | 0 | 15 | 7 | 0 | 22 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 13 | 0 | 19 | 84 |
| 4:15 PM | 32 | 18 | 0 | 0 | 50 | 0 | 9 | 4 | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 16 | 0 | 28 | 91 |
| 4:30 PM | 30 | 22 | 0 | 0 | 52 | 0 | 10 | 5 | 0 | 15 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 16 | 0 | 25 | 92 |
| 4:45 PM | 23 | 20 | 0 | 0 | 43 | 0 | 13 | 4 | 0 | 17 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 11 | 0 | 21 | 81 |
| Total | 103 | 85 | 0 | 0 | 188 | 0 | 47 | 20 | 0 | 67 | 0 | 0 | 0 | 0 | 0 | 37 | 0 | 56 | 0 | 93 | 348 |
| 5:00 PM | 23 | 15 | 0 | 0 | 38 | 0 | 8 | 10 | 0 | 18 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 16 | 0 | 28 | 84 |
| 5:15 PM | 13 | 26 | 0 | 0 | 39 | 0 | 6 | 7 | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 14 | 0 | 22 | 74 |
| 5:30 PM | 12 | 24 | 0 | 0 | 36 | 0 | 9 | 2 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 19 | 0 | 31 | 78 |
| 5:45 PM | 15 | 16 | 0 | 0 | 31 | 0 | 14 | 4 | 0 | 18 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 13 | 0 | 23 | 72 |
| Total | 63 | 81 | 0 | 0 | 144 | 0 | 37 | 23 | 0 | 60 | 0 | 0 | 0 | 0 | 0 | 42 | 0 | 62 | 0 | 104 | 308 |
| Hourly Volumes | | | | | | | | | | | | | | | | | | | | | |
| Hour Starting at: | | | | | | | | | | | | | | | | | | | | | |
| 4:00 PM | 103 | 85 | 0 | 0 | 188 | 0 | 47 | 20 | 0 | 67 | 0 | 0 | 0 | 0 | 0 | 37 | 0 | 56 | 0 | 93 | 348 |
| 4:15 PM | 108 | 75 | 0 | 0 | 183 | 0 | 40 | 23 | 0 | 63 | 0 | 0 | 0 | 0 | 0 | 43 | 0 | 59 | 0 | 102 | 348 |
| 4:30 PM | 89 | 83 | 0 | 0 | 172 | 0 | 37 | 26 | 0 | 63 | 0 | 0 | 0 | 0 | 0 | 39 | 0 | 57 | 0 | 96 | 331 |
| 4:45 PM | 71 | 85 | 0 | 0 | 156 | 0 | 36 | 23 | 0 | 59 | 0 | 0 | 0 | 0 | 0 | 42 | 0 | 60 | 0 | 102 | 317 |
| 5:00 PM | 63 | 81 | 0 | 0 | 144 | 0 | 37 | 23 | 0 | 60 | 0 | 0 | 0 | 0 | 0 | 42 | 0 | 62 | 0 | 104 | 308 |
| Peak-Hour Volumes | | | | | | | | | | | | | | | | | | | | | |
| 4:00 PM | 18 | 25 | 0 | 0 | 43 | 0 | 15 | 7 | 0 | 22 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 13 | 0 | 19 | 84 |
| 4:15 PM | 32 | 18 | 0 | 0 | 50 | 0 | 9 | 4 | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 16 | 0 | 28 | 91 |
| 4:30 PM | 30 | 22 | 0 | 0 | 52 | 0 | 10 | 5 | 0 | 15 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 16 | 0 | 25 | 92 |
| 4:45 PM | 23 | 20 | 0 | 0 | 43 | 0 | 13 | 4 | 0 | 17 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 11 | 0 | 21 | 81 |
| Peak-Hour Volume: | 103 | 85 | 0 | 0 | 188 | 0 | 47 | 20 | 0 | 67 | 0 | 0 | 0 | 0 | 0 | 37 | 0 | 56 | 0 | 93 | 348 |
| PHF: | 0.80 | 0.85 | | | 0.90 | | 0.78 | 0.71 | | 0.76 | | | | | | 0.77 | | 0.88 | | 0.83 | 0.95 |

ESPR CORPORATION
Traffic Data Collection Summary



Intersection: Lake Mabel Loop Rd / H.L. Smith Rd
Jurisdiction: Town of Dundee, Polk County

Date of Data Collection: 2/21/2023
 Data Collected by: ND
 Hours of Data Collection: 4:00 PM to 6:00 PM
 Count Groups Included: [Heavy Vehicles](#)

| Movement/Lane Group | EASTBOUND Lake Mabel Loop Rd | | | | | WESTBOUND Lake Mabel Loop Rd | | | | | NORTHBOUND H.L. Smith Rd | | | | | SOUTHBOUND H.L. Smith Rd | | | | | Intersection |
|--------------------------|---------------------------------|-------------|----------|----------|-----------------|---------------------------------|-------------|-------------|----------|-----------------|-----------------------------|----------|----------|----------|-----------------|-----------------------------|----------|-------------|----------|-----------------|--------------|
| | LT | TH | RT | RTOR | All Lane Groups | LT | TH | RT | RTOR | All Lane Groups | LT | TH | RT | RTOR | All Lane Groups | LT | TH | RT | RTOR | All Lane Groups | |
| PSCF | 1.03 | 1.03 | 1.03 | 1.03 | | 1.03 | 1.03 | 1.03 | 1.03 | | 1.03 | 1.03 | 1.03 | 1.03 | | 1.03 | 1.03 | 1.03 | 1.03 | | |
| Start Time | | | | | | | | | | | | | | | | | | | | | |
| 4:00 PM | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4:15 PM | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 2 | 0 | 5 | 6 |
| 4:30 PM | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 4 |
| 4:45 PM | 2 | 1 | 0 | 0 | 3 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 3 | 8 |
| Total | 4 | 3 | 0 | 0 | 7 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 4 | 0 | 10 | 19 |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 2 | 2 |
| 5:15 PM | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 5 |
| 5:30 PM | 1 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 2 | 0 | 5 | 7 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 2 | 3 |
| Total | 1 | 3 | 0 | 0 | 4 | 0 | 1 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 5 | 0 | 11 | 17 |
| Hourly Volumes | | | | | | | | | | | | | | | | | | | | | |
| Hour Starting at: | | | | | | | | | | | | | | | | | | | | | |
| 4:00 PM | 4 | 3 | 0 | 0 | 7 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 4 | 0 | 10 | 19 |
| 4:15 PM | 3 | 3 | 0 | 0 | 6 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 5 | 0 | 12 | 20 |
| 4:30 PM | 2 | 5 | 0 | 0 | 7 | 0 | 2 | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 5 | 0 | 9 | 19 |
| 4:45 PM | 3 | 4 | 0 | 0 | 7 | 0 | 2 | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 5 | 0 | 12 | 22 |
| 5:00 PM | 1 | 3 | 0 | 0 | 4 | 0 | 1 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 5 | 0 | 11 | 17 |
| Peak-Hour Volumes | | | | | | | | | | | | | | | | | | | | | |
| 4:45 PM | 2 | 1 | 0 | 0 | 3 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 3 | 8 |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 2 | 2 |
| 5:15 PM | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 5 |
| 5:30 PM | 1 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 2 | 0 | 5 | 7 |
| Peak-Hour Volume: | 3 | 4 | 0 | 0 | 7 | 0 | 2 | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 5 | 0 | 12 | 22 |
| Heavy Vehicles %: | 2.9% | 4.7% | | | 3.7% | | 4.3% | 5.0% | | 4.5% | | | | | | 18.9% | | 8.9% | | 12.9% | 6.3% |

ESPR CORPORATION
Traffic Data Collection Summary



Intersection: Lake Marie Dr / Lake Trask Rd
Jurisdiction: Town of Dundee, Polk County

Date of Data Collection: 2/21/2023
Data Collected by: ND
Hours of Data Collection: 4:00 PM to 6:00 PM
Count Groups Included: All Groups / All Vehicles

EB/WB Road: Lake Marie Dr
NB/SB Road: Lake Trask Rd
Main Direction: EB/WB NB/SB
Peak-Season CF: 1.03

| Movement/Lane Group | EASTBOUND Lake Marie Dr | | | | | WESTBOUND Lake Marie Dr | | | | | NORTHBOUND Lake Trask Rd | | | | | SOUTHBOUND Lake Trask Rd | | | | | Intersection |
|--------------------------|----------------------------|------|------|------|-----------------|----------------------------|------|------|------|-----------------|-----------------------------|------|------|------|-----------------|-----------------------------|------|------|------|-----------------|--------------|
| | LT | TH | RT | RTOR | All Lane Groups | LT | TH | RT | RTOR | All Lane Groups | LT | TH | RT | RTOR | All Lane Groups | LT | TH | RT | RTOR | All Lane Groups | |
| PSCF | 1.03 | 1.03 | 1.03 | 1.03 | | 1.03 | 1.03 | 1.03 | 1.03 | | 1.03 | 1.03 | 1.03 | 1.03 | | 1.03 | 1.03 | 1.03 | 1.03 | | |
| Start Time | | | | | | | | | | | | | | | | | | | | | |
| 4:00 PM | 0 | 10 | 15 | 0 | 25 | 4 | 4 | 0 | 0 | 8 | 8 | 0 | 4 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | |
| 4:15 PM | 0 | 8 | 12 | 0 | 20 | 12 | 6 | 0 | 0 | 18 | 39 | 0 | 23 | 0 | 62 | 0 | 0 | 0 | 0 | 0 | |
| 4:30 PM | 0 | 9 | 12 | 0 | 21 | 6 | 10 | 0 | 0 | 16 | 25 | 0 | 12 | 0 | 37 | 0 | 0 | 0 | 0 | 0 | |
| 4:45 PM | 0 | 7 | 5 | 0 | 12 | 3 | 6 | 0 | 0 | 9 | 11 | 0 | 8 | 0 | 19 | 0 | 0 | 0 | 0 | 0 | |
| Total | 0 | 34 | 44 | 0 | 78 | 25 | 26 | 0 | 0 | 51 | 83 | 0 | 47 | 0 | 130 | 0 | 0 | 0 | 0 | 0 | |
| 5:00 PM | 0 | 6 | 4 | 0 | 10 | 2 | 10 | 0 | 0 | 12 | 11 | 0 | 7 | 0 | 18 | 0 | 0 | 0 | 0 | 0 | |
| 5:15 PM | 0 | 8 | 7 | 0 | 15 | 10 | 1 | 0 | 0 | 11 | 5 | 0 | 6 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | |
| 5:30 PM | 0 | 16 | 6 | 0 | 22 | 4 | 7 | 0 | 0 | 11 | 14 | 0 | 15 | 0 | 29 | 0 | 0 | 0 | 0 | 0 | |
| 5:45 PM | 0 | 13 | 12 | 0 | 25 | 5 | 7 | 0 | 0 | 12 | 13 | 0 | 10 | 0 | 23 | 0 | 0 | 0 | 0 | 0 | |
| Total | 0 | 43 | 29 | 0 | 72 | 21 | 25 | 0 | 0 | 46 | 43 | 0 | 38 | 0 | 81 | 0 | 0 | 0 | 0 | 0 | |
| Hourly Volumes | | | | | | | | | | | | | | | | | | | | | |
| Hour Starting at: | | | | | | | | | | | | | | | | | | | | | |
| 4:00 PM | 0 | 34 | 44 | 0 | 78 | 25 | 26 | 0 | 0 | 51 | 83 | 0 | 47 | 0 | 130 | 0 | 0 | 0 | 0 | 0 | |
| 4:15 PM | 0 | 30 | 33 | 0 | 63 | 23 | 32 | 0 | 0 | 55 | 86 | 0 | 50 | 0 | 136 | 0 | 0 | 0 | 0 | 0 | |
| 4:30 PM | 0 | 30 | 28 | 0 | 58 | 21 | 27 | 0 | 0 | 48 | 52 | 0 | 33 | 0 | 85 | 0 | 0 | 0 | 0 | 0 | |
| 4:45 PM | 0 | 37 | 22 | 0 | 59 | 19 | 24 | 0 | 0 | 43 | 41 | 0 | 36 | 0 | 77 | 0 | 0 | 0 | 0 | 0 | |
| 5:00 PM | 0 | 43 | 29 | 0 | 72 | 21 | 25 | 0 | 0 | 46 | 43 | 0 | 38 | 0 | 81 | 0 | 0 | 0 | 0 | 0 | |
| Peak-Hour Volumes | | | | | | | | | | | | | | | | | | | | | |
| 4:00 PM | 0 | 10 | 15 | 0 | 25 | 4 | 4 | 0 | 0 | 8 | 8 | 0 | 4 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | |
| 4:15 PM | 0 | 8 | 12 | 0 | 20 | 12 | 6 | 0 | 0 | 18 | 39 | 0 | 23 | 0 | 62 | 0 | 0 | 0 | 0 | 0 | |
| 4:30 PM | 0 | 9 | 12 | 0 | 21 | 6 | 10 | 0 | 0 | 16 | 25 | 0 | 12 | 0 | 37 | 0 | 0 | 0 | 0 | 0 | |
| 4:45 PM | 0 | 7 | 5 | 0 | 12 | 3 | 6 | 0 | 0 | 9 | 11 | 0 | 8 | 0 | 19 | 0 | 0 | 0 | 0 | 0 | |
| Peak-Hour Volume: | 0 | 34 | 44 | 0 | 78 | 25 | 26 | 0 | 0 | 51 | 83 | 0 | 47 | 0 | 130 | 0 | 0 | 0 | 0 | 0 | |
| PHF: | | 0.85 | 0.73 | | 0.78 | 0.52 | 0.65 | | | 0.71 | 0.53 | | 0.51 | | 0.52 | | | | | 0.65 | |

ESPR CORPORATION
Traffic Data Collection Summary



Intersection: Lake Marie Dr / Lake Trask Rd
Jurisdiction: Town of Dundee, Polk County

Date of Data Collection: 2/21/2023
 Data Collected by: ND
 Hours of Data Collection: 4:00 PM to 6:00 PM
 Count Groups Included: [Heavy Vehicles](#)

| Movement/Lane Group | EASTBOUND Lake Marie Dr | | | | | WESTBOUND Lake Marie Dr | | | | | NORTHBOUND Lake Trask Rd | | | | | SOUTHBOUND Lake Trask Rd | | | | | Intersection |
|--------------------------|----------------------------|-------------|--------------|----------|-----------------|----------------------------|-------------|----------|----------|-----------------|-----------------------------|----------|--------------|----------|-----------------|-----------------------------|----------|----------|----------|-----------------|--------------|
| | LT | TH | RT | RTOR | All Lane Groups | LT | TH | RT | RTOR | All Lane Groups | LT | TH | RT | RTOR | All Lane Groups | LT | TH | RT | RTOR | All Lane Groups | |
| PSCF | 1.03 | 1.03 | 1.03 | 1.03 | | 1.03 | 1.03 | 1.03 | 1.03 | | 1.03 | 1.03 | 1.03 | 1.03 | | 1.03 | 1.03 | 1.03 | 1.03 | | |
| Start Time | | | | | | | | | | | | | | | | | | | | | |
| 4:00 PM | 0 | 0 | 4 | 0 | 4 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 4 | 0 | 5 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | |
| 4:30 PM | 0 | 0 | 4 | 0 | 4 | 0 | 1 | 0 | 0 | 1 | 3 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | |
| 4:45 PM | 0 | 0 | 1 | 0 | 1 | 1 | 1 | 0 | 0 | 2 | 3 | 0 | 1 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | |
| Total | 0 | 0 | 9 | 0 | 9 | 3 | 2 | 0 | 0 | 5 | 10 | 0 | 6 | 0 | 16 | 0 | 0 | 0 | 0 | 0 | |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | |
| 5:15 PM | 0 | 0 | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 5:30 PM | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Total | 0 | 0 | 4 | 0 | 4 | 1 | 1 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | |
| Hourly Volumes | | | | | | | | | | | | | | | | | | | | | |
| Hour Starting at: | | | | | | | | | | | | | | | | | | | | | |
| 4:00 PM | 0 | 0 | 9 | 0 | 9 | 3 | 2 | 0 | 0 | 5 | 10 | 0 | 6 | 0 | 16 | 0 | 0 | 0 | 0 | 0 | |
| 4:15 PM | 0 | 0 | 5 | 0 | 5 | 3 | 2 | 0 | 0 | 5 | 11 | 0 | 6 | 0 | 17 | 0 | 0 | 0 | 0 | 0 | |
| 4:30 PM | 0 | 0 | 8 | 0 | 8 | 2 | 2 | 0 | 0 | 4 | 7 | 0 | 1 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | |
| 4:45 PM | 0 | 0 | 5 | 0 | 5 | 2 | 2 | 0 | 0 | 4 | 4 | 0 | 1 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | |
| 5:00 PM | 0 | 0 | 4 | 0 | 4 | 1 | 1 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | |
| Peak-Hour Volumes | | | | | | | | | | | | | | | | | | | | | |
| 4:00 PM | 0 | 0 | 4 | 0 | 4 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 4 | 0 | 5 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | |
| 4:30 PM | 0 | 0 | 4 | 0 | 4 | 0 | 1 | 0 | 0 | 1 | 3 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | |
| 4:45 PM | 0 | 0 | 1 | 0 | 1 | 1 | 1 | 0 | 0 | 2 | 3 | 0 | 1 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | |
| Peak-Hour Volume: | 0 | 0 | 9 | 0 | 9 | 3 | 2 | 0 | 0 | 5 | 10 | 0 | 6 | 0 | 16 | 0 | 0 | 0 | 0 | 0 | |
| Heavy Vehicles %: | | 0.0% | 20.5% | | 11.5% | 12.0% | 7.7% | | | 9.8% | 12.0% | | 12.8% | | 12.3% | | | | | 11.6% | |

ESPR CORPORATION
Traffic Data Collection Summary



Intersection: Camp Endeavor Blvd / Lincoln Ave
Jurisdiction: Town of Dundee, Polk County

Date of Data Collection: 2/21/2023
Data Collected by: ND
Hours of Data Collection: 4:00 PM to 6:00 PM
Count Groups Included: All Groups / All Vehicles

EB/WB Road: Lincoln Ave
NB/SB Road: Camp Endeavor Blvd
Main Direction: EB/WB NB/SB
Peak-Season CF: 1.03

| Movement/Lane Group | EASTBOUND Lincoln Ave | | | | | WESTBOUND Lincoln Ave | | | | | NORTHBOUND Camp Endeavor Blvd | | | | | SOUTHBOUND Camp Endeavor Blvd | | | | | Intersection |
|--------------------------|--------------------------|----------|-------------|----------|-----------------|--------------------------|----------|----------|----------|-----------------|----------------------------------|----------|----------|----------|-----------------|----------------------------------|----------|-------------|----------|-----------------|--------------|
| | LT | TH | RT | RTOR | All Lane Groups | LT | TH | RT | RTOR | All Lane Groups | LT | TH | RT | RTOR | All Lane Groups | LT | TH | RT | RTOR | All Lane Groups | |
| PSCF | 1.03 | 1.03 | 1.03 | 1.03 | | 1.03 | 1.03 | 1.03 | 1.03 | | 1.03 | 1.03 | 1.03 | 1.03 | | 1.03 | 1.03 | 1.03 | 1.03 | | |
| Start Time | | | | | | | | | | | | | | | | | | | | | |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 |
| 4:30 PM | 1 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 |
| 4:45 PM | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 |
| Total | 2 | 0 | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 3 |
| 5:00 PM | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 |
| 5:15 PM | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 |
| Total | 4 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 4 | 0 | 0 | 5 |
| Hourly Volumes | | | | | | | | | | | | | | | | | | | | | |
| Hour Starting at: | | | | | | | | | | | | | | | | | | | | | |
| 4:00 PM | 2 | 0 | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 3 |
| 4:15 PM | 4 | 0 | 1 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 0 | 0 | 4 |
| 4:30 PM | 6 | 0 | 1 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 4 |
| 4:45 PM | 5 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 3 | 0 | 0 | 4 |
| 5:00 PM | 4 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 4 | 0 | 0 | 5 |
| Peak-Hour Volumes | | | | | | | | | | | | | | | | | | | | | |
| 4:30 PM | 1 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 |
| 4:45 PM | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 |
| 5:00 PM | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 |
| 5:15 PM | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 |
| Peak-Hour Volume: | 6 | 0 | 1 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 4 |
| PHF: | 0.75 | | 0.25 | | 0.88 | | | | | | | | | | | | | 1.00 | | 1.00 | 0.92 |

ESPR CORPORATION
Traffic Data Collection Summary



Intersection: Camp Endeavor Blvd / Lincoln Ave
Jurisdiction: Town of Dundee, Polk County

Date of Data Collection: 2/21/2023
 Data Collected by: ND
 Hours of Data Collection: 4:00 PM to 6:00 PM
 Count Groups Included: [Heavy Vehicles](#)

| Movement/Lane Group | EASTBOUND Lincoln Ave | | | | | WESTBOUND Lincoln Ave | | | | | NORTHBOUND Camp Endeavor Blvd | | | | | SOUTHBOUND Camp Endeavor Blvd | | | | | Intersection |
|--------------------------|--------------------------|------|------|------|-----------------|--------------------------|------|------|------|-----------------|----------------------------------|------|------|------|-----------------|----------------------------------|------|------|------|-----------------|--------------|
| | LT | TH | RT | RTOR | All Lane Groups | LT | TH | RT | RTOR | All Lane Groups | LT | TH | RT | RTOR | All Lane Groups | LT | TH | RT | RTOR | All Lane Groups | |
| PSCF | 1.03 | 1.03 | 1.03 | 1.03 | | 1.03 | 1.03 | 1.03 | 1.03 | | 1.03 | 1.03 | 1.03 | 1.03 | | 1.03 | 1.03 | 1.03 | 1.03 | | |
| Start Time | | | | | | | | | | | | | | | | | | | | | |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 4:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 5:15 PM | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Total | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Hourly Volumes | | | | | | | | | | | | | | | | | | | | | |
| Hour Starting at: | | | | | | | | | | | | | | | | | | | | | |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 4:30 PM | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 4:45 PM | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 5:00 PM | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Peak-Hour Volumes | | | | | | | | | | | | | | | | | | | | | |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 4:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 5:15 PM | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Peak-Hour Volume: | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Heavy Vehicles %: | 16.7% | | 0.0% | | 14.3% | | | | | | | | | | | | | 0.0% | | 0.0% | |

ESPR CORPORATION
Traffic Data Collection Summary



Intersection: SR 17 (Center St) / Ridgewood Ave
Jurisdiction: Town of Dundee, Polk County

Date of Data Collection: 2/21/2023
Data Collected by: ND
Hours of Data Collection: 4:00 PM to 6:00 PM
Count Groups Included: All Groups / All Vehicles

EB/WB Road: Ridgewood Ave
NB/SB Road: SR 17 (Center St)
Main Direction: EB/WB NB/SB
Peak-Season CF: 1.03

| Movement/Lane Group | EASTBOUND Ridgewood Ave | | | | | WESTBOUND Ridgewood Ave | | | | | NORTHBOUND SR 17 (Center St) | | | | | SOUTHBOUND SR 17 (Center St) | | | | | Intersection |
|--------------------------|----------------------------|----------|-------------|----------|-----------------|----------------------------|----------|-------------|----------|-----------------|---------------------------------|-------------|-------------|----------|-----------------|---------------------------------|-------------|----------|----------|-----------------|--------------|
| | LT | TH | RT | RTOR | All Lane Groups | LT | TH | RT | RTOR | All Lane Groups | LT | TH | RT | RTOR | All Lane Groups | LT | TH | RT | RTOR | All Lane Groups | |
| PSCF | 1.03 | 1.03 | 1.03 | 1.03 | | 1.03 | 1.03 | 1.03 | 1.03 | | 1.03 | 1.03 | 1.03 | 1.03 | | 1.03 | 1.03 | 1.03 | 1.03 | | |
| Start Time | | | | | | | | | | | | | | | | | | | | | |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 5 | 0 | 6 | 0 | 104 | 3 | 0 | 107 | 3 | 102 | 1 | 0 | 106 | 219 |
| 4:15 PM | 0 | 1 | 0 | 0 | 1 | 4 | 0 | 5 | 0 | 9 | 0 | 121 | 3 | 0 | 124 | 4 | 73 | 0 | 0 | 77 | 211 |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 0 | 3 | 1 | 122 | 1 | 0 | 124 | 3 | 110 | 0 | 0 | 113 | 240 |
| 4:45 PM | 0 | 0 | 1 | 0 | 1 | 3 | 0 | 2 | 0 | 5 | 0 | 107 | 3 | 0 | 110 | 7 | 123 | 0 | 0 | 130 | 246 |
| Total | 0 | 1 | 1 | 0 | 2 | 10 | 0 | 13 | 0 | 23 | 1 | 454 | 10 | 0 | 465 | 17 | 408 | 1 | 0 | 426 | 916 |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 3 | 0 | 9 | 0 | 102 | 3 | 0 | 105 | 4 | 112 | 0 | 0 | 116 | 230 |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 4 | 0 | 127 | 2 | 0 | 129 | 1 | 91 | 0 | 0 | 92 | 225 |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 4 | 0 | 111 | 3 | 0 | 114 | 1 | 82 | 0 | 0 | 83 | 201 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 4 | 0 | 7 | 0 | 101 | 3 | 0 | 104 | 3 | 103 | 0 | 0 | 106 | 217 |
| Total | 0 | 0 | 0 | 0 | 0 | 13 | 0 | 11 | 0 | 24 | 0 | 441 | 11 | 0 | 452 | 9 | 388 | 0 | 0 | 397 | 873 |
| Hourly Volumes | | | | | | | | | | | | | | | | | | | | | |
| Hour Starting at: | | | | | | | | | | | | | | | | | | | | | |
| 4:00 PM | 0 | 1 | 1 | 0 | 2 | 10 | 0 | 13 | 0 | 23 | 1 | 454 | 10 | 0 | 465 | 17 | 408 | 1 | 0 | 426 | 916 |
| 4:15 PM | 0 | 1 | 1 | 0 | 2 | 15 | 0 | 11 | 0 | 26 | 1 | 452 | 10 | 0 | 463 | 18 | 418 | 0 | 0 | 436 | 927 |
| 4:30 PM | 0 | 0 | 1 | 0 | 1 | 15 | 0 | 6 | 0 | 21 | 1 | 458 | 9 | 0 | 468 | 15 | 436 | 0 | 0 | 451 | 941 |
| 4:45 PM | 0 | 0 | 1 | 0 | 1 | 13 | 0 | 9 | 0 | 22 | 0 | 447 | 11 | 0 | 458 | 13 | 408 | 0 | 0 | 421 | 902 |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 13 | 0 | 11 | 0 | 24 | 0 | 441 | 11 | 0 | 452 | 9 | 388 | 0 | 0 | 397 | 873 |
| Peak-Hour Volumes | | | | | | | | | | | | | | | | | | | | | |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 0 | 3 | 1 | 122 | 1 | 0 | 124 | 3 | 110 | 0 | 0 | 113 | 240 |
| 4:45 PM | 0 | 0 | 1 | 0 | 1 | 3 | 0 | 2 | 0 | 5 | 0 | 107 | 3 | 0 | 110 | 7 | 123 | 0 | 0 | 130 | 246 |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 3 | 0 | 9 | 0 | 102 | 3 | 0 | 105 | 4 | 112 | 0 | 0 | 116 | 230 |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 4 | 0 | 127 | 2 | 0 | 129 | 1 | 91 | 0 | 0 | 92 | 225 |
| Peak-Hour Volume: | 0 | 0 | 1 | 0 | 1 | 15 | 0 | 6 | 0 | 21 | 1 | 458 | 9 | 0 | 468 | 15 | 436 | 0 | 0 | 451 | 941 |
| PHF: | | | 0.25 | | 0.25 | 0.63 | | 0.50 | | 0.58 | 0.25 | 0.90 | 0.75 | | 0.91 | 0.54 | 0.89 | | | 0.87 | 0.96 |

ESPR CORPORATION
Traffic Data Collection Summary



Intersection: SR 17 (Center St) / Ridgewood Ave
Jurisdiction: Town of Dundee, Polk County

Date of Data Collection: 2/21/2023
Data Collected by: ND
Hours of Data Collection: 4:00 PM to 6:00 PM
Count Groups Included: [Heavy Vehicles](#)

| Movement/Lane Group | EASTBOUND Ridgewood Ave | | | | | WESTBOUND Ridgewood Ave | | | | | NORTHBOUND SR 17 (Center St) | | | | | SOUTHBOUND SR 17 (Center St) | | | | | Intersection |
|--------------------------|----------------------------|----------|-------------|----------|-----------------|----------------------------|----------|--------------|----------|-----------------|---------------------------------|-------------|-------------|----------|-----------------|---------------------------------|-------------|----------|----------|-----------------|--------------|
| | LT | TH | RT | RTOR | All Lane Groups | LT | TH | RT | RTOR | All Lane Groups | LT | TH | RT | RTOR | All Lane Groups | LT | TH | RT | RTOR | All Lane Groups | |
| PSCF | 1.03 | 1.03 | 1.03 | 1.03 | | 1.03 | 1.03 | 1.03 | 1.03 | | 1.03 | 1.03 | 1.03 | 1.03 | | 1.03 | 1.03 | 1.03 | 1.03 | | |
| Start Time | | | | | | | | | | | | | | | | | | | | | |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 4 | 0 | 7 | 0 | 0 | 7 | 11 |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 3 | 0 | 6 | 0 | 0 | 6 | 0 | 4 | 0 | 0 | 4 | 13 |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 0 | 12 | 0 | 5 | 0 | 0 | 5 | 17 |
| 4:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 1 | 0 | 0 | 1 | 1 | 6 | 0 | 0 | 7 | 10 |
| Total | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 4 | 0 | 5 | 0 | 23 | 0 | 0 | 23 | 1 | 22 | 0 | 0 | 23 | 51 |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 2 | 2 | 7 | 0 | 0 | 9 | 12 |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 2 | 0 | 7 | 0 | 5 | 0 | 0 | 5 | 12 |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 1 | 0 | 6 | 0 | 2 | 0 | 0 | 2 | 8 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 3 | 0 | 0 | 3 | 0 | 4 | 0 | 0 | 4 | 8 |
| Total | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 2 | 0 | 15 | 3 | 0 | 18 | 2 | 18 | 0 | 0 | 20 | 40 |
| Hourly Volumes | | | | | | | | | | | | | | | | | | | | | |
| Hour Starting at: | | | | | | | | | | | | | | | | | | | | | |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 4 | 0 | 5 | 0 | 23 | 0 | 0 | 23 | 1 | 22 | 0 | 0 | 23 | 51 |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 4 | 0 | 6 | 0 | 21 | 0 | 0 | 21 | 3 | 22 | 0 | 0 | 25 | 52 |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 3 | 0 | 20 | 2 | 0 | 22 | 3 | 23 | 0 | 0 | 26 | 51 |
| 4:45 PM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 3 | 0 | 13 | 3 | 0 | 16 | 3 | 20 | 0 | 0 | 23 | 42 |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 2 | 0 | 15 | 3 | 0 | 18 | 2 | 18 | 0 | 0 | 20 | 40 |
| Peak-Hour Volumes | | | | | | | | | | | | | | | | | | | | | |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 3 | 0 | 6 | 0 | 0 | 6 | 0 | 4 | 0 | 0 | 4 | 13 |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 0 | 12 | 0 | 5 | 0 | 0 | 5 | 17 |
| 4:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 1 | 0 | 0 | 1 | 1 | 6 | 0 | 0 | 7 | 10 |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 2 | 2 | 7 | 0 | 0 | 9 | 12 |
| Peak-Hour Volume: | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 4 | 0 | 6 | 0 | 21 | 0 | 0 | 21 | 3 | 22 | 0 | 0 | 25 | 52 |
| Heavy Vehicles %: | | | 0.0% | | 0.0% | 13.3% | | 66.7% | | 28.6% | 0.0% | 4.6% | 0.0% | | 4.5% | 20.0% | 5.0% | | | 5.5% | 5.5% |

ESPR CORPORATION
Traffic Data Collection Summary



Intersection: SR 17 (Main St) / 4th St S
Jurisdiction: Town of Dundee, Polk County

Date of Data Collection: 2/21/2023
Data Collected by: ND
Hours of Data Collection: 4:00 PM to 6:00 PM
Count Groups Included: All Groups / All Vehicles

EB/WB Road: SR 17 (Main St)
NB/SB Road: 4th St S
Main Direction: EB/WB NB/SB
Peak-Season CF: 1.03

| Movement/Lane Group | EASTBOUND SR 17 (Main St) | | | | | WESTBOUND SR 17 (Main St) | | | | | NORTHBOUND 4th St S | | | | | SOUTHBOUND 4th St S | | | | | Intersection |
|--------------------------|------------------------------|------|------|------|-----------------|------------------------------|------|------|------|-----------------|------------------------|------|------|------|-----------------|------------------------|------|------|------|-----------------|--------------|
| | LT | TH | RT | RTOR | All Lane Groups | LT | TH | RT | RTOR | All Lane Groups | LT | TH | RT | RTOR | All Lane Groups | LT | TH | RT | RTOR | All Lane Groups | |
| PSCF | 1.03 | 1.03 | 1.03 | 1.03 | | 1.03 | 1.03 | 1.03 | 1.03 | | 1.03 | 1.03 | 1.03 | 1.03 | | 1.03 | 1.03 | 1.03 | 1.03 | | |
| Start Time | | | | | | | | | | | | | | | | | | | | | |
| 4:00 PM | 0 | 150 | 5 | 0 | 155 | 0 | 119 | 0 | 0 | 119 | 6 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 280 |
| 4:15 PM | 0 | 142 | 10 | 0 | 152 | 0 | 135 | 0 | 0 | 135 | 3 | 0 | 2 | 0 | 5 | 0 | 0 | 1 | 0 | 1 | 293 |
| 4:30 PM | 0 | 151 | 9 | 0 | 160 | 1 | 138 | 0 | 0 | 139 | 5 | 0 | 3 | 0 | 8 | 1 | 0 | 0 | 0 | 1 | 308 |
| 4:45 PM | 0 | 142 | 6 | 0 | 148 | 0 | 105 | 0 | 0 | 105 | 3 | 0 | 1 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 257 |
| Total | 0 | 585 | 30 | 0 | 615 | 1 | 497 | 0 | 0 | 498 | 17 | 0 | 6 | 0 | 23 | 1 | 0 | 1 | 0 | 2 | 1138 |
| 5:00 PM | 0 | 142 | 10 | 0 | 152 | 0 | 102 | 0 | 0 | 102 | 6 | 0 | 6 | 0 | 12 | 1 | 0 | 0 | 0 | 1 | 267 |
| 5:15 PM | 0 | 163 | 6 | 0 | 169 | 3 | 79 | 0 | 0 | 82 | 7 | 0 | 3 | 0 | 10 | 1 | 0 | 0 | 0 | 1 | 262 |
| 5:30 PM | 0 | 153 | 11 | 0 | 164 | 1 | 98 | 0 | 0 | 99 | 7 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 270 |
| 5:45 PM | 0 | 143 | 9 | 0 | 152 | 3 | 95 | 0 | 0 | 98 | 5 | 1 | 3 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 259 |
| Total | 0 | 601 | 36 | 0 | 637 | 7 | 374 | 0 | 0 | 381 | 25 | 1 | 12 | 0 | 38 | 2 | 0 | 0 | 0 | 2 | 1058 |
| Hourly Volumes | | | | | | | | | | | | | | | | | | | | | |
| Hour Starting at: | | | | | | | | | | | | | | | | | | | | | |
| 4:00 PM | 0 | 585 | 30 | 0 | 615 | 1 | 497 | 0 | 0 | 498 | 17 | 0 | 6 | 0 | 23 | 1 | 0 | 1 | 0 | 2 | 1138 |
| 4:15 PM | 0 | 577 | 35 | 0 | 612 | 1 | 480 | 0 | 0 | 481 | 17 | 0 | 12 | 0 | 29 | 2 | 0 | 1 | 0 | 3 | 1125 |
| 4:30 PM | 0 | 598 | 31 | 0 | 629 | 4 | 424 | 0 | 0 | 428 | 21 | 0 | 13 | 0 | 34 | 3 | 0 | 0 | 0 | 3 | 1094 |
| 4:45 PM | 0 | 600 | 33 | 0 | 633 | 4 | 384 | 0 | 0 | 388 | 23 | 0 | 10 | 0 | 33 | 2 | 0 | 0 | 0 | 2 | 1056 |
| 5:00 PM | 0 | 601 | 36 | 0 | 637 | 7 | 374 | 0 | 0 | 381 | 25 | 1 | 12 | 0 | 38 | 2 | 0 | 0 | 0 | 2 | 1058 |
| Peak-Hour Volumes | | | | | | | | | | | | | | | | | | | | | |
| 4:00 PM | 0 | 150 | 5 | 0 | 155 | 0 | 119 | 0 | 0 | 119 | 6 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 280 |
| 4:15 PM | 0 | 142 | 10 | 0 | 152 | 0 | 135 | 0 | 0 | 135 | 3 | 0 | 2 | 0 | 5 | 0 | 0 | 1 | 0 | 1 | 293 |
| 4:30 PM | 0 | 151 | 9 | 0 | 160 | 1 | 138 | 0 | 0 | 139 | 5 | 0 | 3 | 0 | 8 | 1 | 0 | 0 | 0 | 1 | 308 |
| 4:45 PM | 0 | 142 | 6 | 0 | 148 | 0 | 105 | 0 | 0 | 105 | 3 | 0 | 1 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 257 |
| Peak-Hour Volume: | 0 | 585 | 30 | 0 | 615 | 1 | 497 | 0 | 0 | 498 | 17 | 0 | 6 | 0 | 23 | 1 | 0 | 1 | 0 | 2 | 1138 |
| PHF: | | 0.97 | 0.75 | | 0.96 | 0.25 | 0.90 | | | 0.90 | 0.71 | | 0.50 | | 0.72 | 0.25 | | 0.25 | | 0.50 | 0.92 |

ESPR CORPORATION
Traffic Data Collection Summary



Intersection: SR 17 (Main St) / 4th St S
Jurisdiction: Town of Dundee, Polk County

Date of Data Collection: 2/21/2023
Data Collected by: ND
Hours of Data Collection: 4:00 PM to 6:00 PM
Count Groups Included: [Heavy Vehicles](#)

| Movement/Lane Group | EASTBOUND SR 17 (Main St) | | | | | WESTBOUND SR 17 (Main St) | | | | | NORTHBOUND 4th St S | | | | | SOUTHBOUND 4th St S | | | | | Intersection | |
|--------------------------|------------------------------|-------------|-------------|----------|-----------------|------------------------------|-------------|----------|----------|-----------------|------------------------|----------|--------------|----------|-----------------|------------------------|----------|-------------|----------|-----------------|--------------|-----------|
| | LT | TH | RT | RTOR | All Lane Groups | LT | TH | RT | RTOR | All Lane Groups | LT | TH | RT | RTOR | All Lane Groups | LT | TH | RT | RTOR | All Lane Groups | | |
| PSCF | 1.03 | 1.03 | 1.03 | 1.03 | | 1.03 | 1.03 | 1.03 | 1.03 | | 1.03 | 1.03 | 1.03 | 1.03 | | 1.03 | 1.03 | 1.03 | 1.03 | | | |
| Start Time | | | | | | | | | | | | | | | | | | | | | | |
| 4:00 PM | 0 | 5 | 0 | 0 | 5 | 0 | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 4:15 PM | 0 | 7 | 0 | 0 | 7 | 0 | 8 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 4:30 PM | 0 | 4 | 2 | 0 | 6 | 0 | 9 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 4:45 PM | 0 | 4 | 0 | 0 | 4 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| Total | 0 | 20 | 2 | 0 | 22 | 0 | 22 | 0 | 0 | 22 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 44 |
| 5:00 PM | 0 | 3 | 0 | 0 | 3 | 0 | 5 | 0 | 0 | 5 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 5:15 PM | 0 | 14 | 0 | 0 | 14 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 5:30 PM | 0 | 3 | 0 | 0 | 3 | 0 | 4 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 5:45 PM | 0 | 3 | 2 | 0 | 5 | 0 | 3 | 0 | 0 | 3 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| Total | 0 | 23 | 2 | 0 | 25 | 0 | 13 | 0 | 0 | 13 | 1 | 0 | 2 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 41 |
| Hourly Volumes | | | | | | | | | | | | | | | | | | | | | | |
| Hour Starting at: | | | | | | | | | | | | | | | | | | | | | | |
| 4:00 PM | 0 | 20 | 2 | 0 | 22 | 0 | 22 | 0 | 0 | 22 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 44 |
| 4:15 PM | 0 | 18 | 2 | 0 | 20 | 0 | 24 | 0 | 0 | 24 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 46 |
| 4:30 PM | 0 | 25 | 2 | 0 | 27 | 0 | 17 | 0 | 0 | 17 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 46 |
| 4:45 PM | 0 | 24 | 0 | 0 | 24 | 0 | 12 | 0 | 0 | 12 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 38 |
| 5:00 PM | 0 | 23 | 2 | 0 | 25 | 0 | 13 | 0 | 0 | 13 | 1 | 0 | 2 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 41 |
| Peak-Hour Volumes | | | | | | | | | | | | | | | | | | | | | | |
| 4:15 PM | 0 | 7 | 0 | 0 | 7 | 0 | 8 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 4:30 PM | 0 | 4 | 2 | 0 | 6 | 0 | 9 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 4:45 PM | 0 | 4 | 0 | 0 | 4 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 5:00 PM | 0 | 3 | 0 | 0 | 3 | 0 | 5 | 0 | 0 | 5 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| Peak-Hour Volume: | 0 | 18 | 2 | 0 | 20 | 0 | 24 | 0 | 0 | 24 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 46 |
| Heavy Vehicles %: | | 3.1% | 6.7% | | 3.3% | 0.0% | 4.8% | | | 4.8% | 0.0% | | 33.3% | | 8.7% | 0.0% | | 0.0% | | 0.0% | 4.0% | |

ESPR CORPORATION
Traffic Data Collection Summary



Intersection: SR 17 (Scenic Hwy) / Old Scenic Hwy - Florida Ave
Jurisdiction: Town of Dundee, Polk County

Date of Data Collection: 2/21/2023
Data Collected by: ND
Hours of Data Collection: 4:00 PM to 6:00 PM
Count Groups Included: All Groups / All Vehicles

EB/WB Road: Old Scenic Hwy - Florida Ave
NB/SB Road: SR 17 (Scenic Hwy)
Main Direction: EB/WB NB/SB
Peak-Season CF: 1.03

| Movement/Lane Group | EASTBOUND Old Scenic Hwy - Florida Ave | | | | | WESTBOUND Old Scenic Hwy - Florida Ave | | | | | NORTHBOUND SR 17 (Scenic Hwy) | | | | | SOUTHBOUND SR 17 (Scenic Hwy) | | | | | Intersection |
|--------------------------|---|----------|-------------|----------|-----------------|---|----------|-------------|----------|-----------------|----------------------------------|-------------|----------|-------------|-----------------|----------------------------------|-------------|----------|-------------|-----------------|--------------|
| | LT | TH | RT | RTOR | All Lane Groups | LT | TH | RT | RTOR | All Lane Groups | LT | TH | RT | RTOR | All Lane Groups | LT | TH | RT | RTOR | All Lane Groups | |
| PSCF | 1.03 | 1.03 | 1.03 | 1.03 | | 1.03 | 1.03 | 1.03 | 1.03 | | 1.03 | 1.03 | 1.03 | 1.03 | | 1.03 | 1.03 | 1.03 | 1.03 | | |
| Start Time | | | | | | | | | | | | | | | | | | | | | |
| 4:00 PM | 0 | 0 | 6 | 0 | 6 | 0 | 0 | 2 | 0 | 2 | 2 | 87 | 0 | 0 | 89 | 8 | 109 | 2 | 0 | 119 | 216 |
| 4:15 PM | 0 | 0 | 4 | 0 | 4 | 0 | 0 | 7 | 0 | 7 | 6 | 124 | 0 | 0 | 130 | 7 | 107 | 2 | 0 | 116 | 257 |
| 4:30 PM | 0 | 0 | 6 | 0 | 6 | 0 | 0 | 1 | 0 | 1 | 2 | 113 | 0 | 0 | 115 | 7 | 122 | 2 | 0 | 131 | 253 |
| 4:45 PM | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 8 | 0 | 8 | 1 | 72 | 0 | 0 | 73 | 6 | 108 | 1 | 0 | 115 | 198 |
| Total | 0 | 0 | 18 | 0 | 18 | 0 | 0 | 18 | 0 | 18 | 11 | 396 | 0 | 0 | 407 | 28 | 446 | 7 | 0 | 481 | 924 |
| 5:00 PM | 1 | 0 | 1 | 0 | 2 | 0 | 0 | 8 | 0 | 8 | 7 | 81 | 0 | 0 | 88 | 7 | 117 | 0 | 0 | 124 | 222 |
| 5:15 PM | 1 | 0 | 3 | 0 | 4 | 0 | 1 | 4 | 0 | 5 | 5 | 65 | 0 | 0 | 70 | 8 | 130 | 1 | 0 | 139 | 218 |
| 5:30 PM | 2 | 0 | 1 | 0 | 3 | 0 | 0 | 4 | 0 | 4 | 3 | 64 | 0 | 0 | 67 | 14 | 121 | 1 | 0 | 136 | 210 |
| 5:45 PM | 1 | 1 | 3 | 0 | 5 | 0 | 0 | 3 | 0 | 3 | 3 | 84 | 0 | 0 | 87 | 10 | 108 | 3 | 0 | 121 | 216 |
| Total | 5 | 1 | 8 | 0 | 14 | 0 | 1 | 19 | 0 | 20 | 18 | 294 | 0 | 0 | 312 | 39 | 476 | 5 | 0 | 520 | 866 |
| Hourly Volumes | | | | | | | | | | | | | | | | | | | | | |
| Hour Starting at: | | | | | | | | | | | | | | | | | | | | | |
| 4:00 PM | 0 | 0 | 18 | 0 | 18 | 0 | 0 | 18 | 0 | 18 | 11 | 396 | 0 | 0 | 407 | 28 | 446 | 7 | 0 | 481 | 924 |
| 4:15 PM | 1 | 0 | 13 | 0 | 14 | 0 | 0 | 24 | 0 | 24 | 16 | 390 | 0 | 0 | 406 | 27 | 454 | 5 | 0 | 486 | 930 |
| 4:30 PM | 2 | 0 | 12 | 0 | 14 | 0 | 1 | 21 | 0 | 22 | 15 | 331 | 0 | 0 | 346 | 28 | 477 | 4 | 0 | 509 | 891 |
| 4:45 PM | 4 | 0 | 7 | 0 | 11 | 0 | 1 | 24 | 0 | 25 | 16 | 282 | 0 | 0 | 298 | 35 | 476 | 3 | 0 | 514 | 848 |
| 5:00 PM | 5 | 1 | 8 | 0 | 14 | 0 | 1 | 19 | 0 | 20 | 18 | 294 | 0 | 0 | 312 | 39 | 476 | 5 | 0 | 520 | 866 |
| Peak-Hour Volumes | | | | | | | | | | | | | | | | | | | | | |
| 4:15 PM | 0 | 0 | 4 | 0 | 4 | 0 | 0 | 7 | 0 | 7 | 6 | 124 | 0 | 0 | 130 | 7 | 107 | 2 | 0 | 116 | 257 |
| 4:30 PM | 0 | 0 | 6 | 0 | 6 | 0 | 0 | 1 | 0 | 1 | 2 | 113 | 0 | 0 | 115 | 7 | 122 | 2 | 0 | 131 | 253 |
| 4:45 PM | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 8 | 0 | 8 | 1 | 72 | 0 | 0 | 73 | 6 | 108 | 1 | 0 | 115 | 198 |
| 5:00 PM | 1 | 0 | 1 | 0 | 2 | 0 | 0 | 8 | 0 | 8 | 7 | 81 | 0 | 0 | 88 | 7 | 117 | 0 | 0 | 124 | 222 |
| Peak-Hour Volume: | 1 | 0 | 13 | 0 | 14 | 0 | 0 | 24 | 0 | 24 | 16 | 390 | 0 | 0 | 406 | 27 | 454 | 5 | 0 | 486 | 930 |
| PHF: | 0.25 | | 0.54 | | 0.58 | | | 0.75 | | 0.75 | 0.57 | 0.79 | | 0.78 | 0.96 | 0.93 | 0.63 | | 0.93 | 0.90 | |

ESPR CORPORATION
Traffic Data Collection Summary



Intersection: SR 17 (Scenic Hwy) / Old Scenic Hwy - Florida Ave
Jurisdiction: Town of Dundee, Polk County

Date of Data Collection: 2/21/2023
 Data Collected by: ND
 Hours of Data Collection: 4:00 PM to 6:00 PM
 Count Groups Included: [Heavy Vehicles](#)

| Movement/Lane Group | EASTBOUND Old Scenic Hwy - Florida Ave | | | | | WESTBOUND Old Scenic Hwy - Florida Ave | | | | | NORTHBOUND SR 17 (Scenic Hwy) | | | | | SOUTHBOUND SR 17 (Scenic Hwy) | | | | | Intersection |
|--------------------------|---|------|-------|------|-----------------|---|------|------|------|-----------------|----------------------------------|------|------|------|-----------------|----------------------------------|------|------|------|-----------------|--------------|
| | LT | TH | RT | RTOR | All Lane Groups | LT | TH | RT | RTOR | All Lane Groups | LT | TH | RT | RTOR | All Lane Groups | LT | TH | RT | RTOR | All Lane Groups | |
| PSCF | 1.03 | 1.03 | 1.03 | 1.03 | | 1.03 | 1.03 | 1.03 | 1.03 | | 1.03 | 1.03 | 1.03 | 1.03 | | 1.03 | 1.03 | 1.03 | 1.03 | | |
| Start Time | | | | | | | | | | | | | | | | | | | | | |
| 4:00 PM | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 4 | 0 | 4 | 0 | 0 | 4 | 9 |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 10 | 0 | 8 | 0 | 0 | 8 | 18 |
| 4:30 PM | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 8 | 0 | 4 | 0 | 0 | 4 | 13 |
| 4:45 PM | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 8 | 0 | 0 | 8 | 11 |
| Total | 0 | 0 | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 24 | 0 | 0 | 24 | 0 | 24 | 0 | 0 | 24 | 51 |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 4 | 0 | 4 | 0 | 0 | 4 | 8 |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 1 | 9 | 0 | 0 | 10 | 11 |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 7 | 0 | 3 | 0 | 0 | 3 | 10 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 3 | 0 | 4 | 0 | 0 | 4 | 7 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 0 | 0 | 15 | 1 | 20 | 0 | 0 | 21 | 36 |
| Hourly Volumes | | | | | | | | | | | | | | | | | | | | | |
| Hour Starting at: | | | | | | | | | | | | | | | | | | | | | |
| 4:00 PM | 0 | 0 | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 24 | 0 | 0 | 24 | 0 | 24 | 0 | 0 | 24 | 51 |
| 4:15 PM | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 24 | 0 | 0 | 24 | 0 | 24 | 0 | 0 | 24 | 50 |
| 4:30 PM | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 0 | 0 | 15 | 1 | 25 | 0 | 0 | 26 | 43 |
| 4:45 PM | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 0 | 0 | 14 | 1 | 24 | 0 | 0 | 25 | 40 |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 0 | 0 | 15 | 1 | 20 | 0 | 0 | 21 | 36 |
| Peak-Hour Volumes | | | | | | | | | | | | | | | | | | | | | |
| 4:00 PM | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 4 | 0 | 4 | 0 | 0 | 4 | 9 |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 10 | 0 | 8 | 0 | 0 | 8 | 18 |
| 4:30 PM | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 8 | 0 | 4 | 0 | 0 | 4 | 13 |
| 4:45 PM | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 8 | 0 | 0 | 8 | 11 |
| Peak-Hour Volume: | 0 | 0 | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 24 | 0 | 0 | 24 | 0 | 24 | 0 | 0 | 24 | 51 |
| Heavy Vehicles %: | 0.0% | | 23.1% | | 21.4% | 0.0% | | 0.0% | | 0.0% | 0.0% | 6.2% | | 5.9% | 0.0% | 5.3% | 0.0% | | 4.9% | 5.5% | |

ESPR CORPORATION
Traffic Data Collection Summary



Intersection: SR 17 (Scenic Hwy) / Tindel Camp Rd
Jurisdiction: Town of Dundee, Polk County

Date of Data Collection: 2/21/2023
Data Collected by: ND
Hours of Data Collection: 4:00 PM to 6:00 PM
Count Groups Included: All Groups / All Vehicles

EB/WB Road: Tindel Camp Rd
NB/SB Road: SR 17 (Scenic Hwy)
Main Direction: EB/WB NB/SB
Peak-Season CF: 1.03

| Movement/Lane Group | EASTBOUND Tindel Camp Rd | | | | | WESTBOUND Tindel Camp Rd | | | | | NORTHBOUND SR 17 (Scenic Hwy) | | | | | SOUTHBOUND SR 17 (Scenic Hwy) | | | | | Intersection |
|--------------------------|-----------------------------|----------|----------|----------|-----------------|-----------------------------|----------|-------------|----------|-----------------|----------------------------------|-------------|-------------|----------|-----------------|----------------------------------|-------------|----------|----------|-----------------|--------------|
| | LT | TH | RT | RTOR | All Lane Groups | LT | TH | RT | RTOR | All Lane Groups | LT | TH | RT | RTOR | All Lane Groups | LT | TH | RT | RTOR | All Lane Groups | |
| PSCF | 1.03 | 1.03 | 1.03 | 1.03 | | 1.03 | 1.03 | 1.03 | 1.03 | | 1.03 | 1.03 | 1.03 | 1.03 | | 1.03 | 1.03 | 1.03 | 1.03 | | |
| Start Time | | | | | | | | | | | | | | | | | | | | | |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 22 | 0 | 3 | 0 | 25 | 0 | 83 | 37 | 0 | 120 | 6 | 94 | 0 | 0 | 100 | 245 |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 24 | 0 | 4 | 0 | 28 | 0 | 101 | 27 | 0 | 128 | 1 | 92 | 0 | 0 | 93 | 249 |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 21 | 0 | 6 | 0 | 27 | 0 | 102 | 22 | 0 | 124 | 4 | 119 | 0 | 0 | 123 | 274 |
| 4:45 PM | 0 | 0 | 0 | 0 | 0 | 23 | 0 | 5 | 0 | 28 | 0 | 93 | 30 | 0 | 123 | 7 | 99 | 0 | 0 | 106 | 257 |
| Total | 0 | 0 | 0 | 0 | 0 | 90 | 0 | 18 | 0 | 108 | 0 | 379 | 116 | 0 | 495 | 18 | 404 | 0 | 0 | 422 | 1025 |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 14 | 0 | 3 | 0 | 17 | 0 | 92 | 45 | 0 | 137 | 8 | 118 | 0 | 0 | 126 | 280 |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 | 20 | 0 | 4 | 0 | 24 | 0 | 85 | 34 | 0 | 119 | 9 | 94 | 0 | 0 | 103 | 246 |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 | 23 | 0 | 3 | 0 | 26 | 0 | 78 | 32 | 0 | 110 | 8 | 101 | 0 | 0 | 109 | 245 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 5 | 0 | 17 | 0 | 87 | 38 | 0 | 125 | 6 | 69 | 0 | 0 | 75 | 217 |
| Total | 0 | 0 | 0 | 0 | 0 | 69 | 0 | 15 | 0 | 84 | 0 | 342 | 149 | 0 | 491 | 31 | 382 | 0 | 0 | 413 | 988 |
| Hourly Volumes | | | | | | | | | | | | | | | | | | | | | |
| Hour Starting at: | | | | | | | | | | | | | | | | | | | | | |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 90 | 0 | 18 | 0 | 108 | 0 | 379 | 116 | 0 | 495 | 18 | 404 | 0 | 0 | 422 | 1025 |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 82 | 0 | 18 | 0 | 100 | 0 | 388 | 124 | 0 | 512 | 20 | 428 | 0 | 0 | 448 | 1060 |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 78 | 0 | 18 | 0 | 96 | 0 | 372 | 131 | 0 | 503 | 28 | 430 | 0 | 0 | 458 | 1057 |
| 4:45 PM | 0 | 0 | 0 | 0 | 0 | 80 | 0 | 15 | 0 | 95 | 0 | 348 | 141 | 0 | 489 | 32 | 412 | 0 | 0 | 444 | 1028 |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 69 | 0 | 15 | 0 | 84 | 0 | 342 | 149 | 0 | 491 | 31 | 382 | 0 | 0 | 413 | 988 |
| Peak-Hour Volumes | | | | | | | | | | | | | | | | | | | | | |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 24 | 0 | 4 | 0 | 28 | 0 | 101 | 27 | 0 | 128 | 1 | 92 | 0 | 0 | 93 | 249 |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 21 | 0 | 6 | 0 | 27 | 0 | 102 | 22 | 0 | 124 | 4 | 119 | 0 | 0 | 123 | 274 |
| 4:45 PM | 0 | 0 | 0 | 0 | 0 | 23 | 0 | 5 | 0 | 28 | 0 | 93 | 30 | 0 | 123 | 7 | 99 | 0 | 0 | 106 | 257 |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 14 | 0 | 3 | 0 | 17 | 0 | 92 | 45 | 0 | 137 | 8 | 118 | 0 | 0 | 126 | 280 |
| Peak-Hour Volume: | 0 | 0 | 0 | 0 | 0 | 82 | 0 | 18 | 0 | 100 | 0 | 388 | 124 | 0 | 512 | 20 | 428 | 0 | 0 | 448 | 1060 |
| PHF: | | | | | | 0.85 | | 0.75 | | 0.89 | | 0.95 | 0.69 | | 0.93 | 0.63 | 0.90 | | | 0.89 | 0.95 |

ESPR CORPORATION
Traffic Data Collection Summary



Intersection: SR 17 (Scenic Hwy) / Tindel Camp Rd
Jurisdiction: Town of Dundee, Polk County

Date of Data Collection: 2/21/2023
 Data Collected by: ND
 Hours of Data Collection: 4:00 PM to 6:00 PM
 Count Groups Included: [Heavy Vehicles](#)

| Movement/Lane Group | EASTBOUND Tindel Camp Rd | | | | | WESTBOUND Tindel Camp Rd | | | | | NORTHBOUND SR 17 (Scenic Hwy) | | | | | SOUTHBOUND SR 17 (Scenic Hwy) | | | | | Intersection |
|--------------------------|-----------------------------|----------|----------|----------|-----------------|-----------------------------|----------|-------------|----------|-----------------|----------------------------------|-------------|-------------|----------|-----------------|----------------------------------|-------------|----------|----------|-----------------|--------------|
| | LT | TH | RT | RTOR | All Lane Groups | LT | TH | RT | RTOR | All Lane Groups | LT | TH | RT | RTOR | All Lane Groups | LT | TH | RT | RTOR | All Lane Groups | |
| PSCF | 1.03 | 1.03 | 1.03 | 1.03 | | 1.03 | 1.03 | 1.03 | 1.03 | | 1.03 | 1.03 | 1.03 | 1.03 | | 1.03 | 1.03 | 1.03 | 1.03 | | |
| Start Time | | | | | | | | | | | | | | | | | | | | | |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 3 | 0 | 0 | 3 | |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 0 | 11 | 0 | 3 | 0 | 0 | 3 | |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 3 | 0 | 0 | 3 | 0 | 4 | 0 | 0 | 4 | |
| 4:45 PM | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 2 | 1 | 0 | 3 | 0 | 3 | 0 | 0 | 3 | |
| Total | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 4 | 0 | 16 | 2 | 0 | 18 | 0 | 13 | 0 | 0 | 13 | |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 4 | 2 | 0 | 6 | 0 | 4 | 0 | 0 | 4 | |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 9 | 0 | 0 | 9 | |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 2 | 0 | 8 | 0 | 0 | 8 | 0 | 5 | 0 | 0 | 5 | |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 3 | 1 | 2 | 0 | 0 | 3 | |
| Total | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 1 | 0 | 4 | 0 | 15 | 3 | 0 | 18 | 1 | 20 | 0 | 0 | 21 | |
| Hourly Volumes | | | | | | | | | | | | | | | | | | | | | |
| Hour Starting at: | | | | | | | | | | | | | | | | | | | | | |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 4 | 0 | 16 | 2 | 0 | 18 | 0 | 13 | 0 | 0 | 13 | |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 4 | 0 | 20 | 3 | 0 | 23 | 0 | 14 | 0 | 0 | 14 | |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 5 | 0 | 10 | 3 | 0 | 13 | 0 | 20 | 0 | 0 | 20 | |
| 4:45 PM | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 1 | 0 | 6 | 0 | 15 | 3 | 0 | 18 | 0 | 21 | 0 | 0 | 21 | |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 1 | 0 | 4 | 0 | 15 | 3 | 0 | 18 | 1 | 20 | 0 | 0 | 21 | |
| Peak-Hour Volumes | | | | | | | | | | | | | | | | | | | | | |
| 4:45 PM | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 2 | 1 | 0 | 3 | 0 | 3 | 0 | 0 | 3 | |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 4 | 2 | 0 | 6 | 0 | 4 | 0 | 0 | 4 | |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 9 | 0 | 0 | 9 | |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 2 | 0 | 8 | 0 | 0 | 8 | 0 | 5 | 0 | 0 | 5 | |
| Peak-Hour Volume: | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 1 | 0 | 6 | 0 | 15 | 3 | 0 | 18 | 0 | 21 | 0 | 0 | 21 | |
| Heavy Vehicles %: | | | | | | 6.1% | | 5.6% | | 6.0% | | 3.9% | 2.4% | | 3.5% | 0.0% | 4.9% | | | 4.7% | |

ESPR CORPORATION
Traffic Data Collection Summary



Intersection: SR 17 (Scenic Hwy) / Welsh Rd
Jurisdiction: Town of Dundee, Polk County

Date of Data Collection: 2/21/2023
Data Collected by: ND
Hours of Data Collection: 4:00 PM to 6:00 PM
Count Groups Included: All Groups / All Vehicles

EB/WB Road: Welsh Rd
NB/SB Road: SR 17 (Scenic Hwy)
Main Direction: EB/WB NB/SB
Peak-Season CF: 1.03

| Movement/Lane Group | EASTBOUND Welsh Rd | | | | | WESTBOUND Welsh Rd | | | | | NORTHBOUND SR 17 (Scenic Hwy) | | | | | SOUTHBOUND SR 17 (Scenic Hwy) | | | | | Intersection |
|--------------------------|-----------------------|------|------|------|-----------------|-----------------------|------|------|------|-----------------|----------------------------------|------|------|------|-----------------|----------------------------------|------|------|------|-----------------|--------------|
| | LT | TH | RT | RTOR | All Lane Groups | LT | TH | RT | RTOR | All Lane Groups | LT | TH | RT | RTOR | All Lane Groups | LT | TH | RT | RTOR | All Lane Groups | |
| PSCF | 1.03 | 1.03 | 1.03 | 1.03 | | 1.03 | 1.03 | 1.03 | 1.03 | | 1.03 | 1.03 | 1.03 | 1.03 | | 1.03 | 1.03 | 1.03 | 1.03 | | |
| Start Time | | | | | | | | | | | | | | | | | | | | | |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 93 | 0 | 0 | 93 | 0 | 98 | 0 | 0 | 98 | 191 |
| 4:15 PM | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 91 | 0 | 0 | 91 | 0 | 100 | 0 | 0 | 100 | 192 |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 105 | 0 | 0 | 105 | 0 | 117 | 0 | 0 | 117 | 222 |
| 4:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 95 | 0 | 0 | 95 | 0 | 109 | 0 | 0 | 109 | 204 |
| Total | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 384 | 0 | 0 | 384 | 0 | 424 | 0 | 0 | 424 | 809 |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 91 | 0 | 0 | 91 | 0 | 125 | 0 | 0 | 125 | 216 |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 97 | 0 | 0 | 97 | 0 | 96 | 0 | 0 | 96 | 193 |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 83 | 0 | 0 | 83 | 0 | 103 | 0 | 0 | 103 | 186 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 87 | 0 | 0 | 87 | 0 | 81 | 0 | 0 | 81 | 168 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 358 | 0 | 0 | 358 | 0 | 405 | 0 | 0 | 405 | 763 |
| Hourly Volumes | | | | | | | | | | | | | | | | | | | | | |
| Hour Starting at: | | | | | | | | | | | | | | | | | | | | | |
| 4:00 PM | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 384 | 0 | 0 | 384 | 0 | 424 | 0 | 0 | 424 | 809 |
| 4:15 PM | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 382 | 0 | 0 | 382 | 0 | 451 | 0 | 0 | 451 | 834 |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 388 | 0 | 0 | 388 | 0 | 447 | 0 | 0 | 447 | 835 |
| 4:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 366 | 0 | 0 | 366 | 0 | 433 | 0 | 0 | 433 | 799 |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 358 | 0 | 0 | 358 | 0 | 405 | 0 | 0 | 405 | 763 |
| Peak-Hour Volumes | | | | | | | | | | | | | | | | | | | | | |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 105 | 0 | 0 | 105 | 0 | 117 | 0 | 0 | 117 | 222 |
| 4:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 95 | 0 | 0 | 95 | 0 | 109 | 0 | 0 | 109 | 204 |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 91 | 0 | 0 | 91 | 0 | 125 | 0 | 0 | 125 | 216 |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 97 | 0 | 0 | 97 | 0 | 96 | 0 | 0 | 96 | 193 |
| Peak-Hour Volume: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 388 | 0 | 0 | 388 | 0 | 447 | 0 | 0 | 447 | 835 |
| PHF: | | | | | | | | | | | | 0.92 | | | 0.92 | | 0.89 | | | 0.89 | 0.94 |

ESPR CORPORATION
Traffic Data Collection Summary



Intersection: SR 17 (Scenic Hwy) / Welsh Rd
Jurisdiction: Town of Dundee, Polk County

Date of Data Collection: 2/21/2023
 Data Collected by: ND
 Hours of Data Collection: 4:00 PM to 6:00 PM
 Count Groups Included: [Heavy Vehicles](#)

| Movement/Lane Group | EASTBOUND Welsh Rd | | | | | WESTBOUND Welsh Rd | | | | | NORTHBOUND SR 17 (Scenic Hwy) | | | | | SOUTHBOUND SR 17 (Scenic Hwy) | | | | | Intersection |
|--------------------------|-----------------------|----------|----------|----------|-----------------|-----------------------|----------|----------|----------|-----------------|----------------------------------|-----------|----------|----------|-----------------|----------------------------------|-----------|----------|----------|-----------------|--------------|
| | LT | TH | RT | RTOR | All Lane Groups | LT | TH | RT | RTOR | All Lane Groups | LT | TH | RT | RTOR | All Lane Groups | LT | TH | RT | RTOR | All Lane Groups | |
| PSCF | 1.03 | 1.03 | 1.03 | 1.03 | | 1.03 | 1.03 | 1.03 | 1.03 | | 1.03 | 1.03 | 1.03 | 1.03 | | 1.03 | 1.03 | 1.03 | 1.03 | | |
| Start Time | | | | | | | | | | | | | | | | | | | | | |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 3 | 0 | 0 | 3 | 5 |
| 4:15 PM | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 6 | 0 | 4 | 0 | 0 | 4 | 11 |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 7 | 0 | 6 | 0 | 0 | 6 | 13 |
| 4:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 3 | 0 | 6 | 0 | 0 | 6 | 9 |
| Total | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 18 | 0 | 0 | 18 | 0 | 19 | 0 | 0 | 19 | 38 |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 3 | 0 | 5 | 0 | 0 | 5 | 8 |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 11 | 0 | 0 | 11 | 13 |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 9 | 0 | 4 | 0 | 0 | 4 | 13 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 5 | 0 | 0 | 5 | 6 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 0 | 0 | 15 | 0 | 25 | 0 | 0 | 25 | 40 |
| Hourly Volumes | | | | | | | | | | | | | | | | | | | | | |
| Hour Starting at: | | | | | | | | | | | | | | | | | | | | | |
| 4:00 PM | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 18 | 0 | 0 | 18 | 0 | 19 | 0 | 0 | 19 | 38 |
| 4:15 PM | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 19 | 0 | 0 | 19 | 0 | 21 | 0 | 0 | 21 | 41 |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 0 | 0 | 15 | 0 | 28 | 0 | 0 | 28 | 43 |
| 4:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | 0 | 0 | 17 | 0 | 26 | 0 | 0 | 26 | 43 |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 0 | 0 | 15 | 0 | 25 | 0 | 0 | 25 | 40 |
| Peak-Hour Volumes | | | | | | | | | | | | | | | | | | | | | |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 7 | 0 | 6 | 0 | 0 | 6 | 13 |
| 4:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 3 | 0 | 6 | 0 | 0 | 6 | 9 |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 3 | 0 | 5 | 0 | 0 | 5 | 8 |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 11 | 0 | 0 | 11 | 13 |
| Peak-Hour Volume: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 0 | 0 | 15 | 0 | 28 | 0 | 0 | 28 | 43 |
| Heavy Vehicles %: | | | | | | | | | | | 3.9% | | | | 3.9% | 6.3% | | | | 6.3% | 5.1% |

ESPR CORPORATION
Traffic Data Collection Summary



Intersection: US 27 / Lincoln Ave
Jurisdiction: Town of Dundee, Polk County

Date of Data Collection: 2/21/2023
Data Collected by: ND
Hours of Data Collection: 4:00 PM to 6:00 PM
Count Groups Included: All Groups / All Vehicles

EB/WB Road: Lincoln Ave
NB/SB Road: US 27
Main Direction: EB/WB NB/SB
Peak-Season CF: 1.03

| Movement/Lane Group | EASTBOUND Lincoln Ave | | | | | WESTBOUND Lincoln Ave | | | | | NORTHBOUND US 27 | | | | | SOUTHBOUND US 27 | | | | | Intersection |
|--------------------------|--------------------------|----------|----------|----------|-----------------|--------------------------|----------|-------------|----------|-----------------|---------------------|-------------|-------------|----------|-----------------|---------------------|-------------|----------|----------|-----------------|--------------|
| | LT | TH | RT | RTOR | All Lane Groups | LT | TH | RT | RTOR | All Lane Groups | LT | TH | RT | RTOR | All Lane Groups | LT | TH | RT | RTOR | All Lane Groups | |
| PSCF | 1.03 | 1.03 | 1.03 | 1.03 | | 1.03 | 1.03 | 1.03 | 1.03 | | 1.03 | 1.03 | 1.03 | 1.03 | | 1.03 | 1.03 | 1.03 | 1.03 | | |
| Start Time | | | | | | | | | | | | | | | | | | | | | |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 7 | 0 | 11 | 0 | 368 | 2 | 0 | 370 | 9 | 374 | 0 | 0 | 383 | 764 |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 6 | 0 | 9 | 0 | 359 | 4 | 0 | 363 | 8 | 299 | 0 | 0 | 307 | 679 |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 7 | 0 | 12 | 0 | 382 | 4 | 0 | 386 | 6 | 392 | 0 | 0 | 398 | 796 |
| 4:45 PM | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 6 | 0 | 12 | 0 | 419 | 10 | 0 | 429 | 6 | 359 | 0 | 0 | 365 | 806 |
| Total | 0 | 0 | 0 | 0 | 0 | 18 | 0 | 26 | 0 | 44 | 0 | 1528 | 20 | 0 | 1548 | 29 | 1424 | 0 | 0 | 1453 | 3045 |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 4 | 0 | 13 | 0 | 374 | 6 | 0 | 380 | 7 | 384 | 0 | 0 | 391 | 784 |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 7 | 0 | 16 | 0 | 421 | 3 | 0 | 424 | 8 | 345 | 0 | 0 | 353 | 793 |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 6 | 0 | 13 | 0 | 382 | 4 | 0 | 386 | 4 | 359 | 0 | 0 | 363 | 762 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 5 | 0 | 7 | 0 | 371 | 9 | 0 | 380 | 1 | 313 | 0 | 0 | 314 | 701 |
| Total | 0 | 0 | 0 | 0 | 0 | 27 | 0 | 22 | 0 | 49 | 0 | 1548 | 22 | 0 | 1570 | 20 | 1401 | 0 | 0 | 1421 | 3040 |
| Hourly Volumes | | | | | | | | | | | | | | | | | | | | | |
| Hour Starting at: | | | | | | | | | | | | | | | | | | | | | |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 18 | 0 | 26 | 0 | 44 | 0 | 1528 | 20 | 0 | 1548 | 29 | 1424 | 0 | 0 | 1453 | 3045 |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 23 | 0 | 23 | 0 | 46 | 0 | 1534 | 24 | 0 | 1558 | 27 | 1434 | 0 | 0 | 1461 | 3065 |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 29 | 0 | 24 | 0 | 53 | 0 | 1596 | 23 | 0 | 1619 | 27 | 1480 | 0 | 0 | 1507 | 3179 |
| 4:45 PM | 0 | 0 | 0 | 0 | 0 | 31 | 0 | 23 | 0 | 54 | 0 | 1596 | 23 | 0 | 1619 | 25 | 1447 | 0 | 0 | 1472 | 3145 |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 27 | 0 | 22 | 0 | 49 | 0 | 1548 | 22 | 0 | 1570 | 20 | 1401 | 0 | 0 | 1421 | 3040 |
| Peak-Hour Volumes | | | | | | | | | | | | | | | | | | | | | |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 7 | 0 | 12 | 0 | 382 | 4 | 0 | 386 | 6 | 392 | 0 | 0 | 398 | 796 |
| 4:45 PM | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 6 | 0 | 12 | 0 | 419 | 10 | 0 | 429 | 6 | 359 | 0 | 0 | 365 | 806 |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 4 | 0 | 13 | 0 | 374 | 6 | 0 | 380 | 7 | 384 | 0 | 0 | 391 | 784 |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 7 | 0 | 16 | 0 | 421 | 3 | 0 | 424 | 8 | 345 | 0 | 0 | 353 | 793 |
| Peak-Hour Volume: | 0 | 0 | 0 | 0 | 0 | 29 | 0 | 24 | 0 | 53 | 0 | 1596 | 23 | 0 | 1619 | 27 | 1480 | 0 | 0 | 1507 | 3179 |
| PHF: | | | | | | 0.81 | | 0.86 | | 0.83 | | 0.95 | 0.58 | | 0.94 | 0.84 | 0.94 | | | 0.95 | 0.99 |

ESPR CORPORATION
Traffic Data Collection Summary



Intersection: US 27 / Lincoln Ave
Jurisdiction: Town of Dundee, Polk County

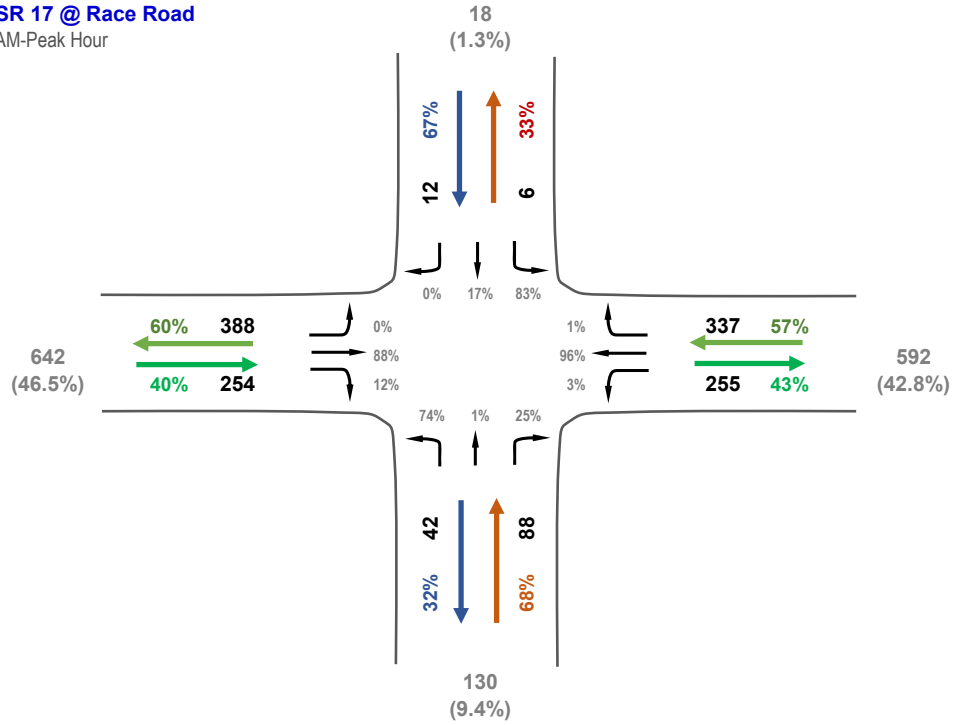
Date of Data Collection: 2/21/2023
 Data Collected by: ND
 Hours of Data Collection: 4:00 PM to 6:00 PM
 Count Groups Included: [Heavy Vehicles](#)

| Movement/Lane Group | EASTBOUND Lincoln Ave | | | | | WESTBOUND Lincoln Ave | | | | | NORTHBOUND US 27 | | | | | SOUTHBOUND US 27 | | | | | Intersection |
|--------------------------|--------------------------|----------|----------|----------|-----------------|--------------------------|----------|-------------|----------|-----------------|---------------------|--------------|----------|-------------|-----------------|---------------------|-----------|----------|-------------|-----------------|--------------|
| | LT | TH | RT | RTOR | All Lane Groups | LT | TH | RT | RTOR | All Lane Groups | LT | TH | RT | RTOR | All Lane Groups | LT | TH | RT | RTOR | All Lane Groups | |
| PSCF | 1.03 | 1.03 | 1.03 | 1.03 | | 1.03 | 1.03 | 1.03 | 1.03 | | 1.03 | 1.03 | 1.03 | 1.03 | | 1.03 | 1.03 | 1.03 | 1.03 | | |
| Start Time | | | | | | | | | | | | | | | | | | | | | |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 34 | 1 | 0 | 35 | 1 | 24 | 0 | 0 | 25 | 60 |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 33 | 0 | 0 | 33 | 1 | 20 | 0 | 0 | 21 | 55 |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 33 | 1 | 0 | 34 | 1 | 26 | 0 | 0 | 27 | 62 |
| 4:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 | 1 | 0 | 21 | 0 | 14 | 0 | 0 | 14 | 35 |
| Total | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 2 | 0 | 120 | 3 | 0 | 123 | 3 | 84 | 0 | 0 | 87 | 212 |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 | 1 | 0 | 25 | 1 | 21 | 0 | 0 | 22 | 47 |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 2 | 0 | 22 | 0 | 0 | 22 | 0 | 20 | 0 | 0 | 20 | 44 |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 23 | 0 | 0 | 23 | 0 | 21 | 0 | 0 | 21 | 45 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 | 2 | 0 | 27 | 0 | 15 | 0 | 0 | 15 | 42 |
| Total | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 3 | 0 | 94 | 3 | 0 | 97 | 1 | 77 | 0 | 0 | 78 | 178 |
| Hourly Volumes | | | | | | | | | | | | | | | | | | | | | |
| Hour Starting at: | | | | | | | | | | | | | | | | | | | | | |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 2 | 0 | 120 | 3 | 0 | 123 | 3 | 84 | 0 | 0 | 87 | 212 |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 2 | 0 | 110 | 3 | 0 | 113 | 3 | 81 | 0 | 0 | 84 | 199 |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 0 | 3 | 0 | 99 | 3 | 0 | 102 | 2 | 81 | 0 | 0 | 83 | 188 |
| 4:45 PM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 3 | 0 | 89 | 2 | 0 | 91 | 1 | 76 | 0 | 0 | 77 | 171 |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 3 | 0 | 94 | 3 | 0 | 97 | 1 | 77 | 0 | 0 | 78 | 178 |
| Peak-Hour Volumes | | | | | | | | | | | | | | | | | | | | | |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 34 | 1 | 0 | 35 | 1 | 24 | 0 | 0 | 25 | 60 |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 33 | 0 | 0 | 33 | 1 | 20 | 0 | 0 | 21 | 55 |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 33 | 1 | 0 | 34 | 1 | 26 | 0 | 0 | 27 | 62 |
| 4:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 | 1 | 0 | 21 | 0 | 14 | 0 | 0 | 14 | 35 |
| Peak-Hour Volume: | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 2 | 0 | 120 | 3 | 0 | 123 | 3 | 84 | 0 | 0 | 87 | 212 |
| Heavy Vehicles %: | | | | | | 3.4% | | 4.2% | | 3.8% | 7.5% | 13.0% | | 7.6% | 11.1% | 5.7% | | | 5.8% | 6.7% | |

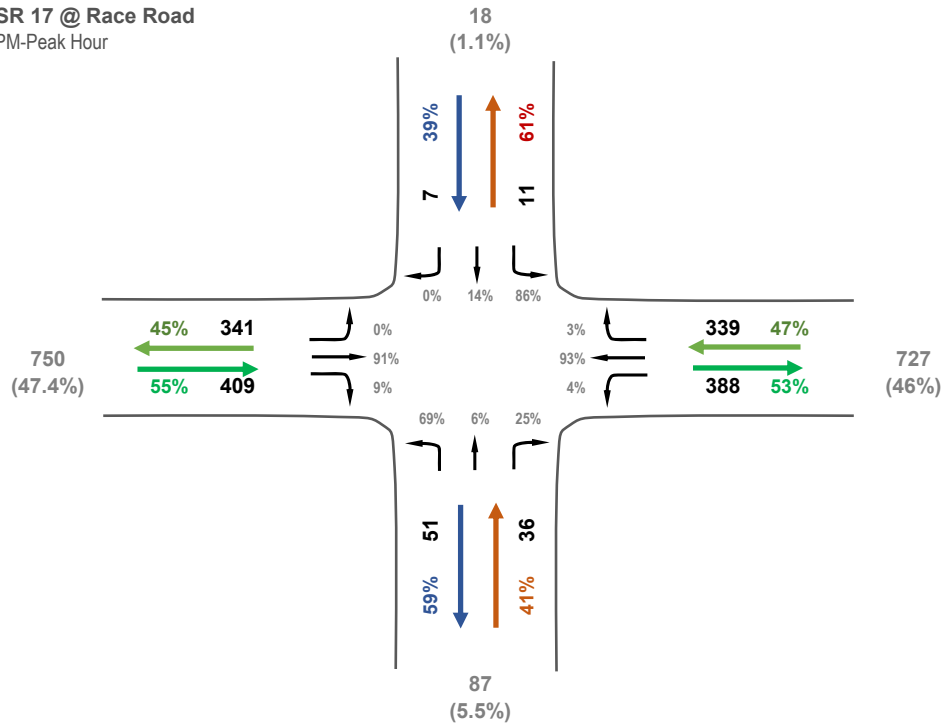
APPENDIX 4 – Approach Vol % Distrib. & Directional Vols.

Approach-Volume Percentage Distribution

SR 17 @ Race Road
AM-Peak Hour

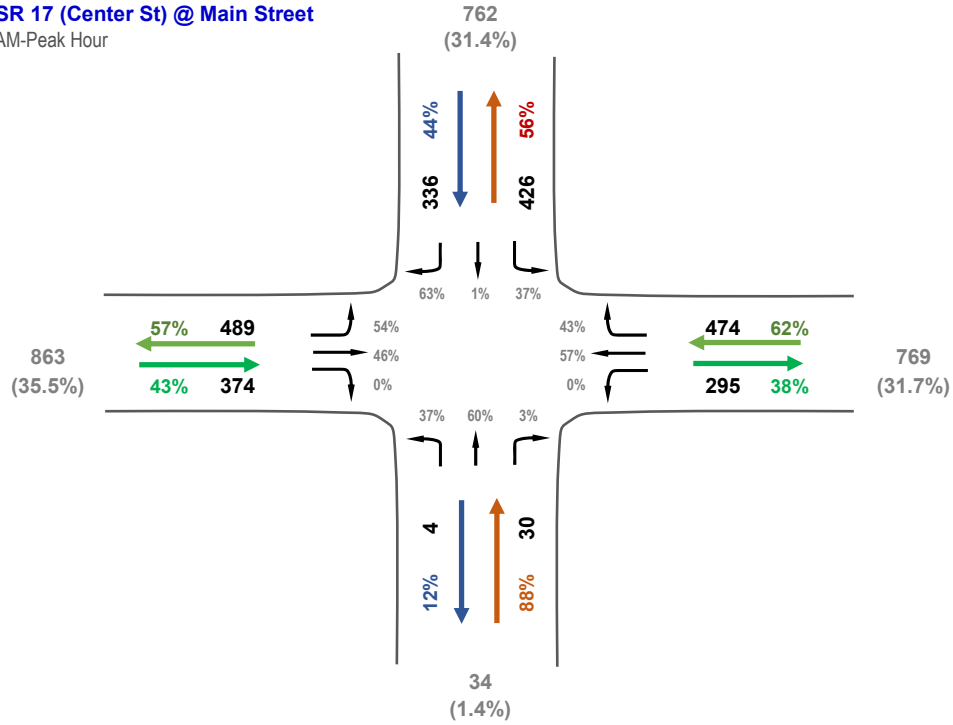


SR 17 @ Race Road
PM-Peak Hour

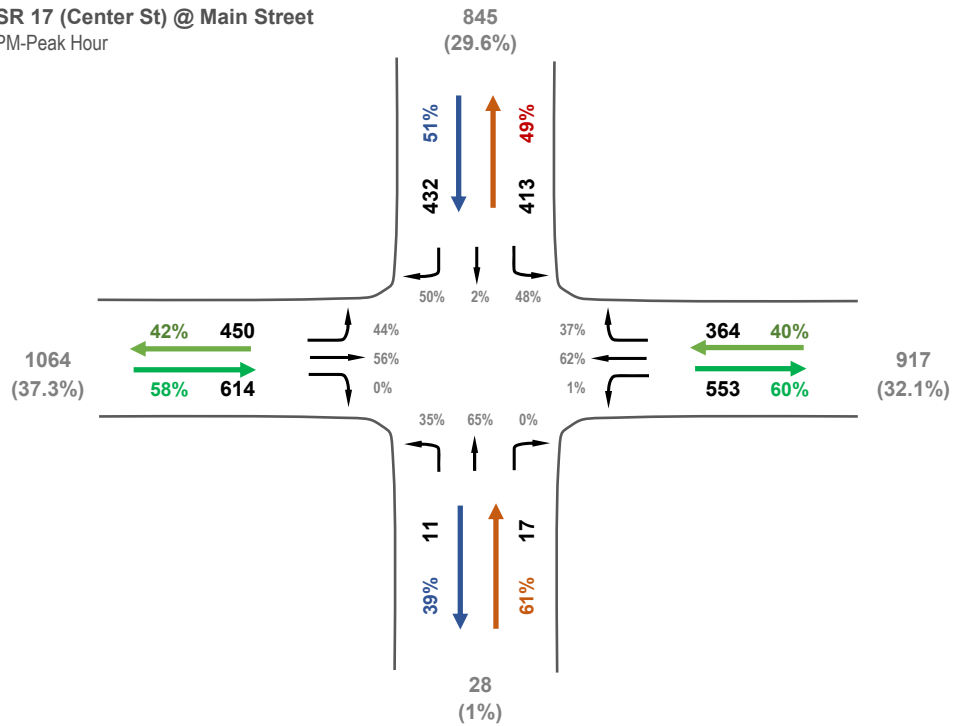


Approach-Volume Percentage Distribution

SR 17 (Center St) @ Main Street
AM-Peak Hour

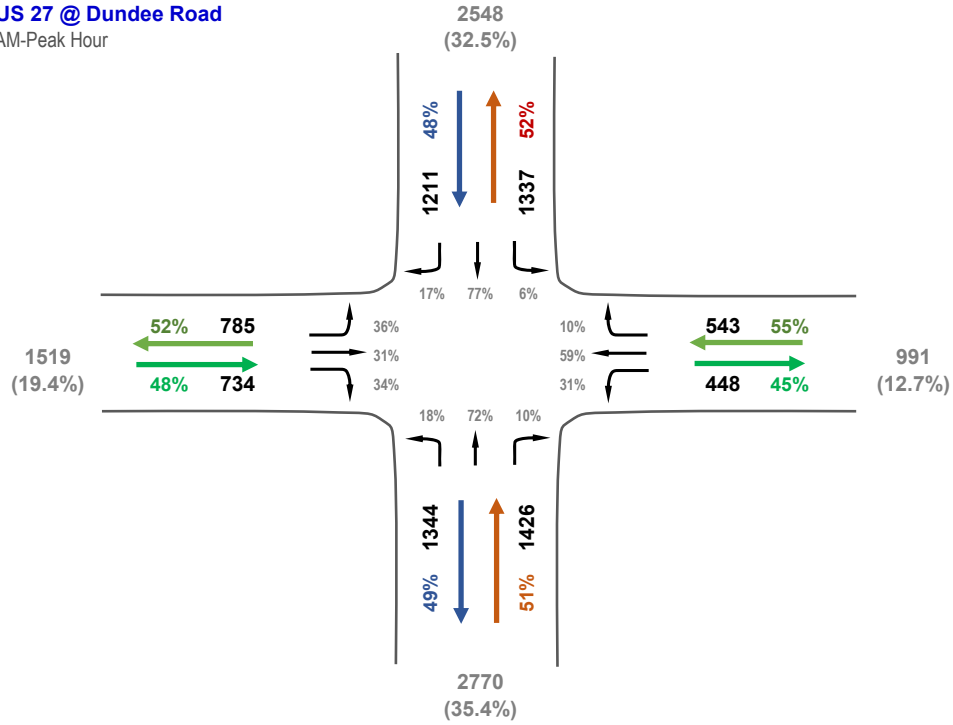


SR 17 (Center St) @ Main Street
PM-Peak Hour

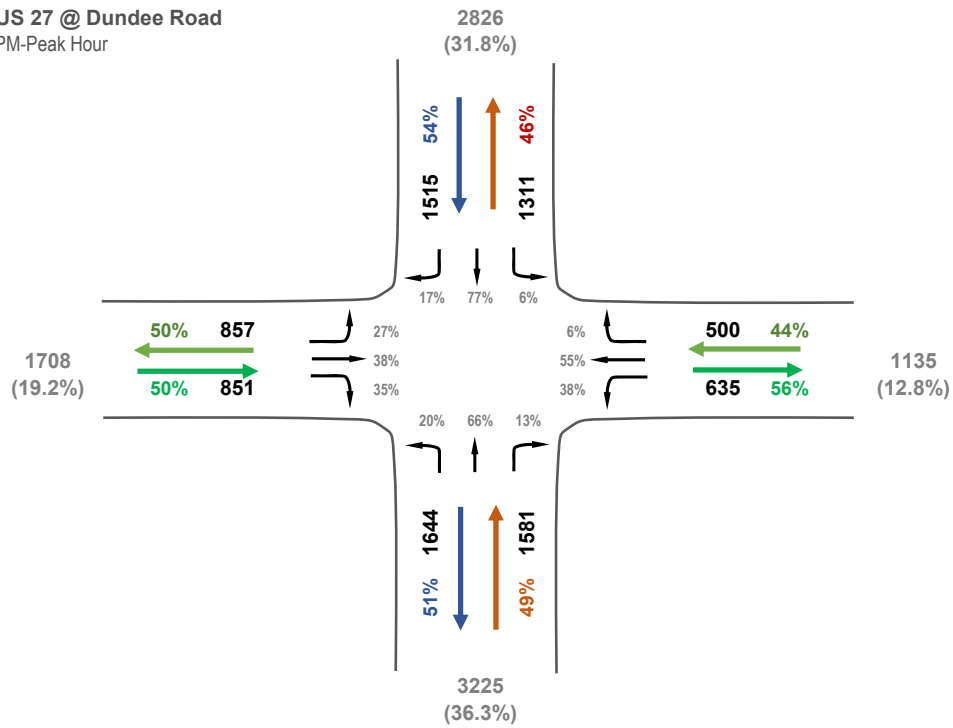


Approach-Volume Percentage Distribution

US 27 @ Dundee Road
AM-Peak Hour

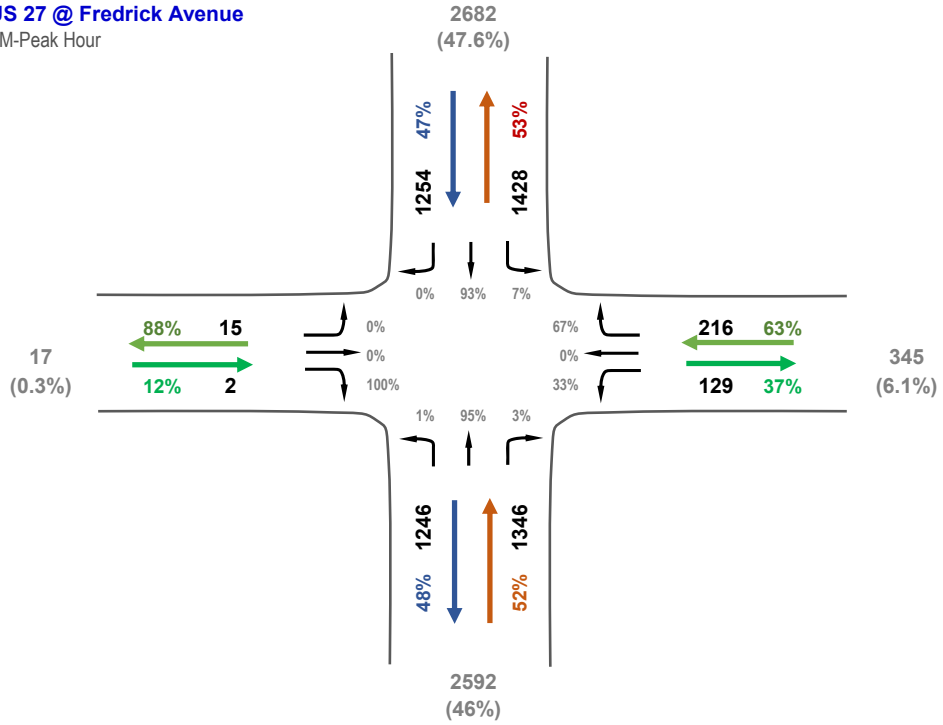


US 27 @ Dundee Road
PM-Peak Hour

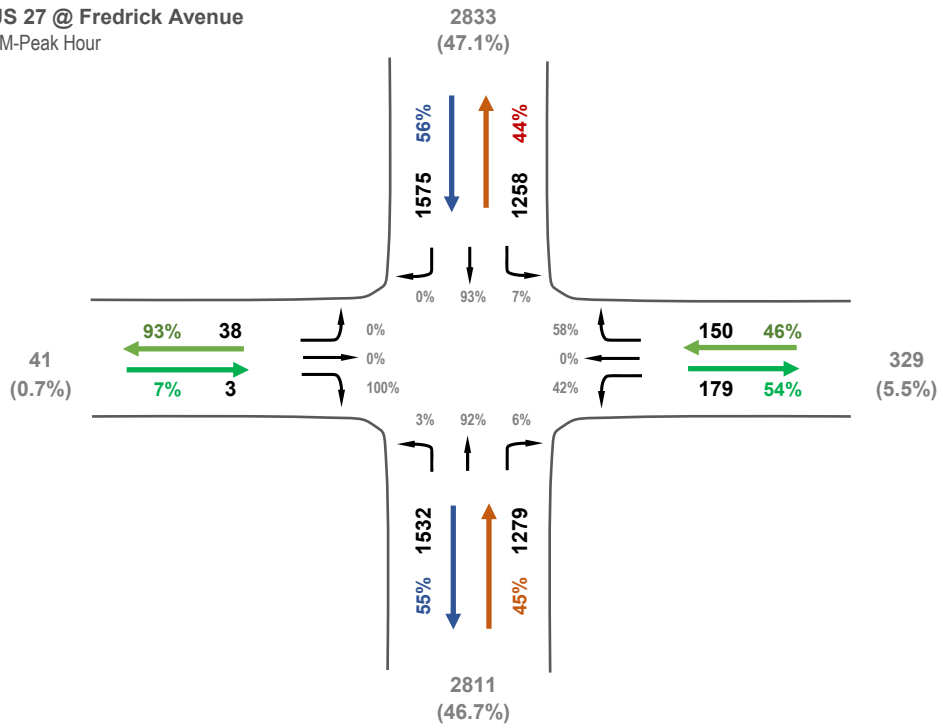


Approach-Volume Percentage Distribution

US 27 @ Fredrick Avenue
AM-Peak Hour

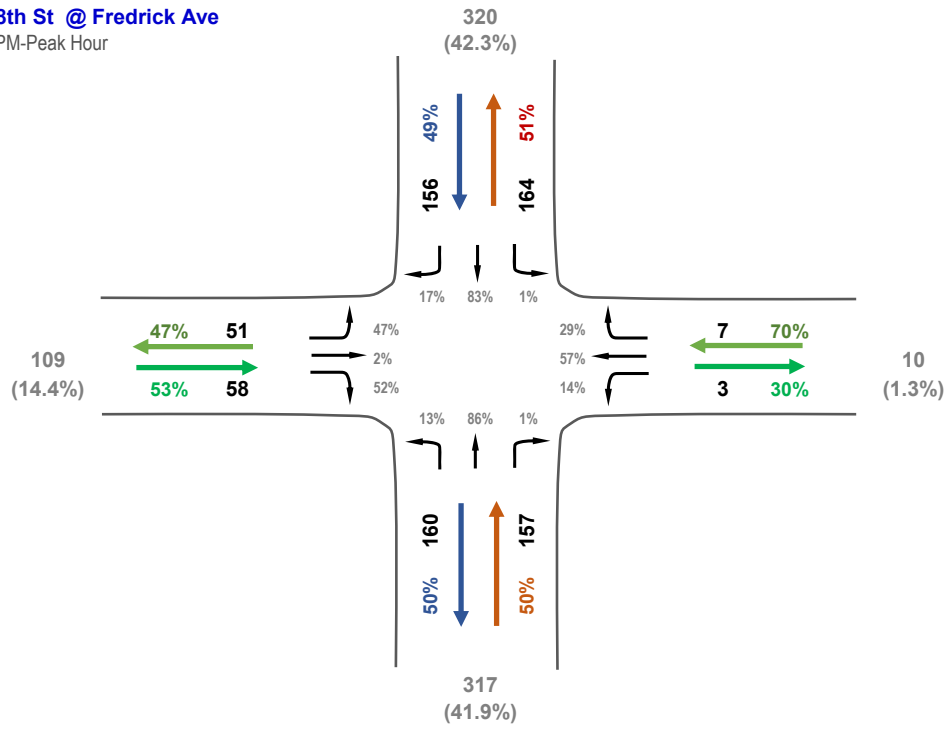


US 27 @ Fredrick Avenue
PM-Peak Hour

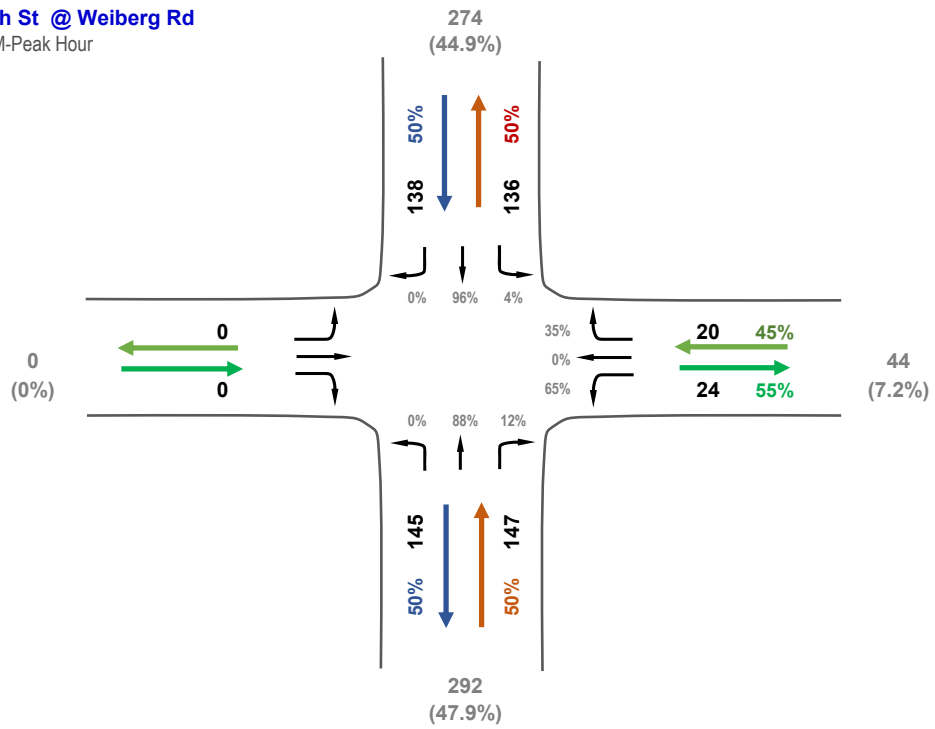


Approach-Volume Percentage Distribution

8th St @ Fredrick Ave
PM-Peak Hour

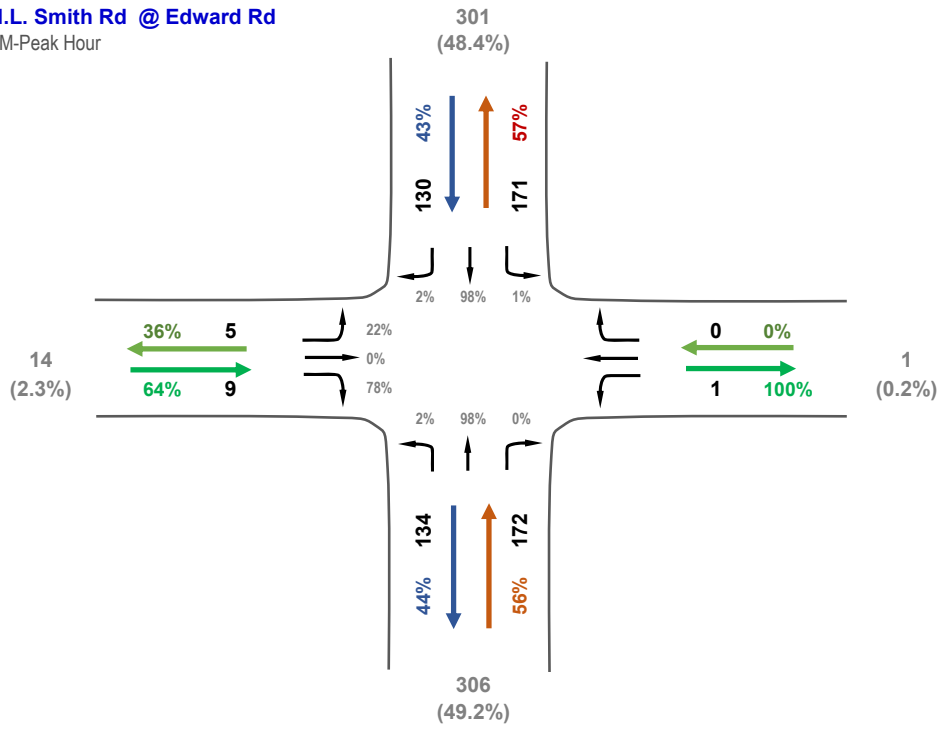


8th St @ Weiberg Rd
PM-Peak Hour

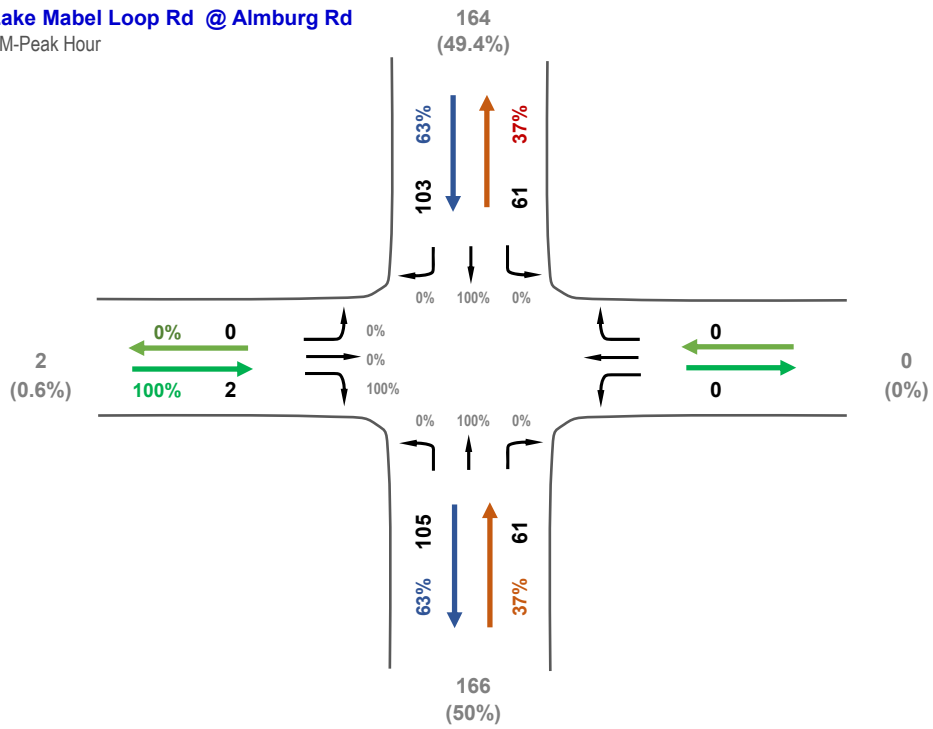


Approach-Volume Percentage Distribution

H.L. Smith Rd @ Edward Rd
PM-Peak Hour

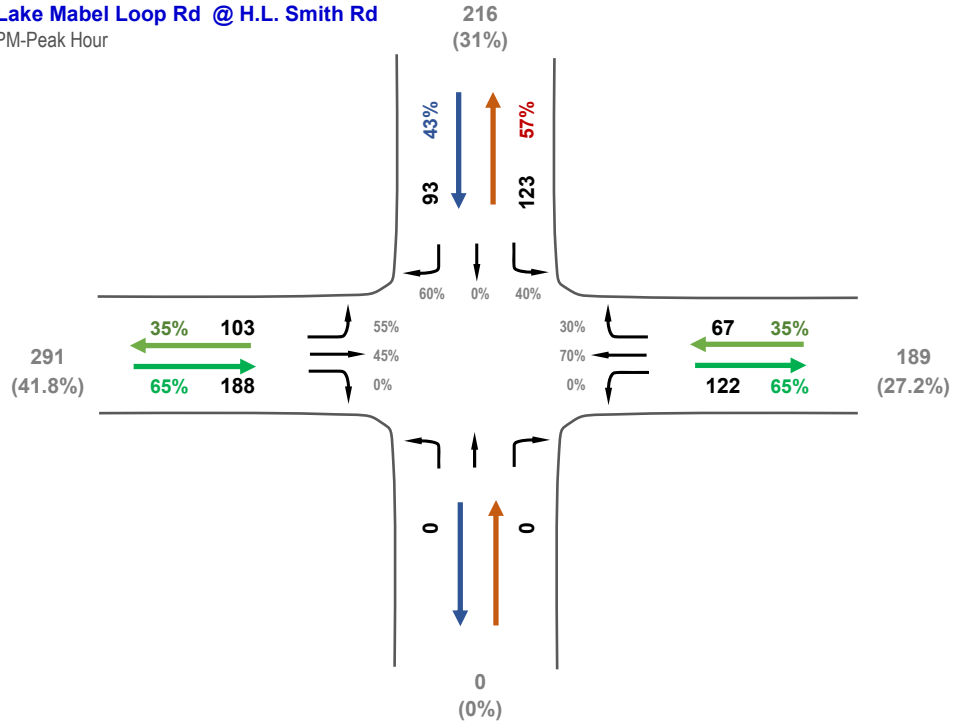


Lake Mabel Loop Rd @ Almburg Rd
PM-Peak Hour

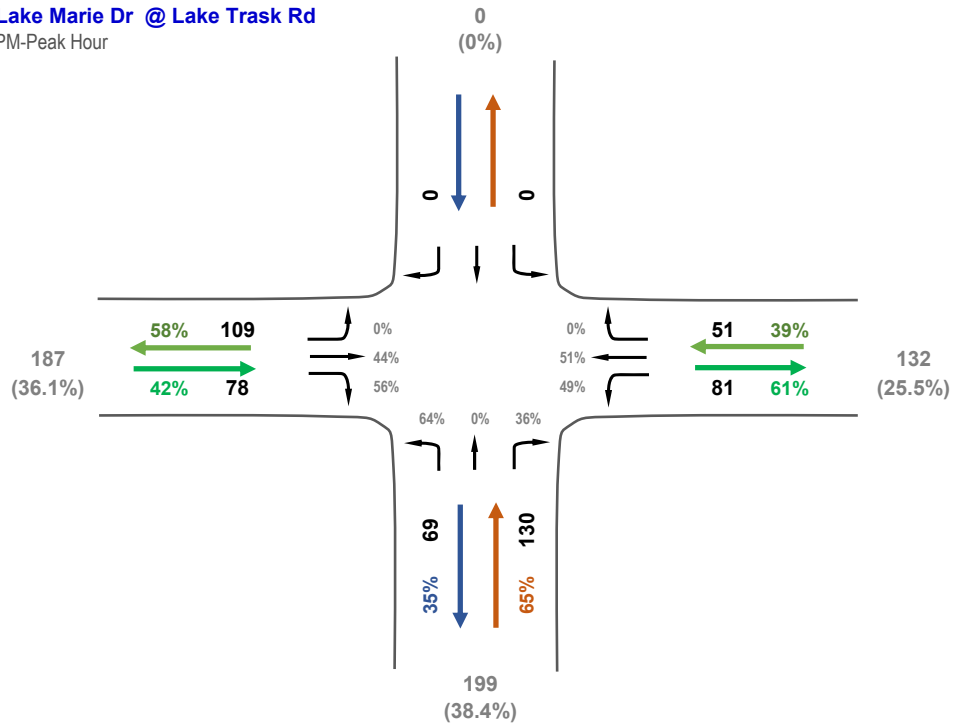


Approach-Volume Percentage Distribution

Lake Mabel Loop Rd @ H.L. Smith Rd
PM-Peak Hour

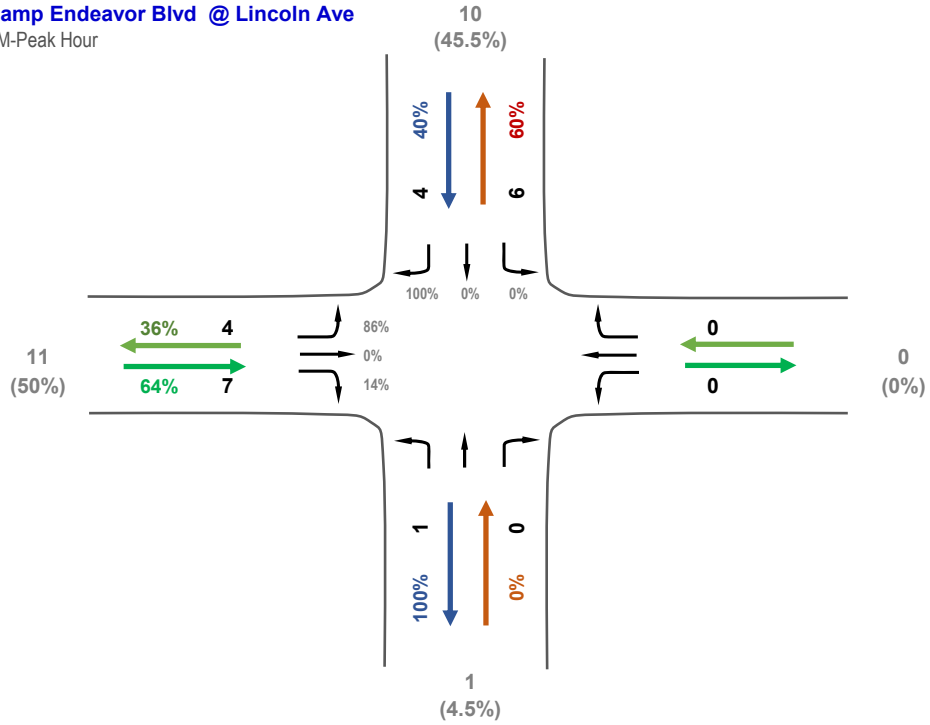


Lake Marie Dr @ Lake Trask Rd
PM-Peak Hour

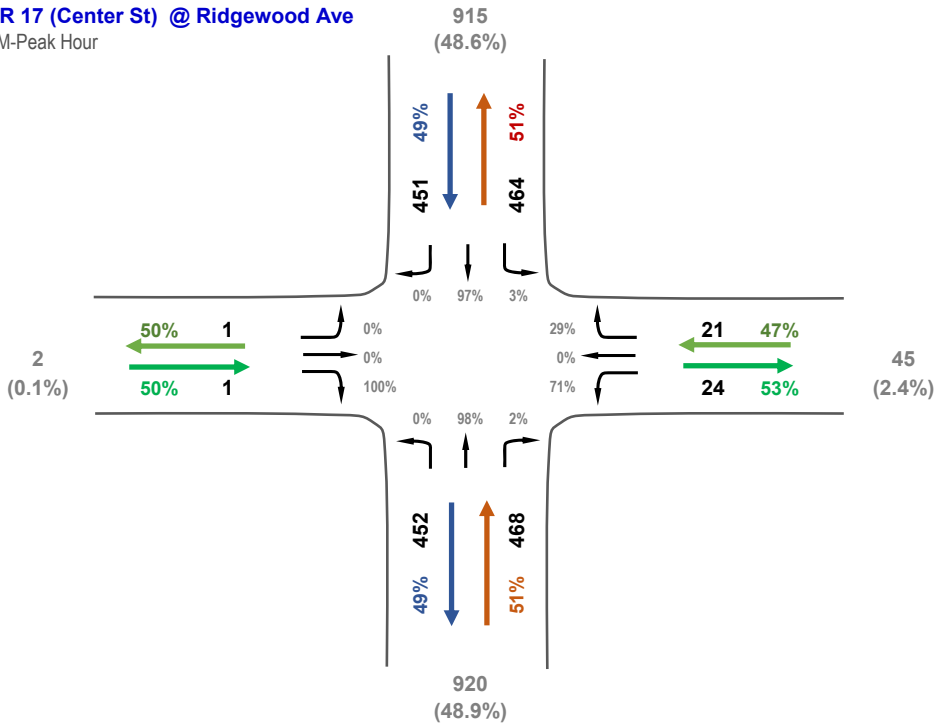


Approach-Volume Percentage Distribution

Camp Endeavor Blvd @ Lincoln Ave
PM-Peak Hour

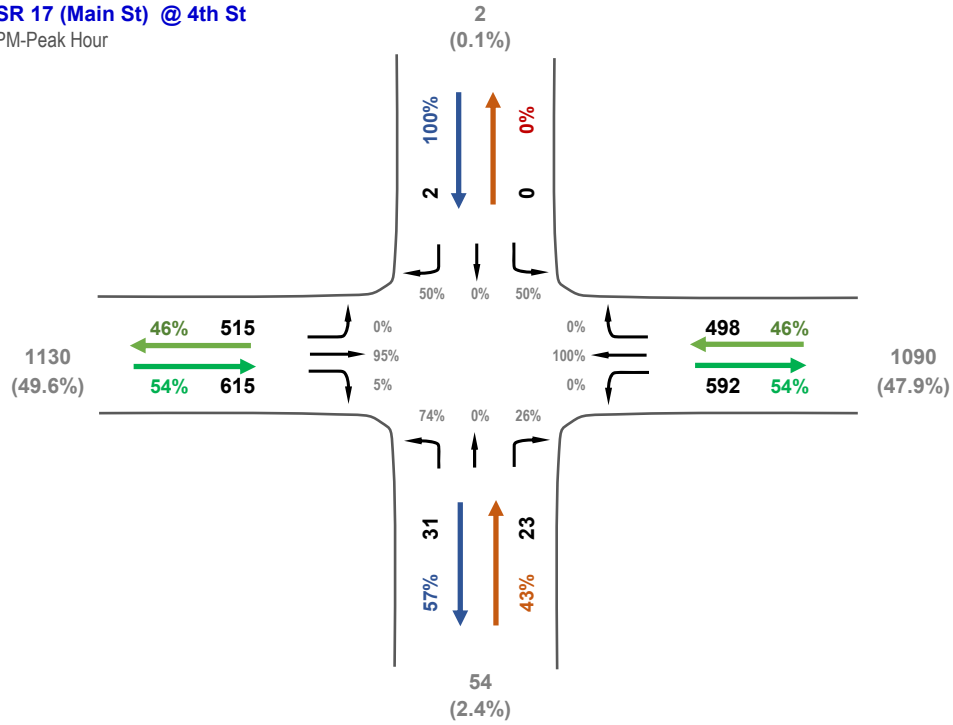


SR 17 (Center St) @ Ridgewood Ave
PM-Peak Hour

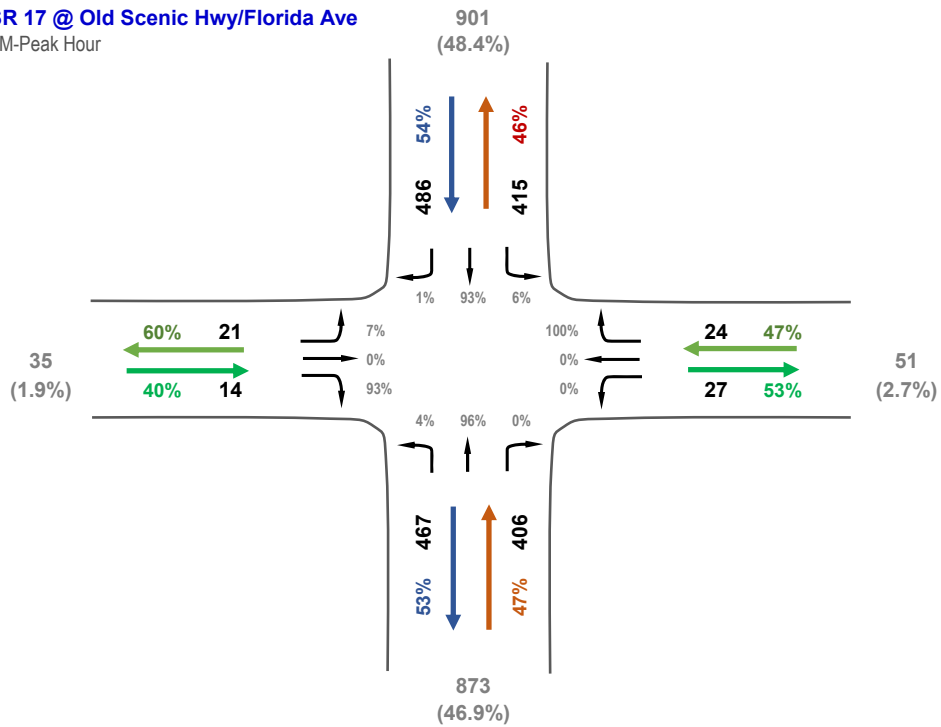


Approach-Volume Percentage Distribution

SR 17 (Main St) @ 4th St
PM-Peak Hour

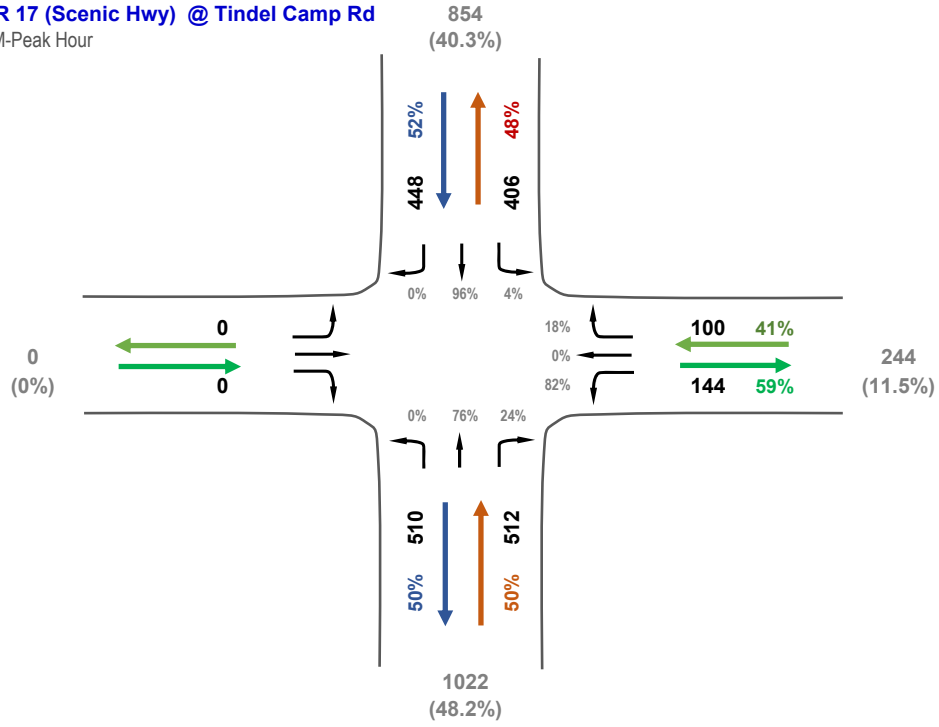


SR 17 @ Old Scenic Hwy/Florida Ave
PM-Peak Hour

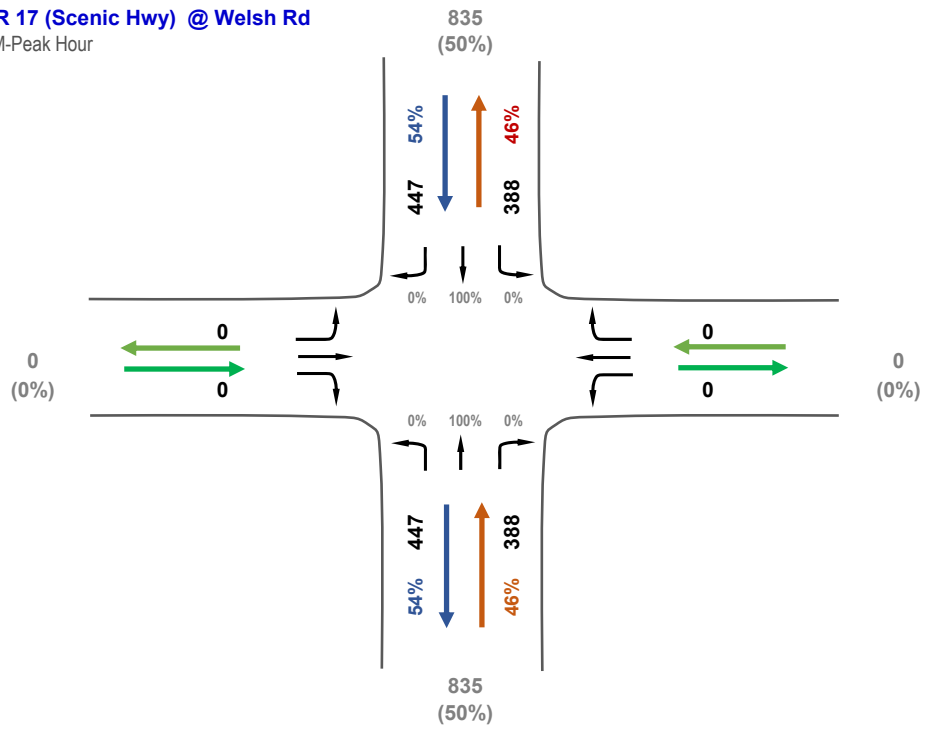


Approach-Volume Percentage Distribution

SR 17 (Scenic Hwy) @ Tindel Camp Rd
PM-Peak Hour



SR 17 (Scenic Hwy) @ Welsh Rd
PM-Peak Hour



Approach-Volume Percentage Distribution

US 27 @ Lincoln Ave
PM-Peak Hour

