#### **RESOLUTION NO. 23-22**

A RESOLUTION OF THE TOWN COMMISSION OF THE TOWN OF DUNDEE, FLORIDA; RATIFYING THE ADOPTION OF THE TOWN OF DUNDEE TOWNWIDE TRAFFIC ANALYSIS AND ADEQUACY DETERMINATION TECHNICAL REPORT, JUNE 2023; APPROVING THE TOWN OF DUNDEE TOWNWIDE TRAFFIC ANALYSIS AND ADEQUACY DETERMINATION **TECHNICAL REPORT, JUNE 2023, AS THE TOWN OF DUNDEE** MANAGEMENT CONCURRENCY SYSTEM FOR TRANSPORTATION: PROVIDING FOR THE INCORPORATION OF RECITALS; PROVIDING FOR THE ADMINISTRATIVE CORRECTION OF SCRIVENERS ERRORS; PROVIDING FOR CONFLICTS; PROVIDING FOR SEVERABILITY: AND **PROVIDING FOR AN EFFECTIVE DATE.** 

**WHEREAS**, the Town of Dundee ("Town") is a Florida municipal corporation vested with home rule authority pursuant to the Municipal Home Rule Powers Act (F.S. Chapter 166) and Article VIII, §2 of the Florida Constitution; and

**WHEREAS**, pursuant to Section 2(b), Article VIII of the Florida Constitution and Chapter 166, Florida Statutes, the Town is vested with governmental, corporate and proprietary powers to enable it to conduct municipal government, perform municipal functions and render municipal services, including the general exercise of any power for municipal purposes; and

WHEREAS, pursuant to Section 6.01.04 of the Town of Dundee Land Development Code ("LDC"), all development proposals exceeding the established service demand levels shall not be processed; and

**WHEREAS**, pursuant to Section 6.01.07.01 of the LDC, the adequacy of the Town of Dundee Road Network shall be evaluated according to conditions at the time the development plan or building permit is approved; and

**WHEREAS**, Section 6.01.07.01 of the LDC provides that any proposed development shall be required to address the adequacy of the Town of Dundee Road Network as it relates to the projected traffic volumes generated by the subject development; and

**WHEREAS**, pursuant to Section 6.01.08 of the LDC, the Town of Dundee Concurrency Management System shall be monitored and updated annually; and

**WHEREAS**, pursuant to Section 6.01.08 of the LDC, development approved based on service capacities presumed to be available shall not be permitted to proceed until a method to mitigate any deficiency has been approved; and

**WHEREAS**, pursuant to Section 6.01.08 of the LDC, the Town of Dundee Concurrency Management System shall be approved by resolution of the Town Commission on the first regularly scheduled meeting of the Town Commission in September of each year; and

**WHEREAS**, Section(s) 6.01.08 and 6.01.10 of the LDC provide, in pertinent part, for mitigation options in order for development projects to proceed when there is a deficiency and/or lack of capacity to service a proposed development project; and

**WHEREAS**, based on the most recent and localized data, the Town projects that it will experience 94.4% of its residential growth between 2022 and 2035; and

WHEREAS, based on the most recent and localized data which includes, but is not limited to, revised and updated socioeconomic data, the Town anticipates gaining 4,519 single family residential units between 2022 and 2045 which represents an estimated population growth of approximately 13,799 residents; and

WHEREAS, in an effort to improve and strengthen the Town's transportation network for both residential and commercial development, the Town entered into an agreement with ESRP Corporation ("ESRP") to perform a comprehensive transportation study which includes, but is not limited to, the Town of Dundee Townwide Traffic Analysis and Adequacy Determination Technical Report, June 2023 (the "Transportation Plan"), in order to clarify, identify, and plan for transportation improvements necessitated by and/or through concurrency management for transportation, substandard infrastructure, and new growth within the corporate limits of the Town; and

**WHEREAS,** the Transportation Plan clarifies, identifies, and prioritizes necessary improvements to the Town's existing transportation system infrastructure in order to facilitate and enable development while meeting current and projected transportation needs; and

WHEREAS, a copy of the Transportation Plan is attached hereto as Exhibit "A" and made a part hereof by reference; and

**WHEREAS**, on June 15, 2023, the Town of Dundee Planning and Zoning Board ("Board"), serving as the Local Planning Agency designated by the Town, held a duly advertised public meeting in order to obtain public comment on and/or for the Transportation Plan; and

WHEREAS, on June 28, 2023, Governor Ron DeSantis signed CS/CS/SB 250 (2023) (the "Natural Emergency Bill") into law as Chapter 2023-24, Laws of Florida, which provided for, amongst others, new rules for comprehensive plan amendments, land development regulations, and development order processing; and

WHEREAS, the Natural Emergency Bill provided for, in pertinent part, that a county or municipality located partially or entirely within 100 miles of where either Hurricane Ian and Hurricane Nicole made landfall shall not propose or adopt more restrictive or burdensome procedures concerning review, approval, or issuance of a site plan, development permit, or development order, to the extent that those terms are defined by s. 163.3164, Florida Statutes, before October 1, 2024, and any such moratorium or restrictive or burdensome comprehensive plan amendment, land development regulation, or procedure shall be null and *void ab initio*; and

WHEREAS, pursuant to the Natural Emergency Bill, the new rules related to the proposition or adoption of more restrictive or burdensome procedures are applicable retroactively to September 28, 2022; however, any comprehensive plan amendment, land development regulation amendment, site plan, development permit, or development order approved or adopted by a county or municipality before or after the effective date of this section may be enforced if: (a) the associated application is *initiated by a private party other than the county or municipality*; or (b) the *property* that is the subject of the application *is owned by the initiating private party*; and

**WHEREAS**, Section(s) 6.01.07, 6.01.08 and 6.01.10 of the LDC were approved and enacted by the Town Commission prior to September 28, 2022; and

WHEREAS, the Transportation Plan (see Exhibit "A") is intended to provide clarification and information for the purpose of aiding and facilitating the orderly expansion, operation, and maintenance of the Town's transportation facilities and to prepare annual budgets for capital improvements related thereto; and

WHEREAS, the Transportation Plan (see Exhibit "A") provides for an updated concurrency management system for transportation which includes several components and/or elements which includes, but is not limited to, creation and implementation of a townwide thoroughfare network, townwide functional classification for roadway segments, and creates and implements an estimated amount of network-segment capacity for new development(s) constructed within the corporate limits of the Town of Dundee, Florida; and

**WHEREAS,** on June 27, 2023, the Town Commission, at a duly noticed public meeting, adopted Resolution No. 23-11 which approved the Transportation Plan (see **Exhibit "A"**); and

WHEREAS, in the exercise of its legislative authority, the Town Commission hereby ratifies and approves its adoption of Resolution No. 23-11 and the Town of Dundee Transportation Plan, June 2023, incorporated herein as **Exhibit "A"**, which is known as the Town of Dundee Transportation Plan and included as data and analysis to support the unprecedented residential and commercial growth within the corporate limits of the Town of Dundee, Florida.

NOW, THEREFORE, BE IT RESOLVED BY THE TOWN COMMISSION OF THE TOWN OF DUNDEE, FLORIDA:

**Section 1. INCORPORATION OF RECITALS.** The above factual recitals are hereby incorporated herein and serve as a factual and material basis for the passage of this Resolution.

**Section 2.** <u>**RATIFICATION AND ADOPTION.</u>** The Town Commission of the Town of Dundee, Florida, hereby ratifies and approves its adoption of Resolution No. 23-11 and the Town of Dundee Townwide Traffic Analysis and Adequacy Determination Technical Report, June 2023 (the "Transportation Plan"), as attached hereto and made a part hereof as **Exhibit "A"**. Pursuant to Section 6.01.08 of the Town of Dundee Land Development Code, the Town Commission further approves the Transportation Plan (see **Exhibit "A"**) as the Town of Dundee Concurrency Management System for Transportation.</u>

Section 3. <u>ADMINISTRATIVE CORRECTION OF SCRIVENER'S ERRORS.</u> Any provision in this Resolution may be renumbered or re-lettered and the correction of typographical and/or scrivener's errors which do not affect the intent may be authorized by the Town Manager or his/her designee, without the need of consideration by the Town Commission, by filing a corrected or recodified copy of same with the Town Clerk.

**Section 4.** <u>CONFLICTS.</u> All Resolutions in conflict with this Resolution are repealed to the extent necessary to give this Resolution full force and effect.

**Section 5.** <u>SEVERABILITY</u>. If any section, subsection, sentence, clause, phrase of this Resolution, or the application thereof shall be held invalid by any court, administrative agency, or other body with appropriate jurisdiction, the remaining section, subsection, sentences, clauses, or phrases under application shall not be affected thereby. The Town

Commission hereby declares that it would have passed this Resolution, and each section, subsection, clause, or phrase thereof, irrespective of the fact that any one or more sections, subsections, sentences, clauses, and phrases be declared unconstitutional.

**Section 6.** <u>Effective Date.</u> This Resolution shall take effect immediately upon passage.

**READ, PASSED AND ADOPTED** at a duly called meeting of the Town Commission of the Town of Dundee, Florida assembled on the 12th day of September, 2023.

#### TOWN OF DUNDEE

Samuel Pennant, Mayor

ATTEST WITH SEAL:

Trevor Douthat, Town Clerk

Approved as to form:

Frederick J. Murphy, Jr., Town Attorney

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:**



Engineering Science Research Planning

**DOCUMENT NAME:** 

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

DATE:

June 23, 2023 – FINAL REPORT

**PREPARED FOR:** 

**TOWN OF DUNDEE, FLORIDA** 



**PREPARED BY:** 

**ESRP CORPORATION** 

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# Town of Dundee Townwide Traffic Analysis and Adequacy Determination Technical Report

June 2023

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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
СРР	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
НСМ	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
ТРО	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 futuretraffic 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)
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- 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 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.







## 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.



		Proposed P				Posted					
					Functional	Speed		Lanes <sup>2</sup>	Std.	Std.	
Road Name	From	То	Area	Facility Type <sup>1</sup>	Classification	Limit	Class	(1 Dir)	LOS	Capacity	MOCF <sup>3</sup>
US 27	SR 540 (Cypress G. Blvd)	Lincoln Ave	Urban	Arterial / Collector	Principal Arterial	60	I	3D	С	2,940	0.96
US 27	Lincoln Ave	SR 542 (Dundee Rd)	Urban	Arterial / Collector	Principal Arterial	60	1	3D	C	2,940	0.96
US 27	SR 542 (Dundee Rd)	Frederick Ave	Urban	Arterial / Collector	Principal Arterial	50	1	3D	С	2,940	0.96
US 27	Frederick Ave	W Main St (Lake Hamilton)	Urban	Arterial / Collector	Principal Arterial	50	1	3D	С	2,940	0.96
SR 17 (Scenic Hwy)	CR 17A (Masterpiece Rd)	Waverly Rd	Urban	Unint. Flow Hwy	Urban Major Collector	55	N/A	10	D	1,200	0.97
SR 17 (Scenic Hwy)	Waverly Rd	Tindel Camp Rd	Urban	Unint Flow Hwy	Urban Major Collector	55	N/A	10	D	1,200	0.97
SR 17 (Scenic Hwy)	Tindel Camp Rd	Stalnaker Rd	Urban	Unint Flow Hwy	Urban Major Collector	55	N/A	10	D	1,200	0.97
SR 17 (Scenic Hwy)	Stalnaker Rd	Almburg Rd	Urban	Unint Flow Hwy	Urban Major Collector	55	N/A	10	D	1,200	0.97
SR 17 (Scenic Hwy)	Almburg Rd	Welsh Rd	Urban	Unint Flow Hwy	Urban Major Collector	55	N/A	10	D	1,200	0.97
SR 17 (Scenic Hwy)	Welsh Rd	Lake Trask Rd	Urban	Unint Flow Hwy	Urban Major Collector	55	N/A	10	D	1,200	0.97
SR 17 (Scenic Hwy)	Lake Trask Rd	Race Rd	Urban	Arterial / Collector	Urban Major Collector	55	1	10	D	880	0.97
SR 17 (Scenic Hwy)	Race Rd	Lake Marie Dr	Urban	Arterial / Collector	Urban Major Collector	45	1	10	D	880	0.97
SR 17 (Main St)	Lake Marie Dr	4th StS	Urban	Arterial / Collector	Urban Major Collector	45	1	10	D	880	0.97
SR 17 (Main St)	4th St S	Center St	Urban	Arterial / Collector	Urban Major Collector	30	Ш	10	D	750	0.97
SR 17 (Center St)	Main St	Frederick Ave	Urban	Arterial / Collector	Urban Major Collector	35	Ш	10	D	750	0.97
SR 17 (Center St)	Frederick Ave	Ridgewood Ave	Urban	Unint Flow Hwy	Urban Major Collector	45	N/A	10	D	1,200	0.97
SR 17	Ridgewood Ave	CR 542 (Lake Hatchineha Rd)	Urban	Unint Flow Hwy	Urban Major Collector	45	N/A	10	D	1,200	0.97
SR 542 (Dundee Rd)	Overlook Dr	US 27	Urban	Arterial / Collector	Minor Arterial	45	1	2D	D	2.000	0.97
Dundee Rd	US 27	Main St	Urban	Arterial / Collector	Urban Major Collector	30	Ш	10	D	675	0.97
Main St	Dundee Rd	SR 17 (Center St)	Urban	Arterial / Collector	Urban Major Collector	30	Ш	10	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	10	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	10	D	1.200	0.97
Frederick Ave	US 27	SR 17 (Center St)	Urhan	Arterial / Collector	Urban Minor Collector	35		111	D	525	0.97
Frederick Ave	SR 17 (Center St)	8th St	Urban	Arterial / Collector	Lirban Minor Collector	35		111	D	525	0.97
8th St	Lake Marie Dr	Frederick Ave	Urban	Arterial / Collector	Urban Minor Collector	30		111		525	0.97
8th St	Erederick Ave	Ridgewood Ave	Urban	Arterial / Collector	Urban Minor Collector	30		111	П	525	0.97
8th St	Ridgewood Ave	Weiberg Rd	Urban	Arterial / Collector	Urban Minor Collector	35		111		525	0.97
Weiberg Rd	8th St	Alford Rd	Urban	Arterial / Collector	Urban Minor Collector	35		111	р	525	0.97
Edwards Rd	Alford Pd	HI Smith Pd	Urban	Arterial / Collector	Urban Minor Collector	45		111		616	0.07
Main St	SP 17 (Scenic Huay)	8th St	Urban	Arterial / Collector	Urban Minor Collector	40		111		616	0.07
Lake Marie Dr	8th St	Lake Track Pd	Urban	Arterial / Collector	Urban Minor Collector	40		111		616	0.37
Lake Marie Dr	Lake Trask Rd	H I Smith Rd	Urban	Arterial / Collector	Urban Minor Collector	40*	1	111	р	616	0.97
Lake Trask Rd	SR 17 (Scenic Hwy)	Lake Mahel Loon Rd	Urban	Arterial / Collector	Urban Minor Collector	30*		111		638	0.97
Lake Trask Rd	Lake Mabel Loop Rd	Lake Marie Dr	Urban	Arterial / Collector	Urban Minor Collector	30		111	р	638	0.97
H I Smith Pd	Lake Mabel Loop Rd	Lake Marie Dr	Trane	Arterial / Collector	Rural Minor Collector	40		111		560	0.37
H I Smith Pd	Lake Marie Dr	Edwarde Pd	Trans.	Arterial / Collector	Rural Minor Collector	40		111		560	0.97
H L Smith Pd	Edwards Rd	CP 5/2 (Lake Hatchineba Pd)	Trans.	Arterial / Collector	Rural Minor Collector	40		111		560	0.37
Lake Mabel Loop Pd	Lake Track Pd		Lirban	Lipipt Flow Hwy	Urban Minor Collector	40	N/A	111		1 200	0.97
Lake Mabel Loop Pd	H I Smith Pd	Welch Rd	Urban	Unint Flow Hwy	Urban Minor Collector	45	N/A	111		1,200	0.37
Lake Mabel Loop Rd	Wolch Dd	Almhura Dd	Urban	Unint Flow Hwy	Urban Minor Collector	45	N/A	111		1,200	0.97
Lake Mabel Loop Rd	Almhura Dd	Capal Ed	Urban	Unint Flow Hwy	Urban Minor Collector	45	N/A	111		1,200	0.97
Lake Mabel Loop Rd	Canal Rd	Stalaakar Ed	Tropo	Unint Flow Hwy	Bural Minor Collector	45	N/A	111		1,200	0.97
Lake Mabel Loop Rd	Stalaakar Dd	Tindal Comp Ed	Trans.	Unint Flow Hwy	Rural Minor Collector	45	N/A	111		1,100	0.97
	Stalilakei Ku SB 17 (Soopio Huar)	Lake Mabel Leep Pd	Lirbon	Artorial / Collector	Urban Minor Collector	40	IN/A	111		525	0.97
Canal Rd	Jaka Mabal Loop Pd	Town Poundary Line	Tropo		Bural Minor Collector	25		111		1 160	0.97
Canal Rd	Town Boundary Lino	Timborlana Bood	Trong	Unint Flow Hwy	Rural Minor Collector	55	N/A	111		1,100	0.97
Tindal Comp Dd	CD 17 (Coopie Hurr)	Lake Mahal Lean Dd	Trans.	Unint Flow Hwy	Rural Minor Collector	55	N/A	10		1,100	0.97
	SR 17 (Scenic Hwy)		Link an		Rurar Minor Collector	40	IN/A	10		1,100	0.97
Ridgewood Ave		Oli Si Carra Fadaayaa Dhud	Urban	Arterial / Collector	Urban Minor Collector	30		10		525	0.97
Carea Fadaques Diud	US 27	Camp Endeavor Bivo	Urban	Arterial / Collector	Urban Minor Collector	20		10		525	0.97
Camp Endeavor Bivd	Lincoin Ave	Dr weich Ra	Urban	Arterial / Collector	Urban Minor Collector	30"		10		525	0.97
		CD 17 (Main Ch	Urban	Arterial / Collector	Urban Miner Collector	30	11	10		525	0.97
HUI OLO	Profilea Ave	SR 17 (Ividili SI)	Unit	Arterial / Collector	Urban Miner Collector	30	II P	10		525	0.97
Race Ru		SR 17 (SCENIC HWY)	Urban	Arterial / Collector	Urban Miner Collector	30"	1			525	0.97
	US ZI		Urban	Anterial / Collector	Urban Winor Collector	40"		10		010	0.97
Welsh Rd		SK 17 (Scenic Hwy)	Urban	Arterial / Collector	Urban Minor Collector	40^		10	ען	/48	0.97
vvelsh Rd	SK 17 (Scenic Hwy)	Lake Mabel Loop Rd	Urban	Arterial / Collector	Urban Minor Collector	40*	1	10	D	616	0.97
Stainaker Rd	SK 17 (Scenic Hwy)	Lake Mabel Loop Rd	Urban	Arterial / Collector	Rural Minor Collector	35*	11	10	D	525	0.97
waverly Rd	SK 17 (Scenic Hwy)	Dekle Rd	I rans.	Arterial / Collector	Rural Minor Collector	40*		10	D	680	0.97
Dekle Rd	Waverly Rd	Lake Mabel Loop Rd	I rans.	Arterial / Collector	Rural Minor Collector	45*		10	טן	560	0.97
Facility Type was used to deter	mine the standard level of s	ervice (Std. LOS) / Uninrerrupt	ed flow	highways have av	erage spacing between	stop sig	ns or si	ignals gre	eater t	han 2 mile	s.

#### Table 1 – Study Area Roadway Segments (Thoroughfare Network)

<sup>2</sup> Number of lanes per direction / D = Divided, U = Undivided

<sup>3</sup> 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).



<sup>5/5/2023</sup> 

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.

				Industrial	Commercial	Service	School	University
T	AZ	SF Units	MF Units	Employment	Employment	Employment	Enrollment	Enrollment
2	285	277	23	0	0	0	0	0
2	286	260	39	128	482	301	0	0
2	287	87	26	561	152	107	0	0
2	288	63	0	47	42	210	59	0
2	289	190	4	631	50	80	0	0
2	292	119	0	29	28	22	637	0
2	297	270	0	2	0	33	0	0
5	520	421	35	337	0	112	0	0
5	531	232	0	134	0	21	0	0
5	560	1099	14	21	12	83	0	0
5	577	145	0	442	0	0	0	0
5	578	506	0	1	20	88	812	0
5	579	152	0	22	0	24	0	0
5	580	314	1	661	282	148	0	0
5	583	113	4	0	0	32	0	0
		4248	146	3015	1068	1264	1508	0

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

Table 3 – Existing Dundee Schools

			Remaining	
Name	Enrollment	Capacity	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.

Man ID	Droject Name	τλ7	SF Units	SF Units
1	Grands at Lake Hamilton	580	105	(Detached)
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

Table 4 – Incoming Development - Town of Dundee

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.



TAZ	SF Units	MF Units	Addl. 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 5 – Incoming Development Aggregated by TAZ

#### Table 6 – D1RPM 2045 SE Data

			Industrial	Commercial	Service	School	University
TAZ	SF Units	MF Units	Employment	Employment	Employment	Enrollment	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.

ΤΔ7	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 7 – Estimated Additional 2022-2045 Growth



			Industrial	Commercial	Service	School	University
TAZ	SF Units	MF Units	Employment	Employment	Employment	Enrollment	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 8 – Revised 2045 SE Data

#### Table 9 – 2022-2035 Growth

			Industrial	Commercial	Service	School	University
TAZ	SF Units	MF Units	Employment	Employment	Employment	Enrollment	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.

			Industrial	Commercial	Service	School	University
TAZ	SF Units	MF Units	Employment	Employment	Employment	Enrollment	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%	

Table 10 – 2030 SE Data

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 study<sup>1</sup>. 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

<sup>&</sup>lt;sup>1</sup> 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 2035<sup>2</sup>.

					•	% of	% of
			Single	Single	Estimated	2022-2045	2022-2035
Мар			Family	Family	Population	Residential	Residential
ID	Proposed Development Name	TAZ	Attached	Detached	for TD Model	Growth	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%
- All in	coming-development projects included in the	analysi	s will account	for 94.4% of	the residential gr	owth between 2	2022 and 2035.
- It wa	s assumed that 90% of the incoming SFD unit	s will b	e constructed	by 2035.			

Table 11 – Incoming Development as a % of Residential Growth

- Some additional residential developments are anticipated before 2035.

# 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.

<sup>&</sup>lt;sup>2</sup> 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.

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

Table 12 –	Incoming	Development	То Ве	Completed	by 2027
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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 ITE<sup>3</sup> 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.

<sup>&</sup>lt;sup>3</sup> ITE = Institute of Transportation Engineers. ITE produces trip-generation rates and equations based on data collected nationwide.



	LU	LU			kday	AM-Pe	eak Hr	PM-Peak Hr	
Project	Code	Land Use	Size	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
	7.547	7.548	277	833	931	553			

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

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.



					Р	roject N	umber	(Map ID	)*			Total
Road Name	From	То	2	3	. 4	7	8	9	11	12	17	Trips
US 27	SR 540 (Cypress G, Blyd)	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	q	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	18	20	7	5	0	12	3	1	126
SP 17 (Center St)	Frederick Ave	Ridgewood Ave	20	60	32	8	5	a	6	3	4	156
SP 17	Ridgewood Ave	CR 5/2 (Lake Hatchineba Rd)	10	21	0	0	3	15	5	2	3	68
SP 542 (Dundoo Pd)	Overlook Dr		58	55	32	10	13	73	10	15	22	207
Dundee Rd		Moin St	20	46	27	0	17	00	19	15	22	100
Main St	Dundoo Pd	SP 17 (Contor St)	2	40	20	10	0	00	1	1	1	103
CP 542 (Laka Hatabiaaba Pd)	Pundee Ru		2	40	23	10	3	30	1	1	2	192
CR 542 (Lake Hatchingha Rd)		Tupor Pd	1	2	7	10	0	10	0	1	2	24
CR 542 (Lake Halchinena Ru)	H.L. SINUI KU	CD 17 (Contra Ch)	100	3	10	10	0	10	0		2	34
Frederick Ave	05 27 CD 17 (Cantar Ch)	SR 17 (Center St)	109	60	42	9	1	09	0	0	0	312
Prederick Ave	SR 17 (Center St)	oui Si		00	41	9		02			0	213
		Piederick Ave	0	37	10	0	0	25	0	5	5	212
8th St	Frederick Ave	Ridgewood Ave	0	125	58	9	1	35	6	5	5	250
Stn St	Ridgewood Ave	Weiderg Ra	13	50	94	19	2	19	0	4	3	210
Weiberg Ra	8th St			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		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 StS	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 a	the "Map ID" values from Tab	le 12, Map 03A and Map 03B.										

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

- Project trips were estimated based on D1RPM'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 (D1RPM) 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.



			Existing	Future	
Road Name	From	То	Lanes	Lanes	Existing Deficiencies
Almburg Rd	SR 17 (Scenic Hwy)	Lake Mabel Loop Rd	2	2	Partially Unpaved Segment / Narrow Lanes
Camp Endeavor Blvd	Lincoln Ave	Dr Welch Rd	2	2	Unpaved Segment
Camp Endeavor Blvd	Lincoln Ave	Florida Ave	2	2	Unpaved Segment
Dekle Rd	Waverly Rd	Lake Mabel Loop Rd	2	2	Unpaved Segment
Lake Marie Dr	Lake Trask Rd	H.L. Smith Rd	2	2	Poor Pavement Condition
Lincoln Ave	US 27	Camp Endeavor Blvd	2	2	Partially Unpaved Segment
Stalnaker Rd	SR 17 (Scenic Hwy)	Lake Mabel Loop Rd	2	2	Unpaved Segment + Proposed New Road Segment (Town's Network)
Waverly Rd	SR 17 (Scenic Hwy)	Dekle Rd	2	2	Proposed New Road Segment (Town's Network)
Welsh Rd	US 27	Dr Welch Rd	N/A	2	Proposed New Road Segment (Town's Network)
Welsh Rd	SR 17 (Scenic Hwy)	Lake Mabel Loop Rd	N/A	2	Proposed New Road Segment (Town's Network)
Welsh Rd	Dr Welch Rd	SR 17 (Scenic Hwy)	N/A	2	Unpaved Segment
4th St S	Florida Ave	SR 17 (Scenic Hwy)	2	2	Faded Striping
- Proposed new roadwa	y segments are part of	the Town of Dundee's n	etwork of	arterials c	and main collectors (and are shown in the town's Comprehensive Plan).
					6/16/2023

Table 15 – Existing Substandard Roadway Segments

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 roadwaysegment 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 roadwaysegment 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.



						2022	2022			
			Std	Std	2022	Dir.	Peak	к	2022	2022
Road Name	From	То	LOS	Capacity	AADT	Factor	Dir.	Factor	DDHV	LOS
US 27	SR 540 (Cypress G. Blvd)	Lincoln Ave	C	2,940	34,760	0.52	N	0.09	1,619	С
US 27	Lincoln Ave	SR 542 (Dundee Rd)	С	2,940	35,290	0.50	N	0.09	1,601	С
US 27	SR 542 (Dundee Rd)	Frederick Ave	С	2,940	31,320	0.54	S	0.09	1,524	С
US 27	Frederick Ave	W Main St (Lake Hamilton)	С	2,940	31,480	0.56	S	0.09	1,575	С
SR 17 (Scenic Hwy)	CR 17A (Masterpiece Rd)	Waverly Rd	D	1,200	11,360	0.50	N	0.09	512	В
SR 17 (Scenic Hwy)	Waverly Rd	Tindel Camp Rd	D	1,200	11,360	0.50	N	0.09	512	В
SR 17 (Scenic Hwy)	Tindel Camp Rd	Stalnaker Rd	D	1,200	9,380	0.53	S	0.09	448	В
SR 17 (Scenic Hwy)	Stalnaker Rd	Almburg Rd	D	1,200	9,380	0.53	S	0.09	448	В
SR 17 (Scenic Hwy)	Almburg Rd	Welsh Rd	D	1,200	9,380	0.53	S	0.09	448	В
SR 17 (Scenic Hwy)	Welsh Rd	Lake Trask Rd	D	1.200	8.680	0.53	S	0.09	418	В
SR 17 (Scenic Hwy)	Lake Trask Rd	Race Rd	D	880	8.680	0.53	S	0.09	418	С
SR 17 (Scenic Hwy)	Race Rd	Lake Marie Dr	D	880	10,220	0.54	S	0.09	501	С
SR 17 (Main St)	Lake Marie Dr	4th St S	D	880	10.220	0.54	E	0.09	501	С
SR 17 (Main St)	4th StS	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	В
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	F	0.09	635	D
Main St	Dundee Rd	SR 17 (Center St)	D	638	11,860	0.58	F	0.00	617	D
CR 542 (Lake Hatchineba Rd)	8th St	H L Smith Rd		1 200	7 300	0.50	w	0.00	335	B
CR 542 (Lake Hatchineha Rd)	H I Smith Rd	Typer Rd	D	1 200	7 300	0.51	W	0.00	335	B
Erederick Ave		SP 17 (Center St)		525	3,660	0.51		0.03	170	C
Frederick Ave	SP 17 (Center St)	8th St		525	1 210	0.54		0.03	58	C C
9th Ct	Lake Maria Dr	Erederick Ave		525	3 520	0.55	L C	0.03	160	C
		Bidgewood Ave		525	3,520	0.50	N	0.09	100	0
	Didgewood Ave	Kidgewood Ave		525	3,400	0.51	N	0.09	150	C
Maihara Dd	Ridgewood Ave	Alford Dd		525	3,400	0.51		0.09	100	C
Fdwarda Bd	Alford Dd			525	490	0.55		0.09	24	C
Edwards Rd	Allord Rd			010	160	0.64	E	0.09	9	
Main St	SR 17 (Scenic Hwy)	on St		010	5,500	0.51	VV	0.09	252	
Lake Marie Dr	8th St			616	2,080	0.58		0.09	109	0
Lake Marie Dr	Lake Trask Rd	H.L. Smin Ra		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	В
Lake Mabel Loop Rd	H.L. Smith Rd	Welsh Rd	D	1,200	1,960	0.64	N	0.09	113	В
Lake Mabel Loop Rd	Welsh Rd	Almburg Rd	D	1,200	1,960	0.64	N	0.09	113	В
Lake Mabel Loop Rd	Almburg Rd	Canal Rd	D	1,200	1,840	0.63	S	0.09	105	В
Lake Mabel Loop Rd	Canal Rd	Stalnaker Rd	D	1,160	1,800	0.51	S	0.09	83	В
Lake Mabel Loop Rd	Stalnaker Rd	Tindel Camp Rd	D	1,160	1,800	0.51	S	0.09	83	В
Almburg Rd	SR 17 (Scenic Hwy)	Lake Mabel Loop Rd	D	525	20	1.00	E	0.09	2	С
Canal Rd	Lake Mabel Loop Rd	Town Boundary Line	D	1,160	2,400	0.51	W	0.09	110	В
Canal Rd	Town Boundary Line	Timberlane Road	D	1,160	2,400	0.51	W	0.09	110	В
Tindel Camp Rd	SR 17 (Scenic Hwy)	Lake Mabel Loop Rd	D	1,160	2,710	0.59	E	0.09	144	В
Ridgewood Ave	SR 17 (Center St)	8th St	D	525	500	0.53	E	0.09	24	С
Lincoln Ave	US 27	Camp Endeavor Blvd	D	525	1,140	0.51	W	0.09	53	С
Camp Endeavor Blvd	Lincoln Ave	Dr Welch Rd	D	525	10	1.00	E	0.09	1	С
Camp Endeavor Blvd	Lincoln Ave	Florida Ave	D	525	110	0.60	N	0.09	6	С
4th St S	Florida Ave	SR 17 (Main St)	D	525	600	0.57	S	0.09	31	С
Race Rd	Dr Welch Rd	SR 17 (Scenic Hwy)	D	525	970	0.59	S	0.09	51	С
Welsh Rd	US 27	Dr Welch Rd	D	616		I	Propose	d new roa	d	
Welsh Rd	Dr Welch Rd	SR 17 (Scenic Hwy)	D	748		No s	ignifican	t existing	traffic	
Welsh Rd	SR 17 (Scenic Hwy)	Lake Mabel Loop Rd	D	616		I	Propose	d new roa	d	
Stalnaker Rd	SR 17 (Scenic Hwy)	Lake Mabel Loop Rd	D	525	No signi	ificant traff	ic / incl.	proposed	new road s	egment
Waverly Rd	SR 17 (Scenic Hwy)	Dekle Rd	D	680		I	Propose	d new roa	d	
Dekle Rd	Waverly Rd	Lake Mabel Loop Rd	D	560	No signi	ficant traff	ic / incl. i	proposed	new road s	egment
- Standard canacity is based on Flori	da Dopartment of Transportation (E	DOT) - 2020 Quality / Level of Service	Jandhool					,		<u> </u>

#### Table 16 – 2022 Traffic Volumes and Levels of Service

rtment of Trans tion (FDOT) - 2020 ity / Level of Service I

- Directional Factors are based on existing traffic counts and the Polk Transportation Planning Organization (TPO) 2022 Roadway Network Database.

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# 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.


						2027	2027			
			Std	Std	2027	Dir.	Peak	к	2027	2027
Road Name	From	То	LOS	Capacity	AADT	Factor	Dir.	Factor	DDHV	LOS
US 27	SR 540 (Cypress G. Blvd)	Lincoln Ave	C	2,940	36,230	0.52	N	0.09	1,703	С
US 27	Lincoln Ave	SR 542 (Dundee Rd)	С	2,940	36,970	0.51	N	0.09	1,696	С
US 27	SR 542 (Dundee Rd)	Frederick Ave	С	2.940	33,460	0.55	S	0.09	1.646	С
US 27	Frederick Ave	W Main St (Lake Hamilton)	С	2.940	33,990	0.56	S	0.09	1.718	С
SR 17 (Scenic Hwy)	CR 17A (Masterpiece Rd)	Waverly Rd	D	1,200	12,570	0.51	N	0.09	581	С
SR 17 (Scenic Hwy)	Waverly Rd	Tindel Camp Rd	D	1.200	12,790	0.52	N	0.09	594	С
SR 17 (Scenic Hwy)	Tindel Camp Rd	Stalnaker Rd	D	1.200	10.880	0.54	S	0.09	533	В
SR 17 (Scenic Hwy)	Stalnaker Rd	Almburg Rd	D	1.200	11,120	0.55	S	0.09	546	В
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	В
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	F	0.09	669	D
SR 17 (Center St)	Main St	Erederick 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	0.00	507	B
SR 542 (Dundee Rd)			D	2,000	22 280	0.52	W	0.00	1 045	C
Dundee Rd		Main St	D	675	14 710	0.57	F	0.00	755	F
Main St	Dundee Rd	SR 17 (Center St)		638	13 000	0.57	Ē	0.00	738	F
CR 542 (Lake Hatchingha Rd)	8th St	H L Smith Pd		1 200	7 760	0.52	W	0.00	361	B
CR 542 (Lake Hatebineba Rd)	UI Smith Ed	Tupor Pd		1,200	7,700	0.52	10/	0.03	257	D
Erodorick Avo		SP 17 (Contor St)		525	7,000	0.52	E	0.09	376	D
Frederick Ave	SP 17 (Contor St)			525	2 590	0.09	E	0.09	102	C
Prederick Ave	SR 17 (Certier St)	Oli Si Frederick Ave		525	5,500	0.60	E	0.09	193	
		Pideowood Ave		525	5,000	0.55	S N	0.09	294	D
	Frederick Ave	Ridgewood Ave		525	0,100	0.50	N N	0.09	313	D
	Ridgewood Ave	Weiberg Ra		525	5,800	0.00		0.09	292	D
Vielberg Rd	off St			525	2,600	0.01	E	0.09	144	
Edwards Rd	Allord Rd	H.L. Smin Ru		010	7,000	0.03	E	0.09	/ 0 277	
Main St	SR 17 (Scenic Hwy)	8m St		010	7,690	0.54	VV	0.09	3//	C
Lake Marie Dr	8m St			010	4,800	0.61	VV	0.09	264	C
Lake Marie Dr	Lake Irask 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	2/4	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	С
Lake Mabel Loop Rd	Lake Trask Rd	H.L. Smith Rd	D	1,200	3,270	0.65	E	0.09	190	В
Lake Mabel Loop Rd	H.L. Smith Rd	Welsh Rd	D	1,200	2,350	0.64	N	0.09	135	В
Lake Mabel Loop Rd	Welsh Rd	Almburg Rd	D	1,200	2,260	0.64	N	0.09	130	В
Lake Mabel Loop Rd	Almburg Rd	Canal Rd	D	1,200	2,180	0.63	S	0.09	124	В
Lake Mabel Loop Rd	Canal Rd	Stalnaker Rd	D	1,160	1,890	0.52	S	0.09	88	В
Lake Mabel Loop Rd	Stalnaker Rd	Tindel Camp Rd	D	1,160	1,890	0.52	S	0.09	88	В
Almburg Rd	SR 17 (Scenic Hwy)	Lake Mabel Loop Rd	D	525	420	0.65	E	0.09	25	С
Canal Rd	Lake Mabel Loop Rd	Town Boundary Line	D	1,160	2,640	0.52	W	0.09	125	В
Canal Rd	Town Boundary Line	Timberlane Road	D	1,160	2,500	0.51	W	0.09	116	В
Tindel Camp Rd	SR 17 (Scenic Hwy)	Lake Mabel Loop Rd	D	1,160	2,760	0.59	E	0.09	147	В
Ridgewood Ave	SR 17 (Center St)	8th St	D	525	2,220	0.61	E	0.09	122	С
Lincoln Ave	US 27	Camp Endeavor Blvd	D	525	2,640	0.58	W	0.09	139	С
Camp Endeavor Blvd	Lincoln Ave	Dr Welch Rd	D	525	820	0.64	E	0.09	47	С
Camp Endeavor Blvd	Lincoln Ave	Florida Ave	D	525	1,420	0.63	Ν	0.09	81	С
4th St S	Florida Ave	SR 17 (Main St)	D	525	1,560	0.61	S	0.09	86	С
Race Rd	Dr Welch Rd	SR 17 (Scenic Hwy)	D	525	1,430	0.60	S	0.09	78	С
Welsh Rd	US 27	Dr Welch Rd	D	616	490	0.63	E	0.09	28	С
Welsh Rd	Dr Welch Rd	SR 17 (Scenic Hwy)	D	748	730	0.63	W	0.09	42	С
Welsh Rd	SR 17 (Scenic Hwy)	Lake Mabel Loop Rd	D	616	810	0.63	E	0.09	46	С
Stalnaker Rd	SR 17 (Scenic Hwy)	Lake Mabel Loop Rd	D	525	130	0.63	E	0.09	8	С
Waverly Rd	SR 17 (Scenic Hwy)	Dekle Rd	D	680	10	0.63	E	0.09	1	С
Dekle Rd	Waverly Rd	Lake Mabel Loop Rd	D	560	10	0.63	Е	0.09	1	С

Table 17 – 2027 Traffic Volumes and Levels of Service

- 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.

5/7/2023



						2035	2035			·
			Std	Std	2035	Dir.	Peak	к	2035	2035
Road Name	From	То	LOS	Capacity	AADT	Factor	Dir.	Factor	DDHV	LOS
US 27	SR 540 (Cypress G. Blvd)	Lincoln Ave	С	2,940	58,190	0.60	N	0.09	3,148	F
US 27	Lincoln Ave	SR 542 (Dundee Rd)	С	2,940	58,700	0.57	N	0.09	3,014	D
US 27	SR 542 (Dundee Rd)	Frederick Ave	С	2,940	60,660	0.62	N	0.09	3,387	F
US 27	Frederick Ave	W Main St (Lake Hamilton)	С	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	С
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	С
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	С
SR 17 (Scenic Hwy)	Welsh Rd	Lake Trask Rd	D	1,200	9,490	0.56	N	0.09	478	в
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 StS	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	В
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	В
CR 542 (Lake Hatchineha Rd)	H.L. Smith Rd	Tyner Rd	D	1,200	7,470	0.72	E	0.09	487	В
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	С
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	С
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	С
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	С
H.L. Smith Rd	Lake Marie Dr	Edwards Rd	D	560	5,910	0.72	N	0.09	381	С
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	В
Lake Mabel Loop Rd	H.L. Smith Rd	Welsh Rd	D	1,200	4,010	0.67	N	0.09	242	В
Lake Mabel Loop Rd	Welsh Rd	Almburg Rd	D	1,200	2,400	0.60	N	0.09	129	В
Lake Mabel Loop Rd	Almburg Rd	Canal Rd	D	1,200	4,490	0.51	S	0.09	207	В
Lake Mabel Loop Rd	Canal Rd	Stalnaker Rd	D	1,160	3,990	0.75	N	0.09	270	В
Lake Mabel Loop Rd	Stalnaker Rd	Lindel Camp Rd	D	1,160	1,450	0.70	N	0.09	91	В
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		1,160	7,060	0.66	E	0.09	420	В
Canal Rd	Town Boundary Line	Timberlane Road		1,160	6,310	0.72	E	0.09	409	В
	SR 17 (Scenic Hwy)	Lake Mabel Loop Rd		1,160	3,890	0.60		0.09	211	В
Ridgewood Ave	SR 17 (Center St)	8m St		525	9,830	0.52	VV F	0.09	464	D
	05 27	Camp Endeavor Bivd		525	5,480	0.61	E	0.09	303	D
Camp Endeavor Blvd	Lincoln Ave	Dr Welch Rd		525	3,020	0.56	E	0.09	152	C
Camp Endeavor Blvd	Lincoln Ave	FIORIDA AVE		525	4,230	0.64	N	0.09	245	C
401 STS		SK 17 (Main St)	D	525	4,050	0.64	N	0.09	234	C
		SK 17 (Scenic Hwy)		525	1,850	0.59		0.09	99	U C
weish Ka		Dr Weich Ka	D	616	7,240	0.65	E	0.09	425	C
Welsh Rd		SK 17 (SCENIC HWY)		/48	0,510	0.05		0.09	000	
Stelpoker Dd	SR 17 (SCENIC HWY)	Lake Mabel Loop Rd	D	616	3,800	0.73		0.09	250	
Stainaker Ko	SK 17 (Scenic Hwy)	Lake Mabel Loop Rd		525	0,250	0.65		0.09	365	
	SR 17 (SCENIC HWY)	Dekle Ka	D	680	1,060	0.53		0.09	51	0
рекіе ка	waveriy Ko	Lake Mabel Loop Rd	L D	560	1,150	0.54	<u>  E</u>	0.09	55	U

#### Table 18 – 2035 Traffic Volumes and Levels of Service

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.





						2045	2045			
			Std	Std	2045	Dir.	Peak	к	2045	2045
Road Name	From	То	LOS	Capacity	AADT	Factor	Dir.	Factor	DDHV	LOS
US 27	SR 540 (Cypress G. Blvd)	Lincoln Ave	С	2,940	60,430	0.61	N	0.09	3,300	F
US 27	Lincoln Ave	SR 542 (Dundee Rd)	С	2,940	63,130	0.55	N	0.09	3,136	F
US 27	SR 542 (Dundee Rd)	Frederick Ave	С	2,940	61,480	0.61	N	0.09	3,366	F
US 27	Frederick Ave	W Main St (Lake Hamilton)	С	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	С
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	С
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	С
SR 17 (Scenic Hwy)	Welsh Rd	Lake Trask Rd	D	1,200	11,310	0.56	N	0.09	569	В
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	С
SR 17 (Main St)	Lake Marie Dr	4th St S	D	880	13,210	0.59	E	0.09	700	С
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	В
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	В
CR 542 (Lake Hatchineha Rd)	H.L. Smith Rd	Tyner Rd	D	1,200	7,870	0.70	E	0.09	495	В
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	С
Lake Irask 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	4/4	C
H.L. Smith Ra	Edwards Rd	CR 542 (Lake Hatchinena Rd)		560	8,550	0.74	N	0.09	569	F
Lake Mabel Loop Rd		H.L. Smin Ka		1,200	1,050	0.55	VV	0.09	22	В
Lake Mabel Loop Rd		Weish Ra		1,200	0,290	0.00	IN N	0.09	370	В
Lake Mabel Loop Rd	Alerhung Del			1,200	4,180	0.60	IN N	0.09	227	В
Lake Mabel Loop Rd	Aimburg Rd	Canal Rd		1,200	5,480	0.50	IN N	0.09	247	В
Lake Mabel Loop Ru	Callal Ru Stelesker Dd	Tindel Comp Dd		1,100	4,290	0.71	IN N	0.09	213	
Alashura Dd	Spanaker Ru	Lake Mahal Laan Dd		505	2,000	0.00		0.09	260	D
Copol Rd	Lake Mabel Leen Pd	Town Poundary Lino		1 160	7.050	0.50		0.09	209	
	Town Boundary Line	Timberlane Road		1,100	6,560	0.02		0.09	443	B
Tindel Camp Rd	SP 17 (Scenic Hwy)			1,100	4,420	0.09		0.09	2409	B
Ridgewood Ave	SR 17 (Center St)	8th St		525	10 770	0.02	F	0.03	526	F
		Camp Endeavor Blvd		525	7 300	0.69	F	0.00	455	
Camp Endeavor Blvd		Dr Welch Ed		525	5 320	0.03	E	0.00	351	D
Camp Endeavor Blvd		Florida Ave		525	5 270	0.59	N	0.03	270	
4th St S	Florida Ave	SR 17 (Main St)		525	5,270	0.59	N	0.03	213	
Bace Bd	Dr Welch Rd	SR 17 (Scenic Hwy)		525	3 690	0.80	N	0.00	267	п
Welsh Rd	US 27	Dr Welch Rd	D	616	9 480	0.63	F	0.09	537	C
Welsh Rd	Dr Welch Rd	SR 17 (Scenic Hwy)	D	748	11,570	0.63	F	0.09	658	C
Welsh Rd	SR 17 (Scenic Hwy)	Lake Mabel Loop Rd	D	616	5,580	0.65	F	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	F	0.09	86	C
					.,					<u> </u>

### Table 19 – 2045 Traffic Volumes and Levels of Service

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.





# 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.

			Existing	Future			
Road Name	From	То	Lanes	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.	
Stalnaker 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 StS	Florida Ave	SR 17 (Scenic Hwy)	2	2	Faded Striping	Inspect condition of pavement markings and restripe if needed.	
<ul> <li>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).</li> <li>Recommended improvements are related to existing roadway-segment physical conditions and are not triggered as a result of traffic volumes.</li> <li>Further analysis may be needed to define the specific scopes of improvement projects.</li> </ul>							

### Table 20 – 2022 Recommended Improvements

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.

From	То	2027 Recommended Improvements	2027 Improved Std. LOS	2027 Improved Capacity	2027 Peak Dir. Volume	2027 Improved LOS			
US 27	Main St	Widen to 4 lanes (undivided). If possible, provide left-turn lanes at main intersections.	D	1,060	755	D			
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.									
nay depend on specific conditi	ons, including but not limited to,	site access configuration, numb	er of access	points, geon	netry of adja	cent			
reason, more detailed traffic	analyses that evaluate traffic ope	rations and safety at specific lo	ocations may	i be needed.		F /C /2022			
	From US 27 Dundee Rd ements are the minimum necc hay depend on specific conditi reason, more detailed traffic	From       To         US 27       Main St         Dundee Rd       SR 17 (Center St)         ements are the minimum necessary to meet standard level of s         hay depend on specific conditions, including but not limited to, s         reason, more detailed traffic analyses that evaluate traffic oper	From       To       2027 Recommended         US 27       Main St       Widen to 4 lanes (undivided).         If possible, provide left-turn lanes at main intersections.         Dundee Rd       SR 17 (Center St)       Widen to 4 lanes (undivided).         If possible, provide left-turn lanes at main intersections.         ments are the minimum necessary to meet standard level of service (Std. LOS) under 2027 trans depend on specific conditions, including but not limited to, site access configuration, number reason, more detailed traffic analyses that evaluate traffic operations and safety at specific lands	From       To       2027         US 27       Main St       Widen to 4 lanes (undivided). If possible, provide left-turn lanes at main intersections.       D         Dundee Rd       SR 17 (Center St)       Widen to 4 lanes (undivided). If possible, provide left-turn lanes at main intersections.       D         erments are the minimum necessary to meet standard level of service (Std. LOS) under 2027 traffic condition hay depend on specific conditions, including but not limited to, site access configuration, number of access reason, more detailed traffic analyses that evaluate traffic operations and safety at specific locations may	From       To       2027 Recommended       Improved Improved         US 27       Main St       Widen to 4 lanes (undivided). If possible, provide left-turn lanes at main intersections.       D       1,060         Dundee Rd       SR 17 (Center St)       Widen to 4 lanes (undivided). If possible, provide left-turn lanes at main intersections.       D       1,060         ements are the minimum necessary to meet standard level of service (Std. LOS) under 2027 traffic conditions. hay depend on specific conditions, including but not limited to, site access configuration, number of access points, geom reason, more detailed traffic analyses that evaluate traffic operations and safety at specific locations may be needed.	FromTo2027 Improved Improved Std. LOS2027 Peak Dir. VolumeUS 27Main StWiden to 4 lanes (undivided). If possible, provide left-turn lanes at main intersections.D1,060755Dundee RdSR 17 (Center St)Widen to 4 lanes (undivided). If possible, provide left-turn lanes at main intersections.D1,060738erments are the minimum necessary to meet standard level of service (Std. LOS) under 2027 traffic conditions. reason, more detailed traffic analyses that evaluate traffic operations and safety at specific locations may be needed.Senver of adjacent operations and safety at specific locations may be needed.			

### Table 21 – 2027 Recommended Improvements

Table 22 –	2035 Reco	mmended I	mprovements

				2035	2035	2035	2035
			2035 Recommended	Improved	Improved	Peak Dir.	Improved
Road Name	From	То	Improvements	Std. LOS	Capacity	Volume	LOS
US 27	SR 540 (Cypress G. Blvd)	Lincoln Ave	Widen to 8 lanes (divided).	С	3,970	3,148	С
US 27	Lincoln Ave	SR 542 (Dundee Rd)	Widen to 8 lanes (divided).	С	3,970	3,014	С
US 27	SR 542 (Dundee Rd)	Frederick Ave	Widen to 8 lanes (divided).	С	3,970	3,387	С
US 27	Frederick Ave	W Main St (Lake Hamilton)	Widen to 8 lanes (divided).	С	3,970	3,328	С
SR 542 (Dundee Rd)	Overlook Dr	US 27	Widen to 6 lanes (divided).	D	3,020	2,647	С
Dundee Rd	US 27	Main St	Widen to 4 lanes (undivided).	D	1,060	866	D
			If possible, provide left-turn				
			lanes at main intersections.				
Main St	Dundee Rd	SR 17 (Center St)	Widen to 4 lanes (undivided).	D	1,060	871	D
			If possible, provide left-turn				
			lanes at main intersections.				
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	D	638	610	D
			intersections.				
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	D	600	596	D
			main intersections.				

- 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.

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			2045 Recommended	2045 Improved	2045 Improved	2045 Peak Dir	2045	
Road Name	From	То	Improvements	Std. LOS	Capacity	Volume	LOS	
US 27	SR 540 (Cypress G. Blvd)	Lincoln Ave	Widen to 8 lanes (divided).	С	3,970	3,300	C	
US 27	Lincoln Ave	SR 542 (Dundee Rd)	Widen to 8 lanes (divided).	С	3,970	3,136	C	
US 27	SR 542 (Dundee Rd)	Frederick Ave	Widen to 8 lanes (divided).	С	3,970	3,366	С	
US 27	Frederick Ave	W Main St (Lake Hamilton)	Widen to 8 lanes (divided).	С	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     seaments, etc. For this reason, more detailed traffic analyses that evaluate traffic operations and safety at specific locations may be needed								

### Table 23 – 2045 Recommended Improvements

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.



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# **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 thoroughfarenetwork 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 ITE<sup>4</sup> 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 Conty, 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 02A (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

<sup>&</sup>lt;sup>4</sup> 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













































## **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:

**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:

**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:

<b>Commercial E</b>	mployment
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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



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

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

9:00 AM þ

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

NB/SB

1.01 1.01 1.01 <b>Groups</b>
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Count Groups Included: All Groups / All Vehicles **Q** 12/6/2022 Hours of Data Collection: 4:00 PM Q Date of Data Collection: Data Collected by:

6:00 PM

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

NB/SB  $\Box$ Race Road SR 17 EB/WB

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		RTC	1.0		0	0	0	0	0	0	0	0	0	0		c	-	0	0	0	0	0	0	0	0	0	
	SOUTHB	RT	1.0		0	0	0	1	7	0	0	0	0	0			-	1	1	1	0	0	0	1	0	÷	25
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	2 Z	Ħ	1.01		Ч	5	0	0	m	0	0	1	0	1		c	0 0	2	0	Ч	1	5	0	0	0	~	0.25
		Ч	1.01		6	2	6	4	24	10	8	8	7	33		Ċ	74	25	31	30	33	7	6	4	10	25	0.63
		All I ane	Groups		76	95	110	66	347	68	69	60	65	262		1	740	339	313	263	262	95	110	66	68	339	0.77
		RTOR	1.01		0	0	0	0	0	0	0	0	0	0		C		0	0	0	0	0	0	0	0	0	
	STBOUN ace Road	RT	1.01		0	4	m	1	∞	1	4	2	ŝ	10		C	0	6	6	∞	10	4	m	1	1	ი	0.56
	M N N N N N N N N N N N N N N N N N N N	Ŧ	1.01		74	87	104	62	327	63	61	56	60	240			170	316	290	242	240	87	104	62	63	316	0.76
		Ц	1.01		7	4	m	33	12	4	4	2	2	12		, ,	71	14	14	13	12	4	m	m	4	14	0.88
		ane	Groups		90	110	105	78	383	116	108	102	85	411			coc	409	407	404	411	110	105	78	116	409	0.88
	-	RTOR 2	1.01		0	0	0	0	0	0	0	0	0	0		C		0	0	0	0	0	0	0	0	0	
	TBOUND ce Road	RT	1.01		7	12	11	9	36	7	12	14	10	43		u r	00	36	36	39	43	12	11	9	7	36	0.75
	EAS	Ħ	1.01		83	86	94	72	347	109	96	87	75	367		ŗ	140	373	371	364	367	86	94	72	109	373	0.86
		-1	1.01		0	0	0	0	0	0	0	1	0	÷		c	- <b>•</b>	0	0	1	1	0	0	0	0	0	
L		troup	•													Ŀ.						<u></u>				ume:	PHF:
		Movement/Lane G	PSCF	Start Time	4:00 PM	4:15 PM	4:30 PM	4:45 PM	Total	5:00 PM	5:15 PM	5:30 PM	5:45 PM	Total	<u>Hourly Volumes</u>	Hour Starting a	4:00 PIM	4:15 PM	4:30 PM	4:45 PM	5:00 PM	<u>Peak-Hour Volum</u> 4:15 PM	4:30 PM	4:45 PM	5:00 PM	Peak-Hour Vo	



C 0 R P 0 R A T I 0 N Engineering Science Research Planning

> 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

 Count Groups Included:
 Heavy Vehicles

9:00 AM

								-		-							_				1					_	
Intersection				12	17	11	13	53	20	14	11	10	55			53	61	58	58	55		17	11	13	20	61	8.8%
	All Lane	Groups		0	0	1	0	1	7	0	0	0	1			1	2	2	1	1		0	1	0	1	2	16.7%
ą	RTOR	1.01		0	0	0	0	0	0	0	0	0	0			0	0	0	0	0		0	0	0	0	0	
THBOUN SR 17	RT	1.01		0	0	0	0	0	0	0	0	0	0			0	0	0	0	0		0	0	0	0	0	
nos	HT	1.01		0	0	7	0	Ч	1	0	0	0	1			1	2	2	1	1		0	1	0	1	2	100.0%
	-1	1.01		0	0	0	0	0	0	0	0	0	0			0	0	0	0	0		0	0	0	0	0	0.0%
	All Lane	Groups		2	2	1	2	7	7	2	0	0	4			7	7	7	9	4		2	1	2	2	7	8.0%
٩	RTOR /	1.01		0	0	0	0	0	0	0	0	0	0			0	0	0	0	0		0	0	0	0	0	
THBOUN SR 17	RT	1.01		Ч	1	0	2	4	1	0	0	0	1			4	4	£	3	1		1	0	2	1	4	18.2%
NOR	H	1.01		0	0	0	0	0	0	0	0	0	0			0	0	0	0	0		0	0	0	0	0	0.0%
	ГТ	1.01		1	1	H	0	ε	Ч	2	0	0	ε			ε	3	4	3	3		1	1	0	1	ę	4.6%
î	All Lane	Groups		4	6	2	7	22	00	2	∞	5	23			22	26	19	25	23		6	2	7	8	26	7.7%
or Dir = N	RTOR /	1.01		0	0	0	0	0	0	0	0	0	0			0	0	0	0	0		0	0	0	0	0	
) (Corrid	RT	1.01		0	1	1	0	2	0	0	0	0	0			2	2	1	0	0		1	1	0	0	2	40.0%
sTBOUNI Ra	ΗT	1.01		4	8	-	5	18	∞	2	∞	5	23			18	22	16	23	23		∞	1	ъ	8	22	6.8%
WE	Ч	1.01		0	0	0	2	2	0	0	0	0	0			2	2	2	2	0		0	0	2	0	2	22.2%
	All Lane	Groups		9	9	7	4	23	6	10	ŝ	5	27			23	26	30	26	27		9	7	4	9	26	10.2%
or Dir = S	RTOR /	1.01		0	0	0	0	0	0	0	0	0	0			0	0	0	0	0		0	0	0	0	0	
D (Corrid Ice Road	RT	1.01		2	1	1	0	4	Ч	1	0	0	2			4	3	£	2	2		1	1	0	1	°.	9.7%
STBOUNI R	Ħ	1.01		4	5	9	4	19	∞	6	ε	S	25			19	23	27	24	25		ъ	9	4	8	23	10.3%
EAS	Ч	1.01		0	0	0	0	0	0	0	0	0	0			0	0	0	0	0		0	0	0	0	0	
	nent/Lane Group	PSCF	Start Time	7:00 AM	7:15 AM	7:30 AM	7:45 AM	Total	8:00 AM	8:15 AM	8:30 AM	8:45 AM	Total	Volumes	our Starting at:	7:00 AM	7:15 AM	7:30 AM	7:45 AM	8:00 AM	lour Volumes	7:15 AM	7:30 AM	7:45 AM	8:00 AM	ak-Hour Volume:	eavy Vehicles %:
	Moven													Hourly	f						Peak-H					Pe	Ĭ

C 0 R P 0 R A T I 0 N Engineering Science Research Planning

> 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

 Count Groups Included:
 Heavy Vehicles

6:00 PM

Intersection				16	7	12	8	43	11	16	10	7	44			43	38	47	45	44	12	8	11	16	47	5.9%
	Groups			0	0	0	0	0	0	L	0	0	1			0	0	1	1	1	0	0	0	1	1	14.3%
QN	RTOR	1.01		0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0	0	0	0	0	
ITHBOUN SR 17	RT	1.01		0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0	0	0	0	0	
nos	TH	1.01		0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0	0	0	0	0	0.0%
	LT	1.01		0	0	0	0	0	0	1	0	0	-			0	0	1	1	1	0	0	0	1	Ļ	16.7%
	Groups			3	0	1	0	4	1	2	0	0	m			4	2	4	3	3	1	0	1	2	4	11.1%
0	RTOR 0	1.01		0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0	0	0	0	0	
THBOUN SR 17	RT	1.01		0	0	0	0	0	0	1	0	0	1			0	0	1	1	1	0	0	0	1	٢	11.1%
NOR	TH	1.01		0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0	0	0	0	0	0.0%
	LT	1.01		3	0	1	0	4	Ч	1	0	0	2			4	2	3	2	2	1	0	1	1	e	12.0%
	Groups			8	3	33	5	19	2	4	4	2	12			19	13	14	15	12	n	5	2	4	14	4.1%
0	RTOR 0	1.01		0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0	0	0	0	0	
TBOUNI ce Road	RT	1.01		0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0	0	0	0	0	0.0%
WES	TH	1.01		8	3	£	5	19	2	£	4	2	11			19	13	13	14	11	m	ъ	2	3	13	4.1%
	LT	1.01		0	0	0	0	0	0	1	0	0	1			0	0	1	1	1	0	0	0	1	Ł	7.1%
	Groups			5	4	80	3	20	∞	6	9	5	28			20	23	28	26	28	00	ſ	8	9	28	6.8%
	RTOR C	1.01		0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0	0	0	0	0	
TBOUND ce Road	RT I	1.01		2	0	1	0	m	7	1	0	0	2			m	2	3	2	2	1	0	1	1	e	8.3%
EAS Ra	TH	1.01		3	4	7	3	17	7	8	9	5	26			17	21	25	24	26	7	m	7	8	25	6.7%
	LT	1.01		0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0	0	0	0	0	
	e Group		e	_	_	_	_			-	_	_		(0)	g at:	_			_	_			_	_	Volume:	nicles %:
	Movement/Lane	PSCF	Start Tim.	4:00 PM	4:15 PM	4:30 PM	4:45 PM	Total	5:00 PM	5:15 PM	5:30 PM	5:45 PM	Total	Hourly Volumes	Hour Startin	4:00 PM	4:15 PM	4:30 PM	4:45 PM	5:00 PM	<u>Peak-Hour Volu</u> 4:30 PM	4:45 PM	5:00 PM	5:15 PM	Peak-Hour	Heavy Veh
	L													-								1	1			



Intersection: SR 17 / Rac Jurisdiction: Town of Du

: SR 17 / Race Road : 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

 Count Groups Included:
 Bicycles on Bike Lane or Road

	E	ASTBOUN R	VD (Corri lace Roa	dor Dir = d	s)	WE	stbount Ra	) (Corrido ce Road	or Dir = N			NORT S	HBOUNI R 17	0			SOUTI- SF	HBOUND 3 17	_	<u>-</u>	Itersection	
Movement/Lane Group	Ц	Ŧ	RT	RTOR	All Lane Groups	Ц	표	RT	TOR G	VII Lane Sroups	-1	Ŧ	RT	TOR Gr	Lane oups		H	RT R	TOR G	Lane oups		
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		
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	0
8:30 AM	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	-
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	C	-
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	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:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
- HF																						





 Intersection:
 SR 17 / Race Road

 Jurisdiction:
 Town of Dundee / Polk County / FDOT District 1

 Date of Data Collection:
 12/6/2022

 Date of Data Collection:
 12/6/2022

 Data Collected by:
 ND

 Hours of Data Collection:
 4:00 PM

 Count Groups Included:
 Bicycles on Bike Lane or Road

						_									_	_									_	
Intersection			D	1	0	0	1	0	0	0	0	0			1	1	0	0	0		0	H	0	0	ł	0.25
	All Lane Groups		0	1	0	0	1	0	0	0	0	0			1	1	0	0	0		0	1	0	0	1	0.25
Ģ	RTOR	•	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0		0	0	0	0	0	
THBOUNSR 17	RT		Э	0	0	0	0	0	0	0	0	0			0	0	0	0	0		0	0	0	0	0	
sou	Ŧ		Э	0	0	0	0	0	0	0	0	0			0	0	0	0	0		0	0	0	0	0	
	5		Э	1	0	0	1	0	0	0	0	0			1	1	0	0	0		0	1	0	0	٢	0.25
	l Lane roups		Э	0	0	0	0	0	0	0	0	0			0	0	0	0	0		0	0	0	0	0	
-	TOR G	•	Э	0	0	0	0	0	0	0	0	0			0	0	0	0	0		0	0	0	0	0	
HBOUNE R 17	RTR		0	0	0	0	0	0	0	0	0	0			0	0	0	0	0		0	0	0	0	0	
NORTI SI	E		0	0	0	0	0	0	0	0	0	0			0	0	0	0	0		0	0	0	0	0	
			Ъ	0	0	0	0	0	0	0	0	0			0	0	0	0	0		0	0	0	0	0	
	Lane		0	0	0	0	0	0	0	0	0	0			0	0	0	0	0		0	0	0	0	0	
	OR Gre	•	Э	0	0	0	0	0	0	0	0	0			0	0	0	0	0		0	0	0	0	0	
30UND Road	TRT		0	0	0	0	0	0	0	0	0	0			0	0	0	0	0		0	0	0	0	0	
WESTE Race	~		0	0	0	0	0	0	0	0	0	0			0	0	0	0	0		0	0	0	0	0	
			0	0	0	0	0	0	0	0	0	0			0	0	0	0	0		0	0	0	0	0	
	ane ps L1		Э	0	0	0	0	0	0	0	0	0			0	0	0	0	0		0	0	0	0	0	
	R Grou		D	0	0	0	0	0	0	0	0	0			0	0	0	0	0		0	0	0	0	0	
oad	RTO		0	0	0	0	0	0	0	0	0	0			0	0	0	0	0		0	0	0	0	0	
EASTBO Race R	RT		0	0	0	0	0	0	0	0	0	0			0	0	0	0	0		0	0	0	0	0	
	Ŧ		0	0	0	0	0	0	0	0	0	0			0	0	0	0	0		0	0	0	0	0	
	5																									<u></u>
	Movement/Lane Group	Start Time	4:00 PM	4:15 PM	4:30 PM	4:45 PM	Total	5:00 PM	5:15 PM	5:30 PM	5:45 PM	Total	<u>Hourly Volumes</u>	Hour Starting at:	4:00 PM	4:15 PM	4:30 PM	4:45 PM	5:00 PM	<u>Peak-Hour Volumes</u>	4:00 PM	4:15 PM	4:30 PM	4:45 PM	Peak-Hour Volume	HF



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 Count Groups Included: <u>Pedestrians and Bicyclists on Sidewalk</u>

Crossing at:		North	Side of	Race Ro	pr		Ň	outh Sid	le of Ra	ce Road			Ea	st Side c	of SR 17				West Sic	de of SR	17			
Conflict with:		Ň	3 Appro	ach - RT				EB AF	proach	-RT			N	Approa	ich - RT				SB App	roach - F	RT		Intersectio	E
	Ped	lestriar	st	Bicy	clists		Pedes	trians		Bicyclis	sts	Pe	destrian	s	Bicy	clists		Pedest	rians		3icyclist:			
Direction	EB	WB	2-Way	EB W	'B 2-V	Vay E	B	B 2-W	ay EB	WB	2-Way	NB	SB 2	e-Way	NB S	B 2-W	ay NE	SB	2-Way	/ NB	SB	2-Way		
Start Time																								
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0		2
7:15 AM	2	0	2	0	0	0	0	0	0	0	0	0	1	1	0	0	0	2	0	2 0	0	0		2
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
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
Total	2	0	2	0	0	0	0	0	0	0	0	2	1	m	0	0	0	2	0	2	0	0		
8:00 AM	1	н,	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	H	0	1	0	0		ŝ
8:15 AM	1	0	1	0	0	0	0	0	0	0		0	1	1	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		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
Total	ε	1	4	0	0	0	0	0	0	0	0	0	1	1	0	0	0	1	0	1 0	0	0		9
Hourly Volumes																								
Hour Starting at: 7:00 AM	2	0	2	0	0	0	0	0	0	0		7	1	m	0	0	0	2	0	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		80
7:30 AM	2		з	0	0	0	0	0	0	0	0	0	1	1	0	0	0	1	0	1	0	0		ъ
7:45 AM	3	1	4	0	0	0	0	0	0	0 (	0	0	1	1	0	0	0	1	0	1 0	0	0		9
8:00 AM	3	1	4	0	0	0	0	0	0	0 (	0	0	1	1	0	0	0	1	0	1 0	0	0		9
Peak-Hour Volumes																								
7:15 AM	2	0	2	0	0	0	0	0	0	0	0	0	1	1	0	0	0	2	0	2	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
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
8:00 AM	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1 0	0	0		m
Peak-Hour Volume:	3	-	4	0	0	0	0	0	0	0	0	0	٢	1	0	0	0	3	0	3 0	0	0		8
:HHE:	0.38	0.25	0.50										0.25	0.25			0	38	0.3	8			0.4	0

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

 Count Groups Included:
 Pedestrians and Bicyclists on Sidewalk

Crossing at:	N	rth Side	of Race F	toad		s I	outh Si	de of Ra	ice Road	_		East	Side of	SR 17			Wes	t Side of	SR 17		
Conflict with:		WB App	roach - R				EBA	pproact	ר RT			NB	Approac	ר RT			SB	Approact	h-RT		Intersection
Direction	Pedest	rians	B	cyclists		Pede	strians		Bicycli	sts	Pec	lestrians		Bicycli	sts	Pec	destrians		Bicycli	sts	
	EB WB	2-Way	r EB	WB 2	-Way	EB W	'B 2-M	/ay Eł	B WB	2-Way	NB	SB 2-1	Way N	B SB	2-Way	NB	SB 2-	Way N	B 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
4:15 PM	0	) (	0 C	0	0	0	0	0	) 0	0	0 (	0	0	0	0	0	0	0	0	0 0	)
4:30 PM	0	) 0	0 C	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	
Total	1	0	1	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	1	0	1	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	
5:30 PM	0	) (	0 C	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	
Total	0	1	1 0	0	0	0	0	0	0	0	1 1	0	1	0	0	0	0	0	0	0	
Hourly Volumes																					
Hour Starting at: 4:00 PM	-		0	C	C	C	C	С	C		c	c	C	c		C	C	C	c		
4:15 PM	1	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	
4:30 PM	1	0	1 0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	
4:45 PM	1	0	1 0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	
5:00 PM	0	न	ц 0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	
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		
4:30 PM	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	
5:00 PM	0	0 (	0 0	0	0	0	0	0	) 0	0 0	1 1	0	1	0	0	0	0	0	0	0 0	
Peak-Hour Volume:	-	0	1 0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	
PHF:	0.25	0.2	2								0.25		0.25								0.5(



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

12/6/2022 ND Hours of Data Collection: 7:00 AM Date of Data Collection: Data Collected by:

9:00 AM Count Groups Included: All Groups / All Vehicles **Q** 

·eet) NB/SB X **Main Street** EB/WB Road: NB/SB Road: Main D Peak-S

:
rection: EE

arcartion				270	321	286	304	1181	303	287	258	277	1125		7 7 7	TOTT	1214	1180	1152	1125	ç	170	286	304	303	1214	0.95
<u>t</u>		Groups		79	88	73	78	318	97	96	78	94	365		0 7 0	OTC	336	344	349	365	c	00	73	78	97	336	0.87
.eet)	TOR 2	1.01		0	0	0	0	0	0	0	0	0	0		c	D	0	0	0	0	c	2	0	0	0	0	
HBOUNI enter Sti	RT	1.01		54	60	47	46	207	57	52	46	49	204			207	210	202	201	204	ç	00	47	46	57	210	0.88
SOUT SR 17 (C	H	1.01		0	0	-	1	2	1	2	۲	m	7		ſ	7	3	5	S	7	c	5	1	1	1	e	0.75
	L	1.01		25	28	25	31	109	39	42	31	42	154		007	ENT	123	137	143	154	ç	07	25	31	39	123	0.79
	ane	iroups		З	∞	9	∞	25	∞	9	5	5	24		Ľ	C7	30	28	27	24	c	0	6	8	8	30	0.94
eet)	RTOR A	1.01		0	0	0	0	0	0	0	0	0	0		c	D	0	0	0	0	c	2	0	0	0	0	
HBOUNI	RT	1.01		0	0	1	0	-	0	0	1	1	2		Ţ	-	1	1	1	2	c	5	1	0	0	-	0.25
NORT SR 17 (C	H	1.01		1	ъ	m	ъ	14	ъ	ъ	2	m	15		7	14	18	18	17	15	L	n	3	5	ъ	18	06.0
	L1	1.01		2	ę	7	m	10	m		2	-	7		0	Π	11	6	6	7	ſ	n	2	°	m	7	0.92
	ane	iroups		116	135	118	109	478	112	112	111	98	433		010	4/0	474	451	444	433	L C T	CCT	118	109	112	474	0.88
	TOR A	1.01		0	0	0	0	0	0	0	0	0	0		c	Þ	0	0	0	0	c	2	0	0	0	0	
TBOUND n Street	RT	1.01		41	60	57	40	198	48	40	41	44	173		007	T20	205	185	169	173	ç	00	57	40	48	205	0.85
WES	Ŧ	1.01		75	74	61	69	279	64	72	70	54	260		040	617	268	266	275	260	ŕ	/#	61	69	64	268	0.91
	L	1.01		0	1	0	0	1	0	0	0	0	0			-	1	0	0	0		-	0	0	0	-	0.25
	ane	Groups		72	90	89	109	360	86	73	64	80	303			nnc	374	357	332	303	C	20	89	109	86	374	0.86
	RTOR 2	1.01		0	0	0	0	0	0	0	0	0	0		c	D	0	0	0	0	c	2	0	0	0	0	
TBOUNE in Street	RT	1.01		0	0	0	0	0	0	0	0	0	0		c		0	0	0	0	c	5	0	0	0	0	
EAS	Ħ	1.01		32	39	40	53	164	39	44	35	42	160		4 U 7	104	171	176	171	160	ç	50	40	53	39	171	0.81
	Ч	1.01		40	51	49	56	196	47	29	29	38	143		501	06T	203	181	161	143	Ę	TC	49	56	47	203	0.91
L	Movement/Lane Group	PSCF	Start Time	7:00 AM	7:15 AM	7:30 AM	7:45 AM	Total	8:00 AM	8:15 AM	8:30 AM	8:45 AM	Total	Hourly Volumes	Hour Starting at:		7:15 AM	7:30 AM	7:45 AM	8:00 AM	Peak-Hour Volumes	MIX CI.1	7:30 AM	7:45 AM	8:00 AM	Peak-Hour Volume:	PHF:





Date of Data Collection: 12/6/2022 Data Collected by: ND Hours of Data Collection: 4:00 PM t

Hours of Data Collection: 4:00 PM to 6:00 PM Count Groups Included: <u>All Groups / All Vehicles</u>

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

 $\left| \right\rangle$ 

	Intersection				322	323	388	313	1346	379	343	360	345	1427			1346	1403	1423	1395	1427	379	343	360	345	1427	0.94
		All Lane	Groups		85	96	123	107	411	107	102	110	113	432			411	433	439	426	432	107	102	110	113	432	0.96
	(laal	RTOR	1.01		0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0	0	0	0	0	
	- אוורפו סו	RT	1.01		49	38	54	63	204	60	44	55	58	217			204	215	221	222	217	60	44	55	58	217	06.0
		TH	1.01		0	4	m	2	σ	2	2	-	2	7			6	11	6	7	7	7	2	-	2	7	0.88
		LT	1.01		36	54	66	42	198	45	56	54	53	208			198	207	209	197	208	45	56	54	53	208	0.93
		Lane	sdno.		5	S	7	1	18	ъ	9	e	ŝ	17			18	18	19	15	17	ъ	9	m	3	17	0.71
1400	(las	TOR AII	.01 GI		0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0	0	0	0	0	
	נוורפו סרופ	RT R	.01		2	-1	7	0	4	0	0	0	0	0			4	2	1	0	0	0	0	0	0	0	
NORTH	an' il Vi	LH I	.01 1		2	2	m	0	7	ъ	4	1	1	11			7	10	12	10	11	ъ	4	1	1	11	0.55
0		. Т	.01 1		1	2	m	1	7	0	2	2	2	9			7	9	9	ъ	9	0	2	2	2	9	0.75
		-ane	ups 1		89	90	126	84	389	98	77	88	101	364			389	398	385	347	364	98	77	88	101	364	06.0
		DR AIL	01 Gro		0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0	0	0	0	0	
	וובבו	r rto	1 1.0		37	45	51	30	163	29	29	34	41	133			163	155	139	122	133	29	29	34	41	133	.81
WESTB		I R	1 1.C		51	45	74	54	224	68	46	54	59	227			224	241	242	222	27	68	46	54	59	27	.83 C
	-	Τ	1 1.0		1	0	1	0	2	1	2	0	1	4			2 2	2 2	4	с ю	4	Ļ	2	0	1	4	50 0
	_	ne LT	os 1.0		43	32	32	21	28	69	58	59	28	14			28	54	80	07	14	69	58	59	28	14	91 0.
	_	All La	Group		0	0	0	0 1	5	0 1	1	1	0 1	9 0			0 5	0 5	0 5	9 0	0 6	0	1	0	0 1	9	0
ON t	L.	RTOR	1.01		-	-	-											(	(	-	-			-			
ASTBOU		RT	1.01		0					U				0			0	)	0								
ш -	-	Ŧ	1.01		82	74	76	99	298	104	83	84	74	345			298	320	329	337	345	104	83	84	74	345	0.83
		LT	1.01		61	58	56	55	230	65	75	75	54	569			230	234	251	270	269	<u> 9</u>	75	75	54	269	06.0
		Movement/Lane Group	PSCF	Start Time	4:00 PM	4:15 PM	4:30 PM	4:45 PM	Total	5:00 PM	5:15 PM	5:30 PM	5:45 PM	Total	Hourly Volumes	Hour Starting at:	4:00 PM	4:15 PM	4:30 PM	4:45 PM	5:00 PM	Peak-Hour Volumes 5:00 PM	5:15 PM	5:30 PM	5:45 PM	Peak-Hour Volume:	HE

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

Heavy Vehicles 12/6/2022 Hours of Data Collection: 7:00 AM Q Date of Data Collection: Count Groups Included: Data Collected by:

9:00 AM

67

21

111 75 75

74 75 75 75



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 Count Groups Included: <u>Heavy Vehicles</u>

6:00 PM

Intersection					19	11	15	8	53	14	13	14	12	53			53	48	50	49	53	σ		11	15	8	53	3.7%
		Groups			7	9	9	4	23	2	9	8	8	24			23	18	18	20	24	٢	• •	9	6	4	23	5.3%
₽	reet)	RTOR	1.01		0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	C		0	0	0	0	
<b>THBOUN</b>	enter St	RT	1.01		ъ	4	2	2	13	1	2	2	3	∞			13	6	7	7	8	ц	· ·	4	2	2	13	6.0%
ruos	SR 17 (C	ТН	1.01		0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	C		0	0	0	0	0.0%
		LT	1.01		2	2	4	2	10	1	4	9	5	16			10	6	11	13	16	C	4	2	4	2	10	4.8%
		roups			0	1	1	0	2	0	0	0	0	0			2	2	1	0	0	C	> •	Ч	1	0	2	11.8%
	et)	TOR G	.01		0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	C		0	0	0	0	
IBOUND	nter Stre	R' R'	01 1		0	0	1	0	Ч	0	0	0	0	0			1	1	1	0	0	C		0	1	0	٢	
NORTH	iR 17 (Ce	I H	01 1		0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	C		0	0	0	0	0.0%
	0)	ר ב.	01 10		0	1	0	0	сı	0	0	0	0	0			1	1	0	0	0	c	,		0	0	٦	6.7%
		sdnc	1		∞	1	3	2	14	3	ŝ	m	2	11			14	6	11	11	11	x	, c	1	3	2	14	3.8% 1
		OR Gro	01		0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	c		0	0	0	0	
BOUND	Street	т вт	01 1.		4	1	1	1	7	1	7	0	2	4			7	4	4	3	4	~		-	1	1	7	.3%
WESTE	Main	н	01 1.		4	0	2	1	7	2	2	m	0	7			7	5	7	8	7	5	-	0	2	1	7	1%
		T T	1. 1.		0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	C		0	0	0	0	.0% 3
		.T sdr	1.0		4	ŝ	5	2	14	6	4	ŝ	2	18			14	19	20	18	18	4	+ (	m	5	2	14	3% 0
		R Grot	1		0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	c		0	0	0	0	2
	treet	RTC	1 1.0		0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	C	5 0	0	0	0	0	
EASTBC	Main St	RT	1.0		ŝ	1	3	1	8	4	1	0	1	9			8	6	6	9	6	'n	, ,	-	3	1	8	%
		HL	1.01		1	2	2	1	9	5	33	e	1	12			9	0	1	.2	12	-	- 0	2	2	1	9	% 2.3
		о 1	1.01											1				1	1	1	1							2.2
		Movement/Lane Group	PSCF	Start Time	4:00 PM	4:15 PM	4:30 PM	4:45 PM	Total	5:00 PM	5:15 PM	5:30 PM	5:45 PM	Total	Jourly Volumes	Hour Starting at:	4:00 PM	4:15 PM	4:30 PM	4:45 PM	5:00 PM	eak-Hour Volumes		4:15 PM	4:30 PM	4:45 PM	Peak-Hour Volume	Heavy Vehicles %
		Мс													С Н	2						Pe						





ntersection: SR 17 (Cente Jurisdiction: Town of Dun

: SR 17 (Center Street) / Main Street : 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

Intersection			0	0	0	0	0	0	0	0	0	0			0	0	0	0	0		0	0	0	0	0	
	All Lane Groups		0	0	0	0	0	0	0	0	0	0			0	0	0	0	0		0	0	0	0	0	
ND treet)	RTOR		0	0	0	0	0	0	0	0	0	0			0	0	0	0	0		0	0	0	0	0	
THBOUN Center S	RT		0	0	0	0	0	0	0	0	0	0			0	0	0	0	0		0	0	0	0	0	
SOU SR 17 (	표		0	0	0	0	0	0	0	0	0	0			0	0	0	0	0		0	0	0	0	0	
	5		0	0	0	0	0	0	0	0	0	0			0	0	0	0	0		0	0	0	0	0	
	All Lane Groups		0	0	0	0	0	0	0	0	0	0			0	0	0	0	0		0	0	0	0	0	
JD treet)	RTOR /		0	0	0	0	0	0	0	0	0	0			0	0	0	0	0		0	0	0	0	0	
Center S	RT		0	0	0	0	0	0	0	0	0	0			0	0	0	0	0		0	0	0	0	0	
NOR SR 17 (	Ŧ		0	0	0	0	0	0	0	0	0	0			0	0	0	0	0		0	0	0	0	0	
	5		0	0	0	0	0	0	0	0	0	0			0	0	0	0	0		0	0	0	0	0	
	All Lane Groups		0	0	0	0	0	0	0	0	0	0			0	0	0	0	0		0	0	0	0	0	
무분	RTOR		0	0	0	0	0	0	0	0	0	0			0	0	0	0	0		0	0	0	0	0	
STBOUN ain Stree	RT		0	0	0	0	0	0	0	0	0	0			0	0	0	0	0		0	0	0	0	0	
N N	표		0	0	0	0	0	0	0	0	0	0			0	0	0	0	0		0	0	0	0	0	
	5		0	0	0	0	0	0	0	0	0	0			0	0	0	0	0		0	0	0	0	0	
	All Lane Groups		0	0	0	0	0	0	0	0	0	0			0	0	0	0	0		0	0	0	0	0	
년 당 년	RTOR		0	0	0	0	0	0	0	0	0	0			0	0	0	0	0		0	0	0	0	0	
ASTBOUI Aain Stre	RT		0	0	0	0	0	0	0	0	0	0			0	0	0	0	0		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		0	0	0	0	0	0	0	0	0	0			0	0	0	0	0		0		0	0	0	
	Movement/Lane Group	Start Time	7:00 AM	7:15 AM	7:30 AM	7:45 AM	Total	8:00 AM	8:15 AM	8:30 AM	8:45 AM	Total	Hourly Volumes	Hour Starting at:	7:00 AM	7:15 AM	7:30 AM	7:45 AM	8:00 AM	Peak-Hour Volumes	7:00 AM	7:15 AM	7:30 AM	7:45 AM	Peak-Hour Volume:	PHF:



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

 Date of Data Collection:
 12/6/2022

 Data Collected by:
 ND

 Hours of Data Collection:
 4:00 PM
 to

 Count Groups Included:
 Bicycles on Bike Lane or Road

Intersection			0	0	0	0	0	0	0	0	0	0			0	0	0	0	0		0	0	0	0	0
	All Lane Groups		0	0	0	0	0	0	0	0	0	0			0	0	0	0	0		0	0	0	0	0
ND Street)	RTOR		0	0	0	0	0	0	0	0	0	0			0	0	0	0	0		0	0	0	0	0
THBOU	RT		0	0	0	0	0	0	0	0	0	0			0	0	0	0	0		0	0	0	0	0
SOL SR 17 (	Ŧ		0	0	0	0	0	0	0	0	0	0			0	0	0	0	0		0	0	0	0	0
	Ч		0	0	0	0	0	0	0	0	0	0			0	0	0	0	0		0	0	0	0	0
	II Lane Broups		0	0	0	0	0	0	0	0	0	0			0	0	0	0	0		0	0	0	0	0
D reet)	RTOR 0		0	0	0	0	0	0	0	0	0	0			0	0	0	0	0		0	0	0	0	0
HBOUN enter Sti	RT		0	0	0	0	0	0	0	0	0	0			0	0	0	0	0		0	0	0	0	0
NORI SR 17 (C	Ŧ		0	0	0	0	0	0	0	0	0	0			0	0	0	0	0		0	0	0	0	0
	Ч		0	0	0	0	0	0	0	0	0	0			0	0	0	0	0		0	0	0	0	0
	l Lane roups		0	0	0	0	0	0	0	0	0	0			0	0	0	0	0		0	0	0	0	0
	TOR G		0	0	0	0	0	0	0	0	0	0			0	0	0	0	0		0	0	0	0	0
BOUND	RT R		0	0	0	0	0	0	0	0	0	0			0	0	0	0	0		0	0	0	0	0
WES1 Mair	E		0	0	0	0	0	0	0	0	0	0			0	0	0	0	0		0	0	0	0	0
	-		0	0	0	0	0	0	0	0	0	0			0	0	0	0	0		0	0	0	0	0
	Lane Jups		0	0	0	0	0	0	0	0	0	0			0	0	0	0	0		0	0	0	0	0
	OR Gre		0	0	0	0	0	0	0	0	0	0			0	0	0	0	0		0	0	0	0	0
sound Street	T RT		0	0	0	0	0	0	0	0	0	0			0	0	0	0	0		0	0	0	0	0
EASTE Main	н		0	0	0	0	0	0	0	0	0	0			0	0	0	0	0		0	0	0	0	0
	T T		0	0	0	0	0	0	0	0	0	0			0	0	0	0	0		0	0	0	0	0
	dn																								ne: HF:
	Movement/Lane Gro	Start Time	4:00 PM	4:15 PM	4:30 PM	4:45 PM	Total	5:00 PM	5:15 PM	5:30 PM	5:45 PM	Total	<u>Hourly Volumes</u>	Hour Starting at:	4:00 PM	4:15 PM	4:30 PM	4:45 PM	5:00 PM	Peak-Hour Volumes	4:00 PM	4:15 PM	4:30 PM	4:45 PM	Peak-Hour Volur Pł



C 0 R P 0 R A T I 0 N Engineering Science Research Planning

> 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: <u>Pedestrians and Bicyclists on Sidewalk</u>

Crossing at:	ž	orth Side	e of Ma	ain Street			South	ו Side of	<sup>:</sup> Main Str	eet		East S	ide of SF	t 17 (Cei	nter Stre	iet)	West	t Side of	f SR 17 (I	Center S	street)		
Conflict with:	     			h-RT		     	і <sup>Ш</sup> І	B Appro	ach - RT	     	 	     	NB Apr	oroach -	RT I	   		SB/	<pre>▲ Deroact</pre>		     	Interse	ection
	Pedes	trians		Bicycli	sts	4	edestria	su	Bicy	/clists		Pedest	trians		Bicyclist	s	Ped	estrians		Bicyc	lists		
Direction	EB WI	3 2-W	ay E	B WB	2-Way	V EB	WB	2-Way	EB N	VB 2-M	Vay N	B SB	2-Wa	y NB	SB	2-Way	NB	SB 2-1	Way N	B SB	2-Wa	~	
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
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
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
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
Total	0	0	0	0	G	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	C	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
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
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
Total	0	0	0	0	C	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	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
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
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
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
7:15 AM	0	0	0	0	C	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	C	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	C	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
PHF:																							

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

 Date of Data Collection:
 12/6/2022

 Data Collected by:
 ND

 Hours of Data Collection:
 4:00 PM

 Count Groups Included:
 Pedestrians and Bicyclists on Sidewalk

Crossing at:	Noi	rth Side	of Mair	ר Street			South	Side of I	Main Stree	et	Ea	st Side	of SR 17	(Center \$	Street)		Vest Si	de of SR	17 (Cent	er Stre	et)		
Conflict with:		WB Api	proach	-RT				Approa	ch - RT			Ï	3 Approa	ch - RT				SB Appr	oach - R			Intersection	_
Direction	Pedesti	ians		Bicyclis	ß	Pe	destrian	s	Bicyc	lists	Pe	destriar	s	Bicy	clists		Pedestr	ians	8	icyclists			
	EB WB	2-Wa	y EB	WB	2-Way	EB	WB 2	-Way	EB WE	3 2-Way	NB	SB	2-Way	NB SE	3 2-W	ay NB	SB	2-Way	NB	SB	2-Way		1
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
4:15 PM	0	0	0	0 0	0	0	0	0	0	0	1 1	0	1	0	0	0	0	0	0	0	0		Н
4:30 PM	0	0	0	0 0	0	0	0	0	0	0	0 C	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 C	0	0	0	0	0	0	0 0	0	0	0		
Total	0	0	0	0	0	0	0	0	0	0	1	0	1	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
5:15 PM	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0		
5:30 PM	0	0	0	0 0	0	0	0	0	0	0	0 C	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	2 2	0	0	0		
Hourly Volumes																							
Hour Starting at: 4:00 PM	C	0	C	0	C	C	C	C	C			C		c	c	c	c		c	С	C		_
4:15 PM	0	0	0	0		0	0	0	0	0	1	0	1	0	0	0	0		0	0	0		H
4:30 PM	0	0	0	0 0	0	0	0	0	0	0	0 0	0	0	0	0	0	. 0	2 2	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	2 2	0	0	0		2
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0		$\sim$
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
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	0		
5:15 PM	0	0	0	0 0	0	0	0	0	0	0	0 0	0	0	0	0	0	0	2 2	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	2	0	0	0		N
PHF:																	0.2	0.25				0.2	6





12/6/2022 ND Hours of Data Collection: 7:00 AM Date of Data Collection: Data Collected by:

9:00 AM Count Groups Included: All Groups / All Vehicles 9

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

$\mathbf{\times}$
NB/SB
NB

L																				-	
		ΕA Du	STBOUN ndee Ro	Di pe			WES	STBOUNE dee Road	0 -			NORT	'HBOUNE IS 27	-			SOUT	HBOUND IS 27		<u>_</u>	tersection
Movement/Lane Group	ГТ	Ŧ	RT	RTOR	All Lane		Ħ	RT F	RTOR A	II Lane		Ŧ	RT R	TOR AII	Lane		H	RT RT	OR AII	Lane	
PSCF	1.04	1.04	1.04	1.04	Groups	1.04	1.04	1.04	1.04	Groups	1.04	1.04	1.04	1.04 G	sdno.	1.04	1.04	1.04 1.	04	sdno	
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	99	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	666	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	666	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	99	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	06.0		0.92	0.96





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

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

6:00 PM

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

 $\left| \right\rangle$ NB/SB  $\Box$ 

	ntersection				1023	970	1094	1090	4177	1065	1132	1160	963	4320		4177	4219	4381	4447	4320	1090	1065	1132	1160	4447	0.96
	_	All Lane	Groups		371	336	424	359	1490	386	359	411	272	1428		1490	1505	1528	1515	1428	379 3	386	359	411	1515	0.92
	0	RTOR (	1.04		0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	C	0	0	0	0	
	IHBOUNI JS 27	RT	1.04		62	56	75	99	259	76	63	54	47	240		259	273	280	259	240	96	76	63	54	259	0.85
	LUOS	Ħ	1.04		283	242	327	258	1110	294	265	342	201	1102		1110	1121	1144	1159	1102	258 258	294	265	342	1159	0.85
			1.04		26	38	22	35	121	16	31	15	24	86		121	111	104	26	86	ц С	16	31	15	97	0.69
		II I ane	coups		337	327	334	391	1389	363	431	396	373	1563		1389	1415	1519	1581	1563	391	363	431	396	1581	0.92
	0	TOR A	1.04		0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	C	0	0	0	0	
	HBOUNE IS 27	RT	1.04		46	38	46	52	182	48	61	52	40	201		182	184	207	213	201	ر <del>ب</del>	48	61	52	213	0.87
	NORT	Ŧ	1.04		241	218	219	262	940	241	275	269	250	1035		940	940	662	1047	1035	262	241	275	269	1047	0.95
		-1	1.04		50	71	69	77	267	74	95	75	83	327		267	291	315	321	327	12	74	95	75	321	0.84
		ane	sdno.		120	124	126	127	497	100	134	139	115	488		497	477	487	500	488	127	100	134	139	500	06.0
		FOR AII	04		0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	c	0	0	0	0	
	BOUND se Road	RT R	.04		12	10	10	15	47	ъ	7	2	4	21		47	40	37	32	21	ر بر	ъ	7	5	32	0.53
	WEST	E E	04		58	69	64	68	259	53	80	76	66	275		259	254	265	277	275	89	53	80	76	277	0.87
		- -	04 1		50	45	52	44	191	42	47	58	45	192		191	183	185	191	192	44	42	47	58	191	0.82
-		ane	ups 1		195	183	210	213	801	216	208	214	203	841		801	822	847	851	841	213	216	208	214	851	0.98
		R AIL	4 Gr		0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	C	0	0	0	0	
	VND	RTO	1.0		69	69	1	6,	8	0	'5	0	52	19		8	6,	95	94	57	đ	0	5	0	4	33
	ASTBO	RT	1.04		2	2		-	5 27	10		~		3 26		2	t 27	29	5 29	3 26					5 29	0.0
	ш Ц	Ŧ	1.04		io	80	7	7	29	ō0	6	7	80	33.		29	31	32	32	33.	Ĺ.	ο ο	6	7	32	6.0
		5	1.04		59	42	69	57	227	61	43	71	99	241		227	229	230	232	241	57	61	43	71	232	0.82
		Movement/Lane Group	PSCF	Start Time	4:00 PM	4:15 PM	4:30 PM	4:45 PM	Total	5:00 PM	5:15 PM	5:30 PM	5:45 PM	Total	<u>Hourly Volumes</u>	Hour Starting at: 4:00 PM	4:15 PM	4:30 PM	4:45 PM	5:00 PM	Peak-Hour Volumes 4:45 PM	5:00 PM	5:15 PM	5:30 PM	Peak-Hour Volume:	PHF:



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

 Count Groups Included:
 Heavy Vehicles

9:00 AM

												_	_								-					_	
Intersection				72	61	69	83	285	81	74	74	73	302			285	294	307	312	302		83	81	74	74	312	8.0%
	All Lane	Groups		31	25	26	36	118	28	38	34	37	137			118	115	128	136	137		36	28	38	34	136	11.2%
۵	RTOR	1.04		0	0	0	0	0	0	0	0	0	0			0	0	0	0	0		0	0	0	0	0	
IHBOUN JS 27	RT	1.04		m	2	2	2	6	m	4	4	2	13			6	6	11	13	13		2	m	4	4	13	6.2%
nos	ΤH	1.04		27	22	22	29	100	24	32	30	34	120			100	97	107	115	120		29	24	32	30	115	12.4%
	LT	1.04		1	1	2	ъ	6	Ч	2	0	1	4			6	6	10	8	4		S	₽	2	0	8	10.8%
	Lane	sdno.		25	23	24	34	106	33	21	25	26	105			106	114	112	113	105		34	33	21	25	113	7.9%
	TOR AII	.04 Gr		0	0	0	0	0	0	0	0	0	0			0	0	0	0	0		0	0	0	0	0	
IBOUND S 27	R R	04 1		Ļ	33	0	2	9	г	2	2	4	9			9	9	5	7	9		2	-	2	2	7	4.7%
NORTH U	H	04 1		20	18	20	28	86	29	19	20	23	91			86	95	96	96	91		28	29	19	20	96	9.4%
	- -	04 1		4	2	4	4	14	m	0	m	2	∞			14	13	11	10	8		4	£	0	3	10	3.9%
	-ane L	ups 1		6	6	7	6	31	11	8	8	4	31			31	33	32	33	31		6	11	8	8	33	5.1%
	OR AIL	04 Gro		0	0	0	0	0	0	0	0	0	0			0	0	0	0	0		0	0	0	0	0	J
SOUND Road	T RT	1.1		S	9	2	2	15	ъ	2	1	0	∞			15	15	11	10	8		2	ъ	2	1	10	%6
WESTE Dundee	H R	1.0		ŝ	0	1	2	9	4	m	2	m	12			9	7	10	11	12		2	4	3	2	11	4% 17
WEST Dunde	Ĕ	4 1.0		1	÷	4	2	10	7	m	ъ	۲	11			10	11	11	12	11		2	2	3	5	12	1% 3
	ne LT	ps 1.0		7	4	12	7	30	6	7	7	6	29			30	32	35	30	29		7	6	7	7	30	1% 7
	AII La	Grou		0	0	0	0	0	0	0	0	0	0			0	0	0	0	0		0	0	0	0	0	4
UND oad	RTOR	1.04		1	1	2	-	10		~	2	0	_				8	0	0	1		-		8	2		
ASTBOL undee R	RT	1.04											1.					1(	1(	1:						1(	4.0%
шО	Η	1.04		7	2	4	ы	13	7	1	2	m	ω			13	13	12	10	œ		ы	7	1	2	10	4.4%
	ГТ	1.04		4	T	9	1	12	Ś	ε	£	1	10			12	11	13	10	10		1	3	£	£	10	3.8%
	Movement/Lane Group	PSCF	Start Time	7:00 AM	7:15 AM	7:30 AM	7:45 AM	Total	8:00 AM	8:15 AM	8:30 AM	8:45 AM	Total	Hourly Volumes	Hour Starting at:	7:00 AM	7:15 AM	7:30 AM	7:45 AM	8:00 AM	Peak-Hour Volumes	7:45 AM	8:00 AM	8:15 AM	8:30 AM	Peak-Hour Volume:	Heavy Vehicles %:



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

 Count Groups Included:
 Heavy Vehicles

6:00 PM

Intersection				86	62	72	66	286	67	62	67	54	250			286	267	267	262	250	86	62	72	66	286	6.4%
	Groups			37	21	27	26	111	27	20	28	10	85			111	101	100	101	85	37	21	27	26	111	7.3%
٩	RTOR	1.04		0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0	0	0	0	0	
THBOUN US 27	RT	1.04		2	2	3	1	80	4	2	4	2	12			8	10	10	11	12	7	2	£	1	8	3.1%
nos	TH	1.04		33	17	21	21	92	20	17	23	8	68			92	79	79	81	68	33	17	21	21	92	7.9%
	ΓТ	1.04		2	2	3	4	11	n	1	Ļ	0	ъ			11	12	11	6	5	2	2	m	4	11	11.3%
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	Movement/Lane	PSCF	Start Time	4:00 PM	4:15 PM	4:30 PM	4:45 PM	Total	5:00 PM	5:15 PM	5:30 PM	5:45 PM	Total	<u>Hourly Volumes</u>	Hour Starting	4:00 PM	4:15 PM	4:30 PM	4:45 PM	5:00 PM	Peak-Hour Volun 4:00 PM	4:15 PM	4:30 PM	4:45 PM	Peak-Hour V	Heavy Vehic



Intersection: US 27 / Dunc Jurisdiction: Town of Dur

: US 27 / Dundee Road : 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

Intersection			0	1	0	0	1	1	0	0	0	1			1	2	1	1	1		1	0	0	1	2	0.50
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	Movement/Lane Gro	Start Time	7:00 AM	7:15 AM	7:30 AM	7:45 AM	Total	8:00 AM	8:15 AM	8:30 AM	8:45 AM	Total	<u>Hourly Volumes</u>	Hour Starting at:	7:00 AM	7:15 AM	7:30 AM	7:45 AM	8:00 AM	Peak-Hour Volumes	7:15 AM	7:30 AM	7:45 AM	8:00 AM	Peak-Hour Volun	ā





 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

Data Collected by: ND Hours of Data Collection: 4.00 PM to 6.00 PM Count Groups Included: <u>Bicycles on Bike Lane or Road</u>

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| Movement/Lane Group | Start Time   | 4:00 PM   | 4:15 PM   
   
   | 4:30 PM   
   
  | 4:45 PM  | Total   
  | 5:00 PM  | 5:15 PM  | 5:30 PM  | 5:45 PM   
   | Total  |  | Hourly Volumes  | Hour Starting at:<br>4:00 PM | 4:15 PM | 4:30 PM | 4:45 PM | 5:00 PM | Peak-Hour Volumes   | 4:45 PM  
   | 5:00 PM   | 5:15 PM   
  | 5:30 PM  | Peak-Hour Volume:  | PHF:  |  |
|                     | Movement/Lane Group LT TH RT RTOR Groups | Movement/Lane Group         LT         TH         RT OR         Groups         LT         TH         RT OR         All Lane         All Lane | Movement/Lane Group         LT         TH         RT OR         All Lane         All Lane <th< td=""><td>Movement/Lane Group         LT         TH         RT OR         All Lane         <th< td=""><td>MovementLane Group         LT         TH         RT OR         Anl Lane         Ann Lane</td><td>MovementLane Group         LT         TH         RT OR         Ant Lane         LT         TH         RT OR         Ant Lane         Ant Lane         Ant Lane         Ant Lane         Ant Lane         Th         RT OR         Ant Lane         <t< td=""><td>MovementLane Group<br/>Start TimeTTHRTRT orAll Lane<br/>All LaneTHRT orAll Lane<br/>All LaneAll Lane<br/>LTTHRT orAll Lane<br/>All LaneAll Lane<br>All LaneAll Lane<br>All LaneAll Lane<br>All LaneAll Lane<br>All LaneAll Lane<br>All 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  IT         TH         RT         RTOR         Groups         LT         TH         RTO         Alltane           Start Time         0</td></td></t<><td>MovementLane Group         LT         RT         RT</td><td>Movement/Lane Group         LT         TH         RT         RILane         All Lane         All</td><td>Movement/Lane Groups         LT         TH         RT         RILease         LT         TH         RT         RILease         LT         TH         RT         RILease         LT         TH         RTOR         Galups         LT         RTOR         Galups         LT         TH         RTOR         Galups         LT         RTOR         Galups         LT         TH         RTOR         Galups         LT         RTOR         Galups         LT</td></td></th<><td></td><td></td><td></td><td></td><td></td><td>Movement/Lane Group         IT         TH         RT         RTOR         Groups         LT         RTOR         Groups         <thlt< th="">         RTOR         <thlane< 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     LT         TH         RTOR         Galups         LT         RTOR         Galups         LT</td> | MovementLane Group<br>Start TimeTTHRTRT orAll Lane<br>All LaneTHRT orAll Lane<br>All LaneAll Lane<br>LTTHRT orAll Lane<br>All LaneAll Lane<br> | MovementLane Group         LT         TH         RT         RTOR         All Lane         LT         TH         RT         RTOR         Groups         LT         TH         RTOR         All Lane         All Lane         All Lane         All Lane         All Lane         LT         TH         RTOR         All Lane         TH         RTOR         All Lane         TH         RTOR         All Lane         < | MovementLane Groups         IT         TH         RT         RTOR         All Lane         LT         TH         RT         RTOR         Groups         LT         TH         RTOR         All Lane         LT         RTOR         All Lane         LT         RTOR         All Lane         RTOR         All Lane         LT         RTOR         All Lane         LT         RTOR         All Lane         RTOR         All Lane         LT         RTOR         All Lane         All Lane </td <td>MovementLane Group         IT         TH         RT         RTOR         Groups         LT         TH         RTO         Alltane           Start Time         0</td> | MovementLane Group         IT         TH         RT         RTOR         Groups         LT         TH         RTO         Alltane           Start Time         0 | MovementLane Group         LT         RT         RT | Movement/Lane Group         LT         TH         RT         RILane         All Lane         All | Movement/Lane Groups         LT         TH         RT         RILease         LT         TH         RT         RILease         LT         TH         RT         RILease         LT         TH         RTOR         Galups         LT         RTOR         Galups         LT         TH         RTOR         Galups         LT         RTOR         Galups         LT         TH         RTOR         Galups         LT         RTOR         Galups         LT |                              |         |         |         |         | Movement/Lane Group         IT         TH         RT         RTOR         Groups         LT         RTOR         Groups <thlt< th="">         RTOR         <thlane< th=""></thlane<></thlt<> | Movementulane Group         LT         TH         RTOR         Multane         Multane <td>Movement/ane Group         LT         TH         RT         RTOR         Gallage         LT         TH         RT OR         Gallage           San Time         San Time  <td< td=""><td>Movement/and fame         IT         RTOR         Milane         IT         RTOR         Milane         IT         RTOR         Milane         IT         RTOR         Milane         RTOR         Milane         RTOR         Milane         <th <="" td=""><td>Movement/and Group         LT         Ht         RTOK         Galaxies         LT         TH         RTOK         Galaxies         LT         RTOK         Galaxies         LT         TH         RTOK         Galaxies         RTOK         Galaxies         RTOK         Galaxies         RTOK         Galaxies         RTOK</td><td>Movement/and Group         LT         HH         RT DR         Gallane         LT         TH         RT DR         Gallane         LT         RT DR         RT DR</td><td>Movementual and Group         IT         Th         RTOR         Multime         IT         Th         RTOR         Multime           400 Time         1         TH         RTOR         Multime         IT         Th         RTOR         Multime           400 Time         1         TH         RTOR         Multime         IT         Th         RTOR         Multime           400 Time         0         <td< td=""></td<></td></th></td></td<></td> | Movement/ane Group         LT         TH         RT         RTOR         Gallage         LT         TH         RT OR         Gallage           San Time         San Time <td< td=""><td>Movement/and fame         IT         RTOR         Milane         IT         RTOR         Milane         IT         RTOR         Milane         IT         RTOR         Milane         RTOR         Milane         RTOR         Milane         <th <="" td=""><td>Movement/and Group         LT         Ht         RTOK         Galaxies         LT         TH         RTOK         Galaxies         LT         RTOK         Galaxies         LT         TH         RTOK         Galaxies         RTOK         Galaxies         RTOK         Galaxies         RTOK         Galaxies         RTOK</td><td>Movement/and Group         LT         HH         RT DR         Gallane         LT         TH         RT DR         Gallane         LT         RT DR         RT DR</td><td>Movementual and Group         IT         Th         RTOR         Multime         IT         Th         RTOR         Multime           400 Time         1         TH         RTOR         Multime         IT         Th         RTOR         Multime           400 Time         1         TH         RTOR         Multime         IT         Th         RTOR         Multime           400 Time         0         <td< td=""></td<></td></th></td></td<> | Movement/and fame         IT         RTOR         Milane         IT         RTOR         Milane         IT         RTOR         Milane         IT         RTOR         Milane         RTOR         Milane         RTOR         Milane         Milane <th <="" td=""><td>Movement/and Group         LT         Ht         RTOK         Galaxies         LT         TH         RTOK         Galaxies         LT         RTOK         Galaxies         LT         TH         RTOK         Galaxies         RTOK         Galaxies         RTOK         Galaxies         RTOK         Galaxies         RTOK</td><td>Movement/and Group         LT         HH         RT DR         Gallane         LT         TH         RT DR         Gallane         LT         RT DR         RT DR</td><td>Movementual and Group         IT         Th         RTOR         Multime         IT         Th         RTOR         Multime           400 Time         1         TH         RTOR         Multime         IT         Th         RTOR         Multime           400 Time         1         TH         RTOR         Multime         IT         Th         RTOR         Multime           400 Time         0         <td< td=""></td<></td></th> | <td>Movement/and Group         LT         Ht         RTOK         Galaxies         LT         TH         RTOK         Galaxies         LT         RTOK         Galaxies         LT         TH         RTOK         Galaxies         RTOK         Galaxies         RTOK         Galaxies         RTOK         Galaxies         RTOK</td> <td>Movement/and Group         LT         HH         RT DR         Gallane         LT         TH         RT DR         Gallane         LT         RT DR         RT DR</td> <td>Movementual and Group         IT         Th         RTOR         Multime         IT         Th         RTOR         Multime           400 Time         1         TH         RTOR         Multime         IT         Th         RTOR         Multime           400 Time         1         TH         RTOR         Multime         IT         Th         RTOR         Multime           400 Time         0         <td< td=""></td<></td> | Movement/and Group         LT         Ht         RTOK         Galaxies         LT         TH         RTOK         Galaxies         LT         RTOK         Galaxies         LT         TH         RTOK         Galaxies         RTOK         Galaxies         RTOK         Galaxies         RTOK         Galaxies         RTOK | Movement/and Group         LT         HH         RT DR         Gallane         LT         TH         RT DR         Gallane         LT         RT DR         RT DR | Movementual and Group         IT         Th         RTOR         Multime         IT         Th         RTOR         Multime           400 Time         1         TH         RTOR         Multime         IT         Th         RTOR         Multime           400 Time         1         TH         RTOR         Multime         IT         Th         RTOR         Multime           400 Time         0 <td< td=""></td<> |



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 Count Groups Included: <u>Pedestrians and Bicyclists on Sidewalk</u>

tersection					0	1	0	0	1	0	0	0	0	0			1	1	0	0	0		0	1	0	0	1	0.25
	-		e-Way		0	0	0	0	0	0	0	0	0	0			0	0	0	0	0		0	0	0	0	0	
7		icyclists	SB 2		0	0	0	0	0	0	0	0	0	0			0	0	0	0	0		0	0	0	0	0	
of US 2	ach - R	Bi	NB		0	0	0	0	0	0	0	0	0	0			0	0	0	0	0		0	0	0	0	0	
est Side	B Appro	su	2-Way		0	1	0	0	1	0	0	0	0	0			1	1	0	0	0		0	1	0	0	1	0.25
Ň	S	edestria	SB		0	0	0	0	0	0	0	0	0 0	0			. 0	0	0	0 0	0		0	0	0	0 0	0	
		4	y NB		0	0 1	0	0	0	0	0	0	0 0	0			0 1	0	0	0 0	0		0	0 1	0	0 0	0	0.25
		ists	2-Wa		0	0	0	0	0	0	0	0	0	0			0	0	0	0	0		0	0	0	0	0	
US 27	רא-ו	Bicycl	B SB		0	0	0	0	0	0	0	0	0	0			0	0	0	0	0		0	0	0	0	0	
Side of	Vpproacl		Vay N		0	0	0	0	0	0	0	0	0	0			0	0	0	0	0		0	0	0	0	0	
East	NB A	strians	SB 2-V		0	0	0	0	0	0	0	0	0	0			0	0	0	0	0		0	0	0	0	0	
		Pede	NB		0	0	0	0	0	0	0	0	0	0			0	0	0	0	0		0	0	0	0	0	
			2-Way		0	0	0	0	0	0	0	0	0	0			0	0	0	0	0		0	0	0	0	0	
Road		icyclists	WB		0	0	0	0	0	0	0	0	0	0			0	0	0	0	0		0	0	0	0	0	
Dundee	oach - R	8	EB		0	0	0	0	0	0	0	0	0	0			0	0	0	0	0		0	0	0	0	0	
Side of	EB Appr	ans	2-Way		0	0	0	0	0	0	0	0	0	0			0	•	0	0	0		0	0	0	0	0	
South		Pedestri	WB		0 0	0 C	0	0 0	0	0 0	0 0	0	0 C	0			00	0	0	0 0	0 0		0	0 C	0 0	0 0	0 0	
		_	IV EB		0	0	0	0	0	0	0	0	0	0			0	0	0	0	0		0	0	0	0	0	
be		lists	5-Wa		0	0	0	0	0	0	0	0	0	0			0	0	0	0	0		0	0	0	0	0	
ndee Ro	sh - RT	Bicyc	B WE		0	0	0	0	0	0	0	0	0	0			0	0	0	0	0		0	0	0	0	0	
de of Du	Approa		Way		0	0	0	0	0	0	0	0	0	0			0	0	0	0	0		0	0	0	0	0	
lorth Si	WB	estrians	NB 2-		0	0	0	0	0	0	0	0	0	0			0	0	0	0	0		0	0	0	0	0	
2		Ped	EB		0	0	0	0	0	0	0	0	0	0			0	0	0	0	0		0	0	0	0	0	
Crossing at:	Conflict with:		Direction	Start Time	7:00 AM	7:15 AM	7:30 AM	7:45 AM	Total	8:00 AM	8:15 AM	8:30 AM	8:45 AM	Total	<u>Hourly Volumes</u>	Hour Starting at:	7:00 AM	7:15 AM	7:30 AM	7:45 AM	8:00 AM	Peak-Hour Volumes	7:00 AM	7:15 AM	7:30 AM	7:45 AM	Peak-Hour Volume:	PHF:



 Date of Data Collection:
 12/6/2022

 Data Collected by:
 ND

 Hours of Data Collection:
 4:00 PM

 Count Groups Included:
 Pedestrians and Bicyclists on Sidewalk

Crossing at:	N	rth Side	of Dur	idee Roa	5		South	Side of	Dundee F	Road			East Sic	le of US	27			West	Side of I	US 27		
Conflict with:		WB AF	pproac	h-RT			Ē	B Appro	ach - RT				NB App	nroach - F	RT			SB A	Approach	1-RT		Intersection
Direction	Pede	trians		Bicycli	sts	Pe	destria	su	Bic	yclists		Pedest	rians		<b>3icyclists</b>		Pede	strians		Bicycli	sts	
	EB	B 2-W	ay El	B WB	2-Way	/ EB	WB	2-Way	EB	VB 2-	Way	NB SB	2-Wa	v NB	SB	2-Way	NB	5B 2-V	Vay NE	B 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
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	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	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	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	1	1 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
Total	0	0	0	0		0	0	0	0	0	0	0	1	1 0	0	0	0	0	0	0	0	1
<u>Hourly Volumes</u>																						
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		000	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	1	1 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	1 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
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	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	1	1 0	0	0	0	0	0	0 (	0	1
Peak-Hour Volume:	0	0	0	0	0	0	0	0	0	0	0	0	-	1 0	0	0	0	0	0	0	0	F
PHF:												0.2	25 0.2	5								0.25





12/6/2022 ND Hours of Data Collection: 7:00 AM Date of Data Collection: Data Collected by:

9:00 AM Count Groups Included: All Groups / All Vehicles 9

J Peak-Season CF: 1.04 EB/WB Road: Main Direction NB/SB Road:

đ		NB/SB
Fredrick Avenue	US 27	FB/WB
		-

	×
	NB/SB
l	
US 27	EB/WB

		EA	STBOUN	D			WES	TBOUNE ick Avenu	e e			NORT	HBOUNE IS 27				Sout	IHBOUNE JS 27			ntersection
Movement/Lane Group	Ч	Ħ	RT	RTOR	All Lane	L1	Ħ	RT	RTOR A	VII Lane		H	RT R	TOR A	lane		H	RT R	TOR /	All Lane	
PSCF	1.04	1.04	1.04	1.04	Groups	1.04	1.04	1.04	1.04	Groups	1.04	1.04	1.04	1.04 G	roups	1.04	1.04	1.04	1.04	Groups	
Start Time																					
7:00 AM	0	0	1	0	1	15	0	28	0	43	S	284	19	0	308	11	230	0	0	241	593
7:15 AM	0	0	1	0	1	12	0	28	0	40	ε	320	11	0	334	14	286	0	0	300	675
7:30 AM	0	0	0	0	0	24	0	40	0	64	m	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	6	0	355	26	307	0	0	333	744
Total	0	0	ε	0	ſ	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	ъ	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	Э	0	ŝ	5	0	20	0	25	9	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
Iourly Volumes																					
Hour Starting at:																					
7:00 AM	0	0	m	0	m	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	m	320	11	0	334	14	286	0	0	300	675
7:30 AM	0	0	0	0	0	24	0	40	0	64	с	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	6	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		06.0		0.84	0.75	0.94	0.78		0.95	0.79	0.94			0.94	0.95





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

12/6/2022 ND Hours of Data Collection: 4:00 PM Date of Data Collection: Data Collected by:

6:00 PM Count Groups Included: All Groups / All Vehicles **Q** 

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

	NB/SB
US 27	EB/WB
	÷

	×
	NB/SB
JS 27	EB/WB

Intersection				752	696	763	753	2964	729	762	752	656	2899		2964	2941	3007	2996	2899		763	753	729	762	3007	<mark>66.</mark> 0
	All Lane	Groups		395	407	395	402	1599	347	431	366	331	1475		1599	1551	1575	1546	1475	0	395	402	347	431	1575	0.91
	TOR	1.04		0	0	0	0	0	0	0	0	0	0		0	0	0	0	0		0	0	0	0	0	
HBOUNE JS 27	RT R	1.04		0	0	1	1	2	0	0	0	0	0		7	2	2	1	0		1	1	0	0	2	0.50
sout	표	1.04		370	364	373	371	1478	331	391	339	302	1363		1478	1439	1466	1432	1363	1	373	371	331	391	1466	0.94
	-1	1.04		25	43	21	30	119	16	40	27	29	112		119	110	107	113	112	:	21	30	16	40	107	0.67
	II Lane	sroups		332	266	312	322	1232	340	305	369	299	1313		1232	1240	1279	1336	1313		312	322	340	305	1279	0.94
	TOR A	1.04		0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	(	0	0	0	0	0	
HBOUND S 27	RT R	1.04		12	10	18	17	57	18	19	12	17	99		57	63	72	99	66	:	18	17	18	19	72	0 <mark>.95</mark>
NORT	H	1.04		317	250	287	295	1149	307	282	350	275	1214		1149	1139	1171	1234	1214	!	287	295	307	282	1171	0.95
		1.04		m	9	7	10	26	15	4	7	7	33		26	38	36	36	33	I	7	10	15	4	36	09.0
	Lane	sdno		25	23	55	28	131	41	26	17	26	110		131	147	150	112	110	ł	55	28	41	26	150	0.68
	OR AII	04 G		0	0	0	0	0	0	0	0	0	0		0	0	0	0	0		0	0	0	0	0	
30UND Avenue	T RT	04 1.		16	22	36	21	95	22	8	11	16	57		95	101	87	62	57	:	36	21	22	8	87	09.0
WESTE Fredrick	н	04 1.		0	0	0	0	0	0	0	0	0	0		0	0	0	0	0		0	0	0	0	0	
	т   Т	04 1.(		6	1	19	7	36	19	18	9	10	53		36	46	63	50	53	:	19	7	19	18	63	0.83
	ne L	ps 1.		0	0	н Н	1	2	1	0	0	0	1		2	m	3	2	1		1	1	1	0	ę	75
	K All La	Grou		0	0	0	0	0	0	0	0	0	0		0	0	0	0	0		0	0	0	0	0	0
ND	RTOF	1.04		-	_					0		-					- 10	~						(		
STBOU	RT	1.04		0					-	0							(1)		~					0	.,	0.75
E. <sup>A</sup> Frec	Ŧ	1.04		0	0	0	0	0	0	0	0	0	0		0	0	0	0	0		0	0	0	0	0	
	ГТ	1.04		0	0	0	0	0	0	0	0	0	0		0	0	0	0	0		0	0	0	0	0	
	Movement/Lane Group	PSCF	Start Time	4:00 PM	4:15 PM	4:30 PM	4:45 PM	Total	5:00 PM	5:15 PM	5:30 PM	5:45 PM	Total	Hourly Volumes	Hour Starting at: 4:00 PM	4:15 PM	4:30 PM	4:45 PM	5:00 PM	Peak-Hour Volumes	4:30 PM	4:45 PM	5:00 PM	5:15 PM	Peak-Hour Volume:	PHF:

C 0 R P 0 R A T I 0 N Engineering Science Research Planning

> 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

 Count Groups Included:
 Heavy Vehicles

9:00 AM

	_	_	_	_	_	_	_			_	_	_	_			_	_	_	_	_			_		_	_
Intersection				59	54	52	77	242	76	55	63	78	272			242	259	260	271	272	76	55	63	78	272	9.7%
	All Lane	Groups		30	27	25	42	124	36	28	37	49	150			124	130	131	143	150	36	28	37	49	150	12.0%
0	RTOR	1.04		0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0	0	0	0	0	
HBOUN IS 27	RT I	1.04		0	0	0	0	0	0	0	-	0	1			0	0	0	1	1	0	0	1	0	-	
SOUT	TH	.04		28	27	25	40	120	34	27	34	45	140			120	126	126	135	140	34	27	34	45	140	1.9%
	гт	.04		2	0	0	2	4	2	-	2	4	6			4	4	5	7	6	7	1	2	4	6	1.0%
	ane	ups 1		27	26	25	34	112	36	25	23	26	110			112	121	120	118	110	36	25	23	26	110	3.2% 1
	OR AIL	04 Gro		0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0	0	0	0	0	~
30UND 27	r rt	4 1.(		1	0	1	0	2	2	1	2	0	5			2	ŝ	4	5	5	5	1	2	0	5	6%
NORTHE US	.R	4 1.C		26	26	24	34	10	33	24	21	26	04			10	117	115	12	04	33	24	21	26	04	1% 10.
	Ŧ	1.0		0	0	0	0	0	1	0	0	0	1			0 1	1 1	1 1	1 1	1	1	0	0	0	1	% 8.
	e LT	s 1.02		2	1	2	1	9	4	2	2	3	.1			6	8	6	6	1	4	2	2	3	1	% 6.7
	All Lan	Group		0	0	0	0	0	0	0	0	0	1			0	0	0	0	1			0	0	1	5.1
ND enue	RTOR	1.04																								_
ESTBOU drick Av	RT	1.04		7	1	2	1	Q	4	0	1	m	8			6	80	2	e	8	4		1	m	8	5.6%
Fre V	Ħ	1.04		0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0	0	0	0	0	
	ГТ	1.04		0	0	0	0	0	0	2	-	0	ŝ			0	0	2	3	3	0	2	1	0	°.	4.2%
	All Lane	Groups		0	0	0	0	0	0	0	1	0	1			0	0	0	1	1	0	0	1	0	1	50.0%
ne o	RTOR /	1.04		0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0	0	0	0	0	
TBOUNE ck Aven	RT	1.04		0	0	0	0	0	0	0	7	0	1			0	0	0	1	1	0	0	1	0	-	50.0%
EAS Fredri	Η	1.04		0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0	0	0	0	0	
	LT	1.04		0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0	0	0	0	0	
	roup														<u>ب</u>						S				ume:	es %:
	vement/Lane G	PSCF	Start Time	7:00 AM	7:15 AM	7:30 AM	7:45 AM	Total	8:00 AM	8:15 AM	8:30 AM	8:45 AM	Total	irly Volumes	Hour Starting at	7:00 AM	7:15 AM	7:30 AM	7:45 AM	8:00 AM	<u>ik-Hour Volume</u> 8:00 AM	8:15 AM	8:30 AM	8:45 AM	Peak-Hour Vol	Heavy Vehicle
	Ň													Цон							Реа					

C 0 R P 0 R A T I 0 N Engineering Science Research Planning

> 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

 Count Groups Included:
 Heavy Vehicles

6:00 PM

tion				85	56	67	57	265	49	51	53	42	195			265	229	224	210	195	85	56	67	57	265	8.8%
Interse																										
	Groups			46	25	28	26	125	22	27	22	17	88			125	101	103	97	88	46	25	28	26	125	7.9%
٩	RTOR	1.04		0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0	0	0	0	0	
THBOUN JS 27	RT	1.04		0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0	0	0	0	0	0.0%
nos	TH	1.04		44	22	27	24	117	21	25	19	15	80			117	94	97	89	80	44	22	27	24	117	8.0%
	гт	04		2	£	1	2	∞	1	2	m	2	œ			8	7	9	∞	8	И	3	1	2	8	7.5%
	sdn			37	28	37	30	132	25	23	31	24	103		-	132	120	115	109	103	37	28	37	30	132	.3%
	DR Gro	4		0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0	0	0	0	0	5
OUND 7	RTC	1.0		2	1	3	1	7	0	0	0	0	0			7	5	4	1	0	2	1	3	1	7	%
IORTHB US 2	RT	1.02		35	27	34	28	24	23	33	20	24	0			24	12	38	4	00	35	27	34	28	24	% 9.7
2	Ħ	1.04		0	0	0	1 2	1 12	2	0	-	2 0	3 1(			1 12	3 11	3 10	4 10	3 10	0	0 2	0	1 2	1 12	<b>6 10.6</b>
	Ч	1.04						~			0		_			~	8	9	-	1		-			-	2.8%
	Groups			2	(1)	2	1	ω	(1	-		1	7			8	8	e	4	4	N	(1)	2	1	8	5.3%
ue D	RTOR	1.04		0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0	0	0	0	0	
TBOUN ick Aven	RT	1.04		2	ŝ	2	1	∞	0	-	0	1	2			8	9	4	2	2	2	3	2	1	8	9.2%
WES	ΗT	1.04		0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0	0	0	0	0	
	LT	1.04		0	0	0	0	0	2	0	0	0	2			0	2	2	2	2	0	0	0	0	0	0.0%
	sdno			0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0	0	0	0	0	0.0%
	OR Gr	04		0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0	0	0	0	0	
OUND	T RT	04 1.		0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0	0	0	0	0	%0
EASTB Fredrick	H R	4 1.0		0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0	0	0	0	0	0
	¢	4 1.0		0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0	0	0	0	0	
	о LT о	1.02																								
	vement/Lane Group	PSCF	Start Time	4:00 PM	4:15 PM	4:30 PM	4:45 PM	Total	5:00 PM	5:15 PM	5:30 PM	5:45 PM	Total	urly Volumes	Hour Starting at:	4:00 PM	4:15 PM	4:30 PM	4:45 PM	5:00 PM	<u>ak-Hour Volumes</u> 4:00 PM	4:15 PM	4:30 PM	4:45 PM	Peak-Hour Volume	Heavy Vehicles %
	м													ЮН							Peć					



Intersection: Jurisdiction:

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

Count Groups Included: Bicycles on Bike Lane or Road 9:00 AM þ Date of Data Collection: 12/6/2022 Data Collected by: ND Hours of Data Collection: 7:00 AM

		_	_	_	_	_			_	_	_				_		_	_		_	_	_	_	_	
Intersection			0	0	0	0	0	0	0	ŝ	0	m		C		0	3	3	c	D	0	0	3	'n	0.25
	All Lane Groups		0	0	0	0	0	0	0	1	0	1		c	D	0	1	1	c	C	0	0	1	1	0.25
9	RTOR		0	0	0	0	0	0	0	0	0	0		c	P	0	0	0	c	Þ	0	0	0	0	
THBOUI US 27	RT		0	0	0	0	0	0	0	-	0	1		c	5	0	1	1	c	D	0	0	1	-	0.25
nos	Ŧ		0	0	0	0	0	0	0	0	0	0		c	5	0	0	0	c	5	0	0	0	0	
	5		0	0	0	0	0	0	0	0	0	0		c	5	0	0	0	c	D	0	0	0	0	
	All Lane Groups		0	0	0	0	0	0	0	0	0	0		c	D	0	0	0	c	D	0	0	0	0	
9	RTOR /		0	0	0	0	0	0	0	0	0	0		c	2	0	0	0	c	Þ	0	0	0	0	
THBOUN US 27	RT		0	0	0	0	0	0	0	0	0	0		c		0	0	0	c	5	0	0	0	•	
NOR	Ŧ		0	0	0	0	0	0	0	0	0	0		c	>	0	0	0	c	5	0	0	0	•	
	1		0	0	0	0	0	0	0	0	0	0		c		0	0	0	c	5	0	0	0	0	
	All Lane Groups		0	0	0	0	0	0	0	H	0	1		c	D	0	1	1	c	D	0	0	1	1	0.25
ue D	RTOR		0	0	0	0	0	0	0	0	0	0		c		0	0	0	c	Þ	0	0	0	0	
STBOUN ick Aven	RT		0	0	0	0	0	0	0	-	0	7		c	5	0	1	1	c	D	0	0	1	٢	0.25
WE: Fredr	Ħ		0	0	0	0	0	0	0	0	0	0		c	5	0	0	0	c	þ	0	0	0	0	
	Ŀ		0	0	0	0	0	0	0	0	0	0		c	5	0	0	0	c	Þ	0	0	0	0	
	All Lane Groups		0	0	0	0	0	0	0	1	0	1		c	>	0	1	1	c	D	0	0	1	1	0.25
D	RTOR		0	0	0	0	0	0	0	0	0	0		c		0	0	0	c	>	0	0	0	0	
STBOUN rick Aver	RT		0	0	0	0	0	0	0	0	0	0		c	>	0	0	0	c	>	0	0	0	0	
Fred	Ħ		0	0	0	0	0	0	0	1	0	1		c	>	0	1	1	c	5	0	0	1	٢	0.25
	5		0	0	0	0	0	0	0	0	0	0		c	>	0	0	0	c	0	0	0	0	0	
	Movement/Lane Group	Start Time	7:00 AM	7:15 AM	7:30 AM	7:45 AM	Total	8:00 AM	8:15 AM	8:30 AM	8:45 AM	Total	Hourly Volumes	Hour Starting at:	MIN CT:/	7:30 AM	7:45 AM	8:00 AM	Peak-Hour Volumes	1:45 AIM	8:00 AM	8:15 AM	8:30 AM	Peak-Hour Volume:	PHF:





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

 Count Groups Included:
 Bicycles on Bike Lane or Road

Intersection		Ċ	D	0	0	0	0	0	0	0	0	0		d	Ο	0	0	0	0		0	0	0	0	0	
	All Lane Groups		0	0	0	0	0	0	0	0	0	0		•	D	0	0	0	0		0	0	0	0	0	
Q	RTOR	C	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0		0	0	0	0	0	
JTHBOU US 27	RT	C	0	0	0	0	0	0	0	0	0	0			O	0	0	0	0		0	0	0	0	0	
sol	Ŧ		Э	0	0	0	0	0	0	0	0	0			D	0	0	0	0		0	0	0	0	0	
	г		Э	0	0	0	0	0	0	0	0	0		4	D	0	0	0	0		0	0	0	0	0	
	All Lane Groups		Э	0	0	0	0	0	0	0	0	0		•	D	0	0	0	0		0	0	0	0	0	
ð	RTOR	C	o	0	0	0	0	0	0	0	0	0		٩	D	0	0	0	0		0	0	0	0	0	
RTHBOUI US 27	RT		0	0	0	0	0	0	0	0	0	0		4	Ð	0	0	0	0		0	0	0	0	0	
NOF	Ħ		Э	0	0	0	0	0	0	0	0	0		4	Ð	0	0	0	0		0	0	0	0	0	
	ГТ		Э	0	0	0	0	0	0	0	0	0		4	D	0	0	0	0		0	0	0	0	0	
	All Lane Groups		0	0	0	0	0	0	0	0	0	0			O	0	0	0	0		0	0	0	0	0	
Die	RTOR	C	Э	0	0	0	0	0	0	0	0	0		٩	D	0	0	0	0		0	0	0	0	0	
STBOUN rick Aver	RT	Ċ	Э	0	0	0	0	0	0	0	0	0		•	C	0	0	0	0		0	0	0	0	0	
WE Fred	Ŧ		Э	0	0	0	0	0	0	0	0	0		4	Ð	0	0	0	0		0	0	0	0	0	
	Ц		Ð	0	0	0	0	0	0	0	0	0		4	C	0	0	0	0		0	0	0	0	0	
	All Lane Groups		D	0	0	0	0	0	0	0	0	0		4	C	0	0	0	0		0	0	0	0	0	
D	RTOR	¢	Э	0	0	0	0	0	0	0	0	0		٩	D	0	0	0	0		0	0	0	0	0	
STBOUN rick Aver	RT	Ċ	D	0	0	0	0	0	0	0	0	0		•	D	0	0	0	0		0	0	0	0	0	
EA: Fred	표		Э	0	0	0	0	0	0	0	0	0		•	Ð	0	0	0	0		0	0	0	0	0	
	Ц		Э	0	0	0	0	0	0	0	0	0		4	o	0	0	0	0		0	0	0	0	•	
	Movement/Lane Group	Start Time	4:00 PM	4:15 PM	4:30 PM	4:45 PM	Total	5:00 PM	5:15 PM	5:30 PM	5:45 PM	Total	Hourry Volumes	Hour Starting at:	4:00 PIM	4:15 PM	4:30 PM	4:45 PM	5:00 PM	Peak-Hour Volumes	4:00 PM	4:15 PM	4:30 PM	4:45 PM	Peak-Hour Volume:	PHF:

C 0 R P 0 R A T I 0 N Engineering Science Research Planning

> 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 Count Groups Included: <u>Pedestrians and Bicyclists on Sidewalk</u>

Crossing at:	North	Side of I	Fredrick /	Avenue		Sol	uth Side	of Fred	rick Aven	ine l		East	Side of	US 27			3	lest Side	of US 27				
Conflict with:		WB App	roach - R		 		EBA	\pproacl					Approac	h - RT			<i>S</i>     	B Appro	ach - RT		<u>1</u>	tersectio	
	Pedest	rians	B	icyclists		Pede	strians		Bicycli	sts	Pec	estrians		Bicycl	lists		Pedestria	su	Bic	yclists			
Direction	EB WB	2-Way	EB	WB	2-Way	EB	VB 2-V	Vay E	B WB	2-Way	NB	SB 2-1	Way N	IB SB	2-Wa	V NB	SB	2-Way	NB	SB 2-1	Nay		- 1
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
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
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
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
Total	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
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
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
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
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0
<u>Hourly Volumes</u>																							
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		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
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
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
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
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
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
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:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0
PHF:																							

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

 Date of Data Collection:
 12/6/2022

 Data Collected by:
 ND

 Hours of Data Collection:
 4:00 PM

 Count Groups Included:
 Pedestrians and Bicyclists on Sidewalk

	Intersection				0	0	0	0	0	0	0	0	0	0			0	0	0	0	0		0	0	0	0	0	
		s	2-Way		0	0	0	0	0	0	0	0	0	0			0	0	0	0	0		0	0	0	0	0	
~	   	cyclist	SB		0	0	0	0	0	0	0	0	0	0			0	0	0	0	0		0	0	0	0	0	
of US 2	ach - R	Bi	NB		0	0	0	0	0	0	0	0	0	0			0	0	0	0	0		0	0	0	0	0	
est Side	B Appro	su	2-Way		0	0	0	0	0	0	0	0	0	0			0	0	0	0	0		0	0	0	0	0	
Š	0	lestria	SB		0	0	0	0	0	0	0	0	0	0			0	0	0	0	0		0	0	0	0	0	
		Pec	NB		0	0	0	0	0	0	0	0	0	0			0	0	0	0	0		0	0	0	0	0	
	     		2-Way		0	0	0	0	0	0	0	0	0	0			0	0	0	0	0		0	0	0	0	0	
		cyclists	SB		0	0	0	0	0	0	0	0	0	0			0	0	0	0	0		0	0	0	0	0	
of US 27	ach - RT	Bic	NB		0	0	0	0	0	0	0	0	0	0			0	0	0	0	0		0	0	0	0	0	
st Side	Appro	s	2-Way		0	0	0	0	0	0	0	0	0	0			0	0	0	0	0		0	0	0	0	0	
Ea	Ï	estriar	SB 3		0	0	0	0	0	0	0	0	0	0			0	0	0	0	0		0	0	0	0	0	
	     	Ped	NB		0	0	0	0	0	0	0	0	0	0			0	0	0	0	0		0	0	0	0	0	
			e-Way		0	0	0	0	0	0	0	0	0	0			0	0	0	0	0		0	0	0	0	0	
venue		yclists	VB 2		0	0	0	0	0	0	0	0	0	0			0	0	0	0	0		0	0	0	0	0	
drick A	ch - RT	Bic	EB \		0	0	0	0	0	0	0	0	0	0			0	0	0	0	0		0	0	0	0	0	
of Fre	Approa		Nay		0	0	0	0	0	0	0	0	0	0			0	0	0	0	0		0	0	0	0	0	
th Side		trians	B 2-\		0	0	0	0	0	0	0	0	0	0			0	0	0	0	0		0	0	0	0	0	
Sout	   	Pedes	BW		0	0	0	0	0	0	0	0	0	0			0	0	0	0	0		0	0	0	0	0	
			ay E		0	0	0	0	0	0	0	0	0	0			0	0	0	0	0		0	0	0	0	0	
en		ists	2-W		0	0	0	0	0	0	0	0	0	0			0	0	0	0	0		0	0	0	0	0	
k Aver	RT	Bicycl	WB		~					0											_		0			0		
redric	oach		EB																									
de of F	B Appi	su	2-Way		0		0	0	0	0			0	0			0	0	0	0	0		0		0	0	0	
orth Si	3   	lestria	WB		0	0	0	0	0	0	0	0	0	0			0	0	0	0	0		0	0	0	0	0	
ž	   	Pec	EB		0	0	0	0	0	0	0	0	0	0			0	0	0	0	0		0	0	0	0	0	
Crossing at:	Conflict with:	Direction		Start Time	4:00 PM	4:15 PM	4:30 PM	4:45 PM	Total	5:00 PM	5:15 PM	5:30 PM	5:45 PM	Total	Hourly Volumes	Hour Starting at:	4:00 PM	4:15 PM	4:30 PM	4:45 PM	5:00 PM	<u>Peak-Hour Volumes</u>	4:00 PM	4:15 PM	4:30 PM	4:45 PM	Peak-Hour Volume:	PHF:



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

 
 Hours of Data Collection:
 4:00 PM
 to
 6:00 PM

 Count Groups Included:
 All Groups / All Vehicles
 Date of Data Collection: 2/21/2023 Data Collected by: ND Data Collected by:

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

 $\Box$ 

NB/SB

		EA	STBOUN	9			WES	TBOUNE				NORTI	HBOUND		-		SOUTI	HBOUND			
		Fr	edrick A	ve			Fre.	drick Ave				έΘ	th St				81	th St		<u>-</u>	tersection
Movement/Lane Group	LT	Ħ	RT	RTOR	All Lane	LT	Ħ	RT	RTOR A	II Lane	LT	TH	RT R	TOR AII	Lane	LT	TH	RT R1	TOR AI	Lane	
PSCF	1.03	1.03	1.03	1.03	Groups	1.03	1.03	1.03	1.03	Sroups	1.03	1.03	1.03 1	1.03 Gr	sdnc	1.03 1	1.03	1.03 1.	о 03	sdno	
Start Time																					
4:00 PM	5	0	2	0	7	0	2	1	0	ŝ	ß	22	0	0	27	Ч	36	7	0	44	81
4:15 PM	6	0	80	0	17	0	H	1	0	2	11	55	0	0	66	0	33	8	0	41	126
4:30 PM	8	0	11	0	19	⊣	0	0	0	1	4	35	1	0	40	0	33	£	0	36	96
4:45 PM	2	1	6	0	15	0	-	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	Ļ	129	26	0	156	378
5:00 PM	9	0	n	0	6	0	0	0	0	0	ŝ	26	1	0	30	0	27	ъ	0	32	71
5:15 PM	ъ	2	7	0	14	-	0	0	0	1	4	27	0	0	31	0	35	9	0	41	87
5:30 PM	-	0	6	0	10	-	0	0	0	1	9	24	0	0	30	0	28	£	0	31	72
5:45 PM	5	1	ŝ	0	6	0	0	0	0	0	m	26	1	0	30	0	26	£	0	29	68
Total	17	ε	22	0	42	2	0	0	0	2	16	103	2	0	121	0	116	17	0	133	298
<mark>lourly Volumes</mark> Hour Starting at:																					
4:00 PM	27	1	30	0	58	1	4	2	0	7	21	135	1	0	157	1	129	26	•	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
eak-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	6	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	6	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	ł	4	2	0	7	21	135	Ł	0	157	-	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	06.0	0.81		0.89	0.75





Count Groups Included: Heavy Vehicles 요 Date of Data Collection: 2/21/2023 Data Collected by: ND 
 Data Collected by:
 ND

 Hours of Data Collection:
 4:00 PM

6:00 PM

		EA. Fre	STBOUN drick Av	Ū é			WE: Fre	STBOUN drick Ave				NOR	THBOUN 3th St	ρ			sour	THBOUNE 3th St	0	<u> </u>	tersection
Movement/Lane Group	Ч	Ħ	RT	RTOR	All Lane	Ч	Ħ	RT	RTOR (	All Lane	LT LT	Ħ	RT	RTOR A	II Lane	-1	Ħ	RT R	RTOR AII	Lane	
PSCF	1.03	1.03	1.03	1.03	Groups	1.03	1.03	1.03	1.03	Groups	1.03	1.03	1.03	1.03	Sroups	1.03	1.03	1.03	1.03 Gr	sdno	
Start Time																					
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	1	0	7	7
4:15 PM	0	0	0	0	0	0	0	0	0	0	1	∞	0	0	6	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	FI	ŝ
4:45 PM	0	0	1	0	1	0	0	0	0	0	0	3	0	0	3	0	1	1	0	2	9
Total	0	0	ε	0	ε	0	0	0	0	0	-	11	0	0	12	0	10	7	0	12	27
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	m	Ч	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	ε	0	0	4	0	4	2	0	9	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	6	24
4:30 PM	0	0	£	0	m	0	0	0	0	0	0	ъ	0	0	5	0	ഹ	m	0	∞	16
4:45 PM	0	0	1	0	1	0	0	0	0	0	1	9	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	9	1	0	7	7
4:15 PM	0	0	0	0	0	0	0	0	0	0	1	8	0	0	6	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	-	11	0	0	12	0	10	7	0	12	27
Heavy Vehicles %:	%0.0	0.0%	10.0%		5.2%	%0.0	0.0%	%0.0		%0.0	4.8%	8.1%	0.0%		7.6%	0.0%	7.8%	7.7%		7.7%	7.1%


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

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

6:00 PM

Main Direction: EB/WB Peak-Season CF: 1.03 EB/WB Road: NB/SB Road:

 $\Box$ Weiberg Rd 8th St

NB/SB X

	Intersection	đ			9 78	3 91	3 77	3 59	8 305	9 63	1 76	3 57	7 64	0 260			8 305	8 290	6 275	6 255	0 260		9 78	3 91	3 77	3 59	8 305	8 0.84
		All Lane	Groups		ŝ	ŝ	ŝ	3	13	2	4	ŝ	2	13			13	12	13	13	13		ŝ	3.	ŝ	3.	13	0.8
Ģ		RTOR	1.03		0	0	0	0	0	0	0	0	0	0			0	0	0	0	0		0	0	0	0	0	
HBOUN	th St	RT	1.03		0	0	0	0	0	0	0	0	0	0			0	0	0	0	0		0	0	0	0	0	
Sou	8	тн	1.03		35	32	33	32	132	26	38	29	26	119			132	123	129	125	119		35	32	33	32	132	0.94
		LT	.03		4	Ļ	0	1	9	m	m	4	1	11			9	5	7	11	11		4	1	0	1	9	0.38
		ane	ups 1		31	53	41	22	147	27	32	22	34	115			147	143	122	103	115		31	53	41	22	147	0.69
		RAIL	Gro		0	0	0	0	0	0	0	0	0	0			0	0	0	0	0		0	0	0	0	0	
DND	t	RTO	1.0		3	6	5	1	80	1	4	Ļ	5	1			8	.6	1	7	1		ε	6	5	1	8	0
DRTHBO	8th S	RT	1.03		~	-			6	10	~			t			•	-	L 1	ŝ	t 1		~	t	10		•	3.0.5
ž		ΗL	1.03		28	4	36	21	129	26	58	21	56	102			129	127	111	96	102		28	4	36	21	129	0.73
		LT	1.03		0	0	0	0	0	0	0	0	0	0			0	0	0	0	0		0	0	0	0	0	
		All Lane	Groups		00	S	S	4	20	7	ŝ	2	ŝ	15			20	19	17	16	15		80	5	Э	4	20	0.63
		tor 🔎	1.03		0	0	0	0	0	0	0	0	0	0			0	0	0	0	0		0	0	0	0	0	
BOUND	erg Rd	RT F	.03		2	2	2	1	7	ŝ	2	0	0	ம			7	∞	8	9	5		2	2	2	1	7	0.88
WEST	Weik	H	03 1		0	0	0	0	0	0	0	0	0	0			0	0	0	0	0		0	0	0	0	0	
		г 	3 1.		9	ę	÷	3	13	4	-	2	ę	10			13	11	6	10	10		9	3	1	3	13	.54
		ne L <sup>-</sup>	<b>3</b> 1.0		0	0	0	0	0	0	0	0	0	0			0	0	0	0	0		0	0	0	0	0	
		k All La	Groul		0	0	0	0	0	0	0	0	0	0			0	0	0	0	0		0	0	0	0	0	
Q	Rd	RTOF	1.03		0		0	0	_	0				-			-	_	(	0	0		0	0	0	0		
ASTBOU	/eiberg	RT	1.03		0				0	0				0			J	0	)	)	)		0	)	U	)	0	
	5	ТН	1.03		0	0	0	0	0	0	0	0	0	0			0	0	0	0	0		0	0	0	0	0	
		LT	1.03		0	0	0	0	0	0	0	0	0	0			0	0	0	0	0		0	0	0	0	0	
		Movement/Lane Group	PSCF	Start Time	4:00 PM	4:15 PM	4:30 PM	4:45 PM	Total	5:00 PM	5:15 PM	5:30 PM	5:45 PM	Total	<u>Hourly Volumes</u>	Hour Starting at:	4:00 PM	4:15 PM	4:30 PM	4:45 PM	5:00 PM	Peak-Hour Volumes	4:00 PM	4:15 PM	4:30 PM	4:45 PM	Peak-Hour Volume:	PHF:





9 Date of Data Collection: 2/21/2023 Data Collected by: ND Hours of Data Collection: 4:00 PM

6:00 PM Count Groups Included: Heavy Vehicles

ntersection				5	7	2	œ	17	4	2	m	2	11			17	16	11	12	11		Ŋ	7	2	3	17	5.6%
	All Lane	Groups		5	2	1	1	6	2	0	1	1	4			6	9	4	4	4		Ŋ	2	1	1	6	6.5%
QN	RTOR	1.03		0	0	0	0	0	0	0	0	0	0			0	0	0	0	0		0	0	0	0	0	
JTHBOUI 8th St	RT	1.03		0	0	0	0	0	0	0	0	0	0			0	0	0	0	0		0	0	0	0	0	
sol	ТН	1.03		5	2	1	1	6	2	0	0	1	ε			6	9	4	3	3		ъ	2	1	1	6	6.8%
	LT	1.03		0	0	0	0	0	0	0	1	0	Ч			0	0	0	1	1		0	0	0	0	0	0.0%
	All Lane	Groups		0	5	0	1	9	1	2	2	1	9			9	7	4	6	6		0	5	0	1	9	4.1%
q	RTOR ,	1.03		0	0	0	0	0	0	0	0	0	0			0	0	0	0	0		0	0	0	0	0	
THBOUN 8th St	RT	1.03		0	0	0	0	0	0	0	0	0	0			0	0	0	0	0		0	0	0	0	0	0.0%
NOR	TH	1.03		0	5	0	1	9	1	2	2	1	9			9	7	4	9	9		0	5	0	1	9	4.7%
	LT	1.03		0	0	0	0	0	0	0	0	0	0			0	0	0	0	0		0	0	0	0	0	
	All Lane	Groups		0	0	1	1	2	H	0	0	0	1			2	Э	3	2	1		0	0	1	1	2	10.0%
<u> </u>	RTOR	1.03		0	0	0	0	0	0	0	0	0	0			0	0	0	0	0		0	0	0	0	0	
STBOUN eiberg Rd	RT	1.03		0	0	1	0	1	0	0	0	0	0			1	1	1	0	0		0	0	1	0	٢	14.3%
МВ М	TH	1.03		0	0	0	0	0	0	0	0	0	0			0	0	0	0	0		0	0	0	0	0	
	LT	1.03		0	0	0	1	7	1	0	0	0	1			1	2	2	2	1		0	0	0	1	Ł	7.7%
	All Lane	Groups		0	0	0	0	0	0	0	0	0	0			0	0	0	0	0		0	0	0	0	0	
	RTOR	1.03		0	0	0	0	0	0	0	0	0	0			0	0	0	0	0		0	0	0	0	0	
STBOUN eiberg Ro	RT	1.03		0	0	0	0	0	0	0	0	0	0			0	0	0	0	0		0	0	0	0	0	
ΝŔ	ТН	1.03		0	0	0	0	0	0	0	0	0	0			0	0	0	0	0		0	0	0	0	0	
	LT	1.03		0	0	0	0	0	0	0	0	0	0			0	0	0	0	0		0	0	0	0	0	
	Movement/Lane Group	PSCF	Start Time	4:00 PM	4:15 PM	4:30 PM	4:45 PM	Total	5:00 PM	5:15 PM	5:30 PM	5:45 PM	Total	Hourly Volumes	Hour Starting at:	4:00 PM	4:15 PM	4:30 PM	4:45 PM	5:00 PM	<u>Peak-Hour Volumes</u>	4:00 PM	4:15 PM	4:30 PM	4:45 PM	Peak-Hour Volume:	Heavy Vehicles %:



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

Count Groups Included: All Groups / All Vehicles 9 
 Date of Data Collection:
 2/21/2023

 Data Collected by:
 ND
 Hours of Data Collection: 4:00 PM

6:00 PM

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

 $\mathbf{ imes}$ NB/SB

		Intersection				71	06	75	73	60E	73	69	57	52	251		309	311	290	272	251		06	75	73	73	311	0.86
			All Lane	Groups		36	32	34	32	134	32	36	31	24	123		134	130	134	131	123		32	34	32	32	130	0.96
	93		RTOR	1.03		0	0	0	0	0	0	0	0	0	0		0	0	0	0	0		0	0	0	0	0	
	THBOUN Smith B		RT	1.03		1	0	0	0	1	2	0	0	0	2		1	2	2	2	2		0	0	0	2	2	0.25
	NOS		Ħ	1.03		35	32	33	32	132	30	36	31	24	121		132	127	131	129	121		32	33	32	30	127	0.96
			Ľ	1.03		0	0	7	0	Ч	0	0	0	0	0		⊣	1	1	0	0		0	1	0	0	٢	0.25
			All Lane	Groups		33	53	38	40	164	41	30	23	27	121		164	172	149	134	121		53	38	40	41	172	0.81
	93		RTOR	1.03		0	0	0	0	0	0	0	0	0	0		0	0	0	0	0		0	0	0	0	0	
	THBOUN Smith B		RT	1.03		0	0	0	0	0	0	0	0	0	0		0	0	0	0	0		0	0	0	0	0	
	NOR		Ħ	1.03		32	52	38	40	162	39	29	23	27	118		162	169	146	131	118		52	38	40	39	169	0.81
			Ľ	1.03		1	1	0	0	2	2	-	0	0	m		2	æ	3	3	3		1	0	0	2	e	0.38
			All Lane	Groups		0	0	0	0	0	0	0	0	0	0		0	0	0	0	0		0	0	0	0	0	
	Ω.	_	RTOR	1.03		0	0	0	0	0	0	0	0	0	0		0	•	0	0	0		0	0	0	0	0	
	STBOUN		RT	1.03		0	0	0	0	0	0	0	0	0	0		0	0	0	0	0		0	0	0	0	0	
		3	Ħ	1.03		0	0	0	0	0	0	0	0	0	0		0	•	0	0	0		0	0	0	0	0	
			Ľ	1.03		0	0	0	0	0	0	0	0	0	0		0	0	0	0	0		0	0	0	0	0	
			All Lane	Groups		2	5	ŝ	1	11	0	n	n	1	7		11	6	7	7	7		ъ	3	1	0	6	0.45
	Ω.,	_	RTOR	1.03		0	0	0	0	0	0	0	0	0	0		0	0	0	0	0		0	0	0	0	0	
	STBOUN		RT	1.03		1	5	7	1	∞	0	0	m	1	4		ø	7	2	4	4		ы	1	1	0	7	0.35
	EA	3	Ħ	1.03		0	0	0	0	0	0	0	0	0	0		0	0	0	0	0		0	0	0	0	0	
			Ц	1.03		1	0	2	0	m	0	m	0	0	m		ŝ	2	5	3	3		0	2	0	0	2	0.25
L			Movement/Lane Group	PSCF	Start Time	4:00 PM	4:15 PM	4:30 PM	4:45 PM	Total	5:00 PM	5:15 PM	5:30 PM	5:45 PM	Total	Hourly Volumes	Hour Starting at: 4:00 PM	4:15 PM	4:30 PM	4:45 PM	5:00 PM	Peak-Hour Volumes	4:15 PM	4:30 PM	4:45 PM	5:00 PM	Peak-Hour Volume:	PHF:



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

Count Groups Included: Heavy Vehicles 요 

 Date of Data Collection:
 2/21/2023

 Data Collected by:
 ND

 Hours of Data Collection: 4:00 PM Data Collected by:

6:00 PM

Intersection					10		7	17	.,	7	<b>U</b>		<u>1</u>		17	20	7T	51	17		10		7		50	6.4%
	All Lane	Groups		1	S	1	ŝ	8	4	m	æ	1	11		∞	11	11	13	11		ſ	H	ŝ	4	11	8.5%
₽₽	RTOR	1.03		0	0	0	0	0	0	0	0	0	0		0	0	0	0	0		0	0	0	0	0	
rhboun Smith R	RT	1.03		0	0	0	0	0	1	0	0	0	1		0	7	1	1	1		0	0	0	1	-	50.0%
N.L.	H	1.03		1	m	Ļ	m	∞	m	m	m	1	10		∞	10	10	12	10		m	Ļ	m	3	10	7.9%
		1.03		0	0	0	0	0	0	0	0	0	0		0	0	0	0	0		0	0	0	0	0	0.0%
	Lane	sdno		Ч	ъ	0	1	7	Ч	1	-	0	ŝ		7	7	ŝ	4	3		Ŋ	0	1	1	7	4.1%
	FOR AII	03 Gr		0	0	0	0	0	0	0	0	0	0		0	0	0	0	0		0	0	0	0	0	
BOUND nith Rd	RT R	03 1		0	0	0	0	0	0	0	0	0	0		0	0	0	0	0		0	0	0	0	0	
NORTH H.L. Si	ш	J3 1.		1	ъ	0	1	7	1	1	٦	0	m		7	7	ю	4	3		ഹ	0	1	1	7	.1%
	-	33 1.		0	0	0	0	0	0	0	0	0	0		0	0	0	0	0		0	0	0	0	0	.0% 4
	- L	).1.(		0	0	0	0	0	0	0	0	0	0		0	0	0	0	0		0	0	0	0	0	•
	All Lai	Group		0	0	0	0	0	0	0	0	0	0		0	0	C	C	0		0	0	0	0	0	
₽₽	RTOR	1.03					-								_						-					
ESTBOU	RT	1.03		0	0	0	0	0	0	0	0	0	0		0	0	0	0	0		0	0	0	0	0	
Ш. М	Ħ	1.03		0	0	0	0	0	0	0	0	0	0		0	0	0	0	0		0	0	0	0	0	
	5	1.03		0	0	0	0	0	0	0	0	0	0		0	0	0	0	0		0	0	0	0	0	
	All Lane	Groups		0	2	0	0	2	0	0	2	1	ŝ		2	2	0	2	3		2	0	0	0	2	22.2%
0 -	RTOR	1.03		0	0	0	0	0	0	0	0	0	0		0	0	0	0	0		0	0	0	0	0	
TBOUNI vards Rc	RT	1.03		0	2	0	0	2	0	0	2	1	m		2	2	0	2	3		2	0	0	0	2	28.6%
EAS	Ŧ	1.03		0	0	0	0	0	0	0	0	0	0		0	0	0	0	0		0	0	0	0	0	
	5	1.03		0	0	0	0	0	0	0	0	0	0		0	0	0	0	0		0	0	0	0	0	%0.0
L	Movement/Lane Group	PSCF	Start Time	4:00 PM	4:15 PM	4:30 PM	4:45 PM	Total	5:00 PM	5:15 PM	5:30 PM	5:45 PM	Total	<u>Hourly Volumes</u>	Hour Starting at: 4:00 PM	4:15 PM	4:30 PM	4:45 PM	5:00 PM	Peak-Hour Volumes	4:15 PM	4:30 PM	4:45 PM	5:00 PM	Peak-Hour Volume:	Heavy Vehicles %:



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

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

6:00 PM

9

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

EB/WB Road:

·				-			-		10		15		6												~	~	15	-
	Intersection				46	41	39	40	166	38	36	40	68	153			166	158	153	154	153		46	41	39	40	166	06.0
		All Lane	Groups		25	23	28	27	103	25	27	29	24	105			103	103	107	108	105		25	23	28	27	103	0.92
	op	RTOR	1.03		0	0	0	0	0	0	0	0	0	0			0	0	0	0	0		0	0	0	0	0	
HBOUN	label Lo	RT	1.03		0	0	0	0	0	1	0	0	0	1			0	1	1	1	1		0	0	0	0	0	
SOUT	Lake N	тн	.03		25	23	28	27	103	24	27	29	24	104			103	102	106	107	104		25	23	28	27	103	0.92
		LT	.03		0	0	0	0	0	0	0	0	0	0			0	0	0	0	0		0	0	0	0	0	
		Lane	1 1		20	18	10	13	61	13	6	11	15	48			61	54	45	46	48		20	18	10	13	61	0.76
		DR AIL	3 Gro		0	0	0	0	0	0	0	0	0	0			0	0	0	0	0		0	0	0	0	0	
DNND	el Loop	- RT(	3 1.0		0	0	0	0	0	0	0	0	0	0			0	0	0	0	0		0	0	0	0	0	
NORTHB	ake Mab	RI	3 1.0		20	18	10	13	61	13	6	11	15	48			61	54	45	46	48		20	18	10	13	61	76
		TH	1.03		0	0	0	0	0	0	0	0	0	0			0	0	0	0	0		0	0	0	0	0	0
		LT	1.03		0	0	0	0	0	0	0	0	0	0			0	0	0	0	0		0	0	0	0	0	
		All Lane	Groups		-	-	-						-	-				-	-	-			-					
₽	td	RTOR	1.03		0	0	0	0	0	0	0			0			0	0	C	C	C		0	C	C	C	0	
STBOUI	mburg F	RT	1.03		0	0	0	0	0	0	0	0	0	0			0	0	0	0	0		0	0	0	0	0	
Ň	AI	ТН	1.03		0	0	0	0	0	0	0	0	0	0			0	0	0	0	0		0	0	0	0	0	
		LT	1.03		0	0	0	0	0	0	0	0	0	0			0	0	0	0	0		0	0	0	0	0	
		II Lane	broups		1	0	Ч	0	2	0	0	0	0	0			2	1	1	0	0		Ч	0	1	0	2	0.50
		TOR A	1.03 6		0	0	0	0	0	0	0	0	0	0			0	0	0	0	0		0	0	0	0	0	
DUND BOUND	ourg Rd	RT F	1.03		1	0	1	0	2	0	0	0	0	0			2	1	1	0	0		1	0	1	0	2	0.50
EAST	Almt	H	.03		0	0	0	0	0	0	0	0	0	0			0	0	0	0	0		0	0	0	0	0	
			03 1		0	0	0	0	0	0	0	0	0	0			0	0	0	0	0		0	0	0	0	0	
		T dnc	1.																								me:	HF:
		/Lane Gro	SCF	t Time	0 PM	5 PM	0 PM	5 PM	otal	D PM	5 PM	0 PM	5 PM	otal	seur	tarting at:	0 PM	5 PM	0 PM	5 PM	0 PM	Volumes	0 PM	5 PM	0 PM	5 PM	lour Volui	ď
		Movement	ų	Star	4:0	4:1.	4:3	4:4,	μ	5:0	5:1.	5:3	5:4.	μ	Hourly Volt	Hour St	4:0	4:1.	4:3	4:4.	5:0	Peak-Hour	4:0	4:1.	4:3	4:4.	Peak-H	



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

 
 Data Collected by:
 ND

 Hours of Data Collection:
 4:00 PM
 to

 Count Groups Included:
 Heavy Vehicles

 Date of Data Collection:
 2/21/2023

 Data Collected by:
 ND

6:00 PM

Intersection				ŝ	2	£	4	12	2	T	2	9	11			12	11	10	6	11		ſ	2	£	4	12	7.2%
	All Lane	Groups		2	2	ŝ	ŝ	10	2	1	2	5	10			10	10	6	8	10		2	2	ŝ	3	10	9.7%
다	RTOR	1.03		0	0	0	0	0	0	0	0	0	0			0	0	0	0	0		0	0	0	0	0	
THBOUN Mabel Lo	RT	1.03		0	0	0	0	0	1	0	0	0	1			0	1	1	1	1		0	0	0	0	0	
SOU Lake I	TH	1.03		2	2	m	m	10	Ч	1	2	5	6			10	6	∞	7	6		2	2	ŝ	3	10	9.7%
	LT	1.03		0	0	0	0	0	0	0	0	0	0			0	0	0	0	0		0	0	0	0	0	
	Lane	oups		Ч	0	0	1	2	0	0	0	1	1			2	1	1	1	1		1	0	0	1	2	3.3%
-	OR AII	.03 Gr		0	0	0	0	0	0	0	0	0	0			0	0	0	0	0		0	0	0	0	0	
BOUND bel Loop	T RI	03 1.		0	0	0	0	0	0	0	0	0	0			0	0	0	0	0		0	0	0	0	0	
NORTH Lake Ma	н	33 1.		1	0	0	1	7	0	0	0	1	1			2	1	1	1	1		Ļ	0	0	1	2	.3%
	гТ	33 1.(		0	0	0	0	0	0	0	0	0	0			0	0	0	0	0		0	0	0	0	0	e
	ne L <sup>-</sup>	ps 1.C		0	0	0	0	0	0	0	0	0	0			0	0	0	0	0		0	0	0	0	0	
	R All La	Grou		0	0	0	0	0	0	0	0	0	0			0	0	0	0	0		0	0	0	0	0	
UND Rd	RTOI	1.03		0	0	0	0	0	0	0	0	0	0			0	0	0	0	0		0	0	0	0	0	
VESTBO	RT	1.03		0	0	0	0	_	0	C	0	0	0			0	0	0	C	C		0	0	0	0		
5	Η	1.03							0	)			0				) (		0	) (					)		
	ГТ	1.03		0	0	0	0	0	0	0	0	0	0			0	C	0	0	0		0	0	0	C	0	
	All Lane	Groups		0	0	0	0	0	0	0	0	0	0			0	0	0	0	0		0	0	0	0	0	%0.0
o <sub>b</sub>	RTOR	1.03		0	0	0	0	0	0	0	0	0	0			0	0	0	0	0		0	0	0	0	0	
STBOUN nburg Re	RT	1.03		0	0	0	0	0	0	0	0	0	0			0	0	0	0	0		0	0	0	0	0	0.0%
EA: Alr	TH	1.03		0	0	0	0	0	0	0	0	0	0			0	0	0	0	0		0	0	0	0	0	
	LT	1.03		0	0	0	0	0	0	0	0	0	0			0	0	0	0	0		0	0	0	0	0	
	Novement/Lane Group	PSCF	Start Time	4:00 PM	4:15 PM	4:30 PM	4:45 PM	Total	5:00 PM	5:15 PM	5:30 PM	5:45 PM	Total	lourly Volumes	Hour Starting at:	4:00 PM	4:15 PM	4:30 PM	4:45 PM	5:00 PM	eak-Hour Volumes	4:00 PM	4:15 PM	4:30 PM	4:45 PM	Peak-Hour Volume:	Heavy Vehicles %:



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

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

6:00 PM

9

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

r				1	<u>_</u> +_		<u> </u>	1	$\sim$	غبر		<u> </u>	<u> </u>	~			00-	00-			~			-	<u> </u>	- ·		
	Intersection				84	91	26	81	348	84	74	32	72	308			348	348	331	317	308		8	91	26	81	348	36 <sup>-</sup> 0
ľ		All Lane	Groups		19	28	25	21	93	28	22	31	23	104			93	102	96	102	104		19	28	25	21	93	0.83
	₽₽	RTOR	1.03		0	0	0	0	0	0	0	0	0	0			0	0	0	0	0		0	0	0	0	0	
	JTHBOUI	RT	1.03		13	16	16	11	56	16	14	19	13	62			56	59	57	60	62		13	16	16	11	56	0.88
	SOL	ΗТ	1.03		0	0	0	0	0	0	0	0	0	0			0	0	0	0	0		0	0	0	0	0	
		ГТ	1.03		9	12	6	10	37	12	∞	12	10	42			37	43	39	42	42		9	12	6	10	37	0.77
ľ		All Lane	Groups		0	0	0	0	0	0	0	0	0	0			0	0	0	0	0		0	0	0	0	0	
	Q 2	RTOR ,	1.03		0	0	0	0	0	0	0	0	0	0			0	0	0	0	0		0	0	0	0	0	
	THBOUN Smith R	RT	1.03		0	0	0	0	0	0	0	0	0	0			0	0	0	0	0		0	0	0	0	0	
	NOF H.L	НТ	1.03		0	0	0	0	0	0	0	0	0	0			0	0	0	0	0		0	0	0	0	0	
		LT	1.03		0	0	0	0	0	0	0	0	0	0			0	0	0	0	0		0	0	0	0	0	
ľ		All Lane	Groups		22	13	15	17	67	18	13	11	18	60			67	63	63	59	60		22	13	15	17	67	0.76
	D p Rd	RTOR	1.03		0	0	0	0	0	0	0	0	0	0			0	0	0	0	0		0	0	0	0	0	
	STBOUN label Loc	RT	1.03		7	4	S	4	20	10	7	2	4	23			20	23	26	23	23		7	4	5	4	20	0.71
	WE Lake N	ΗT	1.03		15	6	10	13	47	∞	9	6	14	37			47	40	37	36	37		15	6	10	13	47	0.78
		ГТ	1.03		0	0	0	0	0	0	0	0	0	0			0	0	0	0	0		0	0	0	0	0	
-		All Lane	Groups		43	50	52	43	188	38	39	36	31	144			188	183	172	156	144		43	50	52	43	188	0.90
	D op Rd	RTOR	1.03		0	0	0	0	0	0	0	0	0	0			0	0	0	0	0		0	0	0	0	0	
	STBOUN	RT	1.03		0	0	0	0	0	0	0	0	0	0			0	0	0	0	0		0	0	0	0	0	
	EA Lake I	ΗH	1.03		25	18	22	20	85	15	26	24	16	81			85	75	83	85	81		25	18	22	20	85	0.85
		ГТ	1.03		18	32	30	23	103	23	13	12	15	63			103	108	89	71	63		18	32	30	23	103	0.80
-		Movement/Lane Group	PSCF	Start Time	4:00 PM	4:15 PM	4:30 PM	4:45 PM	Total	5:00 PM	5:15 PM	5:30 PM	5:45 PM	Total	Hourly Volumes	Hour Starting at:	4:00 PM	4:15 PM	4:30 PM	4:45 PM	5:00 PM	Peak-Hour Volumes	4:00 PM	4:15 PM	4:30 PM	4:45 PM	Peak-Hour Volume:	PHF:



C 0 R P 0 R A T I 0 N Engineering Science Research Planning

> Date of Data Collection: 2/21/2023 Data Collected by: ND Hours of Data Collection: 4,00 PM Count Groups Included: <u>Heavy Vehicles</u>

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

Intersection: Jurisdiction:

		EA: Lake M	STBOUN abel Loo	D p Rd			WE: Lake M	STBOUN abel Loo	D p Rd			NORT H.L.	HBOUN Smith Rc	<u> </u>			SOUT H.L. S	HBOUND Smith Rd		<u></u>	tersection
Movement/Lane Group	Г	Ŧ	RT	RTOR	All Lane	Г	Ŧ	RT	RTOR 1	All Lane	Ŀ	Ŧ	RT	TOR A	I Lane		Ŧ	RT R	TOR A	Lane	
PSCF	1.03	1.03	1.03	1.03	Groups	1.03	1.03	1.03	1.03	Groups	1.03	1.03	1.03	1.03 G	roups	1.03	1.03	1.03 1	03 03	sdno	
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	с	0	2	0	5	9
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	0	0	2	0	0	2	0	0	0	0	0	с	0	0	0	ŝ	8
Total	4	ε	0	0	7	0	2	0	0	2	0	0	0	0	0	9	0	4	0	10	19
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	Ч	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	с	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	£	0	0	4	0	1	1	0	2	0	0	0	0	0	9	0	ß	0	11	17
lourly Volumes																					
Hour Starting at:		c	c	0	T	C	Ċ	c	C	(	c	c	c	C	(	u	c		C	(	1
4:00 PM	4	n					7			7 0				0	о (	ı ا م		4	0	IO	19 20
4:15 PM	m	m		0	9	0	2	0	0	2	0	0	0	0	0	-	0	2	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	9	0	5	0	11	17
<u>eak-Hour Volumes</u>																					
4:45 PM	2	1	0	0	C	0	2	0	0	2	0	0	0	0	0	ŝ	0	0	0	ĸ	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	З	0	2	0	5	7
Peak-Hour Volume:	с	4	0	0	7	0	2	-	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%	•	2.9%	6.3%

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

 
 Hours of Data Collection:
 4:00 PM
 to
 6:00 PM

 Count Groups Included:
 All Groups / All Vehicles
 Date of Data Collection: 2/21/2023 Data Collected by: ND

6:00 PM

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

C	
	NB/SB
	×

ntersection				45	100	74	40	259	40	37	62	60	199			259	254	191	179	199		45	100	74	40	259	0.65
	All Lane	Groups		0	0	0	0	0	0	0	0	0	0			0	0	0	0	0		0	0	0	0	0	
	RTOR /	1.03		0	0	0	0	0	0	0	0	0	0			0	0	0	0	0		0	0	0	0	0	
HBOUN Trask R	RT	1.03		0	0	0	0	0	0	0	0	0	0			0	0	0	0	0		0	0	0	0	0	
SOUT	H	1.03		0	0	0	0	0	0	0	0	0	0			0	0	0	0	0		0	0	0	0	0	
	- г	1.03		0	0	0	0	0	0	0	0	0	0			0	0	0	0	0		0	0	0	0	0	
	Lane	roups		12	62	37	19	130	18	11	29	23	81			130	136	85	77	81		12	62	37	19	130	0.52
_	TOR AI	1.03 G		0	0	0	0	0	0	0	0	0	0			0	0	0	0	0		0	0	0	0	0	
HBOUND Frask Rd	RT R	.03		4	23	12	8	47	7	9	15	10	38			47	50	33	36	38		4	23	12	8	47	0.51
NORTI Lake <sup>-</sup>	H	.03		0	0	0	0	0	0	0	0	0	0			0	0	0	0	0		0	0	0	0	0	
		.03 1		8	39	25	11	83	11	ъ	14	13	43			83	86	52	41	43		∞	39	25	11	83	0.53
	Lane	oups 1		8	18	16	6	51	12	11	11	12	46			51	55	48	43	46		∞	18	16	6	51	0.71
	OR AII	03 Gr		0	0	0	0	0	0	0	0	0	0			0	0	0	0	0		0	0	0	0	0	
sound larie Dr	tт R1	03 1.		0	0	0	0	0	0	0	0	0	0			0	0	0	0	0		0	0	0	0	0	
WESTI Lake N	н	03 1.		4	9	10	9	26	10	-	7	7	25			26	32	27	24	25		4	9	10	9	26	0.65
	т Т	03 1.		4	12	9	ε	25	7	10	4	ъ	21			25	23	21	19	21		4	12	9	æ	25	0.52
 	ane	ups 1.	_	25	20	21	12	78	10	15	22	25	72		_	78	63	58	59	72		25	20	21	12	78	0.78
	R AIL	3 Gro		0	0	0	0	0	0	0	0	0	0			0	0	0	0	0		0	0	0	0	0	
DUND rie Dr	RTC	3 1.0		15	12	12	ъ	44	4	7	9	12	29			44	33	28	22	29		15	12	12	5	44	73
EASTB( Lake Ma	RT	3 1.0		10	8	6	7	34	9	8	16	13	43			34	30	30	37	43		10	8	6	7	34	85 0
	臣	1.03		0	0	0	0	0	0	0	0	0	0			0	0	0	0	. 0		0	0	0	0	0	.0
	, LT	1.03																									
	Movement/Lane Group	PSCF	Start Time	4:00 PM	4:15 PM	4:30 PM	4:45 PM	Total	5:00 PM	5:15 PM	5:30 PM	5:45 PM	Total	lourly Volumes	Hour Starting at:	4:00 PM	4:15 PM	4:30 PM	4:45 PM	5:00 PM	eak-Hour Volumes	4:00 PM	4:15 PM	4:30 PM	4:45 PM	Peak-Hour Volume	PHF



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

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

6:00 PM

ntersection				Ū	10	8	7	30	2	£	2	0	2			30	27	20	14	7	Ω	10	8	7	30	11.6%
	All Lane	Groups		0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0	0	0	0	0	
ND Rd	RTOR	1.03		0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0	0	0	0	0	
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	5	1.03		0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0	0	0	0	0	
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ND Rd	RTOR	1.03		0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0	0	0	0	0	
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NOI	Ŧ	1.03		0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0	0	0	0	0	
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	All Lane	Groups		1	1	1	2	5	1	0	1	0	2			5	5	4	4	2	H	1	1	2	5	9.8%
우친	RTOR	1.03		0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0	0	0	0	0	
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WE	Ŧ	1.03		0	0	1	1	2	0	0	1	0	1			2	2	2	2	1	0	0	1	1	2	7.7%
	5	1.03		1	1	0	1	£	1	0	0	0	1			3	3	2	2	1	H	1	0	1	3	12.0%
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ې ۵	RTOR	1.03		0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0	0	0	0	0	
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	5	1.03		0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0	0	0	0	0	
	Movement/Lane Group	PSCF	Start Time	4:00 PM	4:15 PM	4:30 PM	4:45 PM	Total	5:00 PM	5:15 PM	5:30 PM	5:45 PM	Total	Hourly Volumes	Hour Starting at:	4:00 PM	4:15 PM	4:30 PM	4:45 PM	5:00 PM	Peak-Hour Volumes 4:00 PM	4:15 PM	4:30 PM	4:45 PM	Peak-Hour Volume:	Heavy Vehicles %:



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

Date of Data Collection: 2/21/2023 Data Collected by: ND

6:00 PM Count Groups Included: All Groups / All Vehicles 9 Hours of Data Collection: 4:00 PM

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

NB/SB

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	roup														t:						S				
	t/Lane G	SCF	rt Time	M OC	L5 PM	30 PM	15 PM	otal	M9 OC	15 PM	30 PM	15 PM	otal	umes	tarting a	M OC	15 PM	80 PM	15 PM	M OC	. Volume	30 PM	15 PM	M OC	
	ovemen	4	Sta	4:(	4:5	4:5	4:4		5:0	5:1	55	5:4		urly Vo	Hour S	4:(	4:1	4:3	4:4	5:0	ak-Hour	4:5	4:4	5:0	
	EASTBOUND         WESTBOUND         NORTHBOUND         SOUTHBOUND           Lincoln Ave         Lincoln Ave         Camp Endeavor Blvd         Camp Endeavor Blvd         Intersection	EastBoUND     WESTBOUND     NORTHBOUND     SOUTHBOUND       Lincoln Ave     Lincoln Ave     Lincoln Ave     Camp Endeavor Blvd     Camp Endeavor Blvd       vwemot/Lane Group     LT     TH     RT     RTOR     All Lane     LT     TH     RT     RTOR     All Lane	EastBOUND         WESTBOUND         NORTHBOUND         SOUTHBOUND           Lincoln Ave         Lincoln Ave         Lincoln Ave         Lincoln Ave         Camp Endeavor Blvd         Comp Endeavor Blvd         Impresection           wement/Lane Group         LT         TH         RT         RTOR         All Lane         L         1.03 <t< th=""><th>FastBound       FastBound       SouthBound       SouthBound         vementLane Group       LT       TH       RT       RTOR       Lincoln Ave       Lincoln Ave       Camp Endeavor Blvd       Camp Endeavor Blvd       Intersection         vementLane Group       LT       TH       RT       RTOR       LI       TH       RT       RTOR       All Lane       Lincoln Ave       Lincoln Ave       Lincoln Ave       Lincoln Ave       Camp Endeavor Blvd       Intersection         vementLane Group       LT       TH       RT       RTOR       All Lane       LT       TH       RT       RTOR       All Lane       Intersection         VementLane Group       L1       TH       RT       RTOR       All Lane       LT       TH       RT       RTOR       All Lane       Intersection         VementLane Group       L1       TH       RT       RTOR       All Lane       LT       TH       RT       RTOR       All Lane         VementLane Group       L1       TH       RT       RTOR       All Lane       LT       TH       RT       RTOR       All Lane         Start Time       All Lane       All Lane       L1.03       L1.03       L1.03       L1.03       L1.03       L1.</th><th>FastBound       MestBound       MestBound       MortHBound       SoutHBound         vementLane Group       LT       TH       RT       RTOR       Lincoln Ave       Camp Endeavor Blvd       Intersection         vementLane Group       LT       TH       RT       RTOR       LT       TH       RT       RTOR       All Lane       Lincoln Ave       Camp Endeavor Blvd       Intersection         vementLane Group       LT       TH       RT       RTOR       All Lane       LT       TH       RT       RTOR       All Lane         VementLane Group       LT       TH       RT       RTOR       All Lane       LT       TH       RT       RTOR       All Lane       LT       All Lane       LT       TH       RT       RTOR       All Lane       LT       All Lane       LT       TH       RT       RTOR       All Lane       LT       All Lane       LT       TH       RT       RTOR       All Lane       LT       All Lane       LT       TH       RT       RTOR       All Lane       LT       All Lane       LT</th><th>FastBound       MestBound       MestBound       MestBound       MestBound       MestBound         vementLane Group       LT       TH       RT       RTOR       Lincoln Ave       Camp Endeavor Bird       Intersection         vementLane Group       LT       TH       RT       RTOR       HI       RT       RTOR       HI       RT       RTOR       Intersection         vementLane Group       LT       TH       RT       RTOR       All Lane       LT       TH       RT       RTOR       RTOR</th><th>WESTBOUNDMESTBOUNDLincoln ALincoln AComp Endeavor BidCamp Endeavor BidCamp Endeavor BidCamp Endeavor BidACamp Endeavor BidAPSCF1.031.031.031.031.03Statt TimeStatt TimeCamp Endeavor BidStatt TimeStatt TimeCamp Endeavor BidAStatt TimeCamp Endeavor BidStatt TimeCamp Endeavor BidCamp Endeavor BidCamp Endeavor BidStatt TimeCamp Endeavor Bid</th><th>WESTBOUNDMESTBOUNDLincoln veLincoln VeNetwork Idea VeNot Not Not Not Not Not Not Not Not Not</th><th>Restriction         Restriction         Restriction         Restriction         Restriction         Increase         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FastBound       MestBound       MestBound       MortHBound       SoutHBound         vementLane Group       LT       TH       RT       RTOR       Lincoln Ave       Camp Endeavor Blvd       Intersection         vementLane Group       LT       TH       RT       RTOR       LT       TH       RT       RTOR       All Lane       Lincoln Ave       Camp Endeavor Blvd       Intersection         vementLane Group       LT       TH       RT       RTOR       All Lane       LT       TH       RT       RTOR       All Lane         VementLane Group       LT       TH       RT       RTOR       All Lane       LT       TH       RT       RTOR       All Lane       LT       All Lane       LT       TH       RT       RTOR       All Lane       LT       All Lane       LT       TH       RT       RTOR       All Lane       LT       All Lane       LT       TH       RT       RTOR       All Lane       LT       All Lane       LT       TH       RT       RTOR       All Lane       LT       All Lane       LT	FastBound       MestBound       MestBound       MestBound       MestBound       MestBound         vementLane Group       LT       TH       RT       RTOR       Lincoln Ave       Camp Endeavor Bird       Intersection         vementLane Group       LT       TH       RT       RTOR       HI       RT       RTOR       HI       RT       RTOR       Intersection         vementLane Group       LT       TH       RT       RTOR       All Lane       LT       TH       RT       RTOR       RTOR	WESTBOUNDMESTBOUNDLincoln ALincoln AComp Endeavor BidCamp Endeavor BidCamp Endeavor BidCamp Endeavor BidACamp Endeavor BidAPSCF1.031.031.031.031.03Statt TimeStatt TimeCamp Endeavor BidStatt TimeStatt TimeCamp Endeavor BidAStatt TimeCamp Endeavor BidStatt TimeCamp Endeavor BidCamp Endeavor BidCamp Endeavor BidStatt TimeCamp Endeavor Bid	WESTBOUNDMESTBOUNDLincoln veLincoln VeNetwork Idea VeNot Not Not Not Not Not Not Not Not Not	Restriction         Restriction         Restriction         Restriction         Restriction         Increase         Increa         Increase         Increase	ReSTBOUND           Income and the conduction we will and the conduction with and the conduction we will and the conduction with a conduction we will and the conduction with a conduction we will and the conduction with a conduction we will and the conduction we will and the conduction with a conduction we will and the conduction with a conduction we will and the conduction with a conduction we will and the conduction we with the conduction we will and the conduction we will anduction	eq:alphaneralized conditional statement of the form of the conditional statement of the condit	EASTBOLND Lincoln ve MemoryLane Group         Mor Land Lincoln ve Lincoln ve Lincoln ve PSCF         Mor Land Lincoln ve Lincoln ve Lincoln ve PSCF         Mor Land Lincoln ve Lincoln ve	Restriction         Mertification         Mertificat	Restriction         Cartenoun         Cartenoun	ASTEDUNA           Sector Sign time           Sector Sign time           Sector Sign time           Part income           Part income         TH         RT         RTO         Mutual form         Compatibility           Income         TH         RT         RTO         Mutual form         Mutual form         Mutual form           Income         TH         RT         RTO         Mutual form         TH         RT         RTO         Mutual form         Compatibility           Income         TH         RT         RTO         Mutual form         TH         RT         RTO         Mutual form         Compatibility           Sign Time         TH         RT         RTO         Mutual form         TH         RT         RTO         Mutual form         Compatibility           4:00 PM         1	Mertanona           Table from the fro	$ \  \  \  \  \  \  \  \  \  \  \  \  \ $		$ \  \  \  \  \  \  \  \  \  \  \  \  \ $		$ \  \  \  \  \  \  \  \  \  \  \  \  \ $	$ \  \  \  \  \  \  \  \  \  \  \  \  \ $	Introduction in the interval of the intervalation of the interval of the interval of the interval of the i	$ \  \  \  \  \  \  \  \  \  \  \  \  \ $	



C 0 R P 0 R A T I 0 N Engineering Science Research Planning

> 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

 Count Groups Included:
 Heavy Vehicles

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	ovement/Lane Group	PSCF	Start Time	4:00 PM	4:15 PM	4:30 PM	4:45 PM	Total	5:00 PM	5:15 PM	5:30 PM	5:45 PM	Total	urty Volumes	Hour Starting at:	4:00 PM	4:15 PM	4:30 PM	4:45 PM	5:00 PM	ak-Hour Volumes	4:30 PM	4:45 PM	5:00 PM	5:15 PM	Peak-Hour Volume:	Heavy Vehicles %:
	Σ													Ē	1						Pe						

Intersection:	SR 17 (Center St) / Ridgewood
Jurisaiction:	I OWN OF DUNGEE, POLK COUNTY

Ave

 
 Data Collected by:
 ND
 6:00 PM

 Hours of Data Collection:
 4:00 PM
 to
 6:00 PM

 Count Groups Included:
 All Groups / All Vehicles
 Date of Data Collection: 2/21/2023 Data Collected by: ND

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

NB/SB

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		EA Rid <u>ç</u>	STBOUN	4D Ave			WES	STBOUNE	e ,			NORT SR 17	HBOUNI (Center S	o 7			SOUT SR 17	IHBOUNI (Center S	0 7		ntersection
Movement/Lane Group	Г	ΗT	RT	RTOR	All Lane	ГТ	нт	RT	RTOR	vII Lane	LT	ΗI	RT F	TOR A	I Lane	ГТ	TH	RT F	RTOR A	II Lane	
PSCF	1.03	1.03	1.03	1.03	Groups	1.03	1.03	1.03	1.03	Groups	1.03	1.03	1.03	1.03 G	roups	1.03	1.03	1.03	1.03	coups	
Start Time																					
4:00 PM	0	0	0	0	0	1	0	Ŋ	0	9	0	104	£	0	107	£	102	Ļ	0	106	219
4:15 PM	0	1	0	0	Ч	4	0	5	0	6	0	121	m	0	124	4	73	0	0	77	211
4:30 PM	0	0	0	0	0	2	0	1	0	c	-	122	1	0	124	m	110	0	0	113	240
4:45 PM	0	0	1	0	1	ŝ	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	9	0	ſ	0	6	0	102	£	0	105	4	112	0	0	116	23(
5:15 PM	0	0	0	0	0	4	0	0	0	4	0	127	2	0	129	-	91	0	0	92	225
5:30 PM	0	0	0	0	0	0	0	4	0	4	0	111	m	0	114	-	82	0	0	83	203
5:45 PM	0	0	0	0	0	ε	0	4	0	7	0	101	æ	0	104	m	103	0	0	106	217
Total	0	0	0	0	0	13	0	11	0	24	0	441	11	0	452	6	388	0	0	397	873
<u>Hourly Volumes</u>																					
Hour Starting at:																					
4:00 PM				0	0 0	10	0	13	0	23		454	10	0	465	17	408	-	0	426	916
4:15 PM	Þ	-	-	D	7	15	Э	11	Э	76		452	10	Э	463	18	418	Э	Э	436	921
4:30 PM	0	0	1	0	1	15	0	9	0	21	1	458	6	0	468	15	436	0	0	451	941
4:45 PM	0	0	-	0	1	13	0	6	0	22	0	447	11	0	458	13	408	0	0	421	206
5:00 PM	0	0	0	0	0	13	0	11	0	24	0	441	11	0	452	6	388	0	0	397	873
Peak-Hour Volumes																					
4:30 PM	0	0	0	0	0	2	0	1	0	ſ	1	122	H	0	124	m	110	0	0	113	24(
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	9	0	3	0	6	0	102	3	0	105	4	112	0	0	116	23(
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	-	0	1	15	0	9	0	21	٢	458	6	0	468	15	436	0	0	451	941
PHF:			0.25		0.25	0.63		0.50		0.58	0.25	06.0	0.75		0.91	0.54	0.89			0.87	0.96
_																					





9 Date of Data Collection: 2/21/2023 Data Collected by: ND Hours of Data Collection: 4:00 PM Data Collected by:

6:00 PM Count Groups Included: Heavy Vehicles

Intersection				11	13	17	10	51	12	12	8	8	40		51	52	51	42	40		13	17	10	12	52	5.5%
	All Lane	Groups		7	4	5	7	23	6	5	2	4	20		23	25	26	23	20		4	5	7	9	25	5.5%
st)	RTOR	1.03		0	0	0	0	0	0	0	0	0	0		0	0	0	0	0		0	0	0	0	0	
rHBOUN (Center	RT	1.03		0	0	0	0	0	0	0	0	0	0		0	0	0	0	0		0	0	0	0	0	
SOU <sup>.</sup> SR 17	Ŧ	1.03		7	4	ß	9	22	7	5	2	4	18		22	22	23	20	18		4	5	9	7	22	5.0%
	L	1.03		0	0	0	1	1	2	0	0	0	2		1	3	m	æ	2		0	0	1	2	e	20.0%
	I Lane	roups		4	9	12	1	23	2	7	9	3	18		23	21	22	16	18		6	12	1	2	21	4.5%
c Ĵ	TOR A	1.03 G		0	0	0	0	0	0	0	0	0	0		0	0	0	0	0		0	0	0	0	0	
HBOUNI Center S	RT F	1.03		0	0	0	0	0	0	2	1	0	ε		0	0	2	3	3		0	0	0	0	0	0.0%
NORT SR 17	H	1.03		4	9	12	1	23	2	5	5	с	15		23	21	20	13	15		9	12	1	2	21	4.6%
	-1	1.03		0	0	0	0	0	0	0	0	0	0		0	0	0	0	0		0	0	0	0	0	0.0%
	l Lane	roups		0	3	0	2	S	1	0	0	1	2		Ŋ	9	ŝ	3	2		3	0	2	1	9	28.6%
- 9	RTOR A	1.03 G		0	0	0	0	0	0	0	0	0	0		0	0	0	0	0		0	0	0	0	0	
TBOUND wood Av	RT	1.03		0	2	0	2	4	0	0	0	1	1		4	4	2	2	1		2	0	2	0	4	66.7%
WES Ridge	Ħ	1.03		0	0	0	0	0	0	0	0	0	0		0	0	0	0	0		0	0	0	0	0	
	-1	1.03		0	1	0	0	1	1	0	0	0	1		Ч	2	H	1	1		1	0	0	1	2	13.3%
	II Lane	coups		0	0	0	0	0	0	0	0	0	0		0	0	0	0	0		0	0	0	0	0	0.0%
Ð	RTOR A	1.03 G		0	0	0	0	0	0	0	0	0	0		0	0	0	0	0		0	0	0	0	0	
TBOUND wood Av	RT	1.03		0	0	0	0	0	0	0	0	0	0		0	0	0	0	0		0	0	0	0	0	0.0%
EAS	Ħ	1.03		0	0	0	0	0	0	0	0	0	0		0	0	0	0	0		0	0	0	0	0	
	-1	1.03		0	0	0	0	0	0	0	0	0	0		0	0	0	0	0		0	0	0	0	0	
	Movement/Lane Group	PSCF	Start Time	4:00 PM	4:15 PM	4:30 PM	4:45 PM	Total	5:00 PM	5:15 PM	5:30 PM	5:45 PM	Total	Hourly Volumes	Hour Starting at: 4:00 PM	4:15 PM	4:30 PM	4:45 PM	5:00 PM	Peak-Hour Volumes	4:15 PM	4:30 PM	4:45 PM	5:00 PM	Peak-Hour Volume:	Heavy Vehicles %:



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

 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:
 AII Groups / AII Vehicles

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

NB/SB

م	N	Planning
	0	ch
0/	н	ear
Ir.	H	Res
	A	ē
	R	enc
	0	Sci
	Р	b
	R	erir
I T I	0	ine
	C	Eng

0UTHBOUND 4th St S Intersection	RT RTOR All Lane	1.03 1.03 Groups			0 0 1 308	0 0 0 257	0 1 0 2 1138	0 0 1 267	, n n		0 0 0 1 1 270	0         1         202           0         0         0         0         270           0         0         0         0         270	0         0         1         202           0         0         0         0         270           0         0         0         0         270           0         0         0         0         270           0         0         0         0         259           0         0         0         0         259           0         0         0         0         259		0         1         202           0         0         0         270           0         0         0         0         259           0         0         0         0         259           1         0         0         2         1058           1         1         0         2         1138	0         1         202           0         0         0         270           1         0         0         0         259           1         0         0         0         259           1         0         0         0         259           1         1         0         2         1058           1         1         0         2         1138           1         1         0         3         1125	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$
SOUT 4th	LT TH	1.03 1.03			1 0	0	1 0	1 0	1		0 0	0 0	0 0 0 7 0 0	0 0 0 7 0 0	<b>1 0 0</b>	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	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     m     m     m     m     0     0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0         0         0         0         0           0         3         3         1         5         0	0     0     0     0     0     0       0     5     3     5     4     5     0	1     0     0     0     0     0	0         0	0         0
	TOR All Lane	1.03 Groups		0 0	0	0 4	0 23	0 12	0 10		0 7	0 7 0 9	0 38 0 38	0 0 38	0 0 33	0 0 0 0 29	0 0 0 33 0 23 34	0 0 0 33	0 0 0 9 9 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0         0         0         0         0         9         9         1 <th1< th=""> <th1< th=""> <th1< th=""> <th1< th=""></th1<></th1<></th1<></th1<>	0         0         0         0         0         9         9         1           0         0         0         23         33         34         1	0         0	0         0         0         0         0         9         9         1           0         0         0         0         23         33         34         9         3           0         0         0         3         33         34         9         3 </td
NORTHBOUND 4th St S	4 RT R	3 1.03 1		0 0	0	0 1	9	9	3		0 0	0 0 1 3	0 0 1 3 1 12	0 0 1 3 1 12	0 1 3 1 12 6	0 1 1 1 2 3 0 0 12 0 0 12	0 0 1 1 1 3 0 12 6 13 13 13	0 1 1 1 1 1 2 0 0 1 2 0 0 1 0 0 1 0 0 1 2	0 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	0         1         1         1         1         1         1         1         1         1         0         0         1 <th1< th=""> <th1< th=""> <th1< th=""> <th1< th=""></th1<></th1<></th1<></th1<>	0         1	0 1 1 1 3 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0         0         1	0         0         0         1         1         1         1         1         0         0         0         0         1
		1.03 1.0		o m	5	Ω.	3 17	2 6	2 7		5 5	3 5	7 7 8 5 1 25	5 5 1 25	3 17	25 25 3 17 17 17	2         7         5	1         2         3           2         1         25           3         17         17           8         21         23           8         23         23	1         2         3           2         1         25         1           2         1         17         17           3         21         23         23           1         25         23         23	6 23 23 66 6	30         6         7 <th7< th="">         7         <th7< th=""> <th7< th=""></th7<></th7<></th7<>	0         0         1         2         7 <th7< th=""> <th7< th=""> <th7< th=""> <th7< th=""></th7<></th7<></th7<></th7<>	25         21         25         25           3         6         6         23         23           3         5         23         23         23	25     21     25       23     21     25       3     3       6     5
	OR All Lane	03 Groups		0 135	0 139	0 105	0 498	0 102	0 82		0 99	0 98 0	0 99 0 98 0 381	0 98 0 381 0 381	0 99 0 381 0 381 0 498	0 99 0 381 0 381 0 498 0 481	0 99 0 981 0 381 0 498 0 481 0 428	0 99 0 98 0 381 0 498 0 481 0 428	0 99 0 381 0 498 0 498 0 428 0 428 0 388	0         99           0         98           0         381           0         498           0         498           0         428           0         428           0         381           0         383           0         383           0         383           0         381           0         381           0         381           0         381           0         381           0         381           0         381           0         381	0         99           0         981           0         498           0         498           0         498           0         428           0         428           0         381           0         383           0         381           0         381           0         381           0         381           0         381           0         381           0         381           0         381           0         119           0         135	0         99           0         981           0         498           0         498           0         498           0         498           0         428           0         438           0         381           0         383           0         381           0         381           0         381           0         381           0         381           0         119           0         135           0         135	0         99           0         98           0         98           0         498           0         498           0         428           0         428           0         431           0         381           0         381           0         381           0         381           0         381           0         381           0         113           0         135           0         135           0         135           0         135           0         135           0         135	0         99           0         98           0         98           0         498           0         498           0         438           0         438           0         381           0         383           0         381           0         381           0         381           0         381           0         381           0         1135           0         135           0         135           0         135           0         135           0         135           0         498
ESTBOUND 17 (Main St)	RT RT	1.03 1.			0	0	0	0	C	>	, 0	) 0 0	) O O O											
SR .	Ŧ	3 1.03		0 135	1 138	0 105	1 497	0 102	2 70	, ,	ر ر 1 98	3 () 3 95	1 98 3 95 7 374	2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	3         3         95           3         95         7         374           7         374         1         497	3         98           1         98           3         95           7         374           1         497           1         480	3         3         95           1         98         3         95           7         374         1         497           1         497         1         480           1         480         4         424	3         3         95           1         98         3         95           1         98         1         497           1         497         1         480           1         480         4         424           4         384         384	3         3         5           1         98         3         95           3         95         7         374           1         497         1         497           1         497         4         424           4         424         424           4         334         7         334	3         3         5         5           3         3         95         374           1         497         1         480           1         480         1         480           1         480         1         480           4         4         384         384           7         374         3         374           7         374         3         374           7         374         1         19           19         3         3         10         119	3         3         5         5           1         1         9/8         1         9/8           1         1         497         1         497           1         1         480         1         424           4         4         384         1         374           7         374         3         374         1           1         480         1         424         1         1         484           7         374         1         374         1 <t< td=""><td>3         3         5           3         95         3         95           1         98         1         497           1         480         1         480           1         480         4         444           4         484         4         384           7         374         7         374           7         374         7         374           7         374         7         374           1         138         1         138</td><td>3         3         5           1         98         3         95           3         95         7         374           1         497         1         480           1         480         4         44           4         4384         7         374           7         374         7         374           7         374         1         138           1         138         1         138           0         105         0         105</td><td>3         3         5           1         98         3         95           3         95         1         98           1         1         497         1           1         480         4         44           2         374         374         374           1         484         384         1           7         374         7         374           7         374         7         374           1         138         1         138           1         138         1         138           1         138         1         138           1         138         1         1           497         497         1         1</td></t<>	3         3         5           3         95         3         95           1         98         1         497           1         480         1         480           1         480         4         444           4         484         4         384           7         374         7         374           7         374         7         374           7         374         7         374           1         138         1         138	3         3         5           1         98         3         95           3         95         7         374           1         497         1         480           1         480         4         44           4         4384         7         374           7         374         7         374           7         374         1         138           1         138         1         138           0         105         0         105	3         3         5           1         98         3         95           3         95         1         98           1         1         497         1           1         480         4         44           2         374         374         374           1         484         384         1           7         374         7         374           7         374         7         374           1         138         1         138           1         138         1         138           1         138         1         138           1         138         1         1           497         497         1         1
	Lane LT	oups 1.03	L	152	160	148	615	152		169	169 164	169 164 152	169 164 152 637	169 164 152 637	169 164 152 637 615	169 164 152 637 637 615 612	169 164 152 637 615 612 612 629	169 164 152 637 615 615 612 633	169 164 152 637 615 615 612 612 633 633	169 164 637 637 612 612 633 633 637 155	169         164           152         637           615         612           615         613           616         612           617         613           155         633           155         155	169         164           152         637           615         612           615         613           616         612           617         613           155         633           155         155           155         150	169           164           152           637           615           615           615           616           617           618           619           610           611           612           613           612           613           614           155           155           155           155           150	169         164           152         152           637         615           612         612           633         633           633         633           155         152           153         633           637         633           637         633           637         633           637         634           637         634           637         634
st) D	RTOR AII	1.03 Gr	C		0	0	0	0		0	0 0	000	0000	0 0 0 0	• • • • •	• • • • • •	• • • • • • • • •	000000000	• • • • • • • • • •	• • • • • • • • • • •	• • • • • • • • • • • • •	• • • • • • • • • • • • • •	• • • • • • • • • • • • • • • • • •	• • • • • • • • • • • • • • • • • • •
EASTBOUN	RT	1.03	, .	د بر 10 10	51 9	12 6	35 30	12 10		53 6	53 6 53 11	53 6 53 11 43 9	33     6       53     11       53     11       13     9       11     36	33 6 33 11 13 9 01 36	33     6       33     11       43     9       11     36       35     30	33     6       33     11       33     11       33     31       35     30       77     35	33     6       33     11       11     35       11     36       11     36       11     36       38     31	33     6       33     11       11     36       11     36       11     36       11     36       11     36       11     35       32     30       33     33	33         6           11         33           11         36           11         36           11         36           11         36           11         36           11         36           11         36           11         36           11         36           11         36           11         36           11         36           11         36           11         36	50         31         51<	33         6           11         11           11         11           11         11           11         11           11         11           11         11           11         11           11         11           11         11           11         11           11         11           11         11           11         11           11         11           12         11           13         11           14         10	33         6           11         11           11         11           11         11           11         11           11         11           11         11           11         11           11         11           11         11           11         11           11         11           11         11           11         11           11         11           11         11           12         10           13         10	33         6           11         11           11         11           11         11           11         11           11         11           11         11           11         11           11         11           11         11           11         11           11         11           11         11           11         11           12         11           13         11           14         10           15         10	33         6         11         6           11         11         11         11         11           11         11         11         11         11           11         11         11         11         11           11         11         11         11         11           11         11         11         11         11           11         11         11         11         11           11         11         11         11         11           11         11         11         11         11           11         11         11         11         11           11         11         11         11         11           11         11         11         11         11           11         11         11         11         11           11         11         11         11         11           11         11         11         11         11           11         11         11         11         11           11         11         11         11         11           11         11
S	LT	0.03 1.03		0 17	0 15	0 14	0 58	0 14		0 16	0 16	0 0 15 0 12	0 0 16	0 16 0 15 0 60	0 16 0 11 0 11 0 60 5 8	0 0 10 0 11 0 0 0 15 0 0 0 15 0 0 0 0 0 15 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 10 10 10 10 10 10 10 10 10 10 10 10 10	0         16         0         15           0         0         0         14           0         0         0         14           0         0         53         53	0         16           0         0           0         0           0         0           0         0           0         0           0         0           0         0           0         0           0         0           0         0           0         0           0         0	0         0         0         15         13           0         0         0         0         14         17           0         0         0         0         15         15         15	0         0         0         15         0         14           0         0         0         0         13         13         14           0         0         0         15         15         15         14	0         0         0         0         15           0         0         0         0         14           12         12         15         15	0         10 </td <td>0         0         0         15         0         16         17         17         16         17         16         17         16         17         17         16</td>	0         0         0         15         0         16         17         17         16         17         16         17         16         17         17         16
	Movement/Lane Group	PSCF	Start Time	4:00 PIN	4:30 PM	4:45 PM	Total	5:00 PM		NIA CI:C	5:30 PM	5:15 PM 5:30 PM 5:45 PM	5:30 PM 5:30 PM 5:45 PM Total	5:30 PM 5:30 PM 5:45 PM Total Hourly Volumes Hour Starting at:	5:30 PM 5:30 PM 5:45 PM Total Hourly Volumes Hour Starting at: 4:00 PM	5:30 PM 5:30 PM 5:45 PM Total Hourly Volumes Hour Starting at: 4:00 PM	5:15 PW 5:30 PM 5:45 PM Total Hourly Volumes Hour Starting at: 4:15 PM 4:15 PM	5:15 P/W 5:30 P/M 5:45 P/M Total Hourly Volumes Hour Starting at: 4:15 P/M 4:15 P/M 4:45 P/M	5:15 PM 5:30 PM 5:45 PM 5:45 PM Total Hourity Volumes Hourity Volumes 4:00 PM 4:15 PM 4:15 PM 4:30 PM 5:00 PM	5:30 PM 5:30 PM 5:45 PM Total Hourty Volumes Hour Starting at: 4:00 PM 4:45 PM 4:45 PM 5:00 PM 5:00 PM	5:15 PM 5:30 PM 5:30 PM 5:45 PM Total Hourty Volumes Hour Starting at: 4:00 PM 4:15 PM 4:30 PM 4:30 PM 5:00 PM 7:00 PM 4:15 PM	5:15 PM 5:30 PM 5:30 PM 5:45 PM Total Hour Starting at: 4:00 PM 4:15 PM 4:15 PM 4:30 PM 5:00 PM 8:415 PM 4:15 PM 4:15 PM	5:15 PW 5:30 PM 5:45 PM 5:45 PM 5:40 PM Hourt Starting at: 4:00 PM 4:15 PM 4:30 PM 5:00 PM 5:00 PM 4:15 PM 4:30 PM 4:45 PM	5:35 PM 5:35 PM 5:35 PM 5:35 PM 5:36 PM 4:00 PM 4:00 PM 4:15 PM 4:15 PM 4:45 PM 5:00 PM 4:30 PM 4:30 PM 4:30 PM 4:30 PM 4:30 PM



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

6:00 PM

		EA SR 1	STBOUN	st)			WE SR 1	STBOUN 7 (Main \$	۲, ם ۲			NOR 4	THBOUN th St S	Ð			SOU <sup>.</sup>	ITHBOUN	٩	<u>-</u>	Itersection
Movement/Lane Group	LT	Ħ	RT	RTOR	All Lane	Ч	Ŧ	RT	RTOR	All Lane	5	Ħ	RT	RTOR /	VII Lane	-1	Ħ	RT	RTOR AII	Lane	
PSCF	1.03	1.03	1.03	1.03	Groups	1.03	1.03	1.03	1.03	Groups	1.03	1.03	1.03	1.03	Groups	1.03	1.03	1.03	1.03 GI	sdno.	
Start Time																					
4:00 PM	0	ŋ	0	0	S	0	ŝ	0	0	ŝ	0	0	0	0	0	0	0	0	0	0	8
4:15 PM	0	7	0	0	7	0	∞	0	0	8	0	0	0	0	0	0	0	0	0	0	15
4:30 PM	0	4	2	0	9	0	6	0	0	6	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	6
Total	0	20	2	0	22	0	22	0	0	22	0	0	0	0	0	0	0	0	0	0	44
5:00 PM	0	ŝ	0	0	m	0	ŋ	0	0	Ŋ	0	0	2	0	2	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	15
5:30 PM	0	ŝ	0	0	3	0	4	0	0	4	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	6
Total	0	23	2	0	25	0	13	0	0	13	1	0	2	0	e	0	0	0	0	0	41
Hourly Volumes																					
Hour Starting at: 4:00 PM	0	20	7	0	22	0	22	0	0	22	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	46
4:30 PM	0	25	2	0	27	0	17	0	0	17	0	0	2	0	2	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	38
5:00 PM	0	23	2	0	25	0	13	0	0	13	1	0	2	0	3	0	0	0	0	0	41
Peak-Hour Volumes																					
4:15 PM	0	7	0	0	7	0	∞	0	0	∞	0	0	0	0	0	0	0	0	0	0	15
4:30 PM	0	4	2	0	9	0	6	0	0	6	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	6
5:00 PM	0	3	0	0	3	0	S	0	0	5	0	0	2	0	2	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	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%



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

 
 Hours of Data Collection:
 4:00 PM
 to
 6:00 PM

 Count Groups Included:
 All Groups / All Vehicles
 Date of Data Collection: 2/21/2023 Data Collected by: ND

Main Direction: EB/WB CPeak-Season CF: 1.03 EB/WB Road: NB/SB Road:

6:00 PM

NB/SB X Old Scenic Hwy - Florida Ave SR 17 (Scenic Hwy)

	0	EA Id Scenic	STBOUN Hwv - Fl	ID orida Ave	ð	ō	WES d Scenic	STBOUNI Hwv - Flo	) orida Ave			NORT SR 17 (5	HBOUNE cenic Hv	. (^			SOUT SR 17 (S	HBOUND cenic Hw	5		
	+	Ē	ż	0010		- -	Ē	ł	0.010			Ē	-			+	Ē			5	tersection
Movement/Lane Group		E S	ב <sup>נ</sup>	R CK	All Lane		E	ב <sup>מ</sup>	- KICK	All Lane		H	צ צ		l Lane		H	אן גן א	N N N	Lane	
PSCF	1.03	1.03	1.03	1.03	Groups	1.03	1.03	1.03	1.03	Groups	1.03	1.03	1.03	1.03 G	roups	1.03	1.03	1.03	03 C	sdno	
Start Time																					
4:00 PM	0	0	9	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	9	124	0	0	130	7	107	2	0	116	257
4:30 PM	0	0	9	0	9	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	9	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	Ч	0	1	0	2	0	0	8	0	00	7	81	0	0	88	7	117	0	0	124	222
5:15 PM	-	0	ŝ	0	4	0	-	4	0	S	ъ	65	0	0	70	∞	130	1	0	139	218
5:30 PM	2	0	L1	0	n	0	0	4	0	4	m	64	0	0	67	14	121	1	0	136	210
5:45 PM	1	1	3	0	S	0	0	m	0	ſ	m	84	0	0	87	10	108	e	0	121	216
Total	5	L L	∞	0	14	0	-	19	0	20	18	294	0	0	312	39	476	ъ	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	ю	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	9	124	0	0	130	7	107	2	0	116	257
4:30 PM	0	0	9	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	9	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:	L	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	06.0





Date of Data Collection: 2/21/2023 Data Collected by: ND Hours of Data Collection: 4:00 PM

6:00 PM Count Groups Included: Heavy Vehicles 9

EASTBOUND WEST WEST		STBOUND WEST	ID WEST	WEST WEST	WEST Old Socio Un	WEST	l Pi		D			NOR									
			HWY F	I OTIGA AV		5  -  -			orida Ave		-  -			(W)		-  +			(Å	Ī	ntersectior
IENT/LANE Group	103	H C L	א <b>ו</b>		All Lane		н 103	<b>ז</b> גרס		All Lane		н 1 03	א נוסי ג		II Lane	1 03	H 2	א <mark>ר</mark> 2		II Lane	
Start Time	20-	20-	20	200	pdpo p	202-	200	202-	200-	pdpo io	20-	202	202	200-	2000	20-	20-	20-	200		
4:00 PM	0	0	1	0	Н	0	0	0	0	0	0	4	0	0	4	0	4	0	0	4	
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	10	0	0	10	0	∞	0	0	∞	16
4:30 PM	0	0	1	0	1	0	0	0	0	0	0	∞	0	0	∞	0	4	0	0	4	1
4:45 PM	0	0	1	0	1	0	0	0	0	0	0	2	0	0	2	0	8	0	0	8	H
Total	0	0	m	0	m	0	0	0	0	0	0	24	0	0	24	0	24	0	0	24	Ω.
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	4	0	0	4	
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	6	0	0	10	H
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	7	0	0	7	0	с	0	0	S	1
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	с	0	0	£	0	4	0	0	4	
Total	0	0	0	0	0	0	0	0	0	0	0	15	0	0	15	Ч	20	0	0	21	n
<mark>/olumes</mark> ır 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	5
4:15 PM	0	0	2	0	2	0	0	0	0	0	0	24	0	0	24	0	24	0	0	24	5
4:30 PM	0	0	2	0	2	0	0	0	0	0	0	15	0	0	15	1	25	0	0	26	4
4:45 PM	0	0	1	0	1	0	0	0	0	0	0	14	0	0	14	1	24	0	0	25	4
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	15	0	0	15	1	20	0	0	21	3
our Volumes						·															
4:00 PM				D					Ð	) )		4		5	4	5	4		0	4	
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	10	0	0	10	0	∞	0	0	<sup>∞</sup>	-
4:30 PM	0	0	1	0	1	0	0	0	0	0	0	8	0	0	8	0	4	0	0	4	-
4:45 PM	0	0	1	0	1	0	0	0	0	0	0	2	0	0	2	0	8	0	0	8	1
k-Hour Volume:	0	0	3	0	3	0	0	0	0	0	0	24	0	0	24	0	24	0	0	24	5
avy Vehicles %:	%0.0		23.1%		21.4%			%0.0		%0.0	0.0%	6.2%			5.9%	0.0%	5.3%	%0.0		4.9%	5.5



SR 17 (Scenic Hww) / Tin	
reaction.	Isalction

 
 Hours of Data Collection:
 4:00 PM
 to
 6:00 PM

 Count Groups Included:
 All Groups / All Vehicles
 Date of Data Collection: 2/21/2023 Data Collected by: ND

6:00 PM

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

ſ		ntersection				245	249	274	257	1025	280	246	245	217	986		1075	1060	1057	1028	988		249	274	257	280	1060	0.95
			All Lane	Groups		100	93	123	106	422	126	103	109	75	413		422	448	458	444	413		93	123	106	126	448	0.89
	٥	wy)	RTOR	1.03		0	0	0	0	0	0	0	0	0	0		C	0	0	0	0		0	0	0	0	0	
	HBOUN	scenic H	RT	1.03		0	0	0	0	0	0	0	0	0	0		C	0	0	0	0		0	0	0	0	0	
		SR 17 (3	ТН	1.03		94	92	119	66	404	118	94	101	69	382		404	428	430	412	382		92	119	66	118	428	06.0
			LT	1.03		9	Ч	4	7	18	8	6	∞	9	31		18	20	28	32	31		1	4	7	8	20	0.63
			Lane	sdno.		120	128	124	123	495	137	119	110	125	491		495	512	503	489	491		128	124	123	137	512	0.93
	-	y)	TOR AII	.03 G		0	0	0	0	0	0	0	0	0	0		C	0	0	0	0		0	0	0	0	0	
	IBOUND	cenic Hw	R R	.03		37	27	22	30	116	45	34	32	38	149		116	124	131	141	149		27	22	30	45	124	0.69
	NORTH	SR 17 (S	LH I	.03 1		83	101	102	93	379	92	85	78	87	342		379	388	372	348	342		101	102	63	92	388	0.95
			- -	03 1		0	0	0	0	0	0	0	0	0	0		C	0	0	0	0		0	0	0	0	0	
-			-ane	ups 1.		25	28	27	28	108	17	24	26	17	84		108	100	96	95	84		28	27	28	17	100	0.89
			DR AILI	03 Gro		0	0	0	0	0	0	0	0	0	0		c	0	0	0	0		0	0	0	0	0	
		amp Rd	r rt	3 1.(		3	4	9	5	18	3	4	m	5	15		18	18	18	15	15		4	9	5	3	18	.75
WESTROU	WESTB	Findel Cá	R	3 1.0		0	0	0	0	0	0	0	0	0	0		C	0	0	0	0		0	0	0	0	0	0
			Ŧ	3 1.0		22	24	21	23	06	14	20	23	12	69		Uв	82	78	80	69		24	21	23	14	82	85
			ne LT	s 1.00		0	0	0	0	0	0	0	0	0	0		C	0	0	0	0		0	0	0	0	0	Ö
			All Lar	Group		0	0	0	0	0	0	0	0	0	0		C	0	0	0	0		0	0	0	0	0	
	QN	p Rd	RTOR	1.03		0	-	(	-		0	_							_				(	(	(	(		
	ASTBOU	del Cam	RT	1.03		0	0	0		0	0				0						0		)	)	0	0		
	Ш	Tin	TH	1.03		0	0	0	0	0	0	0	0	0	0		C	0	0	0	0		0	0	0	0	0	
			LT	1.03		0	0	0	0	0	0	0	0	0	0		C	0	0	0	0		0	0	0	0	0	
L			Movement/Lane Group	PSCF	Start Time	4:00 PM	4:15 PM	4:30 PM	4:45 PM	Total	5:00 PM	5:15 PM	5:30 PM	5:45 PM	Total	<u>Hourly Volumes</u>	Hour Starting at: 4-00 PM	4:15 PM	4:30 PM	4:45 PM	5:00 PM	Peak-Hour Volumes	4:15 PM	4:30 PM	4:45 PM	5:00 PM	Peak-Hour Volume:	PHF:



C 0 R P 0 R A T I 0 N Engineering Science Research Planning

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

Date of Data Collection:2/21/2023Data Collected by:NDHours of Data Collection:4:00 PMto Count Groups Included:Heavy Vehicles

6:00 PM

		EA Tind	STBOUN lel Camp	D Rd			WES Tinde	STBOUNE Camp R	c p			NORT SR 17 (S	HBOUNE cenic Hw	ري. روي			SOUT SR 17 (S	THBOUNE Scenic Hv	( <b>/</b> w	<u>-</u>	tersection
Movement/Lane Group	LT	ТН	RT	RTOR	All Lane	LT	TH	RTF	TOR AII	I Lane	LT	TH	RT R	TOR A	I Lane	LT	TH	RT R	RTOR A	I Lane	
PSCF	1.03	1.03	1.03	1.03	Groups	1.03	1.03	1.03	1.03 GI	roups	1.03	1.03	1.03	1.03 G	roups	1.03	1.03	1.03	1.03 G	roups	
Start Time								•										•			
4:00 PM	0	0	0	0	0	1	0	0	0	Ч	0	0	1	0	Н	0	£	0	0	ŝ	Ŋ
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	11	0	0	11	0	ю	0	0	m	14
4:30 PM	0	0	0	0	0	1	0	0	0	1	0	ю	0	0	S	0	4	0	0	4	8
4:45 PM	0	0	0	0	0	2	0	0	0	2	0	2	1	0	ŝ	0	m	0	0	ŝ	8
Total	0	0	0	0	0	4	0	0	0	4	0	16	2	0	18	0	13	0	0	13	35
5:00 PM	0	0	0	0	0	Ч	0	0	0	Ч	0	4	2	0	9	0	4	0	0	4	11
5:15 PM	0	0	0	0	0	1	0	0	0	1	0	1	0	0	1	0	6	0	0	6	11
5:30 PM	0	0	0	0	0	1	0	1	0	2	0	8	0	0	∞	0	ъ	0	0	5	15
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	2	1	0	3	1	2	0	0	3	9
Total	0	0	0	0	0	m	0	1	0	4	0	15	m	0	18	1	20	0	0	21	43
Hourhy 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	35
4:15 PM	0	0	0	0	0	4	0	0	0	4	0	20	3	0	23	0	14	0	0	14	41
4:30 PM	0	0	0	0	0	5	0	0	0	5	0	10	3	0	13	0	20	0	0	20	38
4:45 PM	0	0	0	0	0	5	0	1	0	9	0	15	3	0	18	0	21	0	0	21	45
5:00 PM	0	0	0	0	0	3	0	1	0	4	0	15	3	0	18	1	20	0	0	21	43
Peak-Hour Volumes																					
4:45 PM	0	0	0	0	0	2	0	0	0	2	0	2	1	0	m	0	m	0	0	m	∞
5:00 PM	0	0	0	0	0	1	0	0	0	1	0	4	2	0	9	0	4	0	0	4	11
5:15 PM	0	0	0	0	0	1	0	0	0	1	0	1	0	0	1	0	6	0	0	6	11
5:30 PM	0	0	0	0	0	1	0	1	0	2	0	8	0	0	8	0	5	0	0	5	15
Peak-Hour Volume:	0	0	0	0	0	5	0	٢	0	9	0	15	e	0	18	0	21	0	0	21	45
Heavy Vehicles %:						6.1%		5.6%		6.0%		3.9%	2.4%		3.5%	%0.0	4.9%			4.7%	4.2%

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

 
 Hours of Data Collection:
 4:00 PM
 to
 6:00 PM

 Count Groups Included:
 All Groups / All Vehicles
 Date of Data Collection: 2/21/2023 Data Collected by: ND

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

	Intersection			191	192	222	204	608	216	193	186	168	763		808	834	835	799	763		222	204	216	193	835	0.94
	011 L 000	Groups		98	100	117	109	424	125	96	103	81	405		424	451	447	433	405		117	109	125	96	447	0.89
	RTOR	1.03		0	0	0	0	0	0	0	0	0	0		0	0	0	0	0		0	0	0	0	0	
THBOUN Scenic F	RT	1.03		0	0	0	0	0	0	0	0	0	0		0	0	0	0	0		0	0	0	0	0	
SOU SR 17	Ŧ	1.03		98	100	117	109	424	125	96	103	81	405		424	451	447	433	405		117	109	125	96	447	0.89
	L I	1.03		0	0	0	0	0	0	0	0	0	0		0	0	0	0	0		0	0	0	0	0	
	000	Sroups	-	93	91	105	95	384	91	97	83	87	358		384	382	388	366	358		105	95	91	97	388	0.92
	RTOR ,	1.03		0	0	0	0	0	0	0	0	0	0		0	0	0	0	0		0	0	0	0	0	
THBOUN Scenic H	RT	1.03		0	0	0	0	0	0	0	0	0	0		0	0	0	0	0		0	0	0	0	0	
NOR SR 17 (	HL	1.03		93	91	105	95	384	91	97	83	87	358		384	382	388	366	358		105	95	91	97	388	0.92
	L I	1.03		0	0	0	0	0	0	0	0	0	0		0	0	0	0	0		0	0	0	0	0	
	000	Groups	-	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0		0	0	0	0	0	
	RTOR ,	1.03		0	0	0	0	0	0	0	0	0	0		0	0	0	0	0		0	0	0	0	0	
STBOUNI elsh Rd	RT	1.03		0	0	0	0	0	0	0	0	0	0		0	0	0	0	0		0	0	0	0	0	
MES	Ŧ	1.03		0	0	0	0	0	0	0	0	0	0		0	0	0	0	0		0	0	0	0	0	
	F	1.03		0	0	0	0	0	0	0	0	0	0		0	0	0	0	0		0	0	0	0	0	
	000	Groups	•	0	1	0	0	1	0	0	0	0	0		1	1	0	0	0		0	0	0	0	0	
	RTOR ,	1.03		0	0	0	0	0	0	0	0	0	0		0	0	0	0	0		0	0	0	0	0	
TBOUNE elsh Rd	RT	1.03		0	1	0	0	1	0	0	0	0	0		1	1	0	0	0		0	0	0	0	0	
EAS	Ŧ	1.03		0	0	0	0	0	0	0	0	0	0		0	0	•	0	0		0	0	0	0	0	
	11	1.03		0	0	0	0	0	0	0	0	0	0		0	0	0	0	0		0	0	0	0	0	
L	Movement/I ane Group	PSCF	Start Time	4:00 PM	4:15 PM	4:30 PM	4:45 PM	Total	5:00 PM	5:15 PM	5:30 PM	5:45 PM	Total	Hourly Volumes	Hour Starting at: 4:00 PM	4:15 PM	4:30 PM	4:45 PM	5:00 PM	Peak-Hour Volumes	4:30 PM	4:45 PM	5:00 PM	5:15 PM	Peak-Hour Volume:	PHF:



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

9 Date of Data Collection: 2/21/2023 Data Collected by: ND Hours of Data Collection: 4:00 PM Data Collected by:

6:00 PM Count Groups Included: Heavy Vehicles

Intersection				5	11	13	6	38	∞	13	13	9	40		38	41	43	43	40	ć	Ĵ	6	80	13	43	5.1%
	All Lane	Groups		3	4	9	9	19	Ū	11	4	5	25		19	21	28	26	25	2	2	9	5	11	28	6.3%
UN)	RTOR	1.03		0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	c		0	0	0	0	
ITHBOUI (Scenic	RT	1.03		0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	c		0	0	0	0	
SOU SR 17	Ŧ	1.03		З	4	9	9	19	ъ	11	4	S	25		19	21	28	26	25	U		9	5	11	28	6.3%
	5	1.03		0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	c	>	0	0	0	0	
	All Lane	Groups		2	9	7	m	18	m	2	6	Ч	15		18	19	15	17	15	٢	`	m	m	2	15	3.9%
a (w	RTOR /	1.03		0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	c	S	0	0	0	0	
THBOUN Scenic H	RT	1.03		0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	c	2	0	0	0	0	
NOR SR 17 (	Ħ	1.03		2	9	7	m	18	m	2	6	1	15		18	19	15	17	15	г	`	m	m	2	15	3.9%
	5	1.03		0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	c	5	0	0	0	0	
	All Lane	Groups		0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	c	2	0	0	0	0	
	RTOR /	1.03		0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	c		0	0	0	0	
STBOUNI elsh Rd	RT	1.03		0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	c	5	0	0	0	0	
NE: N	Ŧ	1.03		0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	c	5	0	0	0	0	
	5	1.03		0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	c	5	0	0	0	0	
	All Lane	Groups		0	1	0	0	1	0	0	0	0	0		1	1	0	0	0	C	S	0	0	0	0	
	RTOR /	1.03		0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	c	S	0	0	0	0	
STBOUNI elsh Rd	RT	1.03		0	1	0	0	1	0	0	0	0	0		Ч	-	0	0	0	c	2	0	0	0	0	
EAS	Ŧ	1.03		0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	c	5	0	0	0	0	
	1	1.03		0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	c		0	0	0	0	
L	Movement/Lane Group	PSCF	Start Time	4:00 PM	4:15 PM	4:30 PM	4:45 PM	Total	5:00 PM	5:15 PM	5:30 PM	5:45 PM	Total	Hourly Volumes	Hour Starting at: 4:00 PM	4:15 PM	4:30 PM	4:45 PM	5:00 PM	Peak-Hour Volumes	W L DO't	4:45 PM	5:00 PM	5:15 PM	Peak-Hour Volume:	Heavy Vehicles %:



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

 
 Date of Data Collection:
 2/21/2023

 Data Collected by:
 ND
 Hours of Data Collection: 4:00 PM

6:00 PM Count Groups Included: All Groups / All Vehicles 9

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

NB/SB X  $\Box$ 

ection				764	679	796	806	3045	784	793	762	701	3040		3045	3065	3179	3145	3040	C C	796	806	784	793	3179	0.99
Inters	đ			3	7	8	5	m	1	3	3	4	7			1	2	2	1		20	5	1	3	7	5
	All Lane	Groups		38	30	39	36	145	39	35	36	31.	142		145	146	150	147	142	0	39	36	39	35.	150	6.0
QN	RTOR	1.03		0	0	0	0	0	0	0	0	0	0		C		0	0	0	(	0	0	0	0	0	
ITHBOU US 27	RT	1.03		0	0	0	0	0	0	0	0	0	0		C	0	0	0	0	c	0	0	0	0	0	
sol	Ħ	1.03		374	299	392	359	1424	384	345	359	313	1401		1424	1434	1480	1447	1401		392	359	384	345	1480	0.94
	ГТ	1.03		6	∞	9	9	29	7	8	4	1	20		29	27	27	25	20	,	9	9	7	8	27	0.84
	II Lane	Sroups		370	363	386	429	1548	380	424	386	380	1570		1548	1558	1619	1619	1570	000	386	429	380	424	1619	0.94
0	TOR A	1.03		0	0	0	0	0	0	0	0	0	0		C	0	0	0	0	C	0	0	0	0	0	
HBOUNI S 27	RT F	1.03		2	4	4	10	20	9	3	4	6	22		20	24	23	23	22		4	10	9	3	23	0.58
NORT	Ħ	1.03		368	359	382	419	1528	374	421	382	371	1548		1528	1534	1596	1596	1548		382	419	374	421	1596	0.95
	ГТ	1.03		0	0	0	0	0	0	0	0	0	0		C	0	0	0	0	C	0	0	0	0	0	
	Lane	roups		11	6	12	12	44	13	16	13	7	49		44	46	53	54	49	(	12	12	13	16	53	0.83
	ror <sub>All</sub>	03		0	0	0	0	0	0	0	0	0	0		C	0	0	0	0	c	0	0	0	0	0	
BOUND In Ave	RT R	03 1		7	9	7	9	26	4	7	9	5	22		26	23	24	23	22	I	7	9	4	7	24	0.86
WEST	H	03 1		0	0	0	0	0	0	0	0	0	0		С	0	0	0	0	c	0	0	0	0	0	
	T	03 1.	-	4	ę	5	9	18	6	6	7	2	27		18	23	29	31	27		5	9	6	6	29	0.81
	ane	lps 1.		0	0	0	0	0	0	0	0	0	0		C	0	0	0	0	(	0	0	0	0	0	
	R AIL	Grot		0	0	0	0	0	0	0	0	0	0		C	0	0	0	0	(	0	0	0	0	0	
	RTO	1.03		0	0	0	0	0	0	0	0	0	0		C	0	0	0	0		0	0	0	0	0	
ASTBOU	RT	1.03		_	_	(	_		-	(	_		_					(	(		_	-	_	(	_	
ш —	표	1.03		J		0			0	C		0			C		0	C	С			J	J	C	0	
	LT	1.03		0	0	0	0	0	0	0	0	0	0		C	0	0	0	0	(	0	0	0	0	0	
	Movement/Lane Group	PSCF	Start Time	4:00 PM	4:15 PM	4:30 PM	4:45 PM	Total	5:00 PM	5:15 PM	5:30 PM	5:45 PM	Total	Hourly Volumes	Hour Starting at: 4:00 PM	4:15 PM	4:30 PM	4:45 PM	5:00 PM	Peak-Hour Volumes	4:30 PM	4:45 PM	5:00 PM	5:15 PM	Peak-Hour Volume:	PHF:





 Intersection:
 US 27 / Lincoln Ave

 Jurisdiction:
 Town of Dundee, Polk County

 Date of Data Collection:
 2/21/2023

 Data Collected by:
 ND

 Data Collected by:
 ND

 Hours of Data Collection:
 4:00 PM
 6:00 PM

 Count Groups Included:
 Heavy Vehicles
 100 PM

tion				60	55	62	35	212	47	44	45	42	178			212	199	188	171	178	C U	B	55	62	35	212	5.7%
Interced																											
	Alllane	Groups		25	21	27	14	87	22	20	21	15	78			87	84	83	77	78	чс	7	21	27	14	87	5.8%
Q	RTOR	1.03		0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	c		0	0	0	0	
JTHBOU US 27	RT	1.03		0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	c	S	0	0	0	0	
SOL	Ŧ	1.03		24	20	26	14	84	21	20	21	15	77			84	81	81	76	77	ć	74	20	26	14	84	5.7%
	5	1.03		1	L1		0	m	-	0	0	0	1			3	с.	2	1	1	~	-	1		0	e S	11.1%
	All I and	Groups		35	33	34	21	123	25	22	23	27	67			123	113	102	91	97	л Г	00	33	34	21	123	7.6%
Ģ	RTOR	1.03		0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	c	S	0	0	0	0	
THBOUN US 27	RT	1.03		1	0	1	H	m	Ч	0	0	2	m			3	£	ŝ	2	£	•	-	0	1	1	m	13.0%
NOR	Ŧ	1.03		34	33	33	20	120	24	22	23	25	94			120	110	66	89	94	Ċ	04	33	33	20	120	7.5%
	5	1.03		0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	c	5	0	0	0	0	
	All Lane	Groups		0	1	1	0	2	0	2	1	0	ς.			2	2	ŝ	З	ŝ	c	D	1	1	0	2	3.8%
0	RTOR /	1.03	ĺ	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	c	2	0	0	0	0	
STBOUNI coln Ave	RT	1.03		0	1	0	0	1	0	1	1	0	2			1	1	1	2	2	c	5	1	0	0	Ł	4.2%
WES	Ŧ	1.03		0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	c	0	0	0	0	0	
	1	1.03		0	0	-	0	1	0	-	0	0	1			1	1	2	1	1	c	5	0	-	0	-	3.4%
	All lane	Groups		0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	c	D	0	0	0	0	
_	RTOR /	1.03		0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	c	Þ	0	0	0	0	
TBOUNE coln Ave	RT	1.03		0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	c	5	0	0	0	0	
EAS	Ŧ	1.03		0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	c	5	0	0	0	0	
	5	1.03		0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	c		0	0	0	0	
L	Group														at:						Ies					olume:	cles %:
	Movement/Lane	PSCF	Start Time	4:00 PM	4:15 PM	4:30 PM	4:45 PM	Total	5:00 PM	5:15 PM	5:30 PM	5:45 PM	Total	<u> -lourly Volumes</u>	Hour Starting	4:00 PM	4:15 PM	4:30 PM	4:45 PM	5:00 PM	Peak-Hour Volum	4:00 FIN	4:15 PM	4:30 PM	4:45 PM	Peak-Hour Vo	Heavy Vehic

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























