LAKE HILLS PD
Project № 23103
December 2023

TRAFFIC IMPACT ANALYSIS
HOWEY-IN-THE-HILLS
FLORIDA

Prepared by:

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EXECUTIVE SUMMARY

Project Information

Name:	Lake Hills PD
Location:	North of CR 48 and west of SR 19
Jurisdiction:	Town of Howey-In-The-Hills, Lake County, Florida
Description:	475 Senior Adult Housing Single-Family (SF) Dwelling Units (DUs) 125 Senior Adult Housing Multifamily 92,300 Square-Foot shopping plaza 5,000 Square-Foot convenience store 5,000 Square-Foot fast food restaurant with drive through window

Findings

Trip Generation:	8,782 Daily Trips / 521 AM Peak Hour Trips / 697 PM Peak Hour Trips
Access Plan:	One (1) full access driveway on CR 48, one (1) full access driveway on SR 19, one (1) directional access driveway on CR 48, two (2) right-in/right-out access driveways on SR 19
Planned Improvements:	SR 19 from CR 48 to CR 561 will be widened to four (4) lanes by FDOT, including a roundabout at SR 19 and CR 48.
Roadway Capacity:	SR 19 from CR 561 to Central Avenue and from CR 455 to US 27/SR 25 are projected to operate over their capacities due to background traffic.
Intersection Capacity:	SR 19 and CR 455 is projected to operate with delay for the westbound left movement. SR 19 and CR 48 is projected to operate above the adopted LOS at background and projected traffic conditions. The intersection is projected to operate at acceptable LOS with a roundabout. SR 19 and Central Avenue is projected to experience delays on the eastbound approach at background and buildout conditions. The project does not assign trips to the minor approaches. SR 19 and East Entrance Driveway is projected to operate above the LOS at buildout condition with two-way stop control sign.

Recommendations

Intersection Improvements:	The developer will install traffic signal at SR 19 and East Entrance Driveway when warranted.
Turn Lanes:	Construct a 490-foot southbound right turn lane and a 490-foot northbound left turn lane at SR 19 and East Entrance Driveway. Construct a 375-foot northbound right turn lane and a 375-foot southbound left turn lane at CR 48 and West Entrance Driveway. Construct a 375-foot northbound right turn lane and a 375-foot southbound left turn lane at CR 48 and Commercial Entrance Driveway. Construct a 490-foot southbound right turn lane at SR 19 and North Right-in/Right-out Driveway. Construct a 490-foot southbound right turn lane at SR 19 and South Right-in/Right-out Driveway.

PROFESSIONAL ENGINEERING CERTIFICATION

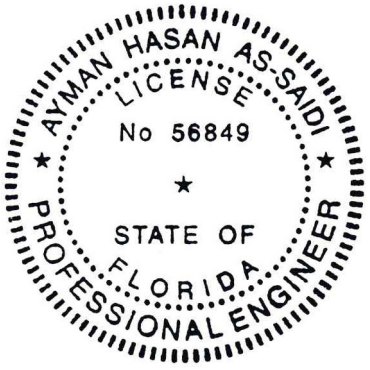
I hereby certify that I am a Professional Engineer properly registered in the State of Florida practicing with Traffic & Mobility Consultants LLC, a corporation authorized to operate as an engineering business, CA-30024, by the State of Florida Department of Professional Regulation, Board of Professional Engineers, and that I have prepared or approved the evaluations, findings, opinions, conclusions, or technical advice attached hereto for:

PROJECT: Lake Hills PD

LOCATION: Town of Howey-In-The-Hills, Florida

CLIENT: Reader and Partners LLC and WindCrest Development Group, Inc.

I hereby acknowledge that the procedures and references used to develop the results contained in these computations are standard to the professional practice of Transportation Engineering as applied through professional judgment and experience.



THIS ITEM HAS BEEN DIGITALLY SIGNED AND SEALED BY

AYMAN H AS-SAIDI

Digitally signed by AYMAN H AS-SAIDI
Date: 2023.12.22 14:44:31 -05'00'

ON THE DATE ADJACENT TO THE SEAL

PRINTED COPIES OF THIS DOCUMENT ARE NOT CONSIDERED SIGNED AND SEALED AND THE SIGNATURE MUST BE VERIFIED ON ANY ELECTRONIC COPIES.

TRAFFIC & MOBILITY CONSULTANTS LLC
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AYMAN H. AS-SAIDI, P.E. NO 56849

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1.0 INTRODUCTION

This Traffic Impact Analysis (TIA) was conducted to assess the impact of the proposed Lake Hills PD development in the Town of Howey-In-The-Hills, Lake County, Florida. The project will include 475 Senior Adult Housing Single Family (SF) Detached Dwelling Units (DUs), 125 Senior Adult Housing SF Attached DUs, a 92,300 square foot shopping plaza, 5,000 square foot convenience store, and 5,000 square foot fast food restaurant with drive thru. The site is located north of CR 48 and west of SR 19 in the Town of Howey-In-The-Hills, Florida. **Figure 1** depicts the site location and the surrounding transportation network. A preliminary development site plan is provided in **Appendix A**.

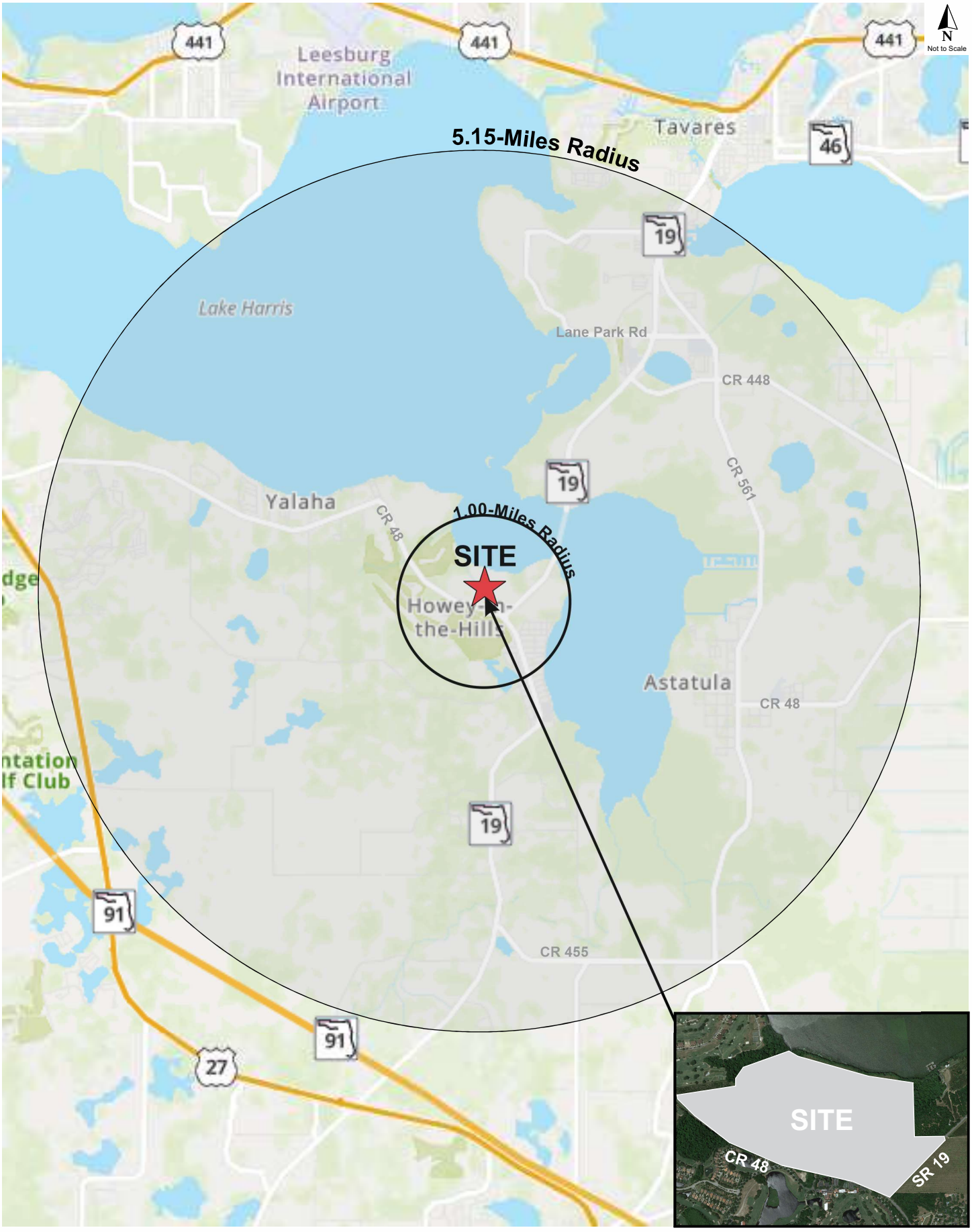
Access to the site is proposed via one (1) full access driveway on CR 48, serving the residential portion, one (1) full access driveway on SR 19, serving both residential and commercial parcels; one (1) directional driveway on CR 48, serving the commercial parcels; and two (2) right-in/right-out access driveways on SR 19, serving the commercial parcels. The development is projected to be completed by the year 2028.

The analysis was prepared in accordance with the methodology submitted to the Town of Howey-In-The-Hills and reviewed by the Town. A copy of the revised methodology (incorporating the Town's comments) is included with the response to comments letter in **Appendix B**.

Data used in the analysis consisted of site plan/development information provided by the project engineers, AM and PM peak hour intersection traffic counts obtained by Traffic & Mobility Consultants LLC (TMC), and roadway capacities obtained from the *2022 Lake County CMP Database*.

1.1 Study Area

The project study area was established based on the standard requirements of the Lake Sumter Metropolitan Planning Organization (LSMPO) methodology and the Town of Howey-In-The-Hills Land Development Code. In accordance with the requirements of Tier 2 TIA methodology, the impact area includes roadway segments and intersections within 5.15-mile radius, (½ the trip length for active adult residential land use), in addition to roadways where development is expected to consume 5% or more of their adopted Level of Service (LOS) capacities. The project study area determination is provided in **Table 1**, as determined in the approved methodology.



TMC Traffic & Mobility Consultants

Site Location Map
Lake Hills PD
23103

Figure
1

Table 1
Study Area

Seg ID	Road Name	From	To	# of Lns	LOS Std	Dir Cap	Trip Distr	Project Trips	Signif-icance	Within 1 Mile	>5% Sig	Included in Study?	Included in Study?
590	CR 448	SR 19	CR 561	2	D	840	20%	71	**8.45%**	N	**Y**	TRUE	**YES**
600	CR 448	CR 561	LAKE INDUSTRIAL BOULEVARD	2	D	840	10%	36	4.29%	N	N	FALSE	NO
610	CR 448	LAKE INDUSTRIAL BOULEVARD	ORANGE COUNTY LINE	2	C	740	10%	36	4.86%	N	N	FALSE	NO
950	CR 455	SR 19	CR 561	2	C	740	5%	18	2.43%	N	N	FALSE	NO
1240	CR 48	US 27	LIME AVENUE	2	D	1,080	25%	89	**8.24%**	**Y**	**Y**	TRUE	**YES**
1250	CR 48	LIME AVENUE	SR 19	2	D	1,080	25%	89	**8.24%**	**Y**	**Y**	TRUE	**YES**
1400	CR 561	SR 19	CR 448	2	D	840	5%	18	2.14%	N	N	FALSE	NO
1410	CR 561	CR 448	CR 48	2	D	1,080	5%	18	1.67%	N	N	FALSE	NO
1420	CR 561	CR 48	SOUTH ASTATULA CITY LIMIT	2	D	620	5%	18	2.90%	N	N	FALSE	NO
1430	CR 561	SOUTH ASTATULA CITY LIMIT	CR 455	2	D	1,080	0%	0	0.00%	N	N	FALSE	NO
3030	SR 19	CR 561	LANE PARK ROAD	2	D	920	30%	107	**11.63%**	N	**Y**	TRUE	**YES**
3040	SR 19	LANE PARK ROAD	CR 48	2	D	920	50%	178	**19.35%**	N	**Y**	TRUE	**YES**
3050	SR 19	CR 48	CENTRAL AVENUE	2	D	700	25%	89	**12.71%**	N	**Y**	TRUE	**YES**
3060	SR 19	CENTRAL AVENUE	CR 455	2	D	1,200	25%	89	**7.42%**	N	**Y**	TRUE	**YES**
3070	SR 19	CR 455	US 27 / SR 25	2	C	450	20%	71	**15.78%**	N	**Y**	TRUE	**YES**

2022 Lake County Congestion Management Process (CMP)

Based on the information presented in the analysis, the study roadway segments are as follows:

- CR 448
  - SR 19 to CR 561
- CR 48
  - US 27 to Lime Avenue
  - Lime Avenue to SR 19
- SR 19
  - CR 561 to Lane Park Road
  - Lane Park Road to CR 48
  - CR 48 to Central Avenue
  - Central Avenue to CR 455
  - CR 455 to US 27/SR 25

The study intersections are as follows*:*

- SR 19 and CR 455 (Unsignalized)
- SR 19 and CR 48 (Signalized)
- SR 19 and CR 448 (Signalized)
- SR 19 and Central Avenue (Unsignalized)
- SR 19 and East Entrance Driveway (Proposed)
- CR 48 and West Entrance Driveway (Proposed)
- CR 48 and Commercial Entrance Driveway (Proposed)
- SR 19 and North RI/RO Driveway (Proposed)
- SR 19 and South RI/RO Driveway (Proposed)

2.0 EXISTING CONDITIONS ANALYSIS

Existing conditions were analyzed to establish a baseline for the traffic conditions prevailing in the vicinity of the proposed development. The analysis included a review of existing roadway segment capacity and analysis of the intersection operations at the study intersections.

2.1 Roadway Segment Capacity

Existing roadway conditions were analyzed by comparing the existing traffic volumes within the study area and the adopted level of service (LOS) standards for the roadway segments. Existing peak hour directional traffic volumes were obtained from the *2022 Lake County CMP Database,* for County roads, and the *2023 Florida Traffic Online (FTO) website*, for SR 19.

Annual growth rates (AGRs) were calculated from the SR 19 historical Annual Average Daily Traffic (AADT), from the *2023 FTO website,* to calculate the projected background traffic volume in this study. The service volumes and capacities were obtained from the *2022 Lake County CMP Database.* Excerpts from the *2022 Lake County CMP Database, 2023 FTO website, 2023 FDOT Multimodal Quality/Level of Service Handbook*, and SR 19 AGRs calculations are included in **Appendix C**. **Table 2** summarizes the roadway segment capacity analysis.

Table 2
Existing Roadway Segment Capacity Analysis

Road Name	From	To	# of Lns	LOS Std	Pk Dir Cap	Existing Volume			
						Dir	Volume	LOS	V/C
CR 448	SR 19	CR 561	2	D	**840**	NB/EB	277	C	0.33
						SB/WB	224	C	0.27
CR 48	US 27	LIME AVENUE	2	D	**1,080**	NB/EB	420	B	0.39
						SB/WB	380	B	0.35
CR 48	LIME AVENUE	SR 19	2	D	**1,080**	NB/EB	429	B	0.40
						SB/WB	404	B	0.37
SR 19	CR 561	LANE PARK ROAD	2	D	**920**	NB/EB	775	C	0.84
						SB/WB	647	C	0.70
SR 19	LANE PARK ROAD	CR 48	2	D	**920**	NB/EB	775	C	0.84
						SB/WB	647	C	0.70
SR 19	CR 48	CENTRAL AVENUE	2	D	**700**	NB/EB	515	C	0.74
						SB/WB	439	C	0.63
SR 19	CENTRAL AVENUE	CR 455	2	D	**1,200**	NB/EB	515	B	0.43
						SB/WB	439	B	0.37
SR 19	CR 455	US 27 / SR 25	2	C	**450**	NB/EB	637	D	1.42
						SB/WB	532	D	1.18

Source: 2022 Lake County Congestion Management Process (CMP)

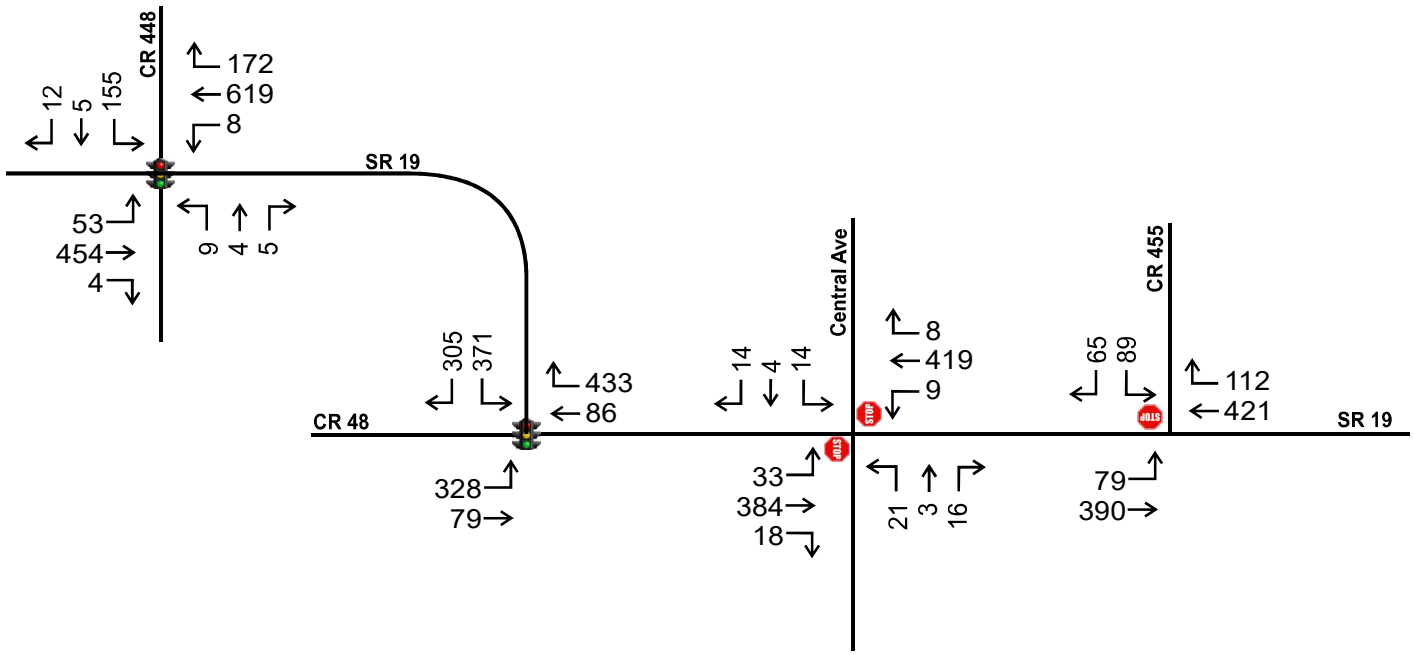
The analysis indicates that all study roadway segments currently operate adequately within their capacities, except the segment of SR 19 from CR 455 to US 27/SR 25 which currently operates over capacity. This segment at SR 19 is currently classified as rural area, but this area is developing rapidly which could result in a potential change in context classification.

2.2 Intersection Capacity

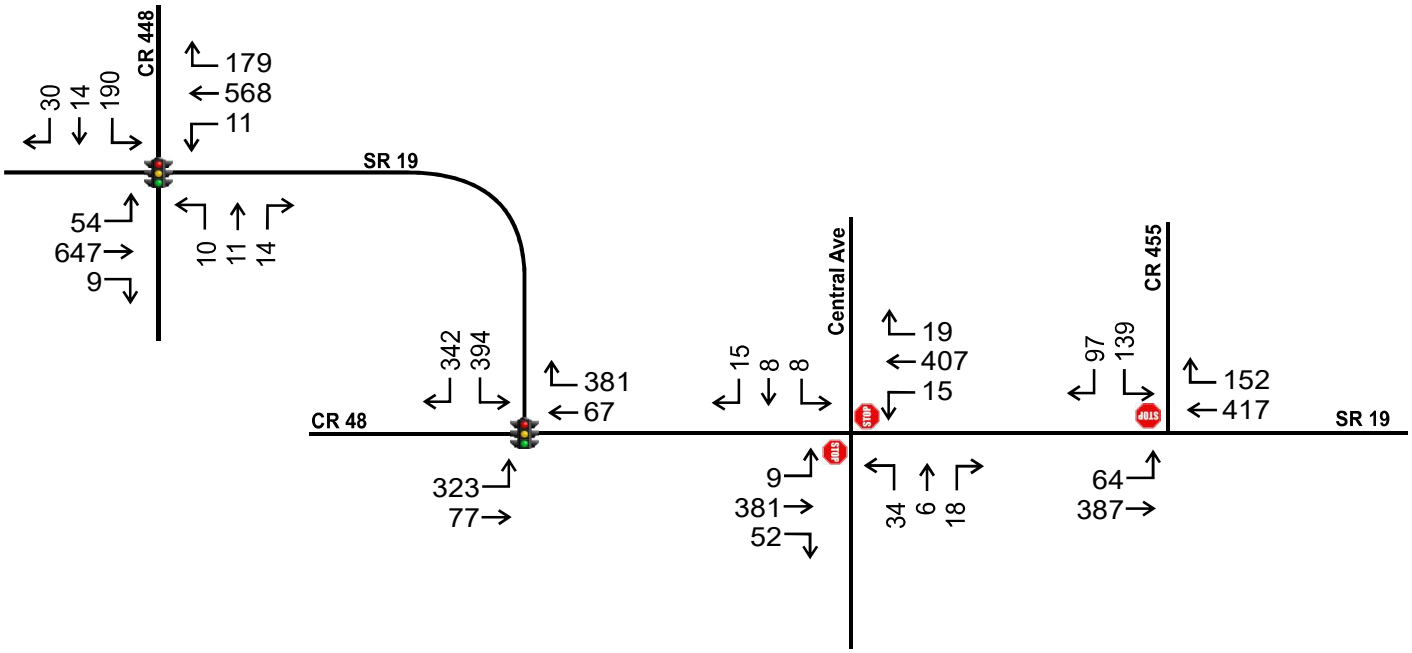
The intersection capacity analysis was performed for the AM and PM peak hour periods at the study intersections. The capacity analysis was performed using *Synchro* and the methods of the *Highway Capacity Manual (HCM)*. Turning movement counts were collected at the study intersections on October 11, 2023 and October 12, 2023. Existing turning movement counts were collected during the peak season; therefore, a seasonal adjustment factor was not applied. The AM and PM peak hour counts are presented in **Figure 2**. The turning movement counts, the *2022 Peak Season Factor Category Report*, and signal timing record for signalized intersections are included in **Appendix D**.

AM Peak

Not to Scale



PM Peak



The results of the intersection capacity analysis, summarized in **Table 3**, reveal that the intersection of SR 19 and CR 48 is experiencing delays on the westbound and southbound approaches. All the other study intersections are currently operating at adequate LOS. Detailed *HCM* analysis worksheets are included in **Appendix E**.

Table 3
Existing Intersection Capacity Analysis

Intersection	Traffic Control	Time Period	EB		WB		NB		SB		Overall	
			Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
SR 19 & CR 455	TWSC	AM	--	--	16.4	C	--	--	9.0	A	--	--
		PM	--	--	16.8	C	--	--	8.9	A	--	--
SR 19 & CR 48	Signal	AM	--	--	87.3	F	20.3	C	120.8	F	94.1	F
		PM	--	--	79.6	E	19.9	B	92.9	F	80.9	F
SR 19 & CR 448	Signal	AM	20.5	C	24.3	C	15.9	B	13.8	B	16.2	B
		PM	18.6	B	22.0	C	16.3	B	17.7	B	17.7	B
SR 19 & Central Ave	TWSC	AM	21.8	C	19.5	C	8.6	A	8.6	A	--	--
		PM	21.9	C	16.7	C	8.3	A	8.2	A	--	--

Average delay is in seconds

3.0 PROJECT TRAFFIC

3.1 Trip Generation

The traffic generation of the proposed development was calculated using the Institute of Transportation Engineers (ITE) *Trip Generation Manual, 11th Edition*. The trip generation for the project is summarized in **Table 4** and the ITE charts, and internal capture calculations are provided in **Appendix F**.

Table 4
Trip Generation Calculations

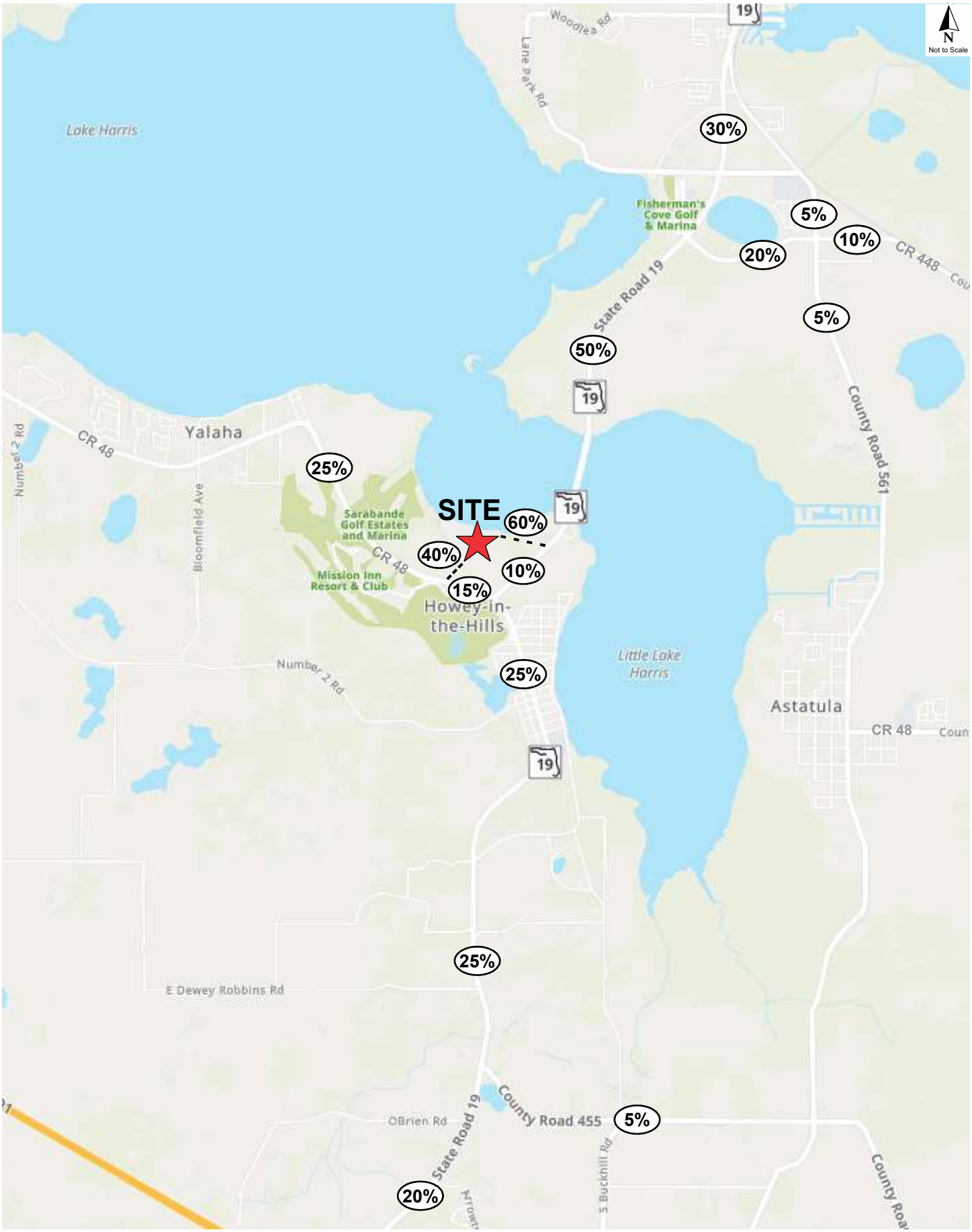
ITE			Daily		AM Peak Hour				PM Peak Hour			
Code	Land Use	Size	Rate	Trips	Rate	Total	Enter	Exit	Rate	Total	Enter	Exit
251	Senior Housing Single Family	475 DU	4.31	2,047	0.27	127	42	85	0.31	150	91	59
252	Senior Housing Multifamily	125 DU	3.24	405	0.20	25	9	16	0.25	31	18	13
821	Shopping Plaza (40-150k)	92.300 KSF	94.49	8,721	3.53	326	202	124	9.03	833	400	433
851	Convenience Store	5.000 KSF	762.28	3,811	62.54	313	156	157	49.11	246	125	121
934	Fast Food Restaurant with Drive-Through Window	5.000 KSF	467.48	2,337	44.61	223	114	109	33.03	165	86	79
	Total Gross Trip Generation			17,322		1,014	523	491		1,425	720	705
	Internal Capture (Daily - 18.26%, AM -15.2%, PM -21.4%)			*3,163*		*154*	*79*	*75*		*304*	*154*	*150*
	External Trips			14,159		860	444	416		1,121	566	555
	Retail Pass-by (40%)			2,852		111	69	42		262	126	136
	Convenience Pass-by (51%)			1,589		135	68	67		98	50	48
	Fast-Food Pass-by (49%)			936		93	47	46		64	33	31
	Total Pass-by			5377		339	184	155		424	209	215
	Total Net New External Trip Generation			**8,782**		**521**	**260**	**261**		**697**	**357**	**340**

Source: ITE Trip Generation Manual, 11th Edition
ITE equations were used as R^2 were greater than 0.75 and with more than 20 studies

The proposed development at project buildout is projected to generate 8,782 new external daily trips; of which 521 external trips occur during the AM peak hour, and 697 external trips occur during the PM peak hour.

3.2 Trip Distribution/Assignment

The trip distribution pattern was developed using the *Central Florida Regional Planning Model (CFRPM v7)*. The model distribution was manually adjusted based on local knowledge, professional engineering judgement, and the location of the development with respect to the study area attractions and activity centers to better reflect prevailing travel and traffic flow patterns in the study area. The raw model plots are provided in **Appendix G**, and the adjusted project trip distribution is shown in **Figure 3.**



TMC Traffic & Mobility Consultants

Project Trip Distribution

Lake Hills PD
23103

Figure
3

4.0 PLANNED AND PROGRAMMED IMPROVEMENTS

The *Lake-Sumter Metropolitan Planning Organization (LSMPO) 2023-2027 Transportation Improvement Program (TIP),* as well as *LSMPO 2022 List of Priority Projects (LOPP)* were reviewed to identify any planned or programmed improvements to the transportation facilities in the study area. The improvements are listed in **Table 5**. SR 19 is being widened to 4-lanes from CR 48 to CR 561 and will include a roundabout at the intersection of SR 19 and CR 48. Construction is not planned to be completed within the next three (3) years for either improvement. However, the intersection of SR 19 and CR 48 was evaluated as both a signal and a roundabout in this study. Excerpts from the *LSMPO TIP, LSMPO LOPP*, and the preliminary engineering plans for the roundabout are provided in **Appendix H**.

Table 5
Planned and Programmed Improvements

FM #	Project Name	From	To	Proposed Phase	Proposed Phase FY	Description of Improvement
2383191	SR 19 *	CR 48	CR 561	PDE-PE-ENV	2023	Add Lanes & Reconstruct
238319-1	SR 19 **	Howey Bridge	CR 561	-	-	Road Widening

** LSMPO TIP Fiscal Year 2023-2027*
*** LSMPO 2022 LOPP Tier 2 project*

5.0 PROJECTED CONDITIONS ANALYSIS

An analysis of projected conditions was conducted to determine the impact of the proposed development on the roadway segments' capacity, as well as the proposed access connections to the site. The project buildout year is 2028.

5.1 Background Traffic Projection

Projected traffic includes background traffic volumes, the project trips, and committed trips. Projected background traffic is based on traffic growth or vested trips, whichever was found to be higher. Traffic growth at the project buildout was estimated based on annual growth rates available on *2022 Lake County CMP Database* for county roads. For state roads the growth rates were calculated using the historical data between 2017 and 2022 obtained from *FTO website.* A minimum of 2% annual growth rate was applied to roadway segments for which minimal or no growth was detected. The committed trips for the following approved developments within the study area were included in the analysis:

- Whispering Hills – Buildout year 2023
- Talichet Phase 1 and Phase 2 – Buildout year 2023
- Garden Center commercial project (project information was obtained from the Town, but was determined to be insignificant with under 50 daily trips and therefore, trips were not included in this TIA)
- Drake Point (copy of site plan was obtained, trip generation was calculated, and trip assignment was assumed) – Buildout year 2025
- The Reserve at Howey-In-The-Hills (traffic study was obtained) – Buildout year 2028
- Watermark (Simpson) (traffic study was obtained) – Buildout year 2027

Excerpts from of these developments traffic studies are included in **Appendix I**.

5.2 Roadway Segment Capacity

The project trips were assigned to study roadway segments based on the project's trip generation and trip distribution pattern. Projected roadway conditions were analyzed by comparing the projected traffic volumes on the study roadway segments to their capacities and service volumes, which were obtained from *2022 Lake County CMP Database*. **Table 6** summarizes the projected roadway segment capacity analysis, which reveals the following:

- SR 19 from CR 561 to Central Avenue and from CR 455 to US 27/SR 25 are projected to operate over their capacities due to background traffic.
- All remaining roadway segments are projected to continue to operate adequately at project buildout.

Table 6
Projected Roadway Segment Capacity Analysis

Road Name	From	To	# of Lns	LOS Std	Dir Cap	Dir	Growth Rate	Existing Volume	Vested Trips	2028 Background Volume	2028 Background LOS	Trip Distr	2028 Buildout Project Trips	2028 Buildout Volume	2028 Buildout LOS	2028 Buildout V/C
CR 448	SR 19	CR 561	2	D	**840**	NB/EB	2%	277	37	314	C	20%	68	382	C	0.46
						SB/WB		224	63	287	C	20%	71	358	C	0.43
CR 48	US 27	LIME AVENUE	2	D	**1,080**	NB/EB	4%	420	219	639	C	25%	89	729	C	0.67
						SB/WB		380	285	665	C	25%	85	750	C	0.69
CR 48	LIME AVENUE	SR 19	2	D	**1,080**	NB/EB	2%	429	219	648	C	25%	85	733	C	0.68
						SB/WB		404	285	689	C	25%	89	778	C	0.72
SR 19	CR 561	LANE PARK ROAD	2	D	**920**	NB/EB	2%	775	155	930	F	30%	102	1,032	F	1.12
						SB/WB		647	292	939	F	30%	107	1,046	F	1.14
SR 19	LANE PARK ROAD	CR 48	2	D	**920**	NB/EB	2%	775	155	930	F	50%	170	1,100	F	1.20
						SB/WB		647	292	939	F	50%	178	1,117	F	1.21
SR 19	CR 48	CENTRAL AVENUE	2	D	**700**	NB/EB	2%	515	269	784	F	25%	89	873	F	1.25
						SB/WB		439	352	791	F	25%	85	876	F	1.25
SR 19	CENTRAL AVENUE	CR 455	2	D	**1,200**	NB/EB	2%	515	434	949	D	25%	89	1,038	D	0.87
						SB/WB		439	257	696	C	25%	85	781	C	0.65
SR 19	CR 455	US 27 / SR 25	2	C	**450**	NB/EB	2%	637	328	965	E	20%	71	1,036	E	2.30
						SB/WB		532	207	739	E	20%	68	807	E	1.79

Source: 2022 Lake County Congestion Management Process (CMP)

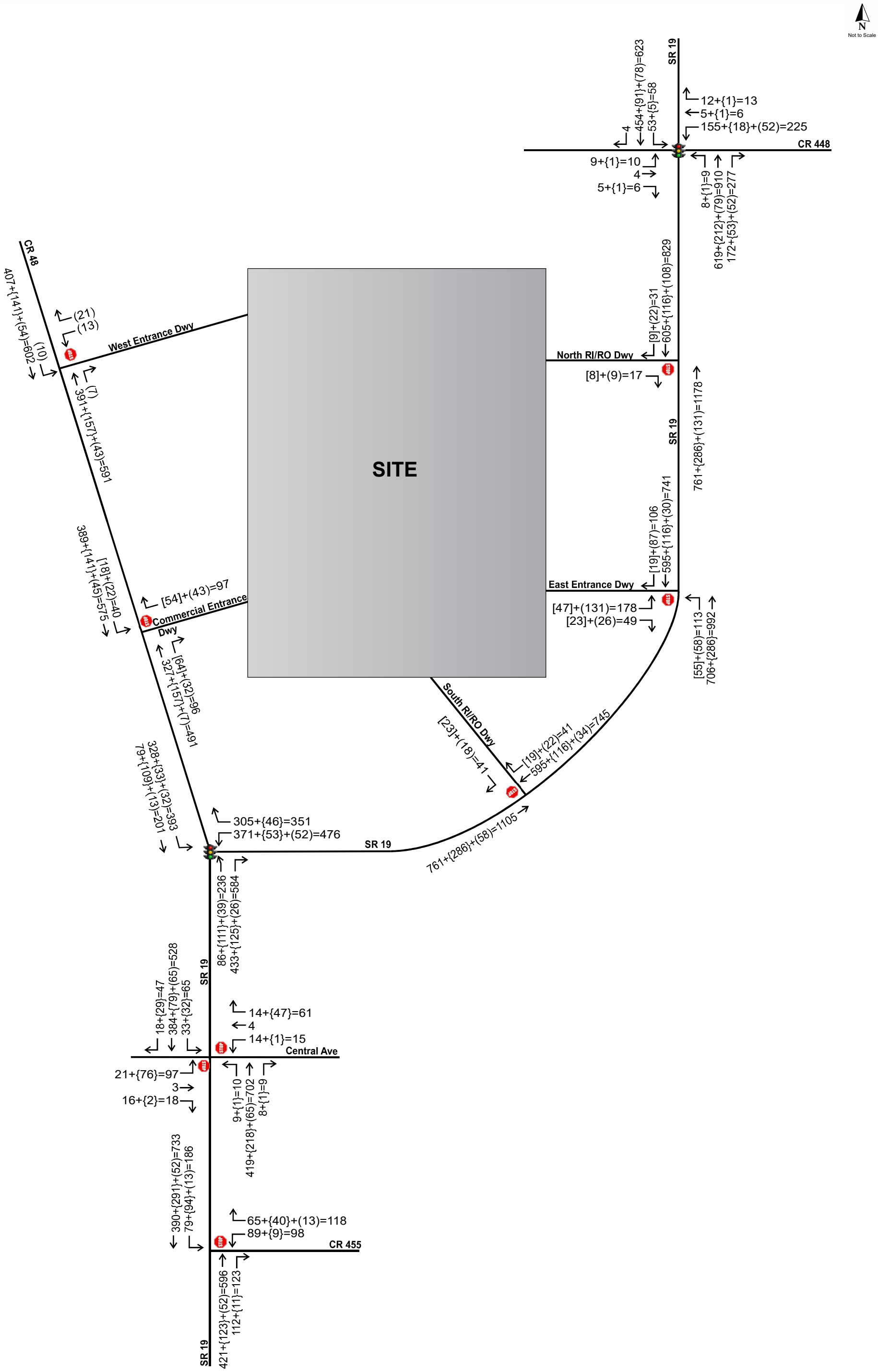
Background traffic volume is based on traffic growth or vested trips from committed developments, whichever was found to be higher.

It should be noted that SR 19 from CR 48 to CR 561 is programmed in the *TIP* to be widened to four (4) lanes, which will improve the LOS. The segment of SR 19 from CR 48 to Central would potentially require to be widened to four (4) lanes to achieve acceptable LOS conditions. If context classification of the segment SR 19 from CR 455 to US 27/SR 25 changes to urbanized area, the adopted LOS capacity would increase, which would result in an acceptable LOS.

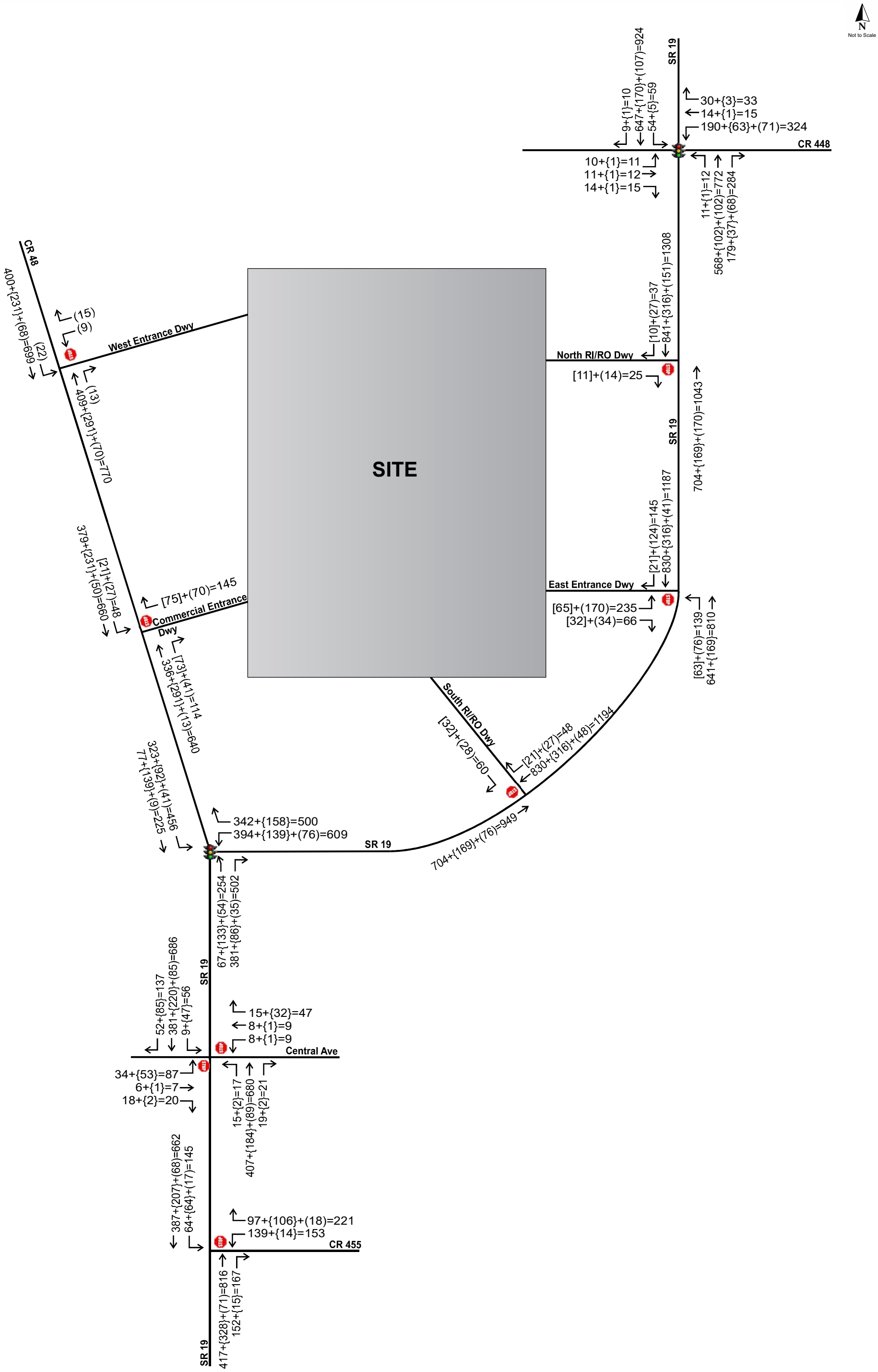
5.3 Intersection Capacity Analysis

The projected volumes for the intersection capacity and operations analysis were calculated by assigning the project trips to the project driveways and adding those volumes to the background volumes at the study intersections. Projected background traffic was estimated using the annual growth rate discussed in section 5.1.

The projected AM and PM peak hour volumes are illustrated in **Figure 4** and **Figure 5**, respectively. The results of the analysis for background and buildout traffic conditions are summarized in **Table 7.** The intersection volume projection sheets are included in **Appendix J**, and *HCM* analysis worksheets are included in **Appendix K**.



Legend:
Existing + {Vested} + [Pass-by]+ (Project) = Total



Legend:
Existing + {Vested} + [Pass-by]+ (Project) = Total

Projected PM Intersection Volumes
Lake Hills PD
23103

Figure
5

Table 7
Buildout Intersection Capacity Analysis

No	Intersection	Traffic Control	Time Period	Scenario	EB		WB		NB		SB		Overall	
					Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
1	SR 19 & CR 455	TWSC	AM	Background	--	--	33.7	D	--	--	10.3	B	--	--
				Buildout	--	--	41.2	E	--	--	10.8	B	--	--
			PM	Background	--	--	42.5	E	--	--	11.1	B	--	--
				Buildout	--	--	61.1	F	--	--	11.8	B	--	--
2	SR 19 & CR 48	Signal	AM	Background	--	--	134.3	F	22.6	C	130.2	F	118.3	F
				Buildout	--	--	167.5	F	23.5	C	163.1	F	145.4	F
		Roundabout		Buildout	--	--	8.6	A	13.9	B	11.2	B	11.2	B
		Signal	PM	Background	--	--	186.1	F	22.3	C	155.9	F	155.6	F
				Buildout	--	--	248.3	F	23.5	C	197.7	F	199.7	F
		Roundabout		Buildout	--	--	19.2	C	24.3	C	33.7	D	24.6	C
3	SR 19 & CR 448	Signal	AM	Background	26.9	C	32.6	C	28.8	C	15.7	B	24.9	C
				Buildout	26.5	C	34.2	C	56.8	E	19.9	B	42.2	D
			PM	Background	23.5	C	29.7	C	20.2	C	31.7	C	26.4	C
				Buildout	24.2	C	35.9	D	34.1	C	69.5	E	48.4	D
4	SR 19 & Central Ave	TWSC	AM	Background	>300	F	29.5	D	9.0	A	9.7	A	--	--
				Buildout	>300	F	39.3	E	9.3	A	10.1	B	--	--
			PM	Background	>300	F	30.3	D	9.4	A	9.1	A	--	--
				Buildout	>300	F	43.2	E	9.7	A	9.4	A	--	--
5	SR 19 & East Entrance Dwy	TWSC	AM	Buildout	250.7	F	--	--	10.8	B	--	--	--	--
			PM	Buildout	>300	F	--	--	16.3	C	--	--	--	--
6	SR 19 & West Entrance Dwy	TWSC	AM	Buildout	8.9	A	--	--	--	--	19.6	C	--	--
			PM	Buildout	9.7	A	--	--	--	--	26.8	D	--	--
7	SR 19 & Commercial Entrance Dwy	TWSC	AM	Buildout	--	--	13.2	B	--	--	9.0	A	--	--
			PM	Buildout	--	--	17.6	C	--	--	9.8	A	--	--
8	SR 19 & North RI/RO Dwy	TWSC	AM	Buildout	16.3	C	--	--	--	--	--	--	--	--
			PM	Buildout	30.7	D	--	--	--	--	--	--	--	--
9	SR 19 & South RI/RO Dwy	TWSC	AM	Buildout	15.7	C	--	--	--	--	--	--	--	--
			PM	Buildout	31.9	D	--	--	--	--	--	--	--	--

The analysis reveals the following:

- The intersection of SR 19 and CR 455 is projected to operate with delay for the westbound left movement. Project trips contribute no traffic to that movement.
- The signalized intersection of SR 19 and CR 48 is projected to operate overall above the adopted LOS at background and projected traffic conditions with delays on the westbound and southbound approaches; however, the intersection is projected to operate at acceptable LOS with a roundabout.
- The intersection of SR 19 and Central Avenue is operating with a flashing signal (beacon), and it is projected to experience delays on the eastbound approach at background and buildout conditions, due to heavy projected background traffic on SR 19. The project does not assign trips to the minor approaches.

- The intersection of SR 19 and East Entrance is projected to operate above the LOS standard at buildout condition with a two-way stop control sign. The developer will install a traffic signal at this entrance when warranted.

The remaining study intersections are projected to operate adequately at the project buildout.

6.0 ACCESS REVIEW

The development will be accessed via one (1) full access driveway on CR 48, serving the residential portion, one (1) full access driveway on SR 19, serving both residential and commercial parcels; one (1) directional driveway on CR 48, serving the commercial parcels; and two (2) right-in/right-out access driveways on SR 19, serving the commercial parcels. SR 19 is a 2-lane undivided roadway with a posted speed of 55 mph adjacent to the site. CR 48 is a 2-lane undivided roadway with a posted speed of 40 mph adjacent to the site.

6.1 Turn Lane Review

A review of the need for turn lanes at the project entrance intersections was conducted based on the Lake County *Land Development Code (LDC)* guidelines, which are provided in **Appendix L**. In accordance with the *LDC* guidelines, right and left turn lanes are warranted at the intersections on SR 19 and CR 48. The calculations are provided as follows:

SR 19 and East Entrance Driveway

Southbound Right Turn Lane Length = Taper Length + Storage Length
Taper Length at 60 mph (design speed) = 270 feet
Storage Length at 60 mph (design speed) = 220 feet
Southbound Right Turn Lane = 270 feet + 220 feet = 490 feet

Northbound Left Turn Lane Length = Taper Length + Storage Length
Taper Length at 60 mph (design speed) = 270 feet
Storage Length at 60 mph (design speed) = 220 feet
Northbound Left Turn Lane = 270 feet + 220 feet = 490 feet

CR 48 and West Entrance Driveway

Northbound Right Turn Lane Length = Taper Length + Storage Length
Taper Length at 45 mph (design speed) = 210 feet
Storage Length at 45 mph (design speed) = 165 feet
Northbound Right Turn Lane = 210 feet + 165 feet = 375 feet

Southbound Left Turn Lane Length = Taper Length + Storage Length
Taper Length at 45 mph (design speed) = 210 feet
Storage Length at 45 mph (design speed) = 165 feet
Southbound Left Turn Lane = 210 feet + 165 feet = 375 feet

CR 48 and Commercial Entrance Driveway

Northbound Right Turn Lane Length = Taper Length + Storage Length
Taper Length at 45 mph (design speed) = 210 feet
Storage Length at 45 mph (design speed) = 165 feet
Northbound Right Turn Lane = 210 feet + 165 feet = 375 feet

Southbound Left Turn Lane Length = Taper Length + Storage Length
Taper Length at 45 mph (design speed) = 210 feet
Storage Length at 45 mph (design speed) = 165 feet
Southbound Left Turn Lane = 210 feet + 165 feet = 375 feet

SR 19 and North Right-in/Right-out Driveway

Southbound Right Turn Lane Length = Taper Length + Storage Length
Taper Length at 60 mph (design speed) = 270 feet
Storage Length at 60 mph (design speed) = 220 feet
Southbound Right Turn Lane = 270 feet + 220 feet = 490 feet

SR 19 and South Right-in/Right-out Driveway

Southbound Right Turn Lane Length = Taper Length + Storage Length
Taper Length at 60 mph (design speed) = 270 feet
Storage Length at 60 mph (design speed) = 220 feet
Southbound Right Turn Lane = 270 feet + 220 feet = 490 feet

7.0 STUDY CONCLUSIONS

This traffic analysis was conducted to assess the impact of the proposed development of Lake Hills PD in the Town of Howey-In-The-Hills, Lake County, Florida. The project will include 475 Senior Adult Housing Single Family (SF) Detached Dwelling Units (DUs), 125 Senior Adult Housing SF Attached DUs, a 92,300 square foot shopping plaza, 5,000 square foot convenience store, and 5,000 square foot fast food restaurant with drive thru. Project is projected to be completed by year 2028. The analysis included a determination of project trip generation, a review of existing and projected roadway and intersection capacity, and an access review.

The results of the traffic analysis are summarized as follows:

- The proposed development is projected to generate 8,782 new external daily trips, of which 521 external trips occur during the AM peak hour, and 697 external trips occur during the PM peak hour at project buildout.

- The roadway segments of SR 19 from CR 561 to Central Avenue and from CR 455 to US 27/SR 25 are projected to operate over their capacities due to background traffic.

- SR 19 from CR 48 to CR 561 is programmed in the *TIP* to be widened to four (4) lanes, which is projected to improve the LOS.

- The segment of SR 19 from CR 48 to Central would potentially require widening to four (4) lanes to achieve acceptable LOS conditions.

- All remaining study roadway segments are projected to continue to operate adequately at project buildout.

- The intersection of SR 19 and CR 455 is projected to operate with delay for the westbound left movement. Project trips contribute no traffic to the movement.

- The signalized intersection of SR 19 and CR 48 is projected to operate overall above the adopted LOS at background and projected traffic conditions with delays on the westbound and southbound approaches; however, the intersection is projected to operate at acceptable LOS with a roundabout.

- The intersection of SR 19 and Central Avenue is projected to experience delays on the eastbound approach at background and buildout conditions due to heavy projected background traffic on SR 19. The project does not assign trips to the minor approaches.

- The intersection of SR 19 and East Entrance is projected to operate above the LOS standard at buildout condition with a two-way stop control sign. The developer will install a traffic signal at this entrance when warranted.

- Construct a 490-foot southbound right turn lane and a 490-foot northbound left turn lane at SR 19 and East Entrance Driveway.

- Construct a 375-foot northbound right turn lane and a 375-foot southbound left turn lane at CR 48 and West Entrance Driveway.

- Construct a 375-foot northbound right turn lane and a 375-foot southbound left turn lane at CR 48 and Commercial Entrance Driveway.

- Construct a 490-foot southbound right turn lane at SR 19 and North Right-in/Right-out Driveway.

- Construct a 490-foot southbound right turn lane at SR 19 and South Right-in/Right-out Driveway.

APPENDICES

Appendix A
Preliminary Development Plan

SITE DATA:

PARCEL ID:	23-20-25-0004-000-00200, 22-20-25-0004-000-01000, 15-20-25-0101-001-00000, 22-20-25-0001-000-01400, 23-20-25-0002-000-01100, 23-20-25-0002-000-00600, 23-20-25-0004-000-01000
JURISDICTION:	HOWEY-IN-THE-HILLS
ZONED:	PUD (LAKE HILLS 2011-008)
GROSS SITE AREA:	220.21 ACRES ±
TOTAL NUMBER OF LOTS:	571 LOTS
DENSITY:	2.59 DU/AC
OPEN SPACE REQUIRED:	55.33 AC (MIN. 25% OF GROSS AREA)
OPEN SPACE PROVIDED:	79.02 AC (36.0%)

LEGEND:

- WETLAND TO BE PRESERVED
- WETLAND IMPACT (2.74 AC)
- WETLAND BUFFER/OPEN SPACE
- OPEN SPACE/LANDSCAPE BUFFER
- TREE TO REMAIN
- TREE TO BE REMOVED

50' COTTAGE HOME LOT - (40'X85' PAD) TYPICAL	321 UNITS
60'+ COTTAGE HOME LOT - (50'X85' PAD) TYPICAL	152 UNITS
PAIRED HOME LOT - (30'X85' PAD -DUPLEX) TYPICAL	98 UNITS
TOTAL UNITS -	571 UNITS

DEVELOPED AREA	220.21 AC	100%
RESIDENTIAL LOTS	45.72 AC	20.8%
ASPHALT AREA:	15.19 AC	6.9%
RECREATION AREA:	6.36 AC	2.9%
12' MULTI-USE PATH:	1.20 AC	0.5%
WETLAND BUFFER:	8.24 AC	3.7%
WETLAND:	31.83 AC	14.4%
POND WET:	21.89 AC	9.9%
POND DRY:	6.40 AC	2.9%
PARK:	4.36 AC	2.0%
OPEN SPACE:	79.02 AC	36.0%
TOTAL PERVIOUS:	89.78 AC	40.9%
TOTAL IMPERVIOUS:	108.54 AC	49.2%
TOTAL WET POND:	21.89 AC.	9.9%

25' WETLAND BUFFER (TYP)
WETLAND LINE (TYP)
50' SHORELINE PROTECTION ZONE
WETLAND
25' WETLAND BUFFER (MIN.)
PRIVATE DOCKS (TYP)
LAKE HARRIS
PED TRAIL
COMMUNITY DOCK
POND B8 4.30 AC.
POND B12 1.07 AC.
POND B9 1.39 AC.
POND B11 1.27 AC.
POND B10 1.22 AC.
COMMUNITY RECREATION/PARK 6.36 AC.
60' ROW TO ALLOW FOR 12' MULTI USE TRAIL
POND B13 1.96 AC.
SCHOOL PARCEL 22.00 AC.
POND B7 0.49 AC.
POND B5 0.68 AC.
50' MIN. BLDG. PAD SETBACK TO WETLAND (TYP)
POND P3 1.49 AC.
POND B2 2.06 AC.
POND B14 0.63 AC.
15' LANDSCAPE BUFFER
PUBLIC PARK 4.21 AC. (INCLUDES .63 AC. POND & .26 AC. LS BUFFER)
POND B6 5.32 AC.
GATED ENTRANCE
POND B1 4.55 AC.
BIKE/PED TRAIL
ACCESS/MAINTENANCE/CONSTRUCTION & SIGNAGE EASEMENT
ACCESS TYPE SUBJECT TO CHANGE BASED ON FINAL TIA RECOMMENDATIONS AND FINAL SITE PLAN REVIEW
GATED ENTRANCE
COMMERCIAL TRACT
POND B4 1.86 AC.
CR 48
15' LANDSCAPE BUFFER ALONG CR 48
WPT TRACT
R/W
SR 19

GRAPHIC SCALE
200 0 100 200 400
(IN FEET)
1 inch = 200 ft.

MADDEN
MOORHEAD & STOKES, LLC
CIVIL ENGINEERS
431 E. Horatio Avenue
Suite 260
Maitland, Florida 32751
(407) 629-8330

PRELIMINARY SUBDIVISION PLAN
FOR
LAKE HILLS
LAKE COUNTY, FLORIDA
TOWN OF HOWEY-IN-THE-HILLS

LAKE HILLS
READER COMMUNITIES
5850 TG LEE BOULEVARD, SUITE 200
ORLANDO, FL 32822
(407) 856-4899

ENGINEER IN CHARGE:
DAVID A. STOKES, P.E. #65527
DATE: December 22, 2023
CERTIFICATE OF AUTHORIZATION NO. EB-0007123

	DATE	REVISIONS
1		
2		
3		
4		
5		
6		
7		
8		
9		
10		
11		

JOB #	23019
DATE:	10/27/2023
SCALE:	1"=200
DESIGNED BY:	JV
DRAWN BY:	JV
APPROVED BY:	DAS

H:\Data\23019-Lake Hills PD\Eng\PSP\C1.00 Prel Subd Plan.dwg December 22, 2023 9:43 AM

C1.00

LAND USE TABLE:

SITE AREA	OWNERSHIP	MAINTENANCE	AREA (AC)	AREA (%)
GROCERY RETAIL	PRIVATE	PRIVATE	9.13	47.59%
OUTPARCEL A	PRIVATE	PRIVATE	3.58	18.63%
OUTPARCEL B	PRIVATE	PRIVATE	0.97	5.07%
OUTPARCEL C	PRIVATE	PRIVATE	1.09	5.69%
OUTPARCEL D	PRIVATE	PRIVATE	2.33	12.13%
SHARED ENTRANCE ROAD	PRIVATE	PRIVATE	0.96	4.99%
PUBLIC RIGHT-OF-WAY	PUBLIC	PUBLIC	1.13	5.90%
TOTAL			19.19	100.00%

SITE DATA:

PARCEL ID: 23-20-25-0002-000-01100
JURISDICTION: HOWEY-IN-THE-HILLS
ZONING: PUD
GROSS SITE AREA: 19.19 ACRES ±

TOTAL BUILDING S.F.: 61,300 SF

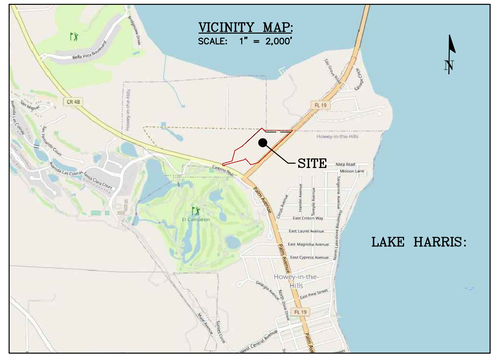
FLOOR AREA RATIO:
- MAXIMUM: 0.23 (PER OVERALL PD)
- PROPOSED: TO BE DETERMINED WITH FINAL SITE PLAN

MAX BUILDING HEIGHT: 35 FT (45 FT FOR PARAPETS, TOWERS, ETC.)

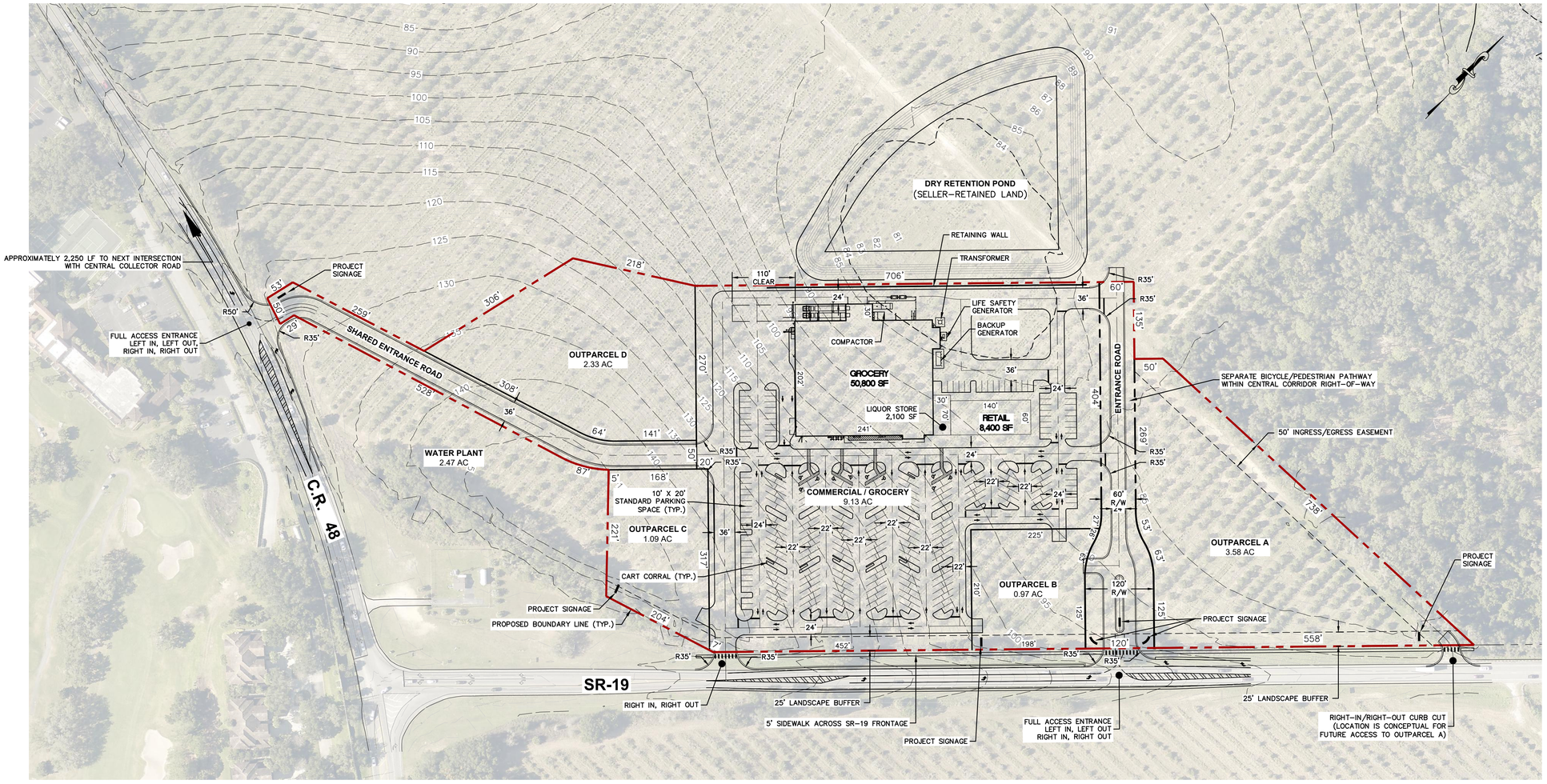
PARKING:
- REQUIRED: 306 SPACES
  5 SPACES PER 1,000SF OF BUILDING. AREA
  (61,300 SF / 1,000 SF) * 5 = 306 SPACES MIN.
- PROVIDED: 326 SPACES PROVIDED

OPEN SPACE:
- REQUIRED: 40 ACRES ON OVERALL PD
- PROVIDED: 0 (ZERO) ACRES. THIS PROJECT IS NOT CONTRIBUTING TO THE OVERALL OPEN SPACE COMMITMENT AS DEFINED UNDER SECTION 5.D OF THE PUD.

DEDICATIONS & RESERVATIONS: 1.13 AC TO BE DEDICATED AS PUBLIC RIGHT-OF-WAY



GRAPHIC SCALE
100 0 50 100 200
(IN FEET)
1 inch = 100 ft.



MADDEN
MOORHEAD & STOKES, LLC
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431 E. Horatio Avenue
Suite 260
Maitland, Florida 32751
(407) 629-8330

PRELIMINARY SITE PLAN
FOR
LAKE HILLS SHOPPING CENTER
FLORIDA
TOWN OF HOWEY IN THE HILLS

WINDCREST DEVELOPMENT GROUP, INC.
605 E. ROBINSON ST, SUITE 340
ORLANDO, FL 32801
407-219-3540

ENGINEER: BENJAMIN S. BECKHAM
LICENSE NUMBER 79452
STATE OF FLORIDA
PROFESSIONAL ENGINEER
DATE: 11/10/2023
CERTIFICATE OF AUTHORIZATION NO. CA-0007723

	DATE	REVISIONS
1	11/10/23	REVISED PER HOWEY TRC COMMENTS
2		
3		
4		
5		
6		
7		
8		
9		
10		
11		

JOB # 22041
DATE: 09/29/23
SCALE: 1" = 100'
DESIGNED BY: JAS
DRAWN BY: JAS
APPROVED BY: BSB

C100

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Appendix B
Study Methodology

MEMORANDUM

December 15, 2023

Re: Lake Hills PD
Tier 2 Traffic Impact Analysis (TIA) Methodology v1.2
Town of Howey-In-The-Hills, Florida
Project № 23103

This methodology outlines the proposed Traffic Impact Analysis (TIA) for the above referenced project. The methodology is consistent with the requirements of the Town of Howey-In-The-Hills and the Lake~Sumter Metropolitan Planning Organization (LSMPO) for a Tier 2 TIA. This methodology has been revised in accordance with the comments provided by the Town of Howey-in-the-Hills. The comments and response to comments letter are included in the **Attachments**.

Project Description

The ±264-acre site is proposed to be residential and commercial development consisting of parcels: 23-20-25-0004-000-00200, 23-20-25-0004-000-01000,23-20-25-0002-000-00600, and 22-20-25-0004-000-02600. The project will include 450 Senior Adult Housing Single Family (SF) Detached Dwelling Units (DUs), 150 Senior Adult Housing SF Attached DUs, and a total of 92,300 Square Feet shopping plaza, 5,000 Square Feet convenience store, and 5,000 Square Feet fast food restaurant with drive-thru. The development is projected to be completed by the year 2028. A preliminary site plan is included in the **Attachments**.

Project Location

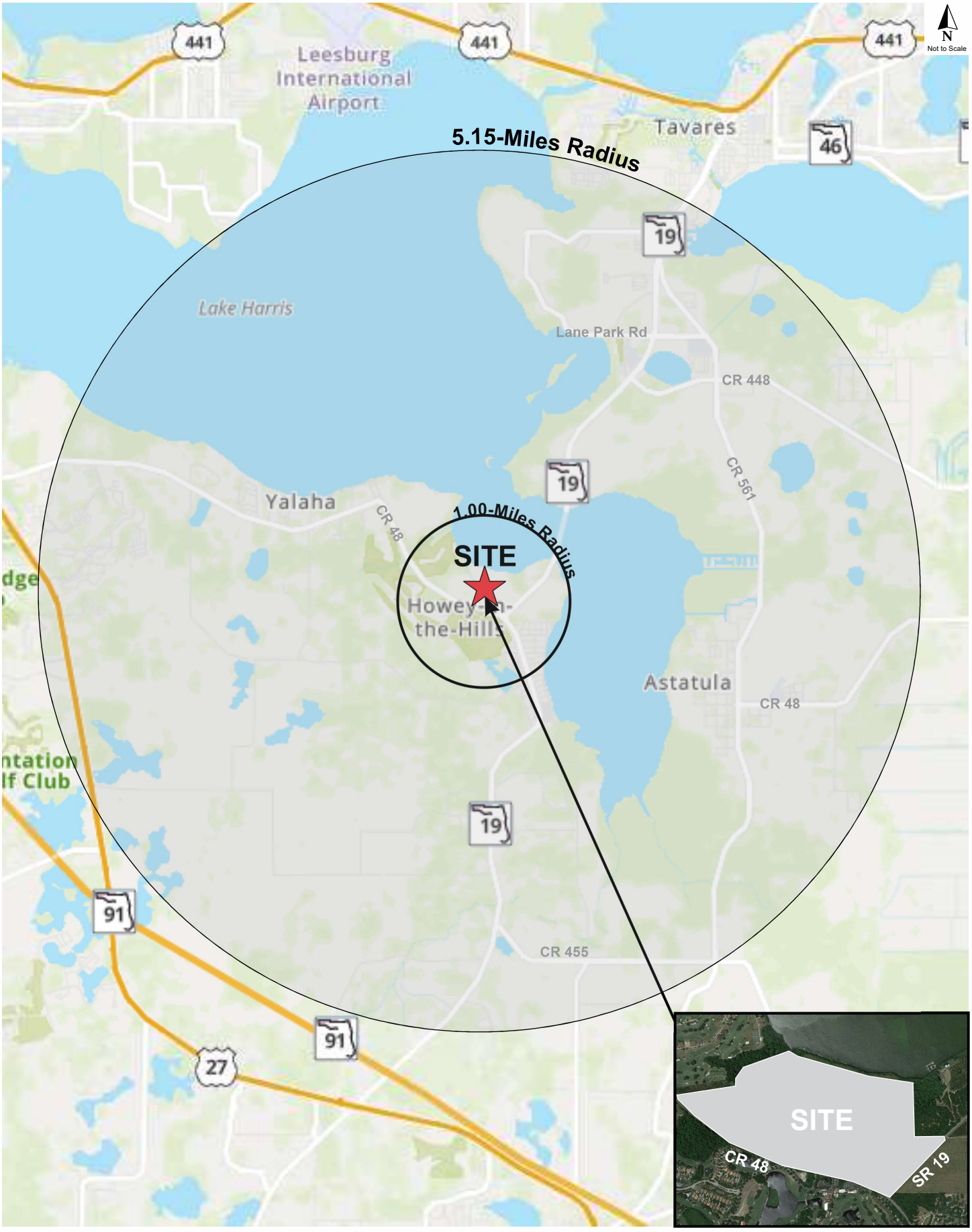
The site is located north of CR 48 and west of SR 19, in the Town of Howey-In-The-Hills, Florida, as shown in **Figure 1**.

Project Access

The project proposes two (2) full access driveways: one (1) on CR 48, serving the residential portion, and one (1) on SR 19, serving both residential and commercial parcels; one (1) directional driveway on CR 48, serving the commercial parcels; and two (2) right-in/right-out access driveways on SR 19, serving commercial parcels. The access configuration is depicted in the preliminary site plan included in the **Attachments**.

Trip Generation

A trip generation analysis was performed for the development using the trip generation information from the Institute of Transportation Engineers (ITE) *Trip Generation Manual, 11th Edition.* The ITE information sheets are included in the **Attachments**. The trip generation of proposed development is summarized in **Table 1**.



TMC Traffic & Mobility Consultants

Site Location Map
Lake Hills PD
23103

Figure
1

Table 1
Trip Generation Calculations

ITE			Daily		AM Peak Hour				PM Peak Hour			
Code	Land Use	Size	Rate	Trips	Rate	Total	Enter	Exit	Rate	Total	Enter	Exit
251	Senior Housing Single Family	475 DU	4.31	2,047	0.27	127	42	85	0.31	150	91	59
252	Senior Housing Multifamily	125 DU	3.24	405	0.20	25	9	16	0.25	31	18	13
821	Shopping Plaza (40-150k)	92.300 KSF	94.49	8,721	3.53	326	202	124	9.03	833	400	433
851	Convenience Store	5.000 KSF	762.28	3,811	62.54	313	156	157	49.11	246	125	121
934	Fast Food Restaurant with Drive-Through Window	5.000 KSF	467.48	2,337	44.61	223	114	109	33.03	165	86	79
	Total Gross Trip Generation			17,322		1,014	523	491		1,425	720	705
	Internal Capture (Daily - 18.26%, AM -15.2%, PM -21.4%)			*3,163*		*154*	*79*	*75*		*304*	*154*	*150*
	External Trips			14,159		860	444	416		1,121	566	555
	Retail Pass-by (40%)			2,852		111	69	42		262	126	136
	Convenience Pass-by (51%)			1,589		135	68	67		98	50	48
	Fast-Food Pass-by (49%)			936		93	47	46		64	33	31
	Total Net New External Trip Generation			**8,782**		**521**	**260**	**261**		**697**	**357**	**340**

Source: ITE Trip Generation Manual, 11th Edition
ITE equations were used as R^2 were greater than 0.75 and with more than 20 studies

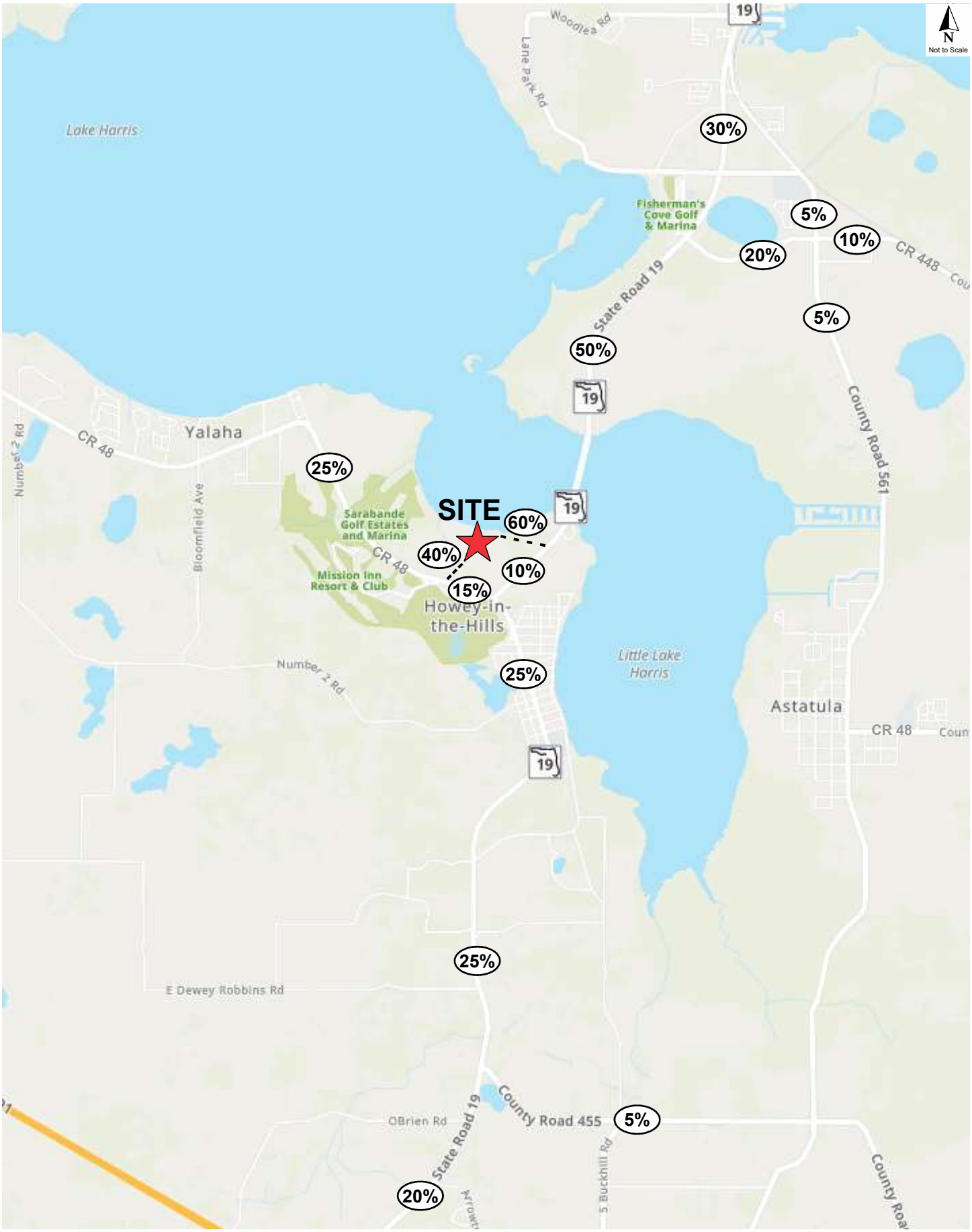
The proposed development at project buildout is projected to generate 8,760 new external daily trips; of which 521 external trips occur during the AM peak hour, and 697 external trips occur during the PM peak hour.

Trip Distribution

A trip distribution pattern was estimated using the *Central Florida Regional Planning Model, version 7 (CFRPM V7)*. The model distribution was adjusted based on local knowledge, professional engineering judgement, and the location of the development with respect to the study area attractions and activity centers to reflect prevailing travel patterns in the vicinity of the site and the surrounding transportation network. The raw model plots are provided in the **Attachments**, and the adjusted trip distribution is shown in **Figure 2.**

Study Area

In accordance with the LSMPO requirements for a Tier 2 TIA methodology and the Town of Howey-In-The-Hills *Land Development Code*, the study area will encompass roadway segments and intersections within a 1-mile radius at a minimum. The study will also include segments and intersections within a 5.15-mile radius, (½ the trip length for residential land use), where the project's peak hour trips consume five percent (5%) or more of a roadway's two-way peak hour generalized service volume, based on the adopted level of service (LOS), and committed number of lanes. The total trip length was obtained from the *Lake County Transportation Impact Fee Schedule Table 9-1* (dated 12/21/2001), included in the **Attachments**. The roadway segments identified by the significance test will be analyzed in the Tier 2 TIA. Excerpts from the *2022 Lake County Congestion Management Plan (CMP) Database* are included in the **Attachments**. The study area significance analysis is summarized in **Table 2**.



TMC Traffic & Mobility Consultants

Project Trip Distribution

Lake Hills PD
23103

Figure
2

Table 2
Study Area Significance Analysis

Road Name	From	To	# LNS	A T	LOS Std	LOS Cap	Project Trips % Dist	Project Trips NB/EB	Project Trips SB/WB	Within 5.15 miles?	Within 1.0 miles?	% Cap	In Study?
CR 448	SR 19	CR 561	2	U	D	840	20%	68	71	YES	NO	8.5%	**YES**
CR 448	CR 561	Lake Industrial Blvd	2	U	D	840	10%	34	36	YES	NO	4.3%	**NO**
CR 455	SR 19	CR 561	2	R	C	740	5%	18	17	YES	NO	2.4%	**NO**
CR 48	US 27	Lime Ave	2	U	D	1,080	25%	89	85	YES	NO	8.2%	**YES**
CR 48	Lime Ave	SR 19	2	U	D	1,080	25%	85	89	YES	YES	8.2%	**YES**
CR 561	SR 19	CR 448	2	U	D	840	5%	18	17	YES	NO	2.1%	**NO**
CR 561	CR 448	CR 48	2	U	D	1,080	5%	17	18	YES	NO	1.7%	**NO**
CR 561	CR 48	S Astatula City Limits	2	U	D	620	5%	17	18	YES	NO	2.9%	**NO**
CR 561	S Astatula City Limits	CR 455	2	U	D	1,080	0%	0	0	YES	NO	0.0%	**NO**
SR 19	CR 561	Lane Park Rd	2	U	D	920	30%	102	107	YES	NO	11.6%	**YES**
SR 19	Lane Park Rd	CR 48	2	U	D	920	50%	178	171	YES	YES	19.3%	**YES**
SR 19	CR 48	Central Ave	2	U	D	700	25%	89	85	YES	YES	12.7%	**YES**
SR 19	Central Ave	CR 455	2	U	D	1,200	25%	89	85	YES	NO	7.4%	**YES**
SR 19	CR 455	US 27	2	R	C	450	20%	71	68	YES	NO	15.8%	**YES**

Source: 2022 Lake County CMP Database

Based on the study area analysis, the following roadway segments will be analyzed for the PM peak hour:

- CR 448
  - SR 19 to CR 561
  - CR 561 to Lake Industrial Boulevard
- CR 48
  - US 27 to Lime Avenue
  - Lime Avenue to SR 19
- SR 19
  - CR 561 to Lane Park Road
  - Lane Park Road to CR 48
  - CR 48 to Central Avenue
  - Central Avenue to CR 455
  - CR 455 to US 27/SR 25

The following intersections will be analyzed for the AM and PM peak hours:

- SR 19 and CR 455 (Unsignalized)
- SR 19 and CR 48 (Signalized)
- SR 19 and CR 448 (Signalized)
- SR 19 and Central Avenue (Unsignalized)
- SR 19 and East Entrance Driveway (Proposed)
- CR 48 and West Entrance Driveway (Proposed)
- CR 48 and Commercial Entrance Driveway (Proposed)
- SR 19 and North RI/RO Driveway (Proposed)
- SR 19 and South RI/RO Driveway (Proposed)

Projected Traffic

Projected traffic includes background traffic volumes, the project trips, and committed trips. Projected background traffic for the buildout year (2028) will be calculated using the 5-year annual average growth rates provided in the *Lake County Counts 2021_Master Table (6-15-2021)* for county roads. For state roads, the growth rates will be calculated using the last 5-year (2018-2022) historical data obtained from the *Florida Traffic Online (FTO)* website. A 2%, minimum growth rate will be applied if the calculated growth rates are lower than 2%.

The committed trips for the following approved developments within the study area will be included in the analysis as vested trips:

a. Whispering Hills (traffic study obtained)
b. Talichet Phase 1 and Phase 2 (traffic study obtained)
c. Garden Center commercial project (traffic generation obtained)
d. Drake Point (copy of site plan obtained)
e. The Reserve (153 townhomes and 628 single family residential units)
f. Watermark- Simpson Parcel (269 single family residential units)

Planned and Programmed Improvements

The FDOT *Work Program*, the *LSMPO Transportation Improvement Program (TIP),* the *Town of Howey-In-The-Hills* and the *Lake County Capital Improvement Programs (CIP)* were reviewed, if any roadway improvements are funded for construction within the study area. As shown in **Table 3**, construction is not planned to be completed within the next three (3) years for either improvement. Excerpts from the *LSMPO TIP* and *LSMPO LOPP* are provided in the **Attachments**. The project of SR 19 widening to 4-lane from CR 48 to CR 561 will include a roundabout at the intersection of SR 19 and CR 48. The future condition of the intersection will be evaluated for a roundabout, as well as a signal.

Table 3
Planned and Programmed Improvements

FM #	Project Name	From	To	Proposed Phase	Proposed Phase FY	Description of Improvement
2383191	SR 19 *	CR 48	CR 561	PDE-PE-ENV	2023	Add Lanes & Reconstruct
238319-1	SR 19 **	Howey Bridge	CR 561	-	-	Road Widening

** LSMPO TIP Fiscal Year 2023-2027*
*** LSMPO 2022 LOPP Tier 2 project*

Capacity Analysis

The traffic study will include existing and 2028 buildout conditions for the roadway segment and intersection capacity analyses. A capacity analysis of the study roadway segments will be conducted for the PM peak hour under existing and projected conditions. The capacity analysis will be based on service volumes, capacities, and existing volumes, as documented in *2022 Lake County CMP Database* and the *Generalized Table 7* from the *2023 FDOT Quality/Level of Service (Q/LOS) Handbook,* included in the **Attachments**.

The study intersections will be analyzed for the AM and PM peak conditions using the methods of the *Highway Capacity Manual (HCM), 6th Edition*. The analysis will be performed for the existing year and project buildout year (2028). The intersection turning movement counts will be seasonally adjusted, if needed, using the *2022 FDOT Peak Season Factor Category Report* obtained from the *Florida Traffic Online (FTO)* website.

The project access driveways on SR 19 and CR 48 will be analyzed for the AM and PM peak conditions, including the evaluation for the need of deceleration turn lanes at the project driveways in accordance with *National Cooperative Highway Research Program (NCHRP) Report 457*, and *Lake County Land Development Code (LDC)*.

In cases where a projected conditions analysis requires mitigation as a result of the proposed development, an analysis including the recommended mitigation will be conducted.

Alternative Mode Analysis

A review of transit, pedestrian and bicycle facilities will be conducted in accordance with the LSMPO requirements.

Report

A TIA report detailing the methods and findings of the study, including all associated graphics, tables, calculations, and supporting information will be prepared for submittal to the Town of Howey-In-The-Hills.

ATTACHMENTS

1. Trip generation needs to be based on all of the land uses in the PUD (residential, commercial & institutional). Trips from the commercial portion need to be based on the most recent site plan (currently under review by the town). Provide realistic, reasonable estimates of the uses and building areas for the outparcels. Take the same approach for the institutional use.

2. Provide worksheets justifying the internal capture.

3. Since the character of trips for senior adult housing, commercial and institutional uses are very different, provide a separate distribution and trip assignment for each use to better estimate the true effects of the project.

4. There are planned improvements in this area. Refer to your traffic study for Mission Rise and incorporate that information into this one.

5. Projected traffic should include the Watermark project.

6. The commercial access on CR 48 should be limited to prohibit outbound left turns.

7. The future condition for the intersection of SR 19 & CR 48 should be evaluated for a roundabout as well as a signal.

8. The intersection of SR 19 and Central Avenue is currently not signalized, it is stop controlled on the side streets with a flashing beacon.

December 21, 2023

Mr. Don Griffey
Griffey Engineering Inc
36202 East Eldorado Lake Drive
Eustis, FL 32736
dag@griffeyengineering.com

Re: Lake Hills PD
Response to Methodology Comments
TMC Project № 23103
Town of Howey in the Hills, Florida

Dear Mr. Griffey,

Please find below our responses to the review comments prepared by Griffey Engineering Inc on behalf of The Town of Howey in the Hills dated December 11, 2023, regarding the above referenced Methodology dated October 24, 2023. The comments are listed in **bold** typeface and the TMC responses follow in *italic* typeface. Additionally, a revised Methodology is provided under cover reflecting the changes resulting from these comments.

1. **Trip generation needs to be based on all of the land uses in the PUD (residential, commercial & institutional). Trips from the commercial portion need to be based on the most recent site plan (currently under review by the town). Provide realistic, reasonable estimates of the uses and building areas for the outparcels. Take the same approach for the institutional use.**

   TMC Response: As per the meeting held with the Lake County School Board, there are no plans for improvements in the district's current 5-year plan regarding the site on CR 48 owned by the school board. Please find the most recent site plan as well as correspondence with the School Board in the Attachments of the revised Methodology (v1.2) attached.

2. **Provide worksheets justifying the internal capture.**

   TMC Response: Internal capture calculations are included in the revised Methodology (v1.2) attached.

3. **Since the character of trips for senior adult housing, commercial and institutional uses are very different, provide a separate distribution and trip assignment for each use to better estimate the true effects of the project.**

   TMC Response: The trip distribution pattern was initially developed using the Central Florida Regional Planning Model (CFRPM v7), which took into account the different land use mix of the project. The model distribution was manually adjusted based on local knowledge, professional engineering judgement, and the location of the development with respect to the study area attractions and activity centers to better reflect prevailing travel and traffic flow patterns in the study area.

4. **There are planned improvements in this area. Refer to your traffic study for Mission Rise and incorporate that information into this one.**

   TMC Response: The planned and programmed improvements are included in revised TIA Methodology (v1.2) attached.

5. **Projected traffic should include the Watermark project.**

   TMC Response: The vested trips from the Watermark project will be included in the traffic study as indicated in the revised Methodology (v1.2) attached.

6. **The commercial access on CR 48 should be limited to prohibit outbound left turns.**

   TMC Response: Noted. The commercial access on CR 48 will be limited to prohibit outbound left turns and will be analyzed accordingly in the traffic study as indicated in the revised Methodology (v1.2) attached.

7. **The future condition for the intersection of SR 19 & CR 48 should be evaluated for a roundabout as well as a signal.**

   TMC Response: Noted. The future condition for the intersection of SR 19 & CR 48 will be evaluated for a roundabout as well as a signal in the traffic study, as indicated in the revised Methodology (v1.2) attached.

8. **The intersection of SR 19 and Central Avenue is currently not signalized, it is stop controlled on the side streets with a flashing beacon.**

   TMC Response: Noted. SR 19 at Central Avenue intersection is listed as an unsignalized intersection in the revised Methodology (v1.2) attached.

END OF COMMENTS

We trust these responses and the revised Methodology adequately address the review comments. We remain available to discuss this matter further or to answer any questions you may have.

Kind regards,

TRAFFIC & MOBILITY CONSULTANTS LLC

Ayman H. As-Saidi, PE
Director of Engineering

Batuhan Anlitan

From: Mark Watts <Mark.Watts@cobbcole.com>
Sent: Thursday, November 30, 2023 2:17 PM
To: Ayman As-Saidi; Dean Barberree; Tom Harowski; dag@griffeyengineering.com; Batuhan Anlitan; lavalleyh@lake.k12.fl.us
Cc: Regina Epple
Subject: Lake Hills PUD TIA

All,

As luck would have it, I was able to speak with Helen Lavalley after our call and have copied her here. With regard to the CR 48 site owned by the Lake County School Board, there are no plans for improvement in the district's current 5-year plan. Helen confirmed that any use of the property was likely in the 5–10-year horizon. There is no specific use planned, but the two most likely alternatives are administrative offices or an elementary school site. Their standard elementary site is designed to serve 940 students.

Helen,

Thanks for being available. Please jump in and correct me if I missed something. Thanks.

COBB COLE Attorneys at Law Since 1925

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Cobb Cole
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DeLand, FL 32720
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Website | Bio

Appendix C

2022 Lake County CMP & 2023 Florida Traffic Online (FTO) & FDOT Q/LOS Generalized Table

Lake County CMP Database

SEGMENT ID	COUNTY STATION	FDOT STATION	DATA SOURCE	SPEED LIMIT	SEGMENT LENGTH (MI)	ROAD NAME	FROM	TO	LANES (2022)	LANES (2027)	URBAN / RURAL	DIVIDED / UNDIVIDED	MAINTAINING AGENCY	JURISDICTION	ADOPTED LOS STANDARD	DAILY SERVICE VOLUME	2022 AADT	2022 DAILY V/C	2022 DAILY LOS	PEAK HOUR DIRECTIONAL SERVICE VOLUME	2022 PEAK HOUR NB/EB VOLUME	2022 PEAK HOUR SB/WB VOLUME	2022 PEAK HOUR V/C	2022 PEAK HOUR LOS	GROWTH RATE	DAILY SERVICE VOLUME (2027)	2027 AADT	2027 DAILY V/C	2027 DAILY LOS	PEAK HOUR DIRECTIONAL SERVICE VOLUME (2027)	2027 PEAK HOUR NB/EB VOLUME	2027 PEAK HOUR SB/WB VOLUME	2027 PEAK HOUR V/C	2027 PEAK HOUR LOS
10	486	117030	County	30	1.37	ABRAMS ROAD	SR 44	WAYCROSS AVENUE	2	2	URBAN	UNDIVIDED	COUNTY	CITY OF EUSTIS	D	14,060	5,355	0.38	C	710	265	280	0.39	C	1.00%	14,060	5,628	0.40	C	710	279	294	0.41	C
20	27		County	30	0.67	ANDERSON HILL ROAD	LAKE SHORE DRIVE	US 27	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED LAKE COUNTY	D	10,360	1,635	0.16	C	530	61	106	0.20	C	1.00%	10,360	1,719	0.17	C	530	64	111	0.21	C
30	464		County	30	0.38	ARDICE AVENUE	KURT STREET	SR 19	2	2	URBAN	DIVIDED	CITY OF EUSTIS	CITY OF EUSTIS	D	13,990	5,162	0.37	C	710	239	286	0.40	C	1.00%	13,990	5,425	0.39	C	710	252	301	0.42	C
40	518		County	25	0.63	ARLINGTON AVENUE	W LADY LAKE BOULEVARD	SOUTH TERMINI	2	2	URBAN	UNDIVIDED	COUNTY	TOWN OF LADY LAKE	D	10,360	1,841	0.18	C	530	61	94	0.18	C	1.00%	10,360	1,935	0.19	C	530	64	99	0.19	C
50	246		County	40	1.89	AUSTIN MERRITT ROAD	YOUTH CAMP ROAD	CR 33	2	2	RURAL	UNDIVIDED	COUNTY	UNINCORPORATED LAKE COUNTY	C	9,030	1,590	0.18	C	470	110	43	0.23	C	3.00%	9,030	1,843	0.20	C	470	127	50	0.27	C
60	489	117004	County	25	1.74	BATES AVENUE	N CENTER STREET	CR 44 / DELAND ROAD	2	2	URBAN	UNDIVIDED	CITY OF EUSTIS	CITY OF EUSTIS	D	10,360	1,320	0.13	C	530	56	70	0.13	C	1.00%	10,360	1,387	0.13	C	530	59	74	0.14	C
70	624		County	40	0.88	BATES AVENUE	CR 44 / DELAND ROAD	ESTES ROAD	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED LAKE COUNTY	D	16,820	1,659	0.10	C	840	103	185	0.22	C	1.00%	16,820	1,744	0.10	C	840	108	194	0.23	C
80	416		County	35	0.82	BAY ROAD	BAY ROAD / CR 19A	OLD US 441/ CR 500A	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED LAKE COUNTY	D	10,360	2,812	0.27	C	530	101	114	0.22	C	1.00%	10,360	2,956	0.29	C	530	107	120	0.23	C
90	411	117006	County	35	0.55	BAY ROAD	OLD US 441/ CR 500A	CR 452/ LAKESHORE DRIVE	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED LAKE COUNTY	D	10,360	1,334	0.13	C	530	47	68	0.13	C	1.00%	10,360	1,402	0.14	C	530	49	72	0.14	C
100	212		County	35	1.64	BLACKSTILL LAKE ROAD	FOSGATE ROAD	CR 50	2	2	URBAN	UNDIVIDED	COUNTY	CITY OF CLERMONT	D	14,060	6,485	0.46	C	710	258	316	0.44	C	8.00%	14,060	9,528	0.68	D	710	379	464	0.65	D
110	247		County	40	2.64	BRIDGES ROAD	SR 33	US 27	2	2	RURAL	UNDIVIDED	COUNTY	UNINCORPORATED LAKE COUNTY	C	7,740	1,766	0.23	B	410	113	52	0.27	B	7.75%	7,740	2,566	0.33	B	410	164	75	0.40	B
120	620	117016	County	45	1.16	BRITT ROAD	SR 44	HORSE RANCH ROAD	2	2	URBAN	UNDIVIDED	COUNTY	CITY OF MOUNT DORA	D	12,390	4,927	0.40	C	620	261	141	0.42	C	7.75%	12,390	7,156	0.58	C	620	379	204	0.61	C
130	620		ADJACENT	45	1.47	BRITT ROAD	HORSE RANCH ROAD	WOLF BRANCH ROAD	2	2	URBAN	UNDIVIDED	COUNTY	CITY OF MOUNT DORA	D	12,390	4,927	0.40	C	620	261	141	0.42	C	7.75%	12,390	7,156	0.58	C	620	379	204	0.61	C
140	412		County	35	0.14	C.R. 19A (DORA AVENUE)	LAKE DORA DRIVE	C.R. 500A/ OLD 441	2	2	URBAN	UNDIVIDED	COUNTY	CITY OF TAVARES	D	10,360	1,678	0.16	C	530	74	86	0.16	C	1.00%	10,360	1,764	0.17	C	530	78	90	0.17	C
150	437		County	35	1.35	C.R. 19A (DORA AVENUE)	C.R. 500A/ OLD 441	DAVID WALKER ROAD	2	2	URBAN	UNDIVIDED	COUNTY	CITY OF TAVARES	D	14,060	5,088	0.36	C	710	262	223	0.37	C	1.00%	14,060	5,347	0.38	C	710	275	234	0.39	C
160	445		County	20	1.00	C.R. 19A (DORA AVENUE)	DAVID WALKER ROAD	US 441	2	2	URBAN	UNDIVIDED	COUNTY	CITY OF TAVARES	D	14,060	3,544	0.25	C	710	152	170	0.24	C	1.00%	14,060	3,724	0.26	C	710	160	179	0.25	C
170	0		NO COUNT	35	0.48	C.R. 19A	CR 452	CR 44	2	2	URBAN	UNDIVIDED	COUNTY	CITY OF EUSTIS	D	14,060	-	-	-	710	-	-	-	-	N/A	14,060	-	-	-	710	-	-	-	-
180	507		County	45	0.68	C.R. 19A	CR 44	SR 19	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED LAKE COUNTY	D	12,390	3,355	0.27	C	620	194	171	0.31	C	2.00%	12,390	3,704	0.30	C	620	215	189	0.35	C
190	439		County	40	0.53	C.R. 19A	US 441	BAY ROAD	2	2	URBAN	UNDIVIDED	COUNTY	EUSTIS/MOUNT DORA	D	16,820	14,594	0.87	C	840	655	569	0.78	C	1.00%	16,820	15,338	0.91	C	840	688	598	0.82	C
200	424		County	45	0.93	C.R. 19A	BAY ROAD / CR 19A	CR 44C/ CR 500A	2	2	URBAN	UNDIVIDED	COUNTY	CITY OF MOUNT DORA	D	16,820	8,695	0.52	C	840	417	352	0.50	C	1.00%	16,820	9,138	0.54	C	840	438	370	0.52	C
210	540		County	35	1.53	C.R. 25	MARION COUNTY LINE	GRIFFIN AVENUE	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED LAKE COUNTY	D	14,060	10,259	0.73	D	710	650	295	0.92	D	1.00%	14,060	10,782	0.77	D	710	683	310	0.96	D
220	534	117023	County	35	1.27	C.R. 25	GRIFFIN AVENUE	US 27 / US 441	2	2	URBAN	UNDIVIDED	COUNTY	TOWN OF LADY LAKE	D	14,060	7,945	0.57	D	710	277	486	0.68	D	1.00%	14,060	8,350	0.59	D	710	291	511	0.72	D
230	495		County	30	0.43	C.R. 25A	US 27/US 441	CR 466A	2	2	URBAN	UNDIVIDED	COUNTY	FRUITLAND PARK	D	10,360	7,951	0.77	D	530	354	370	0.70	D	1.00%	10,360	8,357	0.81	D	530	372	388	0.73	D
240	482		County	30	1.50	C.R. 25A	CR 466A	US 27/US 441	2	2	URBAN	UNDIVIDED	COUNTY	FRUITLAND PARK	D	10,360	5,064	0.49	C	530	269	273	0.51	D	1.00%	10,360	5,323	0.51	D	530	282	286	0.54	D
250	403	117037	County	45	1.65	C.R. 25A	US 27 (NORTH)	US 27 (SOUTH)	2	2	URBAN	UNDIVIDED	COUNTY	CITY OF LEESBURG	D	12,390	384	0.03	C	620	-	-	-	-	1.00%	12,390	404	0.03	C	620	-	-	-	-
260	268		County	50	1.49	SR 33 / C.R. 33	US 27	CR 48 /CR 470	2	2	URBAN	UNDIVIDED	STATE	UNINCORPORATED LAKE COUNTY	D	18,590	10,168	0.55	C	920	404	392	0.44	C	2.25%	18,590	11,365	0.61	C	920	451	438	0.49	C
270	260		County	45	0.52	SR 33 / SR 48 / C.R. 33 / CR 48	CR 48 /CR 470	CR 48	2	2	URBAN	UNDIVIDED	STATE	UNINCORPORATED LAKE COUNTY	D	17,700	9,779	0.55	C	880	336	462	0.53	C	3.00%	17,700	11,337	0.64	C	880	390	536	0.61	C
280	249		County	55	4.27	C.R. 33	CR 48	BRIDGES ROAD	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED LAKE COUNTY	D	21,780	5,126	0.24	B	1,080	152	235	0.22	B	2.50%	21,780	5,799	0.27	B	1,080	172	266	0.25	B
290	218		ADJACENT	35	5.61	C.R. 33	BRIDGES ROAD	PEBBLE ROCK ROAD	2	2	RURAL	UNDIVIDED	COUNTY	UNINCORPORATED LAKE COUNTY	C	7,740	7,606	0.98	C	410	297	303	0.74	C	4.00%	7,740	9,253	1.20	D	410	361	368	0.90	C
300	218		County	35	1.65	SR 33 / C.R. 33	PEBBLE ROCK ROAD	SR 50	2	2	URBAN	UNDIVIDED	STATE	CITY OF MASCOTTE	D	15,540	7,606	0.49	C	790	297	303	0.38	C	4.00%	15,540	9,253	0.60	D	790	361	368	0.47	C
310	542		County	45	0.64	C.R. 42	MARION COUNTY LINE	SR 19	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED LAKE COUNTY	D	15,930	5,139	0.32	C	790	253	244	0.32	C	4.25%	15,930	6,328	0.40	C	790	312	301	0.39	C
320	638		County	45	1.41	C.R. 42	SR 19	CR 450	2	2	RURAL	UNDIVIDED	COUNTY	UNINCORPORATED LAKE COUNTY	C	9,030	5,010	0.55	C	470	56	75	0.16	C	6.00%	9,030	6,704	0.74	C	470	76	100	0.21	C
330	637		County	55	2.05	C.R. 42	CR 450	CR 439	2	2	RURAL	UNDIVIDED	COUNTY	UNINCORPORATED LAKE COUNTY	C	7,740	6,070	0.78	C	410	291	282	0.71	C	3.75%	7,740	7,297	0.94	C	410	349	340	0.85	C
340	801		ADJACENT	40	3.58	C.R. 42	CR 439	CENTRAL AVENUE	2	2	RURAL	UNDIVIDED	COUNTY	UNINCORPORATED LAKE COUNTY	C	7,740	3,824	0.49	B	410	158	170	0.41	B	1.00%	7,740	4,019	0.52	B	410	166	178	0.43	B
350	801		County	40	4.93	C.R. 42	CENTRAL AVENUE	PALMETTO STREET	2	2	RURAL	UNDIVIDED	COUNTY	UNINCORPORATED LAKE COUNTY	C	14,130	3,824	0.27	B	740	158	170	0.23	B	1.00%	14,130	4,019	0.28	B	740	166	178	0.24	B
360	803		ADJACENT	55	3.60	C.R. 42	PALMETTO STREET	LAKE MACK DRIVE	2	2	RURAL	UNDIVIDED	COUNTY	UNINCORPORATED LAKE COUNTY	C	14,130	5,702	0.40	B	740	170	350	0.47	B	3.75%	14,130	6,854	0.49	B	740	204	420	0.57	B
370	803		County	55	3.06	C.R. 42	LAKE MACK DRIVE	SR 44	2	2	RURAL	UNDIVIDED	COUNTY	UNINCORPORATED LAKE COUNTY	C	14,130	5,702	0.40	B	740	170	350	0.47	B	3.75%	14,130	6,854	0.49	B	740	204	420	0.57	B
380	607		County	40	0.86	C.R. 435	SR 46	DUBSDREAD DRIVE	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED LAKE COUNTY	D	15,930	7,844	0.49	C	790	363	360	0.46	C	1.00%	15,930	8,244	0.52	C	790	381	378	0.48	C
390	601		County	40	0.81	C.R. 435	DUBSDREAD DRIVE	ORANGE COUNTY LINE	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED LAKE COUNTY	D	16,820	6,034	0.36	C	840	215	363	0.43	C	1.00%	16,820	6,341	0.38	C	840	226	381	0.45	C
400	627		County	55	1.74	C.R. 437	CR 44A	SR 44	2	2	RURAL	UNDIVIDED	COUNTY	UNINCORPORATED LAKE COUNTY	C	12,260	6,199	0.51	C	640	224	375	0.59	C	1.00%	12,260	6,516	0.53	C	640	235	394	0.62	C
410	619		County	45	2.52	C.R. 437	SR 44	WOLF BRANCH ROAD	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED LAKE COUNTY	D	21,780	9,257	0.43	B	1,080	515	363	0.48	B	1.00%	21,780	9,729	0.45	B	1,080	541	381	0.50	C
420	609		County	45	0.49	C.R. 437	WOLF BRANCH ROAD	SR 46	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED LAKE COUNTY	D	15,930	12,313	0.77	C	790	441	607	0.77	C	1.00%	15,930	12,941	0.81	C	790	464	638	0.81	C
430	606		County	45	1.50	C.R. 437	SR 46	ORANGE COUNTY LINE	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED LAKE COUNTY	D	15,930	8,083	0.51	C	790	290	424	0.54	C	1.00%	15,930	8,496	0.53	C	790	305	446	0.56	C
440	636		County	55	6.25	C.R. 439	CR 42	CR 44A	2	2	RURAL	UNDIVIDED	COUNTY	UNINCORPORATED LAKE COUNTY	C	14,130	4,028	0.29	B	740	117	256	0.35	B	4.50%	14,130	5,019	0.36	B	740	145	319	0.43	B
450	625		County	45	1.53	C.R. 439	CR 44A	SR 44	2	2	RURAL	UNDIVIDED	COUNTY	UNINCORPORATED LAKE COUNTY	C	9,030	4,596	0.51	C	470	135	269	0.57	C	1.25%	9,030	4,891	0.54	C	470	144	286	0.61	C
460	458		County	55	1.46	C.R. 44	US 441	SILVER LAKE ROAD	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED LAKE COUNTY	D	16,820	12,271	0.73	C	840	706	387	0.84	C	3.50%	16,820	14,574	0.87	C	840	839	459	1.00	D
470	483		County	55	2.79	C.R. 44	SILVER LAKE ROAD	CR 473	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED LAKE COUNTY	D	21,780	11,052	0.51	C	1,080	703	330	0.65	C	1.00%	21,780	11,616	0.53	C	1,080	739	347	0.68	C
480	500		County	40	3.17	C.R. 44	CR 473	APIARY ROAD	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED LAKE COUNTY	D	16,820	18,255	1.09	F	840	1,087	577	1.29	F	1.00%	16,820	19,186	1.14	F	840	1,142	607	1.36	F
490	506		County	45	2.75	C.R. 44	APIARY ROAD	CR 452	2	2	URBAN	UNDIVIDED	COUNTY	CITY OF EUSTIS	D	21,780	14,351	0.66	C	1,080	601	588	0.56	C	3.00%	21,780	16,637	0.76	D	1,080	696	682	0.64	C
500	502		County	30	0.68	C.R. 44	CR 452	SR 19	2	2	URBAN	UNDIVIDED	COUNTY	CITY OF EUSTIS	D	14,060	16,501	1.17	F	710	616	757	1.07	E	3.00%	14,060	19,130	1.36	F	710	714	878	1.24	F
510	503		County	45	1.01	C.R. 44	SR 19	HICKS DITCH ROAD	2	2	URBAN	UNDIVIDED	COUNTY	CITY OF EUSTIS	D	16,820	13,181	0.78	C	840	592	580	0.71	C	1.00%	16,820	13,853	0.82	C	840	622	609	0.74	C
520	498		County	45	1.21	C.R. 44	HICKS DITCH ROAD	CR 44A	2	2	URBAN	UNDIVIDED	COUNTY	CITY OF EUSTIS	D	16,820	10,910	0.65	C	840	473	479	0.57	C	1.00%	16,820	11,467	0.68	C	840	497	503	0.60	C
530	626		County	55	1.12	C.R. 44	CR 44A	ORANGE AVENUE	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED LAKE COUNTY	D	16,820	9,431	0.56	C	840	499	362	0.59	C	1.00%	16,820	9,912	0.59	C	840	524	381	0.62	C
540	467		County	45	0.42	C.R. 44 LEG A	CR 44	US 441	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED LAKE COUNTY	D	15,930	986	0.06	C	790	66	14	0.08	C	1.00%	15,930	1,036	0.07	C	790	69	14	0.09	C
550	804		County	55	6.13	C.R. 445	SR 19	NF 552	2	2	RURAL	UNDIVIDED	COUNTY	UNINCORPORATED LAKE COUNTY	C	7,740	630	0.08	B	410	231	247	0.60	C	1.00%	7,740	662	0.09	B	410	243	260	0.63	C
560	804		ADJACENT	55	4.74	C.R. 445	NF 552	CR 445A	2	2	RURAL	UNDIVIDED	COUNTY	UNINCORPORATED LAKE COUNTY	C	7,740	630	0.08	B	410	231	247	0.60	C	1.00%	7,740	662	0.09	B	410	243	260	0.63	C
570	805		County	55	3.55	C.R. 445A	SR 19	CR 445	2	2	RURAL	UNDIVIDED	COUNTY	UNINCORPORATED LAKE COUNTY	C	7,740	2,274	0.29	B	410	103	90	0.25	B	1.75%	7,740	2,480	0.32	B	410	112	98	0.27	B
580	806		County	45	0.55	C.R. 445A	CR 445	SR 40	2	2	RURAL	UNDIVIDED	COUNTY	UNINCORPORATED LAKE COUNTY	C	11,610	2,697	0.23	C	600	115	104	0.19	C	1.00%	11,610	2,834	0.24	C	600	121	109	0.20	C
590	269		County	55	1.08	C.R. 448	SR 19	CR 561	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED LAKE COUNTY	D	16,820	5,376	0.32	C	840	277	224	0.33	C	2.00%	16,820	5,935	0.35	C	840	306	247	0.36	C
600	270		County	55	0.65	C.R. 448	CR 561	LAKE INDUSTRIAL BOULEVARD	2	2	URBAN	UNDIVIDED	COUNTY	CITY OF TAVARES	D	16,820	12,074	0.72	C	840	514	540	0.64	C	4.25%	16,820	14,867	0.88	C	840	632	665	0.79	C
610	261		County	45	4.69	C.R. 448	LAKE INDUSTRIAL BOULEVARD	ORANGE COUNTY LINE	2	2	RURAL	UNDIVIDED	COUNTY	UNINCORPORATED LAKE COUNTY	C	14,130	8,705	0.62	B	740	437	408	0.59	B	1.75%	14,130	9,494	0.67	C	740	477	445	0.64	B
620	256		County	45	1.42	C.R. 448A	CR 448	CR 48	2	2	RURAL	UNDIVIDED	COUNTY	UNINCORPORATED LAKE COUNTY	C	11,610	5,974	0.51	C	600	265	315	0.52	C	1.00%	11,610	6,279	0.54	C	600	279	331	0.55	C
630	254		County	55	1.38	C.R. 448A	CR 48	SOUTH TERMINI	2	2	RURAL	UNDIVIDED	COUNTY	UNINCORPORATED LAKE COUNTY	C	9,030	290	0.03	C	470	-	-	-	-	1.00%	9,030	305	0.03	C	470	-	-	-	-
640	468		ADJACENT	45	1.80	C.R. 449 (SILVER LAKE)	CR 44	MORNINGSIDE DRIVE	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED LAKE COUNTY	D	12,390	1,957	0.16	C	620	152	46	0.24	C	1.00%	12,390	2,057	0.17	C	620	160	48	0.26	C
650	468		County	45	1.25	C.R. 449 (SILVER LAKE)	MORNINGSIDE DRIVE	US 441	2	2	URBAN	UNDIVIDED	COUNTY	CITY OF LEESBURG	D	12,390	1,957	0.16	C	620	152	46	0.24	C	1.00%	12,390	2,057	0.17	C	620	160	48	0.26	C
660	528		County	25	1.34	C.R. 44A (LAKESIDE AVENUE/ ROSE STREE	SR 19	SKYLINE DRIVE	2	2	URBAN	UNDIVIDED	COUNTY	CITY OF UMATILLA	D	10,360	1,197	0.12	C	530	68	60	0.13	C	3.50%	10,360	1,422	0.14	C	530	80	72	0.15	C
670	634		County	45	2.04	C.R. 44A	SKYLINE DRIVE	CR 450A/ CR44A	2	2	RURAL	UNDIVIDED	COUNTY	UNINCORPORATED LAKE COUNTY	C	7,740	2,149	0.28	B	410	149	76	0.36	B	3.25%	7,740	2,522	0.33	B	410	175	89	0.43	B
680	629		County	45	2.83	C.R. 44A	CR 450A	CR 44A	2	2	RURAL	UNDIVIDED	COUNTY	UNINCORPORATED LAKE COUNTY	C	7,740	2,398	0.31	B	410	125	98	0.30	B	2.75%	7,740	2,747	0.35	B	410	143	112	0.35	B
690	460		County	35	1.01	C.R. 44A (GRIFFIN ROAD)	THOMAS ROAD	US 27/US 441	2	2	URBAN	UNDIVIDED	COUNTY	CITY OF LEESBURG	D	13,320	9,747	0.73	D	680	340	530	0.78	D	1.00%	13,320	10,244	0.77	D	680	357	557	0.82	D
700	628		County	55	0.88	C.R. 44A	CR 44 / DELAND ROAD	ESTES ROAD	2	2	URBAN	UNDIVIDED	COUNTY	CITY OF EUSTIS	D	15,930	5,819	0.37	C	790	238	294	0.37	C	3.50%	15,930	6,911	0.43	C	790	283	349	0.44	C
710	630		County	55	2.29	C.R. 44A	ESTES ROAD	CR 439	2	2	RURAL	UNDIVIDED	COUNTY	UNINCORPORATED LAKE COUNTY	C	7,740	4,604	0.59	C	410	199	206	0.50	B	1.00%	7,740	4,839	0.63	C	410	210	217	0.53	B
720	631		County	45	3.18	C.R. 44A	CR 439	CR 437	2	2	RURAL	UNDIVIDED	COUNTY	UNINCORPORATED LAKE COUNTY	C	14,130	4,201	0.30	B	740	198	181	0.27	B	1.00%	14,130	4,415	0.31	B	740	208	190	0.28	B
730	632		County	55	4.03	C.R. 44A	CR 437	SR 44	2	2	RURAL	UNDIVIDED	COUNTY	UNINCORPORATED LAKE COUNTY	C	14,130	2,028	0.14	B	740	117	67	0.16	B	4.50%	14,130	2,527	0.18	B	740	146	83	0.20	B
760	440		County	25	0.91	C.R. 44C (EUDORA ROAD)	US 441	CR 500A	2	2	URBAN	UNDIVIDED	COUNTY	CITY OF MOUNT DORA	D	13,320	10,378	0.78	D	680	395	487	0.72	D	1.00%	13,320	10,907	0.82	D	680	415	512	0.75	D
770	461		County	35	0.75	C.R. 44C (GRIFFIN ROAD)	CR 468	THOMAS ROAD	2	2	URBAN	UNDIVIDED	COUNTY	CITY OF LEESBURG	D	13,320	6,158	0.46	C	680	243	289	0.42	C	1.00%	13,320	6,472	0.49	C	680	256	304	0.45	C
780	541		County	55	4.55	C.R. 450	MARION COUNTY LINE	BABB ROAD	2	2	RURAL	UNDIVIDED	COUNTY	UNINCORPORATED LAKE COUNTY	C	7,740	1,781	0.23	B	410	90	100	0.24	B	1.00%	7,740	1,872	0.24	B	410	95	105	0.26	B
790	531		County	35	0.96	C.R. 450	BABB ROAD	SR 19	2	2	URBAN	UNDIVIDED	COUNTY	CITY OF UMATILLA	D	10,360	2,863	0.28	C	530	163	121	0.31	C	1.00%	10,360	3,009	0.29	C	530	172	127	0.32	C
800	533		County	35	2.06	C.R. 450	SR 19	E UMATILLA BOULEVARD/ W 7TH STREET	2	2	URBAN	UNDIVIDED	COUNTY	CITY OF UMATILLA	D	21,780	5,016	0.23	B	1,080	202	270	0.25	B	1.75%	21,780	5,470	0.25	B	1,080	220	295	0.27	B
810	533		ADJACENT	35	1.36	C.R. 450	E UMATILLA BOULEVARD/ W 7TH STREET	CR 42	2	2	RURAL	UNDIVIDED	COUNTY	UNINCORPORATED LAKE COUNTY	C	9,030	5,016	0.56	C	470	202	270	0.58	C	1.75%	9,030	5,470	0.61	C	470	220	295	0.63	C
820	633		County	55	2.72	C.R. 450A	SR 19	CR 44A NORTH	2	2	RURAL	UNDIVIDED	COUNTY	CITY OF UMATILLA	C	7,740	2,023	0.26	B	410	97	77	0.24	B	1.75%	7,740	2,207	0.29	B	410	106	84	0.26	B
830	532		County	55	3.93	C.R. 452	MARION COUNTY LINE	FELKINS ROAD	2	2	RURAL	UNDIVIDED	COUNTY	UNINCORPORATED LAKE COUNTY	C	7,740	8,836	1.14	D	410	389	371	0.95	C	1.50%	7,740	9,519	1.23	D	410	419	399	1.02	D
840	532		ADJACENT	55	1.72	C.R. 452	FELKINS ROAD	SANDY LANE	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED LAKE COUNTY	D	16,820	8,836	0.53	C	840	389	371	0.46	C	1.50%	16,820	9,519	0.57	C	840	419	399	0.50	C
850	504		ADJACENT	45	2.55	C.R. 452	SANDY LANE	LAKE LANDING BOULEVARD	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED LAKE COUNTY	D	21,780	11,408	0.52	C	1,080	583	465	0.54	C	2.00%	21,780	12,596	0.58	C	1,080	643	513	0.60	C
860	504		County	45	1.06	C.R. 452	LAKE LANDING BOULEVARD	CR 44	2	2	URBAN	UNDIVIDED	COUNTY	CITY OF EUSTIS	D	16,820	11,408	0.68	C	840	583	465	0.69	C	2.00%	16,820	12,596	0.75	C	840	643	513	0.77	C
870	496	117026	County	40	0.99	C.R. 452 (EUSTIS)	CR 44 / CR 452	SR 19	2	2	URBAN	UNDIVIDED	COUNTY	CITY OF EUSTIS	D	12,390	15,205	1.23	F	620	665	541	1.07	F	1.25%	12,390	16,179	1.31	F	620	708	575	1.14	F
880	418		County	30	0.84	ST CLAIR ABRAMS AVENUE	US 441	CR 500A	2	2	URBAN	UNDIVIDED	COUNTY	CITY OF TAVARES	D	10,360	2,540	0.25	C	530	-	-	-	-	1.00%	10,360	2,670	0.26	C	530	-	-	-	-
890	418		ADJACENT	30	0.13	ST CLAIR ABRAMS AVENUE	CR 500A	CR 452 / EAST MAIN STREET	2	2	URBAN	UNDIVIDED	COUNTY	CITY OF TAVARES	D	10,360	2,540	0.25	C	530	-	-	-	-	1.00%	10,360	2,670	0.26	C	530	-	-	-	-
900	409		County	35	0.40	C.R. 452 (E MAIN STREET)	ST CLAIR ABRAMS AVENUE	DORA AVENUE	2	2	URBAN	DIVIDED	COUNTY	CITY OF TAVARES	D	13,990	2,654	0.19	C	710	148	142	0.21	C	1.00%	13,990	2,789	0.20	C	710	155	149	0.22	C
910	407		County	35	1.58	C.R. 452 (LAKE DORA DRIVE)	DORA AVENUE	LAKE AVENUE	2	2	URBAN	UNDIVIDED	COUNTY	CITY OF TAVARES	D	10,360	1,489	0.14	C	530	65	82	0.15	C	1.00%	10,360	1,565	0.15	C	530	69	86	0.16	C
920	404		ADJACENT	35	0.53	C.R. 452 (LAKESHORE DRIVE)	LAKE AVENUE	BAY ROAD	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED LAKE COUNTY	D	10,360	1,522	0.15	C	530	60	83	0.16	C	1.00%	10,360	1,599	0.15	C	530	63	87	0.16	C
930	404		County	35	2.19	C.R. 452 (LAKESHORE DRIVE)	BAY ROAD	OLD US 441 / CR 500A	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED LAKE COUNTY	D	21,780	1,522	0.07	B	1,080	60	83	0.08	B	1.00%	21,780	1,599	0.07	B	1,080	63	87	0.08	B
940	419		County	25	0.15	C.R. 452 (LAKESHORE DRIVE)	OLD US 441 / CR 500A	11TH AVENUE	2	2	URBAN	UNDIVIDED	COUNTY	CITY OF MOUNT DORA	D	10,360	744	0.07	C	530	38	33	0.07	C	3.00%	10,360	863	0.08	C	530	44	38	0.08	C
950	245		County	45	2.73	C.R. 455	SR 19	CR 561	2	2	RURAL	UNDIVIDED	COUNTY	UNINCORPORATED LAKE COUNTY	C	14,130	3,906	0.28	B	740	194	154	0.26	B	1.50%	14,130	4,208	0.30	B	740	209	166	0.28	B
960	243		County	25	4.49	C.R. 455	CR 561	CR 561A	2	2	RURAL	UNDIVIDED	COUNTY	UNINCORPORATED LAKE COUNTY	C	7,740	2,017	0.26	B	410	109	115	0.28	B	4.25%	7,740	2,483	0.32	B	410	134	142	0.35	B
970	227		County	45	3.46	C.R. 455	C.R. 561A	RIDGEWOOD AVENUE	2	2	URBAN	UNDIVIDED	COUNTY	TOWN OF MONTVERDE	D	12,390	3,193	0.26	C	620	172	137	0.28	C	5.00%	12,390	4,075	0.33	C	620	220	175	0.35	C
980	204		County	35	2.61	C.R. 455	RIDGEWOOD AVENUE	CR 455/ CR 50	2	2	URBAN	UNDIVIDED	COUNTY	TOWN OF MONTVERDE	D	21,780	7,675	0.35	B	1,080	301	391	0.36	B	1.00%	21,780	8,066	0.37	B	1,080	316	411	0.38	B
990	43		County	45	0.95	C.R. 455	CR 455 / CR 50	SR 50	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED LAKE COUNTY	D	16,820	8,557	0.51	C	840	368	339	0.44	C	1.50%	16,820	9,219	0.55	C	840	396	365	0.47	C
1000	603	110416	County	35	0.68	C.R. 46 (SANFORD ROAD)	HIGHLAND STREET	US 441	2	2	URBAN	UNDIVIDED	COUNTY	CITY OF MOUNT DORA	D	10,360	7,452	0.72	D	530	373	377	0.71	D	1.00%	10,360	7,832	0.76	D	530	392	396	0.75	D
1010	475		County	35	0.44	C.R. 460 (MARTIN LUTHER KING BOULEVARI	THOMAS ROAD	US 27	2	2	URBAN	DIVIDED	COUNTY	CITY OF LEESBURG	D	13,990	6,904	0.49	D	710	284	382	0.54	D	1.00%	13,990	7,257	0.52	D	710	299	402	0.57	D
1020	522	117033	County	45	1.02	C.R. 466	SUMTER COUNTY LINE ROAD	ROLLING ACRES ROAD	4	4	URBAN	DIVIDED	COUNTY	UNINCORPORATED LAKE COUNTY	D	35,820	22,053	0.62	C	1,800	1,046	886	0.58	C	1.00%	35,820	23,178	0.65	C	1,800	1,099	931	0.61	C
1030	523	117034	County	45	0.88	C.R. 466	ROLLING ACRES ROAD	US 27	4	4	URBAN	DIVIDED	COUNTY	TOWN OF LADY LAKE	D	35,820	15,567	0.43	C	1,800	739	581	0.41	C	1.00%	35,820	16,361	0.46	C	1,800	776	610	0.43	C
1040	527		County	25	2.45	C.R. 466 / LAKE GRIFFIN ROAD	US 27/ US 441	GRAYS AIRPORT ROAD	2	2	URBAN	UNDIVIDED	COUNTY	TOWN OF LADY LAKE	D	21,780	3,149	0.14	B	1,080	109	182	0.17	B	3.00%	21,780	3,651	0.17	B	1,080	126	211	0.20	B
1050	527		ADJACENT	25	1.67	C.R. 466 / LAKE GRIFFIN ROAD	GRAYS AIRPORT ROAD	MARION COUNTY ROAD	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED LAKE COUNTY	D	13,320	3,149	0.24	C	680	109	182	0.27	C	3.00%	13,320	3,651	0.27	C	680	126	211	0.31	C

Lake County CMP Database

SEGMENT ID	COUNTY STATION	FDOT STATION	DATA SOURCE	SPEED LIMIT	SEGMENT LENGTH (MI)	ROAD NAME	FROM	TO	LANES (2022)	LANES (2027)	URBAN / RURAL	DIVIDED / UNDIVIDED	MAINTAINING AGENCY	JURISDICTION	ADOPTED LOS STANDARD	DAILY SERVICE VOLUME	2022 AADT	2022 DAILY V/C	2022 DAILY LOS	PEAK HOUR DIRECTIONAL SERVICE VOLUME	2022 PEAK HOUR NB/EB VOLUME	2022 PEAK HOUR SB/WB VOLUME	2022 PEAK HOUR V/C	2022 PEAK HOUR LOS	GROWTH RATE	DAILY SERVICE VOLUME (2027)	2027 AADT	2027 DAILY V/C	2027 DAILY LOS	PEAK HOUR DIRECTIONAL SERVICE VOLUME (2027)	2027 PEAK HOUR NB/EB VOLUME	2027 PEAK HOUR SB/WB VOLUME	2027 PEAK HOUR V/C	2027 PEAK HOUR LOS
1060	492	117031	County	45	1.01	C.R. 466A	SUMTER COUNTY LINE	TIMBERTOP LN	4	4	URBAN	DIVIDED	COUNTY	FRUITLAND PARK	D	29,850	19,606	0.66	C	1,500	707	945	0.63	C	1.00%	29,850	20,606	0.69	C	1,500	743	993	0.66	C
1065	492	117031	ADJACENT	45	1.38	C.R. 466A	TIMBERTOP LN	CR 468 / ROSE AVENUE	2	4	URBAN	UNDIVIDED	COUNTY	FRUITLAND PARK	D	12,390	19,606	1.58	F	620	707	945	1.52	F	1.00%	27,860	20,606	0.74	C	1,400	743	993	0.71	C
1070	491		County	35	0.64	C.R. 466A	CR 468 / ROSE AVENUE	US 27	4	4	URBAN	DIVIDED	COUNTY	FRUITLAND PARK	D	29,160	7,671	0.26	C	1,470	307	314	0.21	C	3.75%	29,160	9,221	0.32	C	1,470	368	378	0.26	C
1080	474		County	40	1.94	C.R. 466A (PICCIOLA ROAD)	US 27	CR 466B	2	2	URBAN	UNDIVIDED	COUNTY	FRUITLAND PARK	D	16,820	7,180	0.43	C	840	344	260	0.41	C	1.00%	16,820	7,546	0.45	C	840	362	273	0.43	C
1090	474		ADJACENT	40	1.35	C.R. 466A (PICCIOLA ROAD)	CR 466B	COUNTY ROAD TERMINI	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED LAKE COUNTY	D	12,390	7,180	0.58	C	620	344	260	0.56	C	1.00%	12,390	7,546	0.61	C	620	362	273	0.58	C
1100	497		County	35	1.75	C.R. 466B	EAGLE NEST ROAD	CR 466A	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED LAKE COUNTY	D	10,360	5,060	0.49	C	530	193	233	0.44	C	1.25%	10,360	5,385	0.52	D	530	205	248	0.47	C
1110	490		County	35	0.55	C.R. 468	CR 466A	PINE RIDGE DAIRY ROAD	2	2	URBAN	UNDIVIDED	COUNTY	FRUITLAND PARK	D	10,360	4,719	0.46	C	530	190	213	0.40	C	1.25%	10,360	5,021	0.48	C	530	202	227	0.43	C
1120	480		County	35	1.80	C.R. 468	PINE RIDGE DAIRY ROAD	GRIFFIN ROAD	2	2	URBAN	UNDIVIDED	COUNTY	FRUITLAND PARK	D	13,320	7,736	0.58	D	680	343	384	0.56	D	3.00%	13,320	8,968	0.67	D	680	398	445	0.65	D
1130	436		County	45	1.13	C.R. 468	GRIFFIN ROAD	SR 44	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED LAKE COUNTY	D	12,390	9,173	0.74	C	620	440	404	0.71	C	1.75%	12,390	10,005	0.81	C	620	480	440	0.77	C
1145	612		County	55	3.65	C.R. 46A REALIGNMENT	SR 44	SR 46	2	2	RURAL	UNDIVIDED	COUNTY	UNINCORPORATED LAKE COUNTY	C	7,740	16,576	2.14	E	410	663	857	2.09	E	3.50%	7,740	19,687	2.54	E	410	788	1,018	2.48	E
1150	267		County	55	0.94	C.R. 470	SUMTER COUNTY LINE	FLORIDA TURNPIKE	2	4	RURAL	UNDIVIDED	COUNTY	UNINCORPORATED LAKE COUNTY	D	13,300	11,303	0.85	D	690	530	376	0.77	D	8.50%	28,880	16,996	0.59	C	1,500	797	566	0.53	C
1155	266		County	55	2.39	C.R. 470	FLORIDA TURNPIKE	BAY AVENUE	2	2	RURAL	UNDIVIDED	COUNTY	UNINCORPORATED LAKE COUNTY	D	12,600	8,826	0.70	D	660	436	278	0.66	D	1.00%	12,600	9,276	0.74	D	660	458	292	0.69	D
1160	266		ADJACENT	55	0.54	C.R. 470	BAY AVENUE	CR 33	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED LAKE COUNTY	D	12,390	8,826	0.71	C	620	436	278	0.70	C	1.00%	12,390	9,276	0.75	C	620	458	292	0.74	C
1170	499		County	35	2.99	C.R. 473	CR 44	FOUNTAIN LAKE BOULEVARD	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED LAKE COUNTY	D	14,060	6,957	0.49	D	710	322	242	0.45	C	1.00%	14,060	7,312	0.52	D	710	338	255	0.48	C
1180	443		County	40	1.03	C.R. 473	FOUNTAIN LAKE BOULEVARD	US 441	4	4	URBAN	DIVIDED	COUNTY	UNINCORPORATED LAKE COUNTY	D	35,820	14,713	0.41	C	1,800	811	461	0.45	C	1.00%	35,820	15,464	0.43	C	1,800	852	485	0.47	C
1190	4		County	55	5.21	C.R. 474	SR 33	GREEN SWAMP ROAD	2	2	RURAL	UNDIVIDED	COUNTY	UNINCORPORATED LAKE COUNTY	C	7,740	5,962	0.77	C	410	151	240	0.59	C	2.50%	7,740	6,745	0.87	C	410	171	272	0.66	C
1200	3		County	55	3.35	C.R. 474	GREEN SWAMP ROAD	US 27	2	2	RURAL	UNDIVIDED	COUNTY	UNINCORPORATED LAKE COUNTY	C	7,740	5,436	0.70	C	410	173	202	0.49	B	1.00%	7,740	5,713	0.74	C	410	182	212	0.52	B
1210	222		County	45	5.99	C.R. 478	SR 19	JAMARLY ROAD	2	2	URBAN	UNDIVIDED	COUNTY	CITY OF GROVELAND	D	21,780	2,244	0.10	B	1,080	112	93	0.10	B	7.75%	21,780	3,259	0.15	B	1,080	162	135	0.15	B
1220	259		County	55	3.17	C.R. 48	SUMTER COUNTY LINE	CLEARWATER LAKE RD	2	2	RURAL	UNDIVIDED	COUNTY	CITY OF LEESBURG	C	7,740	3,504	0.45	B	410	112	180	0.44	B	4.25%	7,740	4,315	0.56	C	410	138	222	0.54	C
1225	248		County	55	2.41	C.R. 48	CLEARWATER LAKE RD	CR 33	2	2	RURAL	UNDIVIDED	COUNTY	CITY OF LEESBURG	C	7,740	3,327	0.43	B	410	123	206	0.50	B	1.75%	7,740	3,629	0.47	B	410	134	224	0.55	C
1230	263		County	45	0.46	C.R. 48	CR 33	HAYWOOD WORM FARM RD	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED LAKE COUNTY	D	15,930	8,836	0.55	C	790	370	297	0.47	C	2.75%	15,930	10,120	0.64	C	790	424	340	0.54	C
1235	262		County	45	0.68	C.R. 48	HAYWOOD WORM FARM RD	US 27	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED LAKE COUNTY	D	16,820	9,073	0.54	C	840	401	375	0.48	C	1.00%	16,820	9,536	0.57	C	840	421	394	0.50	C
1240	264		County	40	4.89	C.R. 48	US 27	LIME AVENUE	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED LAKE COUNTY	D	21,780	9,821	0.45	B	1,080	420	380	0.39	B	4.00%	21,780	11,949	0.55	C	1,080	511	462	0.47	B
1250	255		County	40	2.04	C.R. 48	LIME AVENUE	SR 19	2	2	URBAN	UNDIVIDED	COUNTY	HOWEY-IN-THE-HILLS	D	21,780	9,982	0.46	B	1,080	429	404	0.40	B	1.50%	21,780	10,754	0.49	C	1,080	462	435	0.43	B
1260	253		County	40	1.14	C.R. 48	CR 561	RANCH ROAD	2	2	URBAN	UNDIVIDED	COUNTY	TOWN OF ASTATULA	D	16,820	6,515	0.39	C	840	310	292	0.37	C	1.00%	16,820	6,847	0.41	C	840	326	307	0.39	C
1270	253		ADJACENT	40	3.17	C.R. 48	RANCH ROAD	CR 448A	2	2	RURAL	UNDIVIDED	COUNTY	UNINCORPORATED LAKE COUNTY	C	7,740	6,515	0.84	C	410	310	292	0.76	C	1.00%	7,740	6,847	0.88	C	410	326	307	0.80	C
1280	217		County	30	0.71	C.R. 50 (SUNSET AVENUE)	CR 33	SR 50	2	2	URBAN	UNDIVIDED	COUNTY	CITY OF MASCOTTE	D	10,360	1,592	0.15	C	530	66	95	0.18	C	1.75%	10,360	1,736	0.17	C	530	72	104	0.20	C
1290	210		County	45	1.74	C.R. 50	US 27	N HANCOCK ROAD	2	2	URBAN	UNDIVIDED	COUNTY	CITY OF MINNEOLA	D	16,820	6,981	0.42	C	840	285	346	0.41	C	1.00%	16,820	7,337	0.44	C	840	299	363	0.43	C
1300	202		County	45	2.47	C.R. 50	N HANCOCK ROAD	CR 455	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED LAKE COUNTY	D	21,780	6,877	0.32	B	1,080	228	491	0.45	B	2.00%	21,780	7,593	0.35	B	1,080	251	542	0.50	C
1310	42		County	45	1.92	C.R. 50	CR 455	ORANGE COUNTY LINE	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED LAKE COUNTY	D	16,820	6,828	0.41	C	840	195	557	0.66	C	1.00%	16,820	7,176	0.43	C	840	205	585	0.70	C
1320	417		County	35	1.08	C.R. 500A/ OLD 441	SR 19	DORA AVENUE	2	2	URBAN	DIVIDED	COUNTY	CITY OF TAVARES	D	8,390	9,907	1.18	F	870	367	450	0.52	D	1.00%	8,390	10,412	1.24	F	870	386	473	0.54	D
1325	417		County	35	1.08	C.R. 500A/ OLD 441	DORA AVENUE	SR 19	2	2	URBAN	DIVIDED	COUNTY	CITY OF TAVARES	D	8,390	9,907	1.18	F	870	367	450	0.52	D	1.00%	8,390	10,412	1.24	F	870	386	473	0.54	D
1330	413	115084	County	45	1.94	C.R. 500A/OLD 441/ALFRED ST	DORA AVENUE	BAY ROAD	2	2	URBAN	UNDIVIDED	COUNTY	CITY OF TAVARES	D	16,820	9,558	0.57	C	840	489	424	0.58	C	1.00%	16,820	10,045	0.60	C	840	514	446	0.61	C
1340	420		County	35	0.79	C.R. 500A/OLD 441	BAY ROAD	CR 44C / EUDORA AVENUE	2	2	URBAN	UNDIVIDED	COUNTY	CITY OF MOUNT DORA	D	10,360	9,917	0.96	D	530	465	458	0.88	D	2.50%	10,360	11,220	1.08	F	530	526	518	0.99	D
1350	421		County	35	1.06	C.R. 500A/OLD 441	CR 44C / EUDORA DRIVE	LAKESHORE DRIVE	2	2	URBAN	DIVIDED	COUNTY	CITY OF MOUNT DORA	D	14,760	16,591	1.12	F	750	725	761	1.01	E	4.25%	14,760	20,430	1.38	F	750	893	937	1.25	F
1360	415		County	35	0.79	C.R. 500A/OLD 441	LAKESHORE DRIVE	5TH AVENUE	2	2	URBAN	UNDIVIDED	COUNTY	CITY OF MOUNT DORA	D	10,360	11,207	1.08	F	530	469	505	0.95	D	4.25%	10,360	13,800	1.33	F	530	577	621	1.17	F
1370	415		ADJACENT	25	0.63	C.R. 500A/ 5TH AVENUE	OLD 441	N HIGHLAND STREET	2	2	URBAN	UNDIVIDED	COUNTY	CITY OF MOUNT DORA	D	10,360	11,207	1.08	F	530	469	505	0.95	D	4.25%	10,360	13,800	1.33	F	530	577	621	1.17	F
1380	605		ADJACENT	30	0.26	C.R. 500A (HIGHLAND STREET)	5TH AVENUE	SR 46	2	2	URBAN	UNDIVIDED	COUNTY	CITY OF MOUNT DORA	D	13,320	2,792	0.21	C	680	179	127	0.26	C	3.50%	13,320	3,316	0.25	C	680	213	150	0.31	C
1390	602	115004	County	35	0.75	C.R. 500A/ OLD 441	SR 46	ORANGE COUNTY LINE	2	2	URBAN	UNDIVIDED	COUNTY	CITY OF MOUNT DORA	D	10,360	5,849	0.56	D	530	325	244	0.61	D	5.25%	10,360	7,555	0.73	D	530	419	316	0.79	D
1400	401		County	45	1.62	C.R. 561	SR 19	CR 448	2	2	URBAN	UNDIVIDED	COUNTY	CITY OF TAVARES	D	16,820	16,583	0.99	D	840	622	825	0.98	D	4.75%	16,820	20,914	1.24	F	840	784	1,041	1.24	F
1410	257		County	50	3.93	C.R. 561	CR 448	CR 48	2	2	URBAN	UNDIVIDED	COUNTY	ASTATULA/TAVARES	D	21,780	10,160	0.47	B	1,080	507	590	0.55	C	1.00%	21,780	10,678	0.49	C	1,080	533	620	0.57	C
1420	252		County	40	0.63	C.R. 561	CR 48	SOUTH ASTATULA CITY LIMIT	2	2	URBAN	UNDIVIDED	COUNTY	TOWN OF ASTATULA	D	12,390	11,947	0.96	D	620	570	558	0.92	C	1.00%	12,390	12,556	1.01	F	620	599	586	0.97	D
1430	252		ADJACENT	40	2.49	C.R. 561	SOUTH ASTATULA CITY LIMIT	CR 455	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED LAKE COUNTY	D	21,780	11,947	0.55	C	1,080	570	558	0.53	C	1.00%	21,780	12,556	0.58	C	1,080	599	586	0.55	C
1440	242		County	35	1.74	C.R. 561	CR 455	HOWEY CROSS ROAD	2	2	RURAL	UNDIVIDED	COUNTY	UNINCORPORATED LAKE COUNTY	C	9,030	7,697	0.85	C	470	369	364	0.78	C	1.00%	9,030	8,090	0.90	C	470	387	382	0.82	C
1450	238		County	40	1.77	C.R. 561	HOWEY CROSS ROAD	TURNPIKE ROAD / CR 561A	2	2	RURAL	UNDIVIDED	COUNTY	UNINCORPORATED LAKE COUNTY	C	12,260	8,115	0.66	C	640	328	385	0.60	C	1.00%	12,260	8,529	0.70	C	640	345	405	0.63	C
1460	235		County	45	0.46	C.R. 561 / C.R. 561A	TURNPIKE ROAD / CR 561A	US 27	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED LAKE COUNTY	D	12,390	9,075	0.73	C	620	403	385	0.65	C	1.00%	12,390	9,538	0.77	C	620	423	405	0.68	C
1470	214		County	30	1.78	EAST AVE/LAKE MINNEOLA DR/MAIN AVE	US 27	EAST AVENUE	2	2	URBAN	UNDIVIDED	COUNTY	CLERMONT/MINNEOLA	D	14,060	2,151	0.15	C	710	108	124	0.17	C	3.50%	14,060	2,555	0.18	C	710	128	147	0.21	C
1480	214		ADJACENT	30	1.05	8TH ST/OSCEOLA ST/4TH ST/CARROL ST/3R	EAST AVENUE	W MINNEOLA AVENUE	2	2	URBAN	UNDIVIDED	COUNTY	CITY OF CLERMONT	D	10,360	2,151	0.21	C	530	108	124	0.23	C	3.50%	10,360	2,555	0.25	C	530	128	147	0.28	C
1490	115065	115065	State	-	0.42	C.R. 561 (W MINNEOLA AVENUE)	8TH STREET	C.R. 561A	2	2	URBAN	UNDIVIDED	COUNTY	CITY OF CLERMONT	D	12,390	1,085	0.09	C	620	179	186	0.30	C	1.00%	12,390	1,140	0.09	C	620	188	195	0.31	C
1500	203		ADJACENT	35	0.23	C.R. 561	C.R. 561A	SR 50	2	2	URBAN	UNDIVIDED	COUNTY	CITY OF CLERMONT	D	14,060	5,175	0.37	C	710	278	212	0.39	C	6.50%	14,060	7,090	0.50	D	710	381	290	0.54	D
1510	45		County	25	4.31	C.R. 561	SR 50	LOG HOUSE ROAD	2	2	URBAN	UNDIVIDED	COUNTY	CITY OF CLERMONT	D	14,060	6,597	0.47	C	710	326	276	0.46	C	1.00%	14,060	6,934	0.49	C	710	342	290	0.48	C
1520	10		County	55	1.56	C.R. 561	LOG HOUSE ROAD	FLORIDA BOYS RANCH ROAD	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED LAKE COUNTY	D	16,820	3,767	0.22	C	840	159	156	0.19	C	2.00%	16,820	4,159	0.25	C	840	175	172	0.21	C
1530	6		County	55	5.87	C.R. 561	FLORIDA BOYS RANCH ROAD	SR 33	2	2	RURAL	UNDIVIDED	COUNTY	UNINCORPORATED LAKE COUNTY	C	7,740	2,228	0.29	B	410	106	100	0.26	B	2.25%	7,740	2,491	0.32	B	410	118	112	0.29	B
1540	237		County	55	1.16	C.R. 561A	TURNPIKE ROAD / CR 561	SCRUB JAY LN	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED LAKE COUNTY	D	12,390	5,274	0.43	C	620	199	308	0.50	C	1.25%	12,390	5,612	0.45	C	620	212	327	0.53	C
1545	234		County	55	0.69	C.R. 561A	SCRUB JAY LN	N HANCOCK ROAD	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED LAKE COUNTY	D	21,780	5,529	0.25	B	1,080	201	307	0.28	B	1.00%	21,780	5,811	0.27	B	1,080	211	322	0.30	B
1546	234		ADJACENT	55	1.37	C.R. 561A	N HANCOCK ROAD	CR 455	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED LAKE COUNTY	D	21,780	5,529	0.25	B	1,080	201	307	0.28	B	1.00%	21,780	5,811	0.27	B	1,080	211	322	0.30	B
1550	203		County	35	1.69	C.R. 561	W MINNEOLA AVE	C.R. 565A	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED LAKE COUNTY	D	13,320	5,175	0.39	C	680	278	212	0.41	C	6.50%	13,320	7,090	0.53	D	680	381	290	0.56	D
1560	213		County	40	1.67	C.R. 561A	CR 565A	JALARMY ROAD	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED LAKE COUNTY	D	16,820	6,485	0.39	C	840	316	258	0.38	C	4.50%	16,820	8,081	0.48	C	840	393	322	0.47	C
1570	223		County	40	1.11	C.R. 561 (LAKE MINNEOLA SHORES)	JALARMY ROAD	US 27	2	2	URBAN	UNDIVIDED	COUNTY	CITY OF MINNEOLA	D	16,820	11,066	0.66	C	840	397	491	0.58	C	3.00%	16,820	12,829	0.76	C	840	460	569	0.68	C
1580	241		County	55	7.01	C.R. 565	US 27	KJELLSTROM LANE	2	2	RURAL	UNDIVIDED	COUNTY	GROVELAND/MASCOTTE	C	14,130	2,347	0.17	B	740	167	70	0.23	B	5.25%	14,130	3,032	0.21	B	740	215	90	0.29	B
1590	208		County	40	0.63	C.R. 565 (VILLA CITY ROAD)	KJELLSTROM LANE	SR 50	2	2	URBAN	UNDIVIDED	COUNTY	CITY OF GROVELAND	D	16,820	5,367	0.32	C	840	247	249	0.30	C	4.25%	16,820	6,608	0.39	C	840	305	307	0.37	C
1600	118063	118063	ADJACENT	45	1.96	C.R. 565	SR 50	SLOANS RIDGE	2	2	URBAN	UNDIVIDED	COUNTY	CITY OF MASCOTTE	D	16,820	865	0.05	C	840	44	42	0.05	C	2.00%	16,820	955	0.06	C	840	49	46	0.06	C
1610	118063	118063	State	45	5.44	C.R. 565	SLOANS RIDGE	LAKE ERIE ROAD	2	2	RURAL	UNDIVIDED	COUNTY	UNINCORPORATED LAKE COUNTY	C	7,740	865	0.11	B	410	44	42	0.11	B	2.00%	7,740	955	0.12	B	410	49	46	0.12	B
1620	201		County	40	2.78	C.R. 565A	SR 50	CR 561A	2	2	URBAN	UNDIVIDED	COUNTY	CLERMONT/GROVELAND	D	16,820	9,917	0.59	C	840	407	348	0.48	C	2.25%	16,820	11,084	0.66	C	840	454	389	0.54	C
1630	47		County	55	4.60	C.R. 565A	SR 50	CR 565B	2	2	URBAN	UNDIVIDED	COUNTY	CITY OF GROVELAND	D	21,780	2,549	0.12	B	1,080	82	133	0.12	B	3.25%	21,780	2,991	0.14	B	1,080	96	156	0.14	B
1640	18		County	45	3.66	C.R. 565B	SR 33	CR 561	2	2	RURAL	UNDIVIDED	COUNTY	UNINCORPORATED LAKE COUNTY	C	7,740	2,796	0.36	B	410	135	152	0.37	B	4.00%	7,740	3,401	0.44	B	410	164	185	0.45	B
1650	434		County	25	0.30	CANAL STREET	US 441	MAIN STREET	2	2	URBAN	DIVIDED	CITY OF LEESBURG	CITY OF LEESBURG	D	13,990	3,765	0.27	C	710	201	137	0.28	C	1.00%	13,990	3,957	0.28	C	710	211	144	0.30	C
1660	426		County	25	0.31	CANAL STREET	MAIN STREET	SR 44	2	2	URBAN	UNDIVIDED	CITY OF LEESBURG	CITY OF LEESBURG	D	13,320	3,169	0.24	C	680	144	127	0.21	C	1.00%	13,320	3,331	0.25	C	680	151	134	0.22	C
1670	205		County	35	1.80	CITRUS TOWER BOULEVARD	US 27	OAKLEY SEAVER DRIVE	2	2	URBAN	UNDIVIDED	COUNTY	CITY OF CLERMONT	D	14,060	12,296	0.87	D	710	651	446	0.92	D	1.00%	14,060	12,923	0.92	D	710	684	469	0.96	D
1680	44		County	30	0.47	CITRUS TOWER BOULEVARD	OAKLEY SEAVER DRIVE	SR 50	4	4	URBAN	DIVIDED	COUNTY	CITY OF CLERMONT	D	29,160	16,240	0.56	D	1,470	561	715	0.49	D	1.00%	29,160	17,068	0.59	D	1,470	590	752	0.51	D
1690	28		County	40	0.28	CITRUS TOWER BOULEVARD	SR 50	HOOKS STREET	4	4	URBAN	DIVIDED	COUNTY	CITY OF CLERMONT	D	35,820	21,470	0.60	C	1,800	798	1,065	0.59	C	1.25%	35,820	22,846	0.64	C	1,800	849	1,134	0.63	C
1692	36		County	30	1.16	CITRUS TOWER BOULEVARD	HOOKS STREET	JOHNS LAKE ROAD	4	4	URBAN	DIVIDED	COUNTY	CITY OF CLERMONT	D	30,780	20,251	0.66	D	1,550	740	901	0.58	D	1.00%	30,780	21,284	0.69	D	1,550	778	947	0.61	D
1695	24		County	40	0.60	CITRUS TOWER BOULEVARD	JOHNS LAKE ROAD	US 27	4	4	URBAN	DIVIDED	COUNTY	CITY OF CLERMONT	D	37,810	17,725	0.47	C	1,900	738	629	0.39	C	1.50%	37,810	19,095	0.51	C	1,900	795	678	0.42	C
1700	442		ADJACENT	35	0.95	DAVID WALKER DRIVE	OLD US 441 / CR 500A	CR 19A	2	2	URBAN	UNDIVIDED	COUNTY	CITY OF TAVARES	D	14,060	8,553	0.61	D	710	388	367	0.55	D	1.00%	14,060	8,989	0.64	D	710	408	386	0.57	D
1710	442		County	35	0.44	DAVID WALKER DRIVE	CR 19A	US 441	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED LAKE COUNTY	D	14,060	8,553	0.61	D	710	388	367	0.55	D	1.00%	14,060	8,989	0.64	D	710	408	386	0.57	D
1720	449		County	35	0.53	DAVID WALKER DRIVE	US 441	MOUNT HOMER ROAD	2	2	URBAN	UNDIVIDED	COUNTY	CITY OF EUSTIS	D	14,060	5,694	0.40	C	710	214	265	0.37	C	1.00%	14,060	5,984	0.43	C	710	225	279	0.39	C
1730	471		County	20	0.74	DAVID WALKER DRIVE	MOUNT HOMER ROAD	FLINKS AVE/KURT AVE	2	2	URBAN	UNDIVIDED	COUNTY	CITY OF EUSTIS	D	10,360	6,537	0.63	D	530	334	277	0.63	D	3.50%	10,360	7,763	0.75	D	530	397	329	0.75	D
1740	406	117014	County	35	2.29	DEAD RIVER ROAD	WEST TERMINI	SR 19	2	2	URBAN	UNDIVIDED	COUNTY	CITY OF TAVARES	D	21,780	6,785	0.31	B	1,080	276	355	0.33	B	1.00%	21,780	7,131	0.33	B	1,080	291	373	0.35	B
1750	617		County	35	1.25	DONNELLY STREET	US 441	11TH AVENUE	2	2	URBAN	DIVIDED	CITY OF MT. DORA	CITY OF MOUNT DORA	D	14,760	11,220	0.76	D	750	535	474	0.71	D	1.00%	14,760	11,792	0.80	D	750	563	498	0.75	D
1760	617		ADJACENT	35	0.38	DONNELLY STREET	11TH AVENUE	5TH AVENUE	2	2	URBAN	UNDIVIDED	CITY OF MT. DORA	CITY OF MOUNT DORA	D	10,360	11,220	1.08	F	530	535	474	1.01	E	1.00%	10,360	11,792	1.14	F	530	563	498	1.06	F
1770	258		County	55	0.64	DUDA ROAD	CR 448A	ORANGE COUNTY LINE	2	2	RURAL	UNDIVIDED	COUNTY	UNINCORPORATED LAKE COUNTY	C	9,030	7,250	0.80	C	470	293	323	0.69	C	1.50%	9,030	7,810	0.86	C	470	316	348	0.74	C
1780	510		County	40	1.43	EAGLES NEST ROAD	US 27	CR 466B	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED LAKE COUNTY	D	12,390	4,271	0.34	C	620	198	133	0.32	C	3.75%	12,390	5,134	0.41	C	620	238	160	0.38	C
1790	46		County	30	0.73	EAST AVENUE	CR 561	SR 50	2	2	URBAN	UNDIVIDED	CITY OF CLERMONT	CITY OF CLERMONT	D	10,360	5,841	0.56	D	530	-	-	-	-	1.00%	10,360	6,139	0.59	D	530	-	-	-	-
1800	454		ADJACENT	25	0.85	EAST CROOKED LAKE ROAD	LAKEVIEW DRIVE	BROADVIEW AVENUE	2	2	URBAN	UNDIVIDED	COUNTY	CITY OF EUSTIS	D	10,360	5,153	0.50	D	530	273	167	0.52	D	1.00%	10,360	5,416	0.52	D	530	287	176	0.54	D
1810	454		County	25	0.78	EAST CROOKED LAKE ROAD	BROADVIEW AVENUE	US 441	2	2	URBAN	UNDIVIDED	COUNTY	CITY OF EUSTIS	D	10,360	5,153	0.50	D	530	273	167	0.52	D	1.00%	10,360	5,416	0.52	D	530	287	176	0.54	D
1820	501		County	35	0.77	EMERALDA AVENUE	EMERALDA ISLAND ROAD	CR 44	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED LAKE COUNTY	D	13,320	4,265	0.32	C	680	266	149	0.39	C	2.50%	13,320	4,826	0.36	C	680	301	168	0.44	C
1830	41		County	40	4.26	EMPIRE CHURCH ROAD	CR 565	ANDERSON ROAD	2	2	RURAL	UNDIVIDED	COUNTY	CITY OF GROVELAND	C	7,740	1,442	0.19	B	410	-	-	-	-	1.00%	7,740	1,516	0.20	B	410	-	-	-	-
1840	622		ADJACENT	40	0.76	ESTES ROAD	CR 44A	LAKE LINCOLN LANE	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED LAKE COUNTY	D	15,930	4,384	0.28	C	790	146	262	0.33	C	2.75%	15,930	5,021	0.32	C	790	168	300	0.38	C
1850	622		County	40	0.49	ESTES ROAD	LAKE LINCOLN LANE	SR 44	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED LAKE COUNTY	D	16,820	4,384	0.26	C	840	146	262	0.31	C	2.75%	16,820	5,021	0.30	C	840	168	300	0.36	C
1860	452		County	35	0.52	EUDORA ROAD	OLD MT DORA ROAD	US 441	2	2	URBAN	UNDIVIDED	CITY OF EUSTIS	CITY OF EUSTIS	D	10,360	2,998	0.29	C	530	-	-	-	-	1.00%	10,360	3,151	0.30	C	530	-	-	-	-
1865	30		County	35	0.73	EXCALLIBUR ROAD	HOOKS STREET	CITRUS TOWER BOULEVARD	2	2	URBAN	DIVIDED	COUNTY	UNINCORPORATED LAKE COUNTY	D	14,760	5,301	0.36	C	750	346	219	0.46	C	1.00%	14,760	5,572	0.38	C	750	364	230	0.49	C
1870	508		County	35	0.63	FISH CAMP ROAD	CR 452	CR 44	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED LAKE COUNTY	D	10,360	1,521	0.15	C	530	83	72	0.16	C	2.50%	10,360	1,721	0.17	C	530	94	82	0.18	C
1875	221		County	40	1.69	GRASSY LAKE ROAD/FOSGATE ROAD	CR 50 (WASHINGTON STREET)	HANCOCK ROAD	2	2	URBAN	UNDIVIDED	CITY OF CLERMONT	UNINCORPORATED LAKE COUNTY	D	16,820	5,995	0.36	C	840	288	350	0.42	C	7.50%	16,820	8,606	0.51	C	840	414	503	0.60	C
1880	470		County	30	0.39	GOLFLINKS AVENUE	KURT STREET	SR 19 / BAY STREET	2	2	URBAN	UNDIVIDED	CITY OF EUSTIS	CITY OF EUSTIS	D	10,360	940	0.09	C	530	45	49	0.09	C	1.00%	10,360	988	0.10	C	530	47	52	0.10	C
1890	0		NO COUNT	-	0.38	GOLFLINKS AVENUE	SR 19 / BAY STREET	MARY STREET	2	2	URBAN	UNDIVIDED	CITY OF EUSTIS	CITY OF EUSTIS	D	12,390	-	-	-	620	-	-	-	-	N/A	12,390	-	-	-	620	-	-	-	-
1900	514		County	45	1.86	GOOSE PRAIRIE ROAD	EMERALDA AVENUE	CR 452	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED LAKE COUNTY	D	12,390	3,168	0.26	C	620	196	111	0.32	C	3.25%	12,390	3,718	0.30	C	620	230	130	0.37	C
1910	40		County	35	1.23	GRAND HIGHWAY	CITRUS TOWER BOULEVARD	SR 50	2	2	URBAN	UNDIVIDED	COUNTY	CITY OF CLERMONT	D	14,060	6,479	0.46	C	710	268	273	0.39	C	1.00%	14,060	6,809	0.48	C	710	282	287	0.40	C
1915	37		County	25	0.26	S. GRAND HIGHWAY	SR 50	HOOKS STREET	4	4	URBAN	DIVIDED	COUNTY	CITY OF CLERMONT	D	29,160	5,203	0.18	C	1,470	261	203	0.18	C	1.00%	29,160	5,469	0.19	C	1,470	275	213	0.19	C
1920	226		County	40	1.66	CITRUS GROVE ROAD	US 27	GRASSY LAKE ROAD	2	2	URBAN	UNDIVIDED	COUNTY	CITY OF MINNEOLA	D	12,390	5,319	0.43	C	620	270	173	0.44	C	12.00%	12,390	9,373	0.76	C	620	476	305	0.77	C
1930	517	117007	ADJACENT	45	1.76	GRAYS AIRPORT ROAD	MARION COUNTY ROAD	CR 466	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED LAKE COUNTY	D	12,390	2,911	0.23	C	620	173	118	0.28	C	3.25%	12,390	3,416	0.28	C	620	203	138	0.33	C
1940	517	117007	County	45	1.25	GRAYS AIRPORT ROAD	CR 466	GRIFFIN VIEW DRIVE	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED LAKE COUNTY	D	12,390	2,911	0.23	C	620	173	118	0.28	C	3.25%	12,390	3,416	0.28	C	620	203	138	0.33	C
1950	512	117007	County	45	1.75	S GRAYS AIRPORT ROAD	GRIFFIN VIEW DRIVE	EAGLES NEST ROAD	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED LAKE COUNTY	D	12,390	2,966	0.24	C	620	115	174	0.28	C	5.50%	12,390	3,877	0.31	C	620	150	228	0.37	C
1960	505		County	45	1.43	S GRAYS AIRPORT ROAD	EAGLES NEST ROAD	US 27 / US 412	2	2	URBAN	UNDIVIDED	COUNTY	FRUITLAND PARK	D	12,390	786	0.06	C	620	55	28	0.09	C	1.00%	12,390	826	0.07	C	620	58	30	0.09	C

Lake County CMP Database

SEGMENT ID	COUNTY STATION	FDOT STATION	DATA SOURCE	SPEED LIMIT	SEGMENT LENGTH (MI)	ROAD NAME	FROM	TO	LANES (2022)	LANES (2027)	URBAN / RURAL	DIVIDED / UNDIVIDED	MAINTAINING AGENCY	JURISDICTION	ADOPTED LOS STANDARD	DAILY SERVICE VOLUME	2022 AADT	2022 DAILY V/C	2022 DAILY LOS	PEAK HOUR DIRECTIONAL SERVICE VOLUME	2022 PEAK HOUR NB/EB VOLUME	2022 PEAK HOUR SB/WB VOLUME	2022 PEAK HOUR V/C	2022 PEAK HOUR LOS	GROWTH RATE	DAILY SERVICE VOLUME (2027)	2027 AADT	2027 DAILY V/C	2027 DAILY LOS	PEAK HOUR DIRECTIONAL SERVICE VOLUME (2027)	2027 PEAK HOUR NB/EB VOLUME	2027 PEAK HOUR SB/WB VOLUME	2027 PEAK HOUR V/C	2027 PEAK HOUR LOS
2870	115036	115036	ADJACENT	40	0.90	SR 19	CR 42	BAKER ROAD	2	2	URBAN	UNDIVIDED	STATE	UNINCORPORATED LAKE COUNTY	D	18,590	12,600	0.68	C	920	610	524	0.66	C	1.00%	18,590	13,243	0.71	C	920	641	551	0.70	C
2880	115036	115036	ADJACENT	55	1.19	SR 19	BAKER ROAD	CR 450 (UMATILLA BOULEVARD)	2	2	URBAN	UNDIVIDED	STATE	CITY OF UMATILLA	D	18,590	12,600	0.68	C	920	610	524	0.66	C	1.00%	18,590	13,243	0.71	C	920	641	551	0.70	C
2890	115036	115036	State	35	0.51	SR 19	CR 450 (UMATILLA BOULEVARD)	CR 450 (OCALA STREET)	2	2	URBAN	DIVIDED	STATE	CITY OF UMATILLA	D	16,320	12,600	0.77	D	830	610	524	0.73	D	1.00%	16,320	13,243	0.81	D	830	641	551	0.77	D
2900	115035	115035	State	40	1.38	SR 19	CR 450 (OCALA STREET)	CR 450A	4	4	URBAN	DIVIDED	STATE	CITY OF UMATILLA	D	39,800	16,880	0.42	C	2,000	826	678	0.41	C	1.00%	39,800	17,741	0.45	C	2,000	868	713	0.43	C
2910	110008	110008	State	55	2.22	SR 19	CR 450A	CR 19A	4	4	URBAN	DIVIDED	STATE	EUSTIS/UMATILLA	D	66,200	17,910	0.27	B	3,280	867	745	0.26	B	1.00%	66,200	18,824	0.28	B	3,280	911	783	0.28	B
2920	110008	110008	ADJACENT	55	0.58	SR 19	CR 19A	CR 44	4	4	URBAN	DIVIDED	STATE	CITY OF EUSTIS	D	41,790	17,910	0.43	C	2,100	867	745	0.41	C	1.00%	41,790	18,824	0.45	C	2,100	911	783	0.43	C
2930	111017	111017	State	45	0.75	SR 19	CR 44	CR 452	4	4	URBAN	DIVIDED	STATE	CITY OF EUSTIS	D	41,790	20,311	0.49	C	2,100	983	845	0.47	C	1.00%	41,790	21,348	0.51	C	2,100	1,033	888	0.49	C
2941	115176	115176	State	35	0.87	SR 19 (N)	ORANGE AVENUE	CR 452	4	4	URBAN	DIVIDED	STATE	CITY OF EUSTIS	D	19,440	11,450	0.59	D	1,960	1,029	0	0.53	D	1.00%	19,440	12,034	0.62	D	1,960	1,081	0	0.55	D
2951	110208	110208	ADJACENT	40	0.82	SR 19 (S)	CR 452	ORANGE AVENUE	4	4	URBAN	DIVIDED	STATE	CITY OF EUSTIS	D	23,880	7,430	0.31	C	2,400	0	668	0.28	C	1.00%	23,880	7,809	0.33	C	2,400	0	702	0.29	C
2960	115176	115176	ADJACENT	35	0.68	SR 19 (N)	STEVENS AVE	ORANGE AVENUE	4	4	URBAN	DIVIDED	STATE	CITY OF EUSTIS	D	19,440	11,450	0.59	D	1,960	1,029	0	0.53	D	1.00%	19,440	12,034	0.62	D	1,960	1,081	0	0.55	D
2970	110208	110208	State	35	0.62	SR 19 (S)	ORANGE AVENUE	STEVENS AVE	4	4	URBAN	DIVIDED	STATE	CITY OF EUSTIS	D	19,440	7,430	0.38	C	1,960	0	668	0.34	C	1.00%	19,440	7,809	0.40	C	1,960	0	702	0.36	C
2980	115013	115013	State	35	0.50	SR 19	STEVENS AVE	GOLF LINKS AVENUE	4	4	URBAN	DIVIDED	STATE	CITY OF EUSTIS	D	34,020	30,500	0.90	D	1,710	1,338	1,113	0.78	D	1.00%	34,020	32,056	0.94	D	1,710	1,406	1,170	0.82	D
2990	110421	110421	State	40	0.92	SR 19	GOLF LINKS AVENUE	US 441	4	4	URBAN	DIVIDED	STATE	CITY OF EUSTIS	D	41,790	17,760	0.42	C	2,100	860	738	0.41	C	1.00%	41,790	18,666	0.45	C	2,100	904	776	0.43	C
3000	115125	115125	State	35	0.24	SR 19 (DUNCAN DRIVE)	US 441	CR 500A/ LAKE SHORE BOULEVARD	4	4	URBAN	DIVIDED	STATE	CITY OF TAVARES	D	32,400	19,810	0.61	D	1,630	959	824	0.59	D	1.50%	32,400	21,341	0.66	D	1,630	1,033	888	0.63	D
3010	115125	115125	ADJACENT	35	0.37	SR 19	CR 500A/ LAKE SHORE BOULEVARD	CR 452 (MAIN STREET)	4	4	URBAN	DIVIDED	STATE	CITY OF TAVARES	D	32,400	19,810	0.61	D	1,630	959	824	0.59	D	1.50%	32,400	21,341	0.66	D	1,630	1,033	888	0.63	D
3020	110049	110049	State	45	1.38	SR 19	CR 452 (MAIN STREET)	CR 561	4	4	URBAN	DIVIDED	STATE	CITY OF TAVARES	D	41,790	45,500	1.09	F	2,100	2,203	1,892	1.05	F	4.50%	41,790	56,701	1.36	F	2,100	2,745	2,358	1.31	F
3030	110049	110049	ADJACENT	45	0.90	SR 19	CR 561	LANE PARK ROAD	2	2	URBAN	UNDIVIDED	STATE	CITY OF TAVARES	D	18,590	45,500	2.45	F	920	2,203	1,892	2.39	F	4.50%	18,590	56,701	3.05	F	920	2,745	2,358	2.98	F
3040	110494	110494	State	55	3.87	SR 19	LANE PARK ROAD	CR 48	2	2	URBAN	UNDIVIDED	STATE	HOWEY-IN-THE-HILLS/TAVARES	D	18,590	15,980	0.86	C	920	610	656	0.71	C	1.00%	18,590	16,795	0.90	C	920	641	689	0.75	C
3050	110495	110495	State	40	0.84	SR 19	CR 48	CENTRAL AVENUE	2	2	URBAN	UNDIVIDED	STATE	HOWEY-IN-THE-HILLS	D	14,160	8,950	0.63	C	700	433	372	0.62	C	1.00%	14,160	9,407	0.66	C	700	455	391	0.65	C
3060	110495	110495	ADJACENT	35	3.09	SR 19	CENTRAL AVENUE	CR 455	2	2	URBAN	UNDIVIDED	STATE	HOWEY-IN-THE-HILLS	D	24,200	8,950	0.37	B	1,200	433	372	0.36	B	1.00%	24,200	9,407	0.39	B	1,200	455	391	0.38	B
3070	110255	110255	State	55	2.72	SR 19	CR 455	US 27 / SR 25	2	2	RURAL	UNDIVIDED	STATE	CITY OF GROVELAND	C	8,600	9,910	1.15	D	450	507	435	1.13	D	1.00%	8,600	10,416	1.21	D	450	533	457	1.18	D
3080	110376	110376	State	55	4.73	SR 19	US 27 / SR 25	CR 478	2	2	RURAL	UNDIVIDED	STATE	CITY OF GROVELAND	C	8,600	9,350	1.09	D	450	466	519	1.15	D	1.00%	8,600	9,827	1.14	D	450	490	545	1.21	D
3090	110376	110376	ADJACENT	55	1.22	SR 19	CR 478	LAKE CATHERINE ROAD	2	2	URBAN	UNDIVIDED	STATE	CITY OF GROVELAND	D	17,700	9,350	0.53	C	880	466	519	0.59	C	1.00%	17,700	9,827	0.56	C	880	490	545	0.62	C
3100	110097	110097	State	45	0.70	SR 19	LAKE CATHERINE ROAD	SR 50/ SR 33	2	2	URBAN	UNDIVIDED	STATE	CITY OF GROVELAND	D	17,700	12,950	0.73	C	880	449	533	0.61	C	1.50%	17,700	13,951	0.79	C	880	484	574	0.65	C
3110	115072	115072	State	40	0.52	SR 33	SR 50/ SR 33	ANDERSON ROAD	2	2	URBAN	UNDIVIDED	STATE	CITY OF GROVELAND	D	18,590	14,760	0.79	C	920	470	667	0.73	C	4.25%	18,590	18,175	0.98	D	920	579	821	0.89	C
3120	110497	110497	State	60	3.16	SR 33	ANDERSON ROAD	CR 565B	2	2	RURAL	UNDIVIDED	STATE	CITY OF GROVELAND	C	8,600	10,428	1.21	D	450	533	458	1.18	D	3.75%	8,600	12,535	1.46	D	450	641	551	1.42	D
3130	111002	111002	State	60	6.76	SR 33	CR 565B	CR 561	2	2	RURAL	UNDIVIDED	STATE	UNINCORPORATED LAKE COUNTY	C	8,600	8,242	0.96	C	450	421	362	0.94	C	1.75%	8,600	8,988	1.05	D	450	459	395	1.02	D
3140	5		County	60	2.33	SR 33	CR 561	CR 474	2	2	RURAL	UNDIVIDED	STATE	UNINCORPORATED LAKE COUNTY	C	8,600	13,084	1.52	D	450	452	415	1.00	D	1.25%	8,600	13,923	1.62	D	450	480	441	1.07	D
3150	2		County	60	1.04	SR 33	CR 474	POLK COUNTY LINE	2	2	RURAL	UNDIVIDED	STATE	UNINCORPORATED LAKE COUNTY	C	10,320	10,821	1.05	D	540	352	544	1.01	D	4.50%	10,320	13,485	1.31	F	540	438	678	1.26	F
3160	808		County	45	4.71	SR 40	MARION COUNTY LINE	CR 445A	2	2	RURAL	UNDIVIDED	STATE	UNINCORPORATED LAKE COUNTY	C	8,600	5,068	0.59	C	450	169	217	0.48	B	2.75%	8,600	5,805	0.68	C	450	193	248	0.55	C
3170	110503	110503	State	55	1.61	SR 40	CR 445A	RIVER ROAD	2	2	RURAL	UNDIVIDED	STATE	UNINCORPORATED LAKE COUNTY	C	10,320	5,370	0.52	C	540	274	236	0.51	C	1.00%	10,320	5,644	0.55	C	540	288	248	0.53	C
3180	110050	110050	State	45	1.43	SR 40	RIVER ROAD	VOLUSIA COUNTY LINE	2	2	RURAL	DIVIDED	STATE	UNINCORPORATED LAKE COUNTY	C	14,220	10,180	0.72	C	740	401	406	0.55	C	4.75%	14,220	12,839	0.90	C	740	506	512	0.69	C
3190	110496	110496	State	55	2.38	SR 44	SUMTER COUNTY LINE	CR 468	4	4	URBAN	DIVIDED	STATE	CITY OF LEESBURG	D	39,800	21,800	0.55	C	2,000	1,071	964	0.54	C	1.00%	39,800	22,912	0.58	C	2,000	1,126	1,013	0.56	C
3200	110487	110487	State	45	1.54	SR 44	CR 468	S LONE OAK DRIVE	4	4	URBAN	DIVIDED	STATE	UNINCORPORATED LAKE COUNTY	D	39,800	16,540	0.42	C	2,000	610	720	0.36	C	1.00%	39,800	17,384	0.44	C	2,000	641	757	0.38	C
3210	115147	115147	State	35	0.76	SR 44	S LONE OAK DRIVE	US 27	4	4	URBAN	DIVIDED	STATE	CITY OF LEESBURG	D	32,400	19,480	0.60	D	1,630	835	769	0.51	D	1.00%	32,400	20,474	0.63	D	1,630	878	808	0.54	D
3220	115179	115179	State	35	0.57	SR 44 (DIXIE AVENUE)	US 27	S 9TH STREET	4	4	URBAN	DIVIDED	STATE	CITY OF LEESBURG	D	32,400	27,300	0.84	D	1,630	1,322	1,135	0.81	D	1.25%	32,400	29,049	0.90	D	1,630	1,407	1,208	0.86	D
3230	115143	115143	ADJACENT	35	0.34	SR 44 (DIXIE AVENUE)	S 9TH STREET	CANAL STREET	4	4	URBAN	DIVIDED	STATE	CITY OF LEESBURG	D	32,400	23,200	0.72	D	1,630	922	928	0.57	D	1.00%	32,400	24,383	0.75	D	1,630	969	975	0.60	D
3240	115143	115143	State	40	0.41	SR 44 (DIXIE AVENUE)	CANAL STREET	S LAKE STREET	4	4	URBAN	DIVIDED	STATE	CITY OF LEESBURG	D	39,800	23,200	0.58	C	2,000	922	928	0.46	C	1.00%	39,800	24,383	0.61	C	2,000	969	975	0.49	C
3250	115142	115142	State	40	0.79	SR 44 (DIXIE AVENUE)	S LAKE STREET	E MAIN STREET	4	4	URBAN	DIVIDED	STATE	CITY OF LEESBURG	D	39,800	18,760	0.47	C	2,000	908	780	0.45	C	1.00%	39,800	19,717	0.50	C	2,000	954	820	0.48	C
3260	115183	115183	State	40	0.11	SR 44 (DIXIE AVENUE)	E MAIN STREET	US 441	4	4	URBAN	DIVIDED	STATE	CITY OF LEESBURG	D	41,790	18,760	0.45	C	2,100	908	780	0.43	C	1.00%	41,790	19,717	0.47	C	2,100	954	820	0.45	C
3262	110005	110005	State	45	0.45	SR 44 (OLD C.R. 44B)	US 441	WAYCROSS AVENUE	2	2	URBAN	DIVIDED	STATE	CITY OF MOUNT DORA	D	19,510	25,500	1.31	F	970	1,235	1,060	1.27	F	1.00%	19,510	26,801	1.37	F	970	1,298	1,114	1.34	F
3268	110006	110006	State	45	1.65	SR 44 (OLD C.R. 44B)	WAYCROSS AVENUE	ORANGE AVENUE	2	2	URBAN	UNDIVIDED	STATE	EUSTIS/MOUNT DORA	D	18,590	17,880	0.96	D	920	907	637	0.99	D	1.00%	18,590	18,792	1.01	F	920	953	669	1.04	F
3270	110500	110500	ADJACENT	55	2.27	SR 44	ABRAMS ROAD	THRILL HILL ROAD	2	2	URBAN	UNDIVIDED	STATE	CITY OF EUSTIS	D	18,590	13,810	0.74	C	920	706	606	0.77	C	1.00%	18,590	14,514	0.78	C	920	742	637	0.81	C
3280	110500	110500	ADJACENT	55	1.14	SR 44	THRILL HILL ROAD	CR 439	2	2	URBAN	UNDIVIDED	STATE	CITY OF MOUNT DORA	D	17,700	13,810	0.78	C	880	706	606	0.80	C	1.00%	17,700	14,514	0.82	C	880	742	637	0.84	C
3290	110500	110500	State	55	3.03	SR 44	CR 439	CR 437	2	2	RURAL	UNDIVIDED	STATE	UNINCORPORATED LAKE COUNTY	C	15,700	13,810	0.88	C	820	706	606	0.86	C	1.00%	15,700	14,514	0.92	C	820	742	637	0.90	C
3300	110500	110500	ADJACENT	55	1.15	SR 44	CR 437	CR 46A	2	2	RURAL	UNDIVIDED	STATE	UNINCORPORATED LAKE COUNTY	C	13,550	13,810	1.02	D	700	706	606	1.01	D	1.00%	13,550	14,514	1.07	D	700	742	637	1.06	D
3310	110010	110010	ADJACENT	55	3.43	SR 44	CR 46A	CR 44A	2	2	RURAL	UNDIVIDED	STATE	UNINCORPORATED LAKE COUNTY	C	8,600	9,383	1.09	D	450	480	412	1.07	D	1.00%	8,600	9,861	1.15	D	450	504	433	1.12	D
3320	110010	110010	ADJACENT	55	5.34	SR 44	CR 44A	OVERLOOK DRIVE	2	2	RURAL	UNDIVIDED	STATE	UNINCORPORATED LAKE COUNTY	C	8,600	9,383	1.09	D	450	480	412	1.07	D	1.00%	8,600	9,861	1.15	D	450	504	433	1.12	D
3330	110010	110010	State	55	5.64	SR 44	OVERLOOK DRIVE	CR 42	2	2	RURAL	UNDIVIDED	STATE	UNINCORPORATED LAKE COUNTY	C	15,700	9,383	0.60	B	820	480	412	0.59	B	1.00%	15,700	9,861	0.63	B	820	504	433	0.61	B
3340	110010	110010	ADJACENT	55	0.26	SR 44	CR 42	VOLUSIA COUNTY LINE	2	2	RURAL	UNDIVIDED	STATE	UNINCORPORATED LAKE COUNTY	C	13,550	9,383	0.69	C	700	480	412	0.69	C	1.00%	13,550	9,861	0.73	C	700	504	433	0.72	C
3344	110200	110200	State	-	1.80	SR 429 (WEKIVA PKWY)	ORANGE C/L	CR 46A (REALIGNED)	4	4	URBAN	DIVIDED	STATE	UNINCORPORATED LAKE COUNTY	D	66,200	6,200	0.09	B	3,280	422	322	0.13	B	4.25%	66,200	7,634	0.12	B	3,280	519	396	0.16	B
3345	610		County	-	5.54	SR 46	CR 46A (REALIGNED)	SEMINOLE C/L	4	4	URBAN	DIVIDED	STATE	UNINCORPORATED LAKE COUNTY	D	66,200	17,646	0.27	B	3,280	657	874	0.27	B	1.00%	66,200	18,547	0.28	B	3,280	691	919	0.28	B
3350	110501	110501	ADJACENT	45	1.08	SR 46	US 441	VISTA VIEW	6	6	URBAN	DIVIDED	STATE	CITY OF MOUNT DORA	D	62,900	13,420	0.21	C	3,170	650	558	0.21	C	3.25%	62,900	15,747	0.25	C	3,170	763	655	0.24	C
3360	110501	110501	State	55	0.94	SR 46	VISTA VIEW	ROUND LAKE ROAD	6	6	URBAN	DIVIDED	STATE	CITY OF MOUNT DORA	D	62,900	13,420	0.21	C	3,170	650	558	0.21	C	3.25%	62,900	15,747	0.25	C	3,170	763	655	0.24	C
3370	110001	110001	ADJACENT	55	2.11	SR 46	ROUND LAKE ROAD	CR 437 SOUTH	2	2	URBAN	UNDIVIDED	STATE	CITY OF MOUNT DORA	D	24,200	14,950	0.62	C	1,200	600	600	0.50	C	1.50%	24,200	16,105	0.67	C	1,200	646	646	0.54	C
3380	110001	110001	State	45	0.51	SR 46	CR 437 SOUTH	CR 437 NORTH	2	2	URBAN	UNDIVIDED	STATE	UNINCORPORATED LAKE COUNTY	D	17,700	14,950	0.84	C	880	600	600	0.68	C	1.50%	17,700	16,105	0.91	C	880	646	646	0.73	C
3390	111019	111019	State	45	1.11	SR 46	CR 437 NORTH	CR 435	2	2	URBAN	UNDIVIDED	STATE	UNINCORPORATED LAKE COUNTY	D	17,700	13,230	0.75	C	880	641	550	0.73	C	1.00%	17,700	13,905	0.79	C	880	674	578	0.77	C
3395	611	118115	County	45	0.87	SR 46	CR 435	CR 46A (REALIGNED)	2	2	URBAN	UNDIVIDED	STATE	UNINCORPORATED LAKE COUNTY	D	17,700	10,963	0.62	C	880	467	480	0.54	C	1.00%	17,700	11,522	0.65	C	880	490	504	0.57	C
3420	110319	110319	State	55	3.64	SR 50	SUMTER COUNTY LINE	CR 565 / BAY LAKE ROAD	2	2	URBAN	UNDIVIDED	STATE	UNINCORPORATED LAKE COUNTY	D	24,200	14,320	0.59	C	1,200	591	649	0.54	C	1.50%	24,200	15,427	0.64	C	1,200	637	699	0.58	C
3430	110319	110319	ADJACENT	35	0.77	SR 50	CR 565 / BAY LAKE ROAD	CR 33	2	2	URBAN	UNDIVIDED	STATE	CITY OF MASCOTTE	D	14,800	14,320	0.97	D	750	591	649	0.87	D	1.50%	14,800	15,427	1.04	E	750	637	699	0.93	D
3440	110241	110241	State	45	0.96	SR 50	CR 33	GROVELAND FARMS ROAD	4	4	URBAN	DIVIDED	STATE	CITY OF MASCOTTE	D	39,800	26,000	0.65	C	2,000	942	1,013	0.51	C	1.00%	39,800	27,326	0.69	C	2,000	990	1,065	0.53	C
3450	110241	110241	ADJACENT	45	0.63	SR 50	GROVELAND FARMS ROAD	SR 50 ONE WAY PAIRS	4	4	URBAN	DIVIDED	STATE	CITY OF GROVELAND	D	41,790	26,000	0.62	C	2,100	942	1,013	0.48	C	1.00%	41,790	27,326	0.65	C	2,100	990	1,065	0.51	C
3460	115182	115182	State	35	0.44	SR 50 (E)	SR 50 ONE WAY PAIRS	SR 19	4	4	URBAN	DIVIDED	STATE	CITY OF GROVELAND	D	19,440	12,350	0.64	D	1,960	1,110	0	0.57	D	1.00%	19,440	12,980	0.67	D	1,960	1,167	0	0.60	D
3470	115077	115077	State	35	0.44	SR 50 (W)	SR 19	SR 50 ONE WAY PAIRS	4	4	URBAN	DIVIDED	STATE	CITY OF GROVELAND	D	19,440	16,800	0.86	D	1,960	0	1,510	0.77	D	1.75%	19,440	18,322	0.94	D	1,960	0	1,647	0.84	D
3481	115181	115181	State	35	0.33	SR 50 (E)	SR 19	SR 33 SOUTH	4	4	URBAN	DIVIDED	STATE	CITY OF GROVELAND	D	19,440	12,750	0.66	D	1,960	1,146	0	0.58	D	1.00%	19,440	13,400	0.69	D	1,960	1,204	0	0.61	D
3491	115076	115076	State	35	0.34	SR 50 (W)	SR 33 SOUTH	SR 19	4	4	URBAN	DIVIDED	STATE	CITY OF GROVELAND	D	19,440	14,700	0.76	D	1,960	0	1,322	0.67	D	1.00%	19,440	15,450	0.79	D	1,960	0	1,389	0.71	D
3500	115134	115134	State	55	1.53	SR 50	SR 33 SOUTH	CR 565A NORTH	4	4	URBAN	DIVIDED	STATE	CITY OF GROVELAND	D	41,790	30,314	0.73	C	2,100	1,468	1,260	0.70	C	1.00%	41,790	31,861	0.76	C	2,100	1,543	1,324	0.73	C
3510	110396	110396	State	55	3.15	SR 50	CR 565A NORTH	CR 561	4	4	URBAN	DIVIDED	STATE	CITY OF GROVELAND	D	41,790	29,500	0.71	C	2,100	1,059	2,242	1.07	F	1.00%	41,790	31,005	0.74	C	2,100	1,113	2,356	1.12	F
3520	115057	115057	State	40	1.19	SR 50	CR 561	EAST AVENUE	4	4	URBAN	DIVIDED	STATE	CITY OF CLERMONT	D	39,800	35,600	0.89	C	2,000	1,724	1,480	0.86	C	1.50%	39,800	38,351	0.96	D	2,000	1,857	1,594	0.93	C
3530	115050	115050	State	40	0.92	SR 50	EAST AVENUE	US 27	4	4	URBAN	DIVIDED	STATE	CITY OF CLERMONT	D	41,790	32,650	0.78	C	2,100	1,581	1,358	0.75	C	1.00%	41,790	34,315	0.82	C	2,100	1,662	1,427	0.79	C
3540	110390	110390	State	55	2.14	SR 50	US 27	HANCOCK ROAD	6	6	URBAN	DIVIDED	STATE	UNINCORPORATED LAKE COUNTY	D	62,900	54,629	0.87	C	3,170	2,645	2,271	0.83	C	1.00%	62,900	57,415	0.91	C	3,170	2,780	2,387	0.88	C
3550	110390	110390	ADJACENT	55	1.49	SR 50	HANCOCK ROAD	CR 455	6	6	URBAN	DIVIDED	STATE	UNINCORPORATED LAKE COUNTY	D	62,900	54,629	0.87	C	3,170	2,645	2,271	0.83	C	1.00%	62,900	57,415	0.91	C	3,170	2,780	2,387	0.88	C
3560	750572	750572	State	50	1.53	SR 50	CR 455	ORANGE COUNTY LINE	6	6	URBAN	DIVIDED	STATE	UNINCORPORATED LAKE COUNTY	D	62,900	53,750	0.85	C	3,170	2,574	2,264	0.81	C	1.00%	62,900	56,492	0.90	C	3,170	2,705	2,379	0.85	C
3562	972200	972200	State	70	1.38	SR 91 (FLORIDA TURNPIKE)	SUMTER COUNTY LINE	CR 470	4	4	URBAN	FREEWAY	STATE	UNINCORPORATED LAKE COUNTY	B	47,600	46,882	0.98	B	2,230	2,648	2,274	1.19	C	1.00%	47,600	49,273	1.04	C	2,230	2,783	2,390	1.25	C
3564	972160	972160	State	70	7.50	SR 91 (FLORIDA TURNPIKE)	CR 470	US 27/SR 25	4	4	URBAN	FREEWAY	STATE	UNINCORPORATED LAKE COUNTY	B	47,600	49,600	1.04	C	2,230	2,661	1,803	1.19	C	1.00%	47,600	52,130	1.10	C	2,230	2,797	1,895	1.25	C
3566	972006	972006	State	70	3.72	SR 91 (FLORIDA TURNPIKE)	US 27/SR 25	US 27/SR 25/SR 19 INTERCHANGE	4	8	URBAN	FREEWAY	STATE	UNINCORPORATED LAKE COUNTY	B	47,600	43,670	0.92	B	2,230	2,733	1,852	1.23	C	1.00%	92,200	45,898	0.50	B	4,310	2,872	1,946	0.67	B
3568	972005	972005	State	70	10.82	SR 91 (FLORIDA TURNPIKE)	US 27/SR 25/SR 19 INTERCHANGE	ORANGE COUNTY LINE	4	8	URBAN	FREEWAY	STATE	UNINCORPORATED LAKE COUNTY	C	66,400	66,200	1.00	C	3,100	3,551	2,407	1.15	D	1.00%	128,900	69,577	0.54	B	6,030	3,732	2,530	0.62	B
3569	29		County	30	0.84	STEVES ROAD	US 27	CITRUS TOWER BOULEVARD	2	2	URBAN	UNDIVIDED	COUNTY	CITY OF CLERMONT	D	14,060	7,625	0.54	D	710	335	441	0.62	D	2.00%	14,060	8,418	0.60	D	710	370	487	0.69	D
3570	429		County	20	1.46	SUNNYSIDE DRIVE	MAIN STREET/DR NICHOLS DRIVE	SLEEPY HOLLOW ROAD	2	2	URBAN	UNDIVIDED	COUNTY	CITY OF LEESBURG	D	14,060	4,411	0.31	C	710	163	254	0.36	C	2.50%	14,060	4,990	0.35	C	710	184	288	0.41	C
3580	423	117012	County	35	3.31	SUNNYSIDE DRIVE	SLEEPY HOLLOW ROAD	BRIDGEWATER COURT	2	2	URBAN	UNDIVIDED	COUNTY	CITY OF LEESBURG	D	21,780	2,640	0.12	B	1,080	182	98	0.17	B	2.00%	21,780	2,915	0.13	B	1,080	201	108	0.19	B
3590	414	117013	County	35	1.14	SUNNYSIDE DRIVE	BRIDGEWATER COURT	SUNNYSIDE DRIVE	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED LAKE COUNTY	D	10,360	1,523	0.15	C	530	53	70	0.13	C	1.00%	10,360	1,601	0.15	C	530	56	74	0.14	C
3600	466		County	35	0.79	THOMAS AVENUE	CR 460	CR 44A	2	2	URBAN	UNDIVIDED	COUNTY	CITY OF LEESBURG	D	10,360	9,755	0.94	D	530	405	529	1.00	D	1.00%	10,360	10,253	0.99	D	530	426	556	1.05	E
3610	457		County	35	1.07	THOMAS AVENUE	GRIFFIN ROAD (CR 44A)	MAIN STREET	2	2	URBAN	UNDIVIDED	CITY OF LEESBURG	CITY OF LEESBURG	D	10,360	7,696	0.74	D	530	393	340	0.74	D	1.00%	10,360	8,089	0.78	D	530	413	358	0.78	D
3620	211		County	30	0.32	TURKEY FARM ROAD	OLD HWY 50	BRIMMING LAKE ROAD	2	2	URBAN	UNDIVIDED	COUNTY	CITY OF MINNEOLA	D	10,360	209	0.02	C	530	11	13	0.02	C	1.00%	10,360	220	0.02	C	530	11	13	0.02	C
3630	0		NO COUNT	35	4.19	TUSCANOOGA ROAD	SUMTER COUNTY LINE	EGG ROAD	2	2	RURAL	UNDIVIDED	COUNTY	UNINCORPORATED LAKE COUNTY	C	7,740	-	-	-	410	-	-	-	-	N/A	7,740	-	-	-	410	-	-	-	-
3640	216		County	40	0.54	TUSCANOOGA ROAD	EGG ROAD	SR 50	2	2	URBAN	UNDIVIDED	COUNTY	CITY OF MASCOTTE	C	15,960	2,543	0.16	C	790	157	101	0.20	C	2.00%	15,960	2,807	0.18	C	790	174	111	0.22	C
3650	219		County	40	0.31	UNDERPASS ROAD	CR 33	AMERICAN LEGION ROAD	2	2	URBAN	UNDIVIDED	COUNTY	CITY OF MASCOTTE	D	16,820	1,080	0.06	C	840	61	60	0.07	C	2.00%	16,820	1,193	0.07	C	840	68	67	0.08	C
3660	110470	110470	State	55	1.01	US 192	US 27	ORANGE COUNTY LINE	6	6	URBAN	DIVIDED	STATE	UNINCORPORATED LAKE COUNTY	D	62,900	47,750	0.76	C	3,170	2,312	1,985	0.73	C	1.00%	62,900	50,186	0.80	C	3,170	2,430	2,086	0.77	C
3670	538		County	45	1.11	US 27/US441	SUMTER COUNTY LINE	GRIFFIN AVENUE	6	6	URBAN	DIVIDED	STATE	TOWN OF LADY LAKE	D	59,900	35,295	0.59	C	3,020	1,446	1,484	0.49	C	1.00%	59,900	37,095	0.62	C	3,020	1,519	1,560	0.52	C
3680	111012	111012	State	45	1.12	US 27/US441	GRIFFIN AVENUE	ALT US 441 / ALT US 27	4	8	URBAN	DIVIDED	STATE	TOWN OF LADY LAKE	D	41,790	30,300	0.73	C	2,100	1,467	1,260	0.70	C	1.50%	84,110	32,642	0.39	C	4,240	1,580	1,357	0.37	C
3690	111012	111012	ADJACENT	40	0.79	US 27/US441	ALT US 441 / ALT US 27	CR 466	4	6	URBAN	DIVIDED	STATE	TOWN OF LADY LAKE	D	41,790	30,300	0.73	C	2,100	1,467	1,260	0.70	C	1.50%	62,900	32,642	0.52	C	3,170	1,580	1,357	0.50	C
3700	111021	111021	State	55	2.27	US 27/US441	CR 466	LAKE ELLA ROAD	4	6	URBAN	DIVIDED	STATE	TOWN OF LADY LAKE	D	41,790	29,800	0.71	C	2,100	1,400	1,200	0.67	C	1.00%	62,900	31,320	0.50	C	3,170	1,471	1,261	0.46	C
3710	110430	110430	State	55	1.89	US 27/US441	LAKE ELLA ROAD	CR 466A / MILLER BOULEVARD	6	6	URBAN	DIVIDED	STATE	FRUITLAND PARK	D	59,900	29,350	0.49	C	3,020	1,421	1,220	0.47	C	1.00%	59,900	30,847	0.51	C	3,020	1,493	1,282	0.49	C
3720	110431	110431	State	45	1.35	US 27/US441	CR 466A / MILLER BOULEVARD	CR 460 (MARTIN LUTHER KING BLVD)	6	6	URBAN	DIVIDED	STATE	FRUITLAND PARK	D	59,900	37,800	0.63	C	3,020	1,830	1,572	0.61	C	1.00%	59,900	39,728	0.66	C	3,020	1,923	1,652	0.64	C
3730	110109	110109	ADJACENT	45	0.51	US 27/US441	CR 460 (MARTIN LUTHER KING BLVD)	CR 466A (LEE ROAD)	6	6	URBAN	DIVIDED	STATE	CITY OF LEESBURG	D	59,900	41,600	0.69	C	3,020	2,014	1,730	0.67	C	1.00%	59,900	43,722	0.73	C	3,020	2,117	1,818	0.70	C
3740	110109	110109	State	45	0.67	US 27/US441	CR 466A (LEE ROAD)	CR 44A/ GRIFFIN ROAD	6	6	URBAN	DIVIDED	STATE	CITY OF LEESBURG	D	59,900	41,600	0.69	C	3,020	2,014	1,730	0.67	C	1.00%	59,900	43,722	0.73	C	3,020	2,117	1,818	0.70	C
3750	110109	110109	ADJACENT	35	0.15	US 27/US441	CR 44A/ GRIFFIN ROAD	US 27/US441 SPLIT	6	6	URBAN	DIVIDED	STATE	CITY OF LEESBURG	D	50,000	41,600	0.83	D	2,520	2,014	1,730	0.80	D	1.00%	50,000	43,722	0.87	D	2,520	2,117	1,818	0.84	D
3760	115120	115120	State	35	1.04	US 27/SR 25	US 27/US441 SPLIT	MAIN STREET	4	4	URBAN	DIVIDED	STATE	CITY OF LEESBURG	D	32,400	28,300	0.87	D	1,630	1,370	1,177	0.84	D	1.00%	32,400	29,744	0.92	D	1,630	1,440	1,237	0.88	D
3770	115119	115119	State	35	0.57	US 27/SR 25	MAIN STREET	SR 44	4	4	URBAN	DIVIDED	STATE	CITY OF LEESBURG	D	32,400	29,100	0.90	D	1,630	1,409	1,210	0.86	D	2.00%	32,400	32,129	0.99	D	1,630	1,556	1,336	0.95	D
3780	115116	115116	State	35	0.63	US 27/SR 25	SR 44	CR 25A (NORTH)	4	4	URBAN	DIVIDED	STATE	CITY OF LEESBURG	D	32,400	44,350	1.37	F	1,630	2,147	1,844	1.32	F	1.50%	32,400	47,778	1.47	F	1,630	2,313	1,987	1.42	F
3785	110014	110014	State	55	2.16	US 27/SR 25	CR 25A (NORTH)	CR 33	4	4	URBAN	DIVIDED	STATE	CITY OF LEESBURG	D	41,790	35,700	0.85	C	2,100	1,729	1,484	0.82	C	1.00%	41,790	37,521	0.90	C	2,100	1,817	1,560	0.87	C
3790	110014	110014	ADJACENT	55	1.12	US 27/SR 25	CR 33	CR 48	4	4	URBAN	DIVIDED	STATE	UNINCORPORATED LAKE COUNTY	D	41,790	35,700	0.85	C	2,100	1,729	1,484	0.82	C	1.00%	41,790	37,521	0.90	C	2,100	1,817	1,560	0.87	C
3800	110362	110362	State	55	2.54	US 27/SR 25	CR 48	PLANTATION BOULEVARD	4	4	URBAN	DIVIDED	STATE	UNINCORPORATED LAKE COUNTY	D	66,200	29,750	0.45	B	3,280	1,222	1,260	0.38	B	1.75%	66,200	32,446	0.49	B	3,280	1,333	1,374	0.42	B

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2022 HISTORICAL AADT REPORT

COUNTY: 11 - LAKE

SITE: 0255 - ON SR-19, 0.021 MI. S OF CR-455 (RVL) CAB NW

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2022	12300 C	N 6100	S 6200	9.50	54.50	11.80
2021	10500 S	N 5200	S 5300	9.50	53.80	19.50
2020	10500 F	N 5200	S 5300	9.50	54.10	9.00
2019	10900 C	N 5400	S 5500	9.50	54.30	14.20
2018	12000 F	N 5900	S 6100	9.50	54.20	23.20
2017	11800 C	N 5800	S 6000	9.50	54.20	16.50
2016	9200 C	N 4600	S 4600	9.00	53.90	19.70
2015	8800 C	N 4400	S 4400	9.00	54.60	13.90
2014	8000 C	N 4000	S 4000	9.00	54.50	15.80
2013	8400 C	N 4100	S 4300	9.00	54.70	16.70
2012	8000 C	N 4000	S 4000	9.00	55.10	14.80
2011	7600 C	N 3800	S 3800	9.00	54.20	15.10
2010	7700 C	N 3900	S 3800	9.86	54.75	13.50
2009	7700 C	N 3900	S 3800	9.96	54.94	9.90
2008	8100 C	N 4100	S 4000	10.42	55.39	16.40
2007	8800 C	N 4400	S 4400	10.24	59.56	18.60

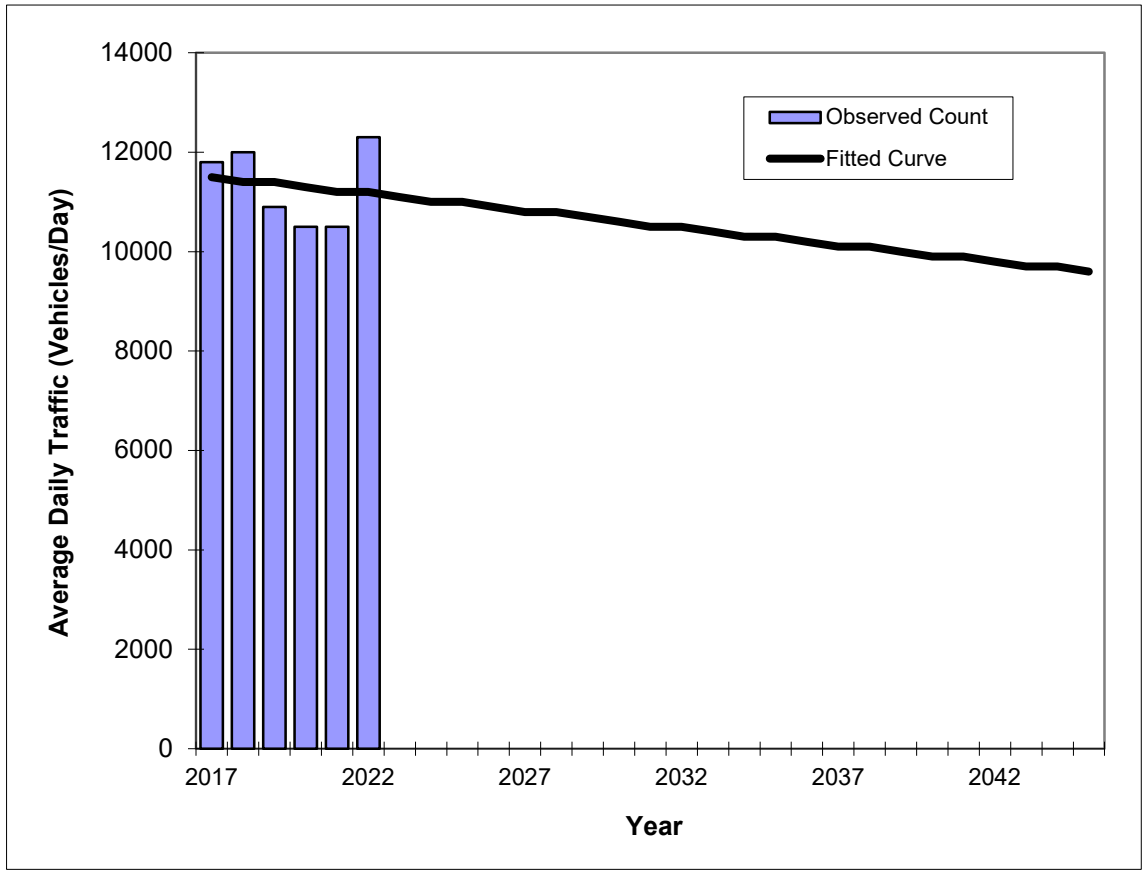
AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

Traffic Trends - V2.0

SR 19 Central Ave to US 27 --

PIN#	0
Location	1

County:	Lake (11)
Station #:	110255
Highway:	SR 19 Central Ave to US 27



Year	Traffic (ADT/AADT) Count*	Trend**
2017	11800	11500
2018	12000	11400
2019	10900	11400
2020	10500	11300
2021	10500	11200
2022	12300	11200
2028 Opening Year Trend		
2028	N/A	10800
2035 Mid-Year Trend		
2035	N/A	10300
2045 Design Year Trend		
2045	N/A	9600
TRANPLAN Forecasts/Trends		

**** Annual Trend Increase:**	-69
Trend R-squared:	2.59%
Trend Annual Historic Growth Rate:	-0.52%
Trend Growth Rate (2022 to Design Year):	-0.62%
Printed:	19-Oct-23
Straight Line Growth Option	

***Axle-Adjusted**

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2022 HISTORICAL AADT REPORT

COUNTY: 11 - LAKE

SITE: 0494 - ON SR-19, 0.3 MI. N OF CR-48 (RCLP) CAB NW

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2022	15800 F	N 7800	S 8000	9.00	54.50	16.10
2021	15400 C	N 7600	S 7800	9.00	53.80	16.10
2020	15500 F	N 7700	S 7800	9.00	54.10	7.20
2019	16000 C	N 7900	S 8100	9.00	54.30	7.20
2018	14900 F	N 7600	S 7300	9.00	54.20	11.50
2017	14500 C	N 7400	S 7100	9.00	54.20	11.50
2016	13900 C	N 7000	S 6900	9.00	53.90	11.20
2015	12900 C	N 6400	S 6500	9.00	54.60	11.00
2014	12200 C	N 6100	S 6100	9.00	54.50	15.10
2013	12900 C	N 6500	S 6400	9.00	54.70	24.50
2012	11800 C	N 5900	S 5900	9.00	55.10	11.10
2011	10400 C	N 4600	S 5800	9.00	54.20	10.10
2010	11000 C	N 4900	S 6100	9.86	54.75	7.60
2009	12400 C	N 6200	S 6200	9.96	54.94	12.60
2008	12300 C	N 6300	S 6000	10.42	55.39	12.60
2007	14000 C	N 7000	S 7000	10.24	59.56	11.20

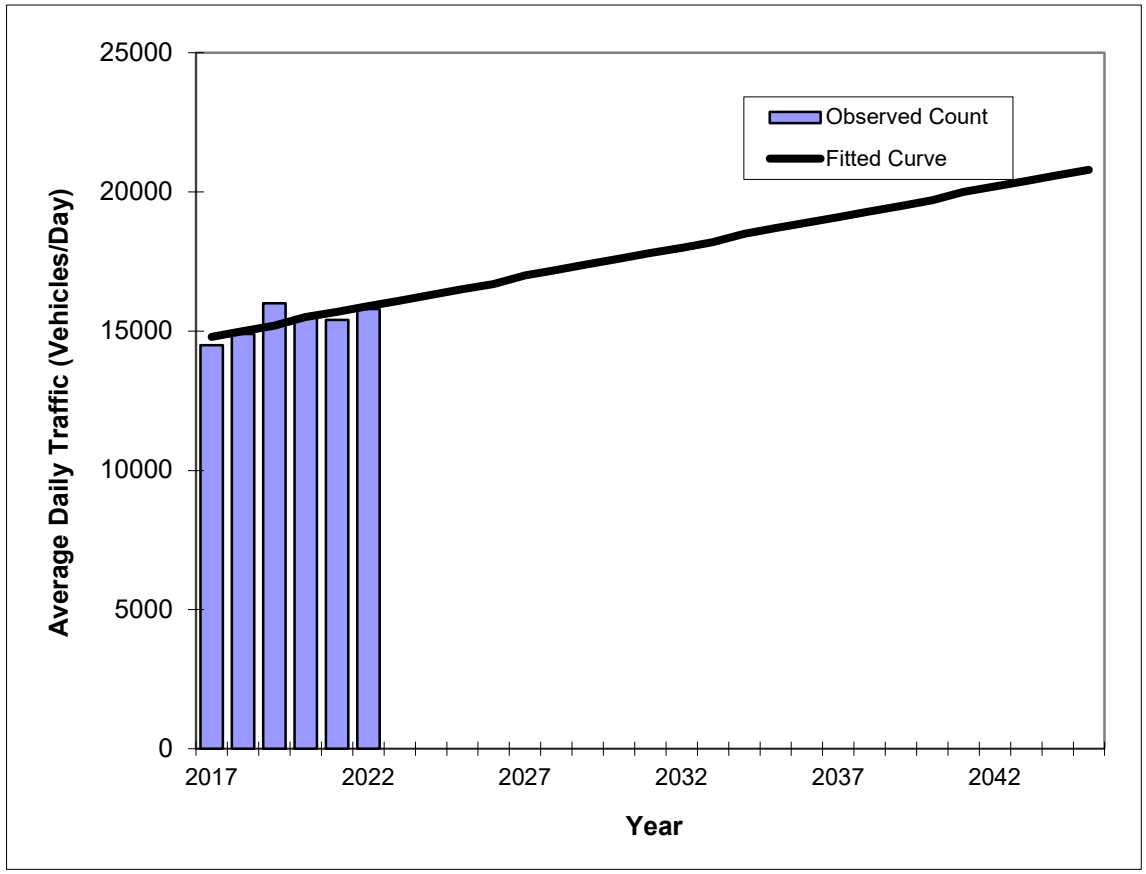
AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

Traffic Trends - V2.0

SR 19 N of CR 48 --

PIN#	0
Location	1

County:	Lake (11)
Station #:	110494
Highway:	SR 19 N of CR 48



Year	Traffic (ADT/AADT) Count*	Trend**
2017	14500	14800
2018	14900	15000
2019	16000	15200
2020	15500	15500
2021	15400	15700
2022	15800	15900
2028 Opening Year Trend		
2028	N/A	17200
2035 Mid-Year Trend		
2035	N/A	18700
2045 Design Year Trend		
2045	N/A	20800
TRANPLAN Forecasts/Trends		

**** Annual Trend Increase:**	214
Trend R-squared:	51.02%
Trend Annual Historic Growth Rate:	1.49%
Trend Growth Rate (2022 to Design Year):	1.34%
Printed:	19-Oct-23
Straight Line Growth Option	

***Axle-Adjusted**

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2022 HISTORICAL AADT REPORT

COUNTY: 11 - LAKE

SITE: 0495 - ON SR-19, 0.326 MI. S OF CR-48 (RVL)

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2022	10600 C	N 5200	S 5400	9.00	54.50	11.80
2021	9000 S	N 4500	S 4500	9.00	53.80	19.50
2020	9000 F	N 4500	S 4500	9.00	54.10	9.00
2019	9200 C	N 4600	S 4600	9.00	54.30	14.20
2018	9100 C	N 4600	S 4500	9.00	54.20	23.20
2017	9200 C	N 4600	S 4600	9.00	54.20	16.50
2016	9100 C	N 4600	S 4500	9.00	53.90	19.70
2015	8700 C	N 4400	S 4300	9.00	54.60	13.90
2014	8200 C	N 4100	S 4100	9.00	54.50	15.80
2013	8700 C	N 4400	S 4300	9.00	54.70	16.70
2012	8200 C	N 4100	S 4100	9.00	55.10	14.80
2011	7900 C	N 4000	S 3900	9.00	54.20	15.10
2010	8200 C	N 4000	S 4200	9.86	54.75	13.50
2009	9000 C	N 4700	S 4300	9.96	54.94	9.90
2008	8200 C	N 4100	S 4100	10.42	55.39	16.40
2007	8800 C	N 4400	S 4400	10.24	59.56	18.60

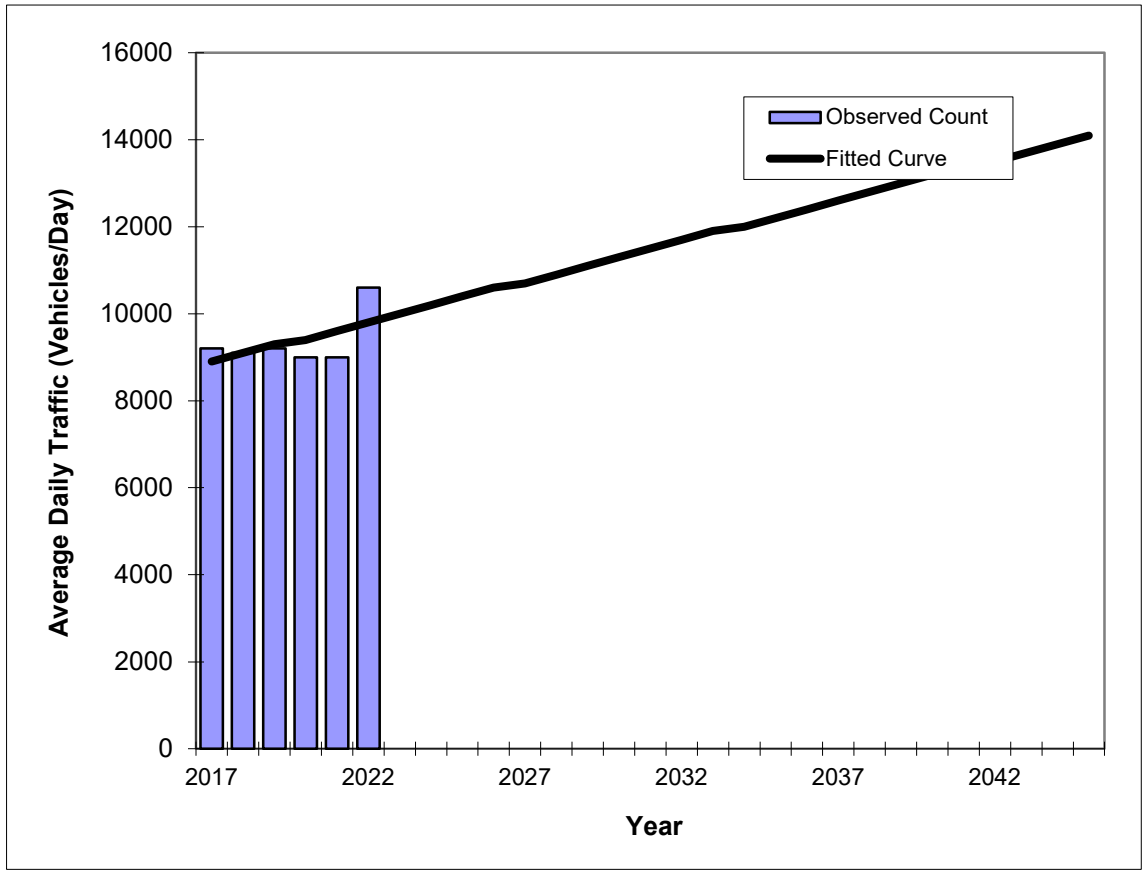
AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

Traffic Trends - V2.0

SR 19 CR 48 to Central Ave --

PIN#	0
Location	1

County:	Lake (11)
Station #:	110495
Highway:	SR 19 CR 48 to Central Ave



Year	Traffic (ADT/AADT) Count*	Trend**
2017	9200	8900
2018	9100	9100
2019	9200	9300
2020	9000	9400
2021	9000	9600
2022	10600	9800
2028 Opening Year Trend		
2028	N/A	10900
2035 Mid-Year Trend		
2035	N/A	12200
2045 Design Year Trend		
2045	N/A	14100
TRANPLAN Forecasts/Trends		

**** Annual Trend Increase:**	186
Trend R-squared:	31.52%
Trend Annual Historic Growth Rate:	2.02%
Trend Growth Rate (2022 to Design Year):	1.91%
Printed:	19-Oct-23
Straight Line Growth Option	

***Axle-Adjusted**

Appendix D

Turning Movement Counts & Seasonal Factor Data & Signal Timing

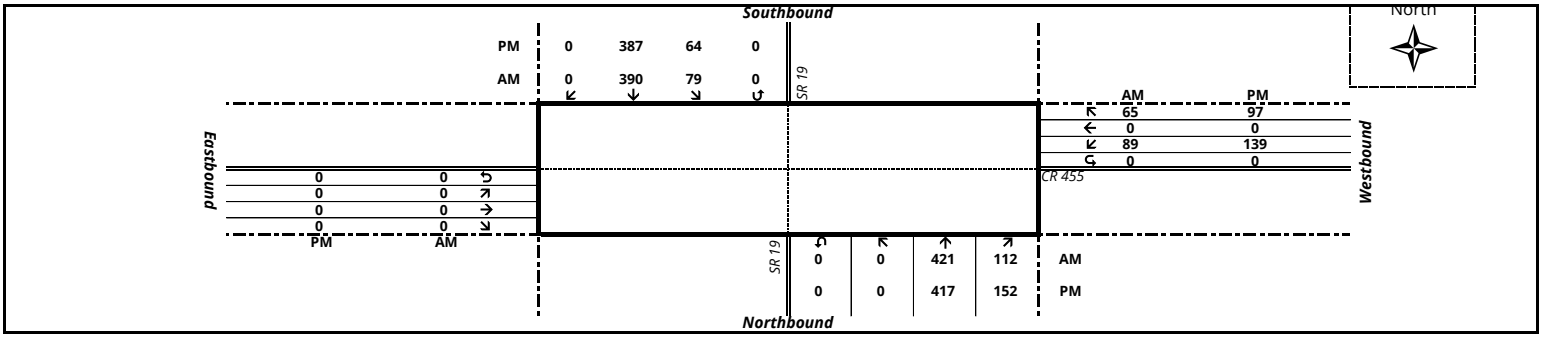
15 MINUTE TURNING MOVEMENT COUNTS

(Cars and Trucks)

DATE: October 11, 2023 (Wednesday) **CITY:** Howie in the Hills **LATITUDE:** 0

LOCATION: SR 19 & CR 455 **COUNTY:** Lake County **LONGITUDE:** 0

	SR 19					SR 19											CR 455						
TIME	**NORTHBOUND**					**SOUTHBOUND**					**N/S**	**EASTBOUND**					**WESTBOUND**					**E/W**	**GRAND**
BEGIN	**L**	**T**	**R**	***U-turn***	**TOTAL**	**L**	**T**	**R**	***U-turn***	**TOTAL**	**TOTAL**	**L**	**T**	**R**	***U-turn***	**TOTAL**	**L**	**T**	**R**	***U-turn***	**TOTAL**	**TOTAL**	**TOTAL**
07:00 AM	0	92	26	0	**118**	26	90	0	0	**116**	**234**	0	0	0	0	**0**	21	0	8	0	**29**	**29**	**263**
07:15 AM	0	91	24	0	**115**	21	102	0	0	**123**	**238**	0	0	0	0	**0**	15	0	17	0	**32**	**32**	**270**
07:30 AM	0	119	31	0	**150**	17	110	0	0	**127**	**277**	0	0	0	0	**0**	26	0	11	0	**37**	**37**	**314**
07:45 AM	0	116	25	0	**141**	21	98	0	0	**119**	**260**	0	0	0	0	**0**	19	0	17	0	**36**	**36**	**296**
TOTAL	0	418	106	0	**524**	85	400	0	0	**485**	**1,009**	0	0	0	0	**0**	81	0	53	0	**134**	**134**	**1,143**
08:00 AM	0	95	32	0	**127**	20	80	0	0	**100**	**227**	0	0	0	0	**0**	29	0	20	0	**49**	**49**	**276**
08:15 AM	0	94	24	0	**118**	11	86	0	0	**97**	**215**	0	0	0	0	**0**	23	0	21	0	**44**	**44**	**259**
08:30 AM	0	83	19	0	**102**	9	69	0	0	**78**	**180**	0	0	0	0	**0**	23	0	15	0	**38**	**38**	**218**
08:45 AM	0	78	19	0	**97**	12	76	0	0	**88**	**185**	0	0	0	0	**0**	13	0	9	0	**22**	**22**	**207**
TOTAL	0	350	94	0	**444**	52	311	0	0	**363**	**807**	0	0	0	0	**0**	88	0	65	0	**153**	**153**	**960**
04:00 PM	0	95	28	0	**123**	14	96	0	0	**110**	**233**	0	0	0	0	**0**	27	0	20	0	**47**	**47**	**280**
04:15 PM	0	95	39	0	**134**	14	81	0	0	**95**	**229**	0	0	0	0	**0**	28	0	23	0	**51**	**51**	**280**
04:30 PM	0	106	44	0	**150**	25	92	0	0	**117**	**267**	0	0	0	0	**0**	38	0	27	0	**65**	**65**	**332**
04:45 PM	0	111	46	0	**157**	13	86	0	0	**99**	**256**	0	0	0	0	**0**	31	0	28	0	**59**	**59**	**315**
TOTAL	0	407	157	0	**564**	66	355	0	0	**421**	**985**	0	0	0	0	**0**	124	0	98	0	**222**	**222**	**1,207**
05:00 PM	0	99	35	0	**134**	16	95	0	0	**111**	**245**	0	0	0	0	**0**	33	0	23	0	**56**	**56**	**301**
05:15 PM	0	101	27	0	**128**	10	114	0	0	**124**	**252**	0	0	0	0	**0**	37	0	19	0	**56**	**56**	**308**
05:30 PM	0	65	35	0	**100**	8	92	0	0	**100**	**200**	0	0	0	0	**0**	22	0	18	0	**40**	**40**	**240**
05:45 PM	0	82	27	0	**109**	15	95	0	0	**110**	**219**	0	0	0	0	**0**	28	0	24	0	**52**	**52**	**271**
TOTAL	0	347	124	0	**471**	49	396	0	0	**445**	**916**	0	0	0	0	**0**	120	0	84	0	**204**	**204**	**1,120**
AM Peak																						**Peak Hour Factor:**	**0.920**
07:15 AM to 08:15 AM	**0**	**421**	**112**	**0**	**533**	**79**	**390**	**0**	**0**	**469**	**1,002**	**0**	**0**	**0**	**0**	**0**	**89**	**0**	**65**	**0**	**154**	**154**	**1,156**
PM Peak																						**Peak Hour Factor:**	**0.946**
04:30 PM to 05:30 PM	**0**	**417**	**152**	**0**	**569**	**64**	**387**	**0**	**0**	**451**	**1,020**	**0**	**0**	**0**	**0**	**0**	**139**	**0**	**97**	**0**	**236**	**236**	**1,256**



15 MINUTE TURNING MOVEMENT COUNTS

(Trucks Only)

DATE: October 11, 2023 (Wednesday) **CITY:** Howie in the Hills **LATITUDE:** 0

LOCATION: SR 19 & CR 455 **COUNTY:** Lake County **LONGITUDE:** 0

	SR 19					SR 19											CR 455						
TIME	**NORTHBOUND**					**SOUTHBOUND**					**N/S**	**EASTBOUND**					**WESTBOUND**					**E/W**	**GRAND**
BEGIN	**L**	**T**	**R**	***U-turn***	**TOTAL**	**L**	**T**	**R**	***U-turn***	**TOTAL**	**TOTAL**	**L**	**T**	**R**	***U-turn***	**TOTAL**	**L**	**T**	**R**	***U-turn***	**TOTAL**	**TOTAL**	**TOTAL**
07:00 AM	0	7	4	0	**11**	0	4	0	0	**4**	**15**	0	0	0	0	**0**	1	0	0	0	**1**	**1**	**16**
07:15 AM	0	5	5	0	**10**	1	1	0	0	**2**	**12**	0	0	0	0	**0**	2	0	1	0	**3**	**3**	**15**
07:30 AM	0	3	5	0	**8**	1	5	0	0	**6**	**14**	0	0	0	0	**0**	4	0	0	0	**4**	**4**	**18**
07:45 AM	0	6	0	0	**6**	1	4	0	0	**5**	**11**	0	0	0	0	**0**	4	0	0	0	**4**	**4**	**15**
TOTAL	0	21	14	0	**35**	3	14	0	0	**17**	**52**	0	0	0	0	**0**	11	0	1	0	**12**	**12**	**64**
08:00 AM	0	7	3	0	**10**	0	7	0	0	**7**	**17**	0	0	0	0	**0**	5	0	2	0	**7**	**7**	**24**
08:15 AM	0	11	5	0	**16**	0	5	0	0	**5**	**21**	0	0	0	0	**0**	3	0	0	0	**3**	**3**	**24**
08:30 AM	0	12	3	0	**15**	1	9	0	0	**10**	**25**	0	0	0	0	**0**	4	0	0	0	**4**	**4**	**29**
08:45 AM	0	5	1	0	**6**	1	5	0	0	**6**	**12**	0	0	0	0	**0**	2	0	1	0	**3**	**3**	**15**
TOTAL	0	35	12	0	**47**	2	26	0	0	**28**	**75**	0	0	0	0	**0**	14	0	3	0	**17**	**17**	**92**
04:00 PM	0	2	0	0	**2**	0	5	0	0	**5**	**7**	0	0	0	0	**0**	3	0	0	0	**3**	**3**	**10**
04:15 PM	0	1	8	0	**9**	0	1	0	0	**1**	**10**	0	0	0	0	**0**	4	0	0	0	**4**	**4**	**14**
04:30 PM	0	2	4	0	**6**	0	5	0	0	**5**	**11**	0	0	0	0	**0**	2	0	1	0	**3**	**3**	**14**
04:45 PM	0	1	0	0	**1**	0	2	0	0	**2**	**3**	0	0	0	0	**0**	0	0	0	0	**0**	**0**	**3**
TOTAL	0	6	12	0	**18**	0	13	0	0	**13**	**31**	0	0	0	0	**0**	9	0	1	0	**10**	**10**	**41**
05:00 PM	0	1	1	0	**2**	0	2	0	0	**2**	**4**	0	0	0	0	**0**	5	0	0	0	**5**	**5**	**9**
05:15 PM	0	1	1	0	**2**	0	0	0	0	**0**	**2**	0	0	0	0	**0**	3	0	0	0	**3**	**3**	**5**
05:30 PM	0	1	1	0	**2**	0	1	0	0	**1**	**3**	0	0	0	0	**0**	0	0	0	0	**0**	**0**	**3**
05:45 PM	0	0	1	0	**1**	0	5	0	0	**5**	**6**	0	0	0	0	**0**	1	0	0	0	**1**	**1**	**7**
TOTAL	0	3	4	0	**7**	0	8	0	0	**8**	**15**	0	0	0	0	**0**	9	0	0	0	**9**	**9**	**24**
AM Peak																							
07:15 AM to 08:15 AM	**0**	**21**	**13**	**0**	**34**	**3**	**17**	**0**	**0**	**20**	**54**	**0**	**0**	**0**	**0**	**0**	**15**	**0**	**3**	**0**	**18**	**18**	**72**
PM Peak																							
04:30 PM to 05:30 PM	**0**	**5**	**6**	**0**	**11**	**0**	**9**	**0**	**0**	**9**	**20**	**0**	**0**	**0**	**0**	**0**	**10**	**0**	**1**	**0**	**11**	**11**	**31**

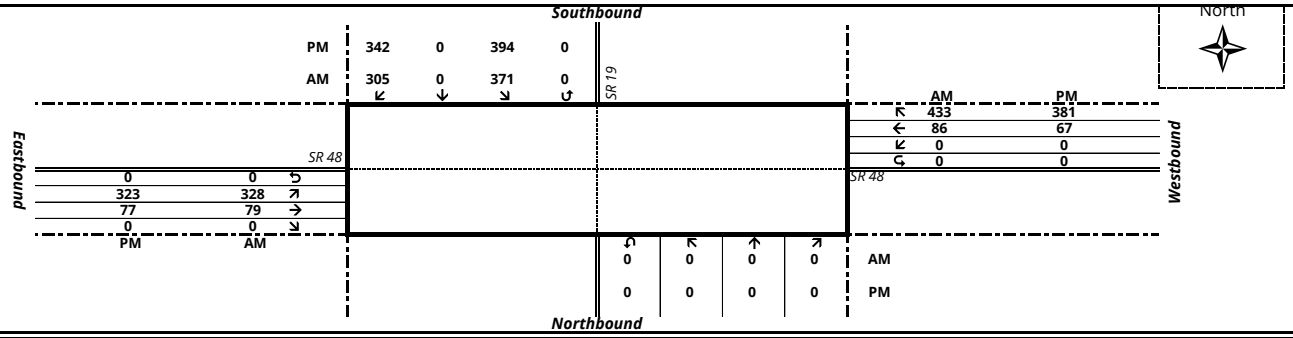
15 MINUTE TURNING MOVEMENT COUNTS

(Cars and Trucks)

DATE: October 11, 2023 (Wednesday) **CITY:** Howie in the Hills **LATITUDE:** 0

LOCATION: SR 19 & SR 48 **COUNTY:** Lake County **LONGITUDE:** 0

						SR 19						SR 48					SR 48						
TIME	NORTHBOUND					SOUTHBOUND					N/S	EASTBOUND					WESTBOUND					E/W	GRAND
BEGIN	L	T	R	*U-turn*	TOTAL	L	T	R	*U-turn*	TOTAL	TOTAL	L	T	R	*U-turn*	TOTAL	L	T	R	*U-turn*	TOTAL	TOTAL	TOTAL
07:00 AM	0	0	0	0	**0**	60	0	69	0	**129**	**129**	65	24	0	0	**89**	0	10	97	0	**107**	**196**	**325**
07:15 AM	0	0	0	0	**0**	101	0	52	0	**153**	**153**	62	18	0	0	**80**	0	20	99	0	**119**	**199**	**352**
07:30 AM	0	0	0	0	**0**	101	0	77	0	**178**	**178**	79	27	0	0	**106**	0	23	125	0	**148**	**254**	**432**
07:45 AM	0	0	0	0	**0**	113	0	76	0	**189**	**189**	73	21	0	0	**94**	0	16	115	0	**131**	**225**	**414**
TOTAL	0	0	0	0	**0**	375	0	274	0	**649**	**649**	279	90	0	0	**369**	0	69	436	0	**505**	**874**	**1,523**
08:00 AM	0	0	0	0	**0**	86	0	79	0	**165**	**165**	89	16	0	0	**105**	0	19	101	0	**120**	**225**	**390**
08:15 AM	0	0	0	0	**0**	71	0	73	0	**144**	**144**	87	15	0	0	**102**	0	28	92	0	**120**	**222**	**366**
08:30 AM	0	0	0	0	**0**	59	0	69	0	**128**	**128**	83	13	0	0	**96**	0	13	105	0	**118**	**214**	**342**
08:45 AM	0	0	0	0	**0**	56	0	63	0	**119**	**119**	73	9	0	0	**82**	0	28	92	0	**120**	**202**	**321**
TOTAL	0	0	0	0	**0**	272	0	284	0	**556**	**556**	332	53	0	0	**385**	0	88	390	0	**478**	**863**	**1,419**
04:00 PM	0	0	0	0	**0**	85	0	99	0	**184**	**184**	57	8	0	0	**65**	0	21	93	0	**114**	**179**	**363**
04:15 PM	0	0	0	0	**0**	89	0	90	0	**179**	**179**	54	20	0	0	**74**	0	21	91	0	**112**	**186**	**365**
04:30 PM	0	0	0	0	**0**	83	0	87	0	**170**	**170**	80	20	0	0	**100**	0	19	98	0	**117**	**217**	**387**
04:45 PM	0	0	0	0	**0**	104	0	75	0	**179**	**179**	74	16	0	0	**90**	0	17	77	0	**94**	**184**	**363**
TOTAL	0	0	0	0	**0**	361	0	351	0	**712**	**712**	265	64	0	0	**329**	0	78	359	0	**437**	**766**	**1,478**
05:00 PM	0	0	0	0	**0**	107	0	78	0	**185**	**185**	77	19	0	0	**96**	0	17	112	0	**129**	**225**	**410**
05:15 PM	0	0	0	0	**0**	100	0	102	0	**202**	**202**	92	22	0	0	**114**	0	14	94	0	**108**	**222**	**424**
05:30 PM	0	0	0	0	**0**	90	0	76	0	**166**	**166**	84	17	0	0	**101**	0	15	94	0	**109**	**210**	**376**
05:45 PM	0	0	0	0	**0**	88	0	66	0	**154**	**154**	66	21	0	0	**87**	0	16	81	0	**97**	**184**	**338**
TOTAL	0	0	0	0	**0**	385	0	322	0	**707**	**707**	319	79	0	0	**398**	0	62	381	0	**443**	**841**	**1,548**
AM Peak																						**Peak Hour Factor:**	**0.927**
07:30 AM to 08:30 AM	**0**	**0**	**0**	**0**	**0**	**371**	**0**	**305**	**0**	**676**	**676**	**328**	**79**	**0**	**0**	**407**	**0**	**86**	**433**	**0**	**519**	**926**	**1,602**
PM Peak																						**Peak Hour Factor:**	**0.934**
04:30 PM to 05:30 PM	**0**	**0**	**0**	**0**	**0**	**394**	**0**	**342**	**0**	**736**	**736**	**323**	**77**	**0**	**0**	**400**	**0**	**67**	**381**	**0**	**448**	**848**	**1,584**



15 MINUTE TURNING MOVEMENT COUNTS

(Trucks Only)

DATE: October 11, 2023 (Wednesday) **CITY:** Howie in the Hills **LATITUDE:** 0

LOCATION: SR 19 & SR 48 **COUNTY:** Lake County **LONGITUDE:** 0

						SR 19						SR 48					SR 48						
TIME	NORTHBOUND					SOUTHBOUND					N/S	EASTBOUND					WESTBOUND					E/W	GRAND
BEGIN	L	T	R	*U-turn*	TOTAL	L	T	R	*U-turn*	TOTAL	TOTAL	L	T	R	*U-turn*	TOTAL	L	T	R	*U-turn*	TOTAL	TOTAL	TOTAL
07:00 AM	0	0	0	0	**0**	6	0	10	0	**16**	**16**	13	2	0	0	**15**	0	1	4	0	**5**	**20**	**36**
07:15 AM	0	0	0	0	**0**	4	0	2	0	**6**	**6**	5	1	0	0	**6**	0	0	3	0	**3**	**9**	**15**
07:30 AM	0	0	0	0	**0**	2	0	11	0	**13**	**13**	10	1	0	0	**11**	0	1	3	0	**4**	**15**	**28**
07:45 AM	0	0	0	0	**0**	5	0	10	0	**15**	**15**	10	3	0	0	**13**	0	1	3	0	**4**	**17**	**32**
TOTAL	0	0	0	0	**0**	17	0	33	0	**50**	**50**	38	7	0	0	**45**	0	3	13	0	**16**	**61**	**111**
08:00 AM	0	0	0	0	**0**	7	0	8	0	**15**	**15**	13	2	0	0	**15**	0	2	5	0	**7**	**22**	**37**
08:15 AM	0	0	0	0	**0**	8	0	9	0	**17**	**17**	9	1	0	0	**10**	0	3	4	0	**7**	**17**	**34**
08:30 AM	0	0	0	0	**0**	2	0	14	0	**16**	**16**	9	0	0	0	**9**	0	2	5	0	**7**	**16**	**32**
08:45 AM	0	0	0	0	**0**	7	0	9	0	**16**	**16**	16	0	0	0	**16**	0	3	8	0	**11**	**27**	**43**
TOTAL	0	0	0	0	**0**	24	0	40	0	**64**	**64**	47	3	0	0	**50**	0	10	22	0	**32**	**82**	**146**
04:00 PM	0	0	0	0	**0**	1	0	5	0	**6**	**6**	2	0	0	0	**2**	0	0	5	0	**5**	**7**	**13**
04:15 PM	0	0	0	0	**0**	3	0	1	0	**4**	**4**	2	0	0	0	**2**	0	2	3	0	**5**	**7**	**11**
04:30 PM	0	0	0	0	**0**	3	0	10	0	**13**	**13**	4	1	0	0	**5**	0	0	2	0	**2**	**7**	**20**
04:45 PM	0	0	0	0	**0**	5	0	3	0	**8**	**8**	7	0	0	0	**7**	0	1	2	0	**3**	**10**	**18**
TOTAL	0	0	0	0	**0**	12	0	19	0	**31**	**31**	15	1	0	0	**16**	0	3	12	0	**15**	**31**	**62**
05:00 PM	0	0	0	0	**0**	2	0	0	0	**2**	**2**	3	0	0	0	**3**	0	0	8	0	**8**	**11**	**13**
05:15 PM	0	0	0	0	**0**	3	0	2	0	**5**	**5**	2	1	0	0	**3**	0	0	2	0	**2**	**5**	**10**
05:30 PM	0	0	0	0	**0**	2	0	1	0	**3**	**3**	3	0	0	0	**3**	0	0	3	0	**3**	**6**	**9**
05:45 PM	0	0	0	0	**0**	5	0	2	0	**7**	**7**	2	0	0	0	**2**	0	0	2	0	**2**	**4**	**11**
TOTAL	0	0	0	0	**0**	12	0	5	0	**17**	**17**	10	1	0	0	**11**	0	0	15	0	**15**	**26**	**43**
AM Peak																							
07:30 AM to 08:30 AM	**0**	**0**	**0**	**0**	**0**	**22**	**0**	**38**	**0**	**60**	**60**	**42**	**7**	**0**	**0**	**49**	**0**	**7**	**15**	**0**	**22**	**71**	**131**

PM Peak																							
04:30 PM to 05:30 PM	0	0	0	0	0	13	0	15	0	28	28	16	2	0	0	18	0	1	14	0	15	33	61

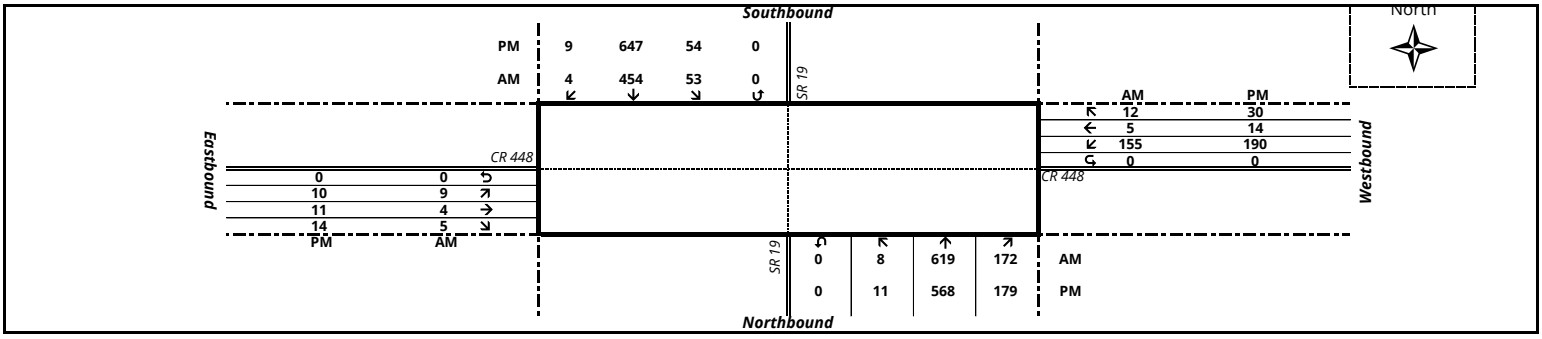
15 MINUTE TURNING MOVEMENT COUNTS

(Cars and Trucks)

DATE: October 12, 2023 (Thursday) **CITY:** Tavares **LATITUDE:** 0

LOCATION: SR 19 & CR 448 **COUNTY:** Lake County **LONGITUDE:** 0

	SR 19					SR 19						CR 448					CR 448						
TIME	**NORTHBOUND**					**SOUTHBOUND**					**N/S**	**EASTBOUND**					**WESTBOUND**					**E/W**	**GRAND**
BEGIN	**L**	**T**	**R**	***U-turn***	**TOTAL**	**L**	**T**	**R**	***U-turn***	**TOTAL**	**TOTAL**	**L**	**T**	**R**	***U-turn***	**TOTAL**	**L**	**T**	**R**	***U-turn***	**TOTAL**	**TOTAL**	**TOTAL**
07:00 AM	3	142	32	0	**177**	6	89	0	0	**95**	**272**	1	0	3	0	**4**	21	1	3	0	**25**	**29**	**301**
07:15 AM	2	124	31	0	**157**	17	127	0	0	**144**	**301**	2	1	1	0	**4**	39	3	2	0	**44**	**48**	**349**
07:30 AM	2	170	42	0	**214**	14	110	1	0	**125**	**339**	5	2	2	0	**9**	37	0	1	0	**38**	**47**	**386**
07:45 AM	3	166	55	0	**224**	15	114	1	0	**130**	**354**	1	0	1	0	**2**	42	1	3	0	**46**	**48**	**402**
TOTAL	10	602	160	0	**772**	52	440	2	0	**494**	**1,266**	9	3	7	0	**19**	139	5	9	0	**153**	**172**	**1,438**
08:00 AM	1	159	44	0	**204**	7	103	2	0	**112**	**316**	1	1	1	0	**3**	37	1	6	0	**44**	**47**	**363**
08:15 AM	5	116	49	0	**170**	7	75	0	0	**82**	**252**	1	1	0	0	**2**	45	5	3	0	**53**	**55**	**307**
08:30 AM	2	148	47	0	**197**	13	99	2	0	**114**	**311**	0	4	4	0	**8**	38	7	6	0	**51**	**59**	**370**
08:45 AM	2	141	45	0	**188**	2	78	4	0	**84**	**272**	5	5	2	0	**12**	41	3	6	0	**50**	**62**	**334**
TOTAL	10	564	185	0	**759**	29	355	8	0	**392**	**1,151**	7	11	7	0	**25**	161	16	21	0	**198**	**223**	**1,374**
04:00 PM	0	143	33	0	**176**	11	132	0	0	**143**	**319**	0	0	2	0	**2**	57	3	16	0	**76**	**78**	**397**
04:15 PM	1	150	41	0	**192**	13	164	1	0	**178**	**370**	1	4	3	0	**8**	31	1	6	0	**38**	**46**	**416**
04:30 PM	3	150	36	0	**189**	12	166	5	0	**183**	**372**	2	2	4	0	**8**	51	3	9	0	**63**	**71**	**443**
04:45 PM	2	147	36	0	**185**	16	164	0	0	**180**	**365**	2	4	5	0	**11**	33	3	5	0	**41**	**52**	**417**
TOTAL	6	590	146	0	**742**	52	626	6	0	**684**	**1,426**	5	10	14	0	**29**	172	10	36	0	**218**	**247**	**1,673**
05:00 PM	3	124	53	0	**180**	11	151	3	0	**165**	**345**	5	4	1	0	**10**	57	4	5	0	**66**	**76**	**421**
05:15 PM	3	147	54	0	**204**	15	166	1	0	**182**	**386**	1	1	4	0	**6**	49	4	11	0	**64**	**70**	**456**
05:30 PM	1	140	50	0	**191**	19	131	2	0	**152**	**343**	2	0	0	0	**2**	41	1	11	0	**53**	**55**	**398**
05:45 PM	0	103	40	0	**143**	20	154	1	0	**175**	**318**	2	0	2	0	**4**	55	0	4	0	**59**	**63**	**381**
TOTAL	7	514	197	0	**718**	65	602	7	0	**674**	**1,392**	10	5	7	0	**22**	202	9	31	0	**242**	**264**	**1,656**
AM Peak																						**Peak Hour Factor:**	**0.933**
07:15 AM to 08:15 AM	**8**	**619**	**172**	**0**	**799**	**53**	**454**	**4**	**0**	**511**	**1,310**	**9**	**4**	**5**	**0**	**18**	**155**	**5**	**12**	**0**	**172**	**190**	**1,500**
PM Peak																						**Peak Hour Factor:**	**0.952**
04:30 PM to 05:30 PM	**11**	**568**	**179**	**0**	**758**	**54**	**647**	**9**	**0**	**710**	**1,468**	**10**	**11**	**14**	**0**	**35**	**190**	**14**	**30**	**0**	**234**	**269**	**1,737**



15 MINUTE TURNING MOVEMENT COUNTS

(Trucks Only)

DATE: October 12, 2023 (Thursday) **CITY:** Tavares **LATITUDE:** 0

LOCATION: SR 19 & CR 448 **COUNTY:** Lake County **LONGITUDE:** 0

	SR 19					SR 19						CR 448					CR 448						
TIME	**NORTHBOUND**					**SOUTHBOUND**					**N/S**	**EASTBOUND**					**WESTBOUND**					**E/W**	**GRAND**
BEGIN	**L**	**T**	**R**	***U-turn***	**TOTAL**	**L**	**T**	**R**	***U-turn***	**TOTAL**	**TOTAL**	**L**	**T**	**R**	***U-turn***	**TOTAL**	**L**	**T**	**R**	***U-turn***	**TOTAL**	**TOTAL**	**TOTAL**
07:00 AM	0	6	2	0	**8**	0	5	0	0	**5**	**13**	0	0	0	0	**0**	1	0	0	0	**1**	**1**	**14**
07:15 AM	0	6	4	0	**10**	0	6	0	0	**6**	**16**	0	0	0	0	**0**	2	0	0	0	**2**	**2**	**18**
07:30 AM	0	7	9	0	**16**	0	4	0	0	**4**	**20**	0	0	0	0	**0**	4	0	0	0	**4**	**4**	**24**
07:45 AM	0	4	7	0	**11**	0	5	0	0	**5**	**16**	0	0	0	0	**0**	10	0	1	0	**11**	**11**	**27**
TOTAL	0	23	22	0	**45**	0	20	0	0	**20**	**65**	0	0	0	0	**0**	17	0	1	0	**18**	**18**	**83**
08:00 AM	0	5	7	0	**12**	0	6	0	0	**6**	**18**	0	0	0	0	**0**	5	0	1	0	**6**	**6**	**24**
08:15 AM	0	12	12	0	**24**	0	9	0	0	**9**	**33**	0	0	0	0	**0**	14	0	0	0	**14**	**14**	**47**
08:30 AM	0	12	13	0	**25**	1	3	0	0	**4**	**29**	0	0	0	0	**0**	8	0	0	0	**8**	**8**	**37**
08:45 AM	0	10	5	0	**15**	0	4	0	0	**4**	**19**	0	0	0	0	**0**	9	0	0	0	**9**	**9**	**28**
TOTAL	0	39	37	0	**76**	1	22	0	0	**23**	**99**	0	0	0	0	**0**	36	0	1	0	**37**	**37**	**136**
04:00 PM	0	9	3	0	**12**	1	6	0	0	**7**	**19**	0	0	0	0	**0**	6	0	0	0	**6**	**6**	**25**
04:15 PM	0	2	2	0	**4**	0	8	0	0	**8**	**12**	0	0	0	0	**0**	3	0	0	0	**3**	**3**	**15**
04:30 PM	0	2	0	0	**2**	0	2	0	0	**2**	**4**	0	0	0	0	**0**	1	0	0	0	**1**	**1**	**5**
04:45 PM	0	2	2	0	**4**	0	4	0	0	**4**	**8**	0	0	0	0	**0**	0	0	0	0	**0**	**0**	**8**
TOTAL	0	15	7	0	**22**	1	20	0	0	**21**	**43**	0	0	0	0	**0**	10	0	0	0	**10**	**10**	**53**
05:00 PM	0	1	9	0	**10**	0	1	0	0	**1**	**11**	0	0	0	0	**0**	1	0	0	0	**1**	**1**	**12**
05:15 PM	0	2	1	0	**3**	0	2	0	0	**2**	**5**	0	0	0	0	**0**	0	0	0	0	**0**	**0**	**5**
05:30 PM	0	2	1	0	**3**	0	2	0	0	**2**	**5**	0	0	0	0	**0**	2	0	0	0	**2**	**2**	**7**
05:45 PM	0	2	0	0	**2**	1	8	0	0	**9**	**11**	0	0	0	0	**0**	1	0	0	0	**1**	**1**	**12**
TOTAL	0	7	11	0	**18**	1	13	0	0	**14**	**32**	0	0	0	0	**0**	4	0	0	0	**4**	**4**	**36**
AM Peak																							
07:15 AM to 08:15 AM	**0**	**22**	**27**	**0**	**49**	**0**	**21**	**0**	**0**	**21**	**70**	**0**	**0**	**0**	**0**	**0**	**21**	**0**	**2**	**0**	**23**	**23**	**93**
PM Peak																							
04:30 PM to 05:30 PM	**0**	**7**	**12**	**0**	**19**	**0**	**9**	**0**	**0**	**9**	**28**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**2**	**2**	**30**

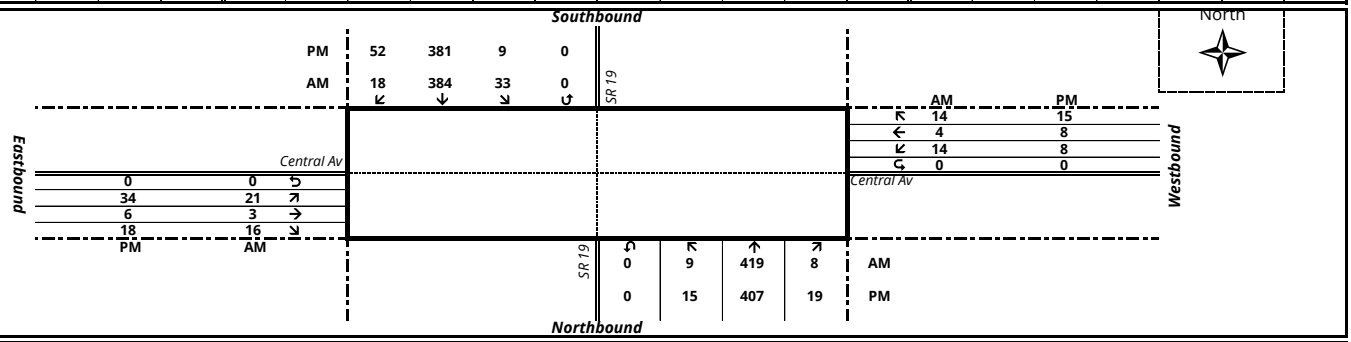
15 MINUTE TURNING MOVEMENT COUNTS

(Cars and Trucks)

DATE: October 12, 2023 (Thursday) **CITY:** Howie in the Hills **LATITUDE:** 0

LOCATION: SR 19 & Central Av **COUNTY:** Lake County **LONGITUDE:** 0

	SR 19					SR 19						Central Av					Central Av						
TIME	NORTHBOUND					SOUTHBOUND					N/S	EASTBOUND					WESTBOUND					E/W	GRAND
BEGIN	L	T	R	*U-turn*	TOTAL	L	T	R	*U-turn*	TOTAL	TOTAL	L	T	R	*U-turn*	TOTAL	L	T	R	*U-turn*	TOTAL	TOTAL	TOTAL
07:00 AM	4	79	2	0	**85**	0	75	2	0	**77**	**162**	7	4	6	0	**17**	1	1	1	0	**3**	**20**	**182**
07:15 AM	2	93	2	0	**97**	4	92	3	0	**99**	**196**	8	1	3	0	**12**	6	0	1	0	**7**	**19**	**215**
07:30 AM	2	113	3	0	**118**	14	108	6	0	**128**	**246**	4	1	4	0	**9**	4	1	5	0	**10**	**19**	**265**
07:45 AM	2	102	1	0	**105**	10	100	6	0	**116**	**221**	4	0	7	0	**11**	2	0	4	0	**6**	**17**	**238**
TOTAL	10	387	8	0	**405**	28	375	17	0	**420**	**825**	23	6	20	0	**49**	13	2	11	0	**26**	**75**	**900**
08:00 AM	3	111	2	0	**116**	5	84	3	0	**92**	**208**	5	1	2	0	**8**	2	3	4	0	**9**	**17**	**225**
08:15 AM	5	87	0	0	**92**	5	73	7	0	**85**	**177**	6	0	5	0	**11**	1	0	5	0	**6**	**17**	**194**
08:30 AM	3	81	1	0	**85**	6	70	4	0	**80**	**165**	5	0	5	0	**10**	0	0	5	0	**5**	**15**	**180**
08:45 AM	4	80	3	0	**87**	2	61	8	0	**71**	**158**	7	4	2	0	**13**	2	0	3	0	**5**	**18**	**176**
TOTAL	15	359	6	0	**380**	18	288	22	0	**328**	**708**	23	5	14	0	**42**	5	3	17	0	**25**	**67**	**775**
04:00 PM	3	104	3	0	**110**	2	99	14	0	**115**	**225**	9	3	9	0	**21**	1	3	8	0	**12**	**33**	**258**
04:15 PM	4	105	4	0	**113**	1	92	11	0	**104**	**217**	9	2	3	0	**14**	1	0	3	0	**4**	**18**	**235**
04:30 PM	4	99	7	0	**110**	5	89	11	0	**105**	**215**	5	0	4	0	**9**	3	4	2	0	**9**	**18**	**233**
04:45 PM	4	99	5	0	**108**	1	101	16	0	**118**	**226**	11	1	2	0	**14**	3	1	2	0	**6**	**20**	**246**
TOTAL	15	407	19	0	**441**	9	381	52	0	**442**	**883**	34	6	18	0	**58**	8	8	15	0	**31**	**89**	**972**
05:00 PM	6	106	2	0	**114**	1	92	9	0	**102**	**216**	14	1	2	0	**17**	2	1	3	0	**6**	**23**	**239**
05:15 PM	1	97	3	0	**101**	4	122	9	0	**135**	**236**	7	0	0	0	**7**	3	0	3	0	**6**	**13**	**249**
05:30 PM	1	70	2	0	**73**	4	105	8	0	**117**	**190**	4	2	2	0	**8**	2	1	2	0	**5**	**13**	**203**
05:45 PM	1	74	1	0	**76**	8	89	9	0	**106**	**182**	2	2	5	0	**9**	1	0	6	0	**7**	**16**	**198**
TOTAL	9	347	8	0	**364**	17	408	35	0	**460**	**824**	27	5	9	0	**41**	8	2	14	0	**24**	**65**	**889**
AM Peak																						**Peak Hour Factor:**	**0.890**
07:15 AM to 08:15 AM	**9**	**419**	**8**	**0**	**436**	**33**	**384**	**18**	**0**	**435**	**871**	**21**	**3**	**16**	**0**	**40**	**14**	**4**	**14**	**0**	**32**	**72**	**943**
PM Peak																						**Peak Hour Factor:**	**0.942**
04:00 PM to 05:00 PM	**15**	**407**	**19**	**0**	**441**	**9**	**381**	**52**	**0**	**442**	**883**	**34**	**6**	**18**	**0**	**58**	**8**	**8**	**15**	**0**	**31**	**89**	**972**



15 MINUTE TURNING MOVEMENT COUNTS

(Trucks Only)

DATE: October 12, 2023 (Thursday) **CITY:** Howie in the Hills **LATITUDE:** 0

LOCATION: SR 19 & Central Av **COUNTY:** Lake County **LONGITUDE:** 0

	SR 19					SR 19						Central Av					Central Av						
TIME	NORTHBOUND					SOUTHBOUND					N/S	EASTBOUND					WESTBOUND					E/W	GRAND
BEGIN	L	T	R	*U-turn*	TOTAL	L	T	R	*U-turn*	TOTAL	TOTAL	L	T	R	*U-turn*	TOTAL	L	T	R	*U-turn*	TOTAL	TOTAL	TOTAL
07:00 AM	4	6	0	0	**10**	0	1	1	0	**2**	**12**	0	0	1	0	**1**	0	0	0	0	**0**	**1**	**13**
07:15 AM	1	5	0	0	**6**	0	3	1	0	**4**	**10**	0	0	0	0	**0**	0	0	0	0	**0**	**0**	**10**
07:30 AM	0	1	0	0	**1**	0	7	0	0	**7**	**8**	0	0	1	0	**1**	0	0	0	0	**0**	**1**	**9**
07:45 AM	0	5	0	0	**5**	2	3	1	0	**6**	**11**	1	0	2	0	**3**	0	0	0	0	**0**	**3**	**14**
TOTAL	5	17	0	0	**22**	2	14	3	0	**19**	**41**	1	0	4	0	**5**	0	0	0	0	**0**	**5**	**46**
08:00 AM	1	5	0	0	**6**	2	6	0	0	**8**	**14**	2	0	1	0	**3**	0	0	0	0	**0**	**3**	**17**
08:15 AM	2	10	0	0	**12**	3	5	1	0	**9**	**21**	0	0	2	0	**2**	0	0	3	0	**3**	**5**	**26**
08:30 AM	1	5	0	0	**6**	1	4	1	0	**6**	**12**	0	0	2	0	**2**	0	0	4	0	**4**	**6**	**18**
08:45 AM	3	7	0	0	**10**	1	2	1	0	**4**	**14**	4	0	1	0	**5**	0	0	0	0	**0**	**5**	**19**
TOTAL	7	27	0	0	**34**	7	17	3	0	**27**	**61**	6	0	6	0	**12**	0	0	7	0	**7**	**19**	**80**
04:00 PM	0	6	0	0	**6**	0	5	0	0	**5**	**11**	1	0	1	0	**2**	0	0	0	0	**0**	**2**	**13**
04:15 PM	0	1	0	0	**1**	0	3	1	0	**4**	**5**	1	0	0	0	**1**	0	0	0	0	**0**	**1**	**6**
04:30 PM	0	2	0	0	**2**	0	4	0	0	**4**	**6**	0	0	0	0	**0**	0	0	0	0	**0**	**0**	**6**
04:45 PM	0	1	0	0	**1**	0	4	1	0	**5**	**6**	3	0	0	0	**3**	0	0	0	0	**0**	**3**	**9**
TOTAL	0	10	0	0	**10**	0	16	2	0	**18**	**28**	5	0	1	0	**6**	0	0	0	0	**0**	**6**	**34**
05:00 PM	0	3	0	0	**3**	0	1	2	0	**3**	**6**	1	0	0	0	**1**	0	0	0	0	**0**	**1**	**7**
05:15 PM	0	1	0	0	**1**	0	0	0	0	**0**	**1**	0	0	0	0	**0**	0	0	0	0	**0**	**0**	**1**
05:30 PM	0	0	0	0	**0**	0	2	1	0	**3**	**3**	0	0	0	0	**0**	0	0	0	0	**0**	**0**	**3**
05:45 PM	0	1	0	0	**1**	0	4	0	0	**4**	**5**	1	0	1	0	**2**	0	0	0	0	**0**	**2**	**7**
TOTAL	0	5	0	0	**5**	0	7	3	0	**10**	**15**	2	0	1	0	**3**	0	0	0	0	**0**	**3**	**18**
AM Peak																							
07:15 AM to 08:15 AM	**2**	**16**	**0**	**0**	**18**	**4**	**19**	**2**	**0**	**25**	**43**	**3**	**0**	**4**	**0**	**7**	**0**	**0**	**0**	**0**	**0**	**7**	**50**

PM Peak																							
04:00 PM to 05:00 PM	0	10	0	0	10	0	16	2	0	18	28	5	0	1	0	6	0	0	0	0	0	6	34

2022 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL

CATEGORY: 1100 LAKE COUNTYWIDE

MOCF: 0.95

WEEK	DATES	SF	PSCF
1	01/01/2022 - 01/01/2022	0.99	1.04
2	01/02/2022 - 01/08/2022	1.01	1.06
3	01/09/2022 - 01/15/2022	1.03	1.08
4	01/16/2022 - 01/22/2022	1.02	1.07
5	01/23/2022 - 01/29/2022	1.00	1.05
* 6	01/30/2022 - 02/05/2022	0.98	1.03
* 7	02/06/2022 - 02/12/2022	0.97	1.02
* 8	02/13/2022 - 02/19/2022	0.95	1.00
* 9	02/20/2022 - 02/26/2022	0.95	1.00
*10	02/27/2022 - 03/05/2022	0.94	0.99
*11	03/06/2022 - 03/12/2022	0.94	0.99
*12	03/13/2022 - 03/19/2022	0.93	0.98
*13	03/20/2022 - 03/26/2022	0.94	0.99
*14	03/27/2022 - 04/02/2022	0.95	1.00
*15	04/03/2022 - 04/09/2022	0.95	1.00
*16	04/10/2022 - 04/16/2022	0.96	1.01
*17	04/17/2022 - 04/23/2022	0.97	1.02
*18	04/24/2022 - 04/30/2022	0.98	1.03
19	05/01/2022 - 05/07/2022	0.99	1.04
20	05/08/2022 - 05/14/2022	0.99	1.04
21	05/15/2022 - 05/21/2022	1.00	1.05
22	05/22/2022 - 05/28/2022	1.01	1.06
23	05/29/2022 - 06/04/2022	1.02	1.07
24	06/05/2022 - 06/11/2022	1.03	1.08
25	06/12/2022 - 06/18/2022	1.04	1.09
26	06/19/2022 - 06/25/2022	1.05	1.11
27	06/26/2022 - 07/02/2022	1.05	1.11
28	07/03/2022 - 07/09/2022	1.06	1.12
29	07/10/2022 - 07/16/2022	1.06	1.12
30	07/17/2022 - 07/23/2022	1.06	1.12
31	07/24/2022 - 07/30/2022	1.05	1.11
32	07/31/2022 - 08/06/2022	1.05	1.11
33	08/07/2022 - 08/13/2022	1.04	1.09
34	08/14/2022 - 08/20/2022	1.04	1.09
35	08/21/2022 - 08/27/2022	1.05	1.11
36	08/28/2022 - 09/03/2022	1.06	1.12
37	09/04/2022 - 09/10/2022	1.07	1.13
38	09/11/2022 - 09/17/2022	1.08	1.14
39	09/18/2022 - 09/24/2022	1.05	1.11
40	09/25/2022 - 10/01/2022	1.02	1.07
41	10/02/2022 - 10/08/2022	1.00	1.05
42	10/09/2022 - 10/15/2022	0.97	1.02
43	10/16/2022 - 10/22/2022	0.98	1.03
44	10/23/2022 - 10/29/2022	0.99	1.04
45	10/30/2022 - 11/05/2022	0.99	1.04
46	11/06/2022 - 11/12/2022	1.00	1.05
47	11/13/2022 - 11/19/2022	1.01	1.06
48	11/20/2022 - 11/26/2022	1.00	1.05
49	11/27/2022 - 12/03/2022	1.00	1.05
50	12/04/2022 - 12/10/2022	0.99	1.04
51	12/11/2022 - 12/17/2022	0.99	1.04
52	12/18/2022 - 12/24/2022	1.01	1.06
53	12/25/2022 - 12/31/2022	1.03	1.08

* PEAK SEASON

CARTEGRAPH ID: LC-S-043 **DATE: 05/15/2015**

INTERSECTION NAME AND ID#: SR 19 & CR 48 076

PHASE	1	2	3	4	5	6	7	8
	EBL	WB		SB		EB		
INITIAL	8	15		8		15		
PASSAGE	3	3		3		3		
YELLOW	4.4	4.4		4.8		4.4		
RED CLEAR	2.1	2.0		2.5		2.0		
MAX 1	25	45		30		45		
MAX 2								
WALK								
DON'T WALK								
RECALL				SOFT				
DET. FUNC.	L	L		L		L		

SYSTEM TIMING

PATTERN	CYCLE Sec.	OFFSET Sec.	COORDINATED Phase	COORDINATED Sequence	BASE DAY 1 Mon.- Fri.		BASE DAY 2 Sat.- Sun.	

SPLIT ALLOCATION - Sec.

PHASE	1	2	3	4	5	6	7	8

NOTES: Naztec 980

CARTEGRAPH ID: LC-S-281 **DATE: 8/21/2019**

INTERSECTION NAME AND ID#: SR 19 & CR 448 034

PHASE	1	2	3	4	5	6	7	8
	NBL	SB		WB	SBL	NB		EB
INITIAL	5	15		8	5	15		8
PASSAGE	3	3		3	3	3		3
YELLOW	3.4	5.5		4.8	3.4	5.5		4.8
RED CLEAR	2.1	2.0		2.0	2.2	2.0		2.3
MAX 1	20	50		35	20	50		35
MAX 2								
WALK								
DON'T WALK								
RECALL		Min				Min		
DET. FUNC.		L				L		

PREEMPTION TIMING

	COORD.+ PREEMPT.	DELAY (Sec.)	MIN. DURATION (Sec.)	MAX PRESENCE (Sec.)	MIN. GREEN (Sec.)	TRACK GREEN (Sec.)	MIN. DWELL (Sec.)	
	OFF		10	60	10		10	

SYSTEM TIMING

	CYCLE	OFFSET	COORDINATED		BASE DAY 1		BASE DAY 2	
PATTERN	Sec.	Sec.	Phase	Sequence	Mon.- Fri.		Sat.- Sun.	
1	120	30	2	1	0:00	FREE	0:00	FREE
2	90	9	2	1	6:00	C1O1S1	7:00	C4O4S4
3	80	67	2	1	10:00	C2O2S2	19:00	FREE
					14:00	C3O3S3		
					16:00	C4O4S4		
					18:00	FREE		

SPLIT ALLOCATION - Sec.

PHASE	1	2	3	4	5	6	7	8
1	18	69		33	18	69		33
2	18	54		18	18	54		18
3	18	43		19	18	43		19

NOTES: Naztec 980

Appendix E
HCM Analysis Worksheets - Existing Conditions

Intersection	
Int Delay, s/veh	2.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	89	65	421	112	79	390
Future Vol, veh/h	89	65	421	112	79	390
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	440	450	-
Veh in Median Storage, #	1	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	17	5	5	12	4	4
Mvmt Flow	97	71	458	122	86	424

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1054	458	0	0	580	0
Stage 1	458	-	-	-	-	-
Stage 2	596	-	-	-	-	-
Critical Hdwy	6.57	6.25	-	-	4.14	-
Critical Hdwy Stg 1	5.57	-	-	-	-	-
Critical Hdwy Stg 2	5.57	-	-	-	-	-
Follow-up Hdwy	3.653	3.345	-	-	2.236	-
Pot Cap-1 Maneuver	234	597	-	-	984	-
Stage 1	607	-	-	-	-	-
Stage 2	522	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	214	597	-	-	984	-
Mov Cap-2 Maneuver	339	-	-	-	-	-
Stage 1	607	-	-	-	-	-
Stage 2	477	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	16.4	0	1.5
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	339	597	984	-
HCM Lane V/C Ratio	-	-	0.285	0.118	0.087	-
HCM Control Delay (s)	-	-	19.8	11.8	9	-
HCM Lane LOS	-	-	C	B	A	-
HCM 95th %tile Q(veh)	-	-	1.2	0.4	0.3	-

Intersection	
Int Delay, s/veh	3.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	139	97	417	152	64	387
Future Vol, veh/h	139	97	417	152	64	387
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	440	450	-
Veh in Median Storage, #	1	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	7	1	1	4	0	2
Mvmt Flow	146	102	439	160	67	407

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	980	439	0	0	599	0
Stage 1	439	-	-	-	-	-
Stage 2	541	-	-	-	-	-
Critical Hdwy	6.47	6.21	-	-	4.1	-
Critical Hdwy Stg 1	5.47	-	-	-	-	-
Critical Hdwy Stg 2	5.47	-	-	-	-	-
Follow-up Hdwy	3.563	3.309	-	-	2.2	-
Pot Cap-1 Maneuver	271	620	-	-	988	-
Stage 1	639	-	-	-	-	-
Stage 2	574	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	253	620	-	-	988	-
Mov Cap-2 Maneuver	380	-	-	-	-	-
Stage 1	639	-	-	-	-	-
Stage 2	535	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	16.8	0	1.3
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	380	620	988	-
HCM Lane V/C Ratio	-	-	0.385	0.165	0.068	-
HCM Control Delay (s)	-	-	20.3	11.9	8.9	-
HCM Lane LOS	-	-	C	B	A	-
HCM 95th %tile Q(veh)	-	-	1.8	0.6	0.2	-

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	371	305	86	433	328	79
Future Volume (veh/h)	371	305	86	433	328	79
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1811	1722	1781	1856	1707	1767
Adj Flow Rate, veh/h	399	328	92	0	353	85
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	6	12	8	3	13	9
Cap, veh/h	392	331	688		301	1124
Arrive On Green	0.23	0.23	0.39	0.00	0.19	0.64
Sat Flow, veh/h	1725	1459	1781	1572	1626	1767
Grp Volume(v), veh/h	399	328	92	0	353	85
Grp Sat Flow(s),veh/h/ln	1725	1459	1781	1572	1626	1767
Q Serve(g_s), s	22.7	22.4	3.3	0.0	18.5	1.8
Cycle Q Clear(g_c), s	22.7	22.4	3.3	0.0	18.5	1.8
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	392	331	688		301	1124
V/C Ratio(X)	1.02	0.99	0.13		1.17	0.08
Avail Cap(c_a), veh/h	392	331	688		301	1124
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	38.7	38.5	19.9	0.0	40.7	7.0
Incr Delay (d2), s/veh	50.4	46.6	0.4	0.0	107.5	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	21.0	17.5	2.5	0.0	24.4	1.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	89.1	85.2	20.3	0.0	148.2	7.1
LnGrp LOS	F	F	C		F	A
Approach Vol, veh/h	727		92	A		438
Approach Delay, s/veh	87.3		20.3			120.8
Approach LOS	F		C			F

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	25.0	45.0		30.0		70.0
Change Period (Y+Rc), s	6.5	6.4		7.3		6.4
Max Green Setting (Gmax), s	18.5	38.6		22.7		38.6
Max Q Clear Time (g_c+I1), s	20.5	5.3		24.7		3.8
Green Ext Time (p_c), s	0.0	0.4		0.0		0.4

Intersection Summary			
HCM 6th Ctrl Delay		94.1	
HCM 6th LOS		F	

Notes

Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

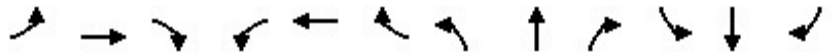
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	394	342	67	381	323	77
Future Volume (veh/h)	394	342	67	381	323	77
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1856	1841	1885	1841	1826	1856
Adj Flow Rate, veh/h	424	192	72	0	347	83
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	3	4	1	4	5	3
Cap, veh/h	401	354	728		322	1180
Arrive On Green	0.23	0.23	0.39	0.00	0.19	0.64
Sat Flow, veh/h	1767	1560	1885	1560	1739	1856
Grp Volume(v), veh/h	424	192	72	0	347	83
Grp Sat Flow(s),veh/h/ln	1767	1560	1885	1560	1739	1856
Q Serve(g_s), s	22.7	10.8	2.4	0.0	18.5	1.7
Cycle Q Clear(g_c), s	22.7	10.8	2.4	0.0	18.5	1.7
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	401	354	728		322	1180
V/C Ratio(X)	1.06	0.54	0.10		1.08	0.07
Avail Cap(c_a), veh/h	401	354	728		322	1180
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	38.7	34.1	19.6	0.0	40.8	6.9
Incr Delay (d2), s/veh	60.8	1.7	0.3	0.0	72.7	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	23.3	7.4	1.9	0.0	20.9	1.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	99.4	35.8	19.9	0.0	113.5	7.1
LnGrp LOS	F	D	B		F	A
Approach Vol, veh/h	616		72	A		430
Approach Delay, s/veh	79.6		19.9			92.9
Approach LOS	E		B			F

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	25.0	45.0		30.0		70.0
Change Period (Y+Rc), s	6.5	6.4		7.3		6.4
Max Green Setting (Gmax), s	18.5	38.6		22.7		38.6
Max Q Clear Time (g_c+I1), s	20.5	4.4		24.7		3.7
Green Ext Time (p_c), s	0.0	0.3		0.0		0.4

Intersection Summary			
HCM 6th Ctrl Delay		80.9	
HCM 6th LOS		F	

Notes

Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.



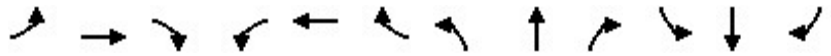
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	9	4	5	155	5	12	8	619	172	53	454	4
Future Volume (veh/h)	9	4	5	155	5	12	8	619	172	53	454	4
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1693	1900	1648	1900	1841	1663	1900	1826	1900
Adj Flow Rate, veh/h	10	4	4	167	5	9	9	666	185	57	488	2
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	14	0	17	0	4	16	0	5	0
Cap, veh/h	351	145	145	331	101	182	21	798	611	94	864	4
Arrive On Green	0.17	0.17	0.17	0.17	0.17	0.17	0.01	0.43	0.43	0.05	0.48	0.48
Sat Flow, veh/h	1422	872	872	1274	608	1095	1810	1841	1409	1810	1817	7
Grp Volume(v), veh/h	10	0	8	167	0	14	9	666	185	57	0	490
Grp Sat Flow(s),veh/h/ln	1422	0	1743	1274	0	1703	1810	1841	1409	1810	0	1825
Q Serve(g_s), s	0.3	0.0	0.2	7.3	0.0	0.4	0.3	18.6	5.0	1.8	0.0	11.2
Cycle Q Clear(g_c), s	0.7	0.0	0.2	7.6	0.0	0.4	0.3	18.6	5.0	1.8	0.0	11.2
Prop In Lane	1.00		0.50	1.00		0.64	1.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	351	0	290	331	0	284	21	798	611	94	0	867
V/C Ratio(X)	0.03	0.00	0.03	0.50	0.00	0.05	0.43	0.83	0.30	0.61	0.00	0.57
Avail Cap(c_a), veh/h	798	0	839	738	0	828	452	1349	1033	449	0	1337
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	20.6	0.0	20.2	23.4	0.0	20.3	28.5	14.6	10.7	26.9	0.0	10.9
Incr Delay (d2), s/veh	0.0	0.0	0.0	1.2	0.0	0.1	13.1	2.4	0.3	6.2	0.0	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.2	0.0	0.2	3.6	0.0	0.3	0.3	9.9	2.0	1.5	0.0	5.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	20.7	0.0	20.3	24.6	0.0	20.4	41.6	17.0	11.0	33.1	0.0	11.5
LnGrp LOS	C	A	C	C	A	C	D	B	B	C	A	B
Approach Vol, veh/h		18			181			860			547	
Approach Delay, s/veh		20.5			24.3			15.9			13.8	
Approach LOS		C			C			B			B	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	6.2	35.1		16.8	8.6	32.6		16.8
Change Period (Y+Rc), s	5.5	7.5		* 7.1	* 5.6	7.5		* 7.1
Max Green Setting (Gmax), s	4.5	42.5		* 28	* 14	42.5		* 28
Max Q Clear Time (g_c+I1), s	2.3	13.2		9.6	3.8	20.6		2.7
Green Ext Time (p_c), s	0.0	2.7		0.5	0.1	4.5		0.0

Intersection Summary	
HCM 6th Ctrl Delay	16.2
HCM 6th LOS	B

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	10	11	14	190	14	30	11	568	179	54	647	9
Future Volume (veh/h)	10	11	14	190	14	30	11	568	179	54	647	9
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1885	1900	1900	1900	1885	1796	1900	1885	1900
Adj Flow Rate, veh/h	10	11	15	198	15	31	11	592	186	56	674	5
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	1	0	0	0	1	7	0	1	0
Cap, veh/h	366	141	192	383	107	221	25	735	593	94	803	6
Arrive On Green	0.19	0.19	0.19	0.19	0.19	0.19	0.01	0.39	0.39	0.05	0.43	0.43
Sat Flow, veh/h	1381	728	993	1396	553	1142	1810	1885	1522	1810	1869	14
Grp Volume(v), veh/h	10	0	26	198	0	46	11	592	186	56	0	679
Grp Sat Flow(s),veh/h/ln	1381	0	1721	1396	0	1694	1810	1885	1522	1810	0	1883
Q Serve(g_s), s	0.3	0.0	0.7	7.5	0.0	1.2	0.3	15.5	4.7	1.7	0.0	17.8
Cycle Q Clear(g_c), s	1.6	0.0	0.7	8.2	0.0	1.2	0.3	15.5	4.7	1.7	0.0	17.8
Prop In Lane	1.00		0.58	1.00		0.67	1.00		1.00	1.00		0.01
Lane Grp Cap(c), veh/h	366	0	333	383	0	328	25	735	593	94	0	809
V/C Ratio(X)	0.03	0.00	0.08	0.52	0.00	0.14	0.43	0.81	0.31	0.59	0.00	0.84
Avail Cap(c_a), veh/h	794	0	867	823	0	862	473	1446	1167	470	0	1444
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	19.2	0.0	18.3	21.7	0.0	18.5	27.1	15.0	11.8	25.7	0.0	14.1
Incr Delay (d2), s/veh	0.0	0.0	0.1	1.1	0.0	0.2	11.2	2.1	0.3	5.8	0.0	2.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.2	0.0	0.5	3.9	0.0	0.8	0.4	8.8	2.1	1.4	0.0	9.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	19.2	0.0	18.4	22.7	0.0	18.7	38.3	17.2	12.1	31.5	0.0	16.5
LnGrp LOS	B	A	B	C	A	B	D	B	B	C	A	B
Approach Vol, veh/h		36			244			789			735	
Approach Delay, s/veh		18.6			22.0			16.3			17.7	
Approach LOS		B			C			B			B	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	6.3	31.3		17.8	8.5	29.1		17.8
Change Period (Y+Rc), s	5.5	7.5		* 7.1	* 5.6	7.5		* 7.1
Max Green Setting (Gmax), s	14.5	42.5		* 28	* 14	42.5		* 28
Max Q Clear Time (g_c+I1), s	2.3	19.8		10.2	3.7	17.5		3.6
Green Ext Time (p_c), s	0.0	4.0		0.7	0.1	4.0		0.1

Intersection Summary	
HCM 6th Ctrl Delay	17.7
HCM 6th LOS	B

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Int Delay, s/veh	2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	21	3	16	14	4	14	9	419	8	33	384	18
Future Vol, veh/h	21	3	16	14	4	14	9	419	8	33	384	18
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	14	0	25	0	0	0	22	4	0	12	5	11
Mvmt Flow	24	3	18	16	4	16	10	471	9	37	431	20

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1021	1015	441	1022	1021	476	451	0	0	480	0	0
Stage 1	515	515	-	496	496	-	-	-	-	-	-	-
Stage 2	506	500	-	526	525	-	-	-	-	-	-	-
Critical Hdwy	7.24	6.5	6.45	7.1	6.5	6.2	4.32	-	-	4.22	-	-
Critical Hdwy Stg 1	6.24	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.24	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.626	4	3.525	3.5	4	3.3	2.398	-	-	2.308	-	-
Pot Cap-1 Maneuver	204	240	571	216	238	593	1012	-	-	1032	-	-
Stage 1	521	538	-	559	549	-	-	-	-	-	-	-
Stage 2	527	546	-	539	533	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	186	226	571	197	224	593	1012	-	-	1032	-	-
Mov Cap-2 Maneuver	186	226	-	197	224	-	-	-	-	-	-	-
Stage 1	514	512	-	552	542	-	-	-	-	-	-	-
Stage 2	502	539	-	494	507	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	21.8	19.5	0.2	0.7
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1012	-	-	259	284	1032	-	-
HCM Lane V/C Ratio	0.01	-	-	0.174	0.127	0.036	-	-
HCM Control Delay (s)	8.6	0	-	21.8	19.5	8.6	0	-
HCM Lane LOS	A	A	-	C	C	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.6	0.4	0.1	-	-

Intersection	
Int Delay, s/veh	2.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	34	6	18	8	8	15	15	407	19	9	381	52
Future Vol, veh/h	34	6	18	8	8	15	15	407	19	9	381	52
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	15	0	6	0	0	0	0	2	0	0	4	4
Mvmt Flow	36	6	19	9	9	16	16	433	20	10	405	55

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	941	938	433	940	955	443	460	0	0	453	0	0
Stage 1	453	453	-	475	475	-	-	-	-	-	-	-
Stage 2	488	485	-	465	480	-	-	-	-	-	-	-
Critical Hdwy	7.25	6.5	6.26	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.25	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.25	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.635	4	3.354	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	231	266	614	246	260	619	1112	-	-	1118	-	-
Stage 1	562	573	-	574	561	-	-	-	-	-	-	-
Stage 2	538	555	-	581	558	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	214	258	614	228	252	619	1112	-	-	1118	-	-
Mov Cap-2 Maneuver	214	258	-	228	252	-	-	-	-	-	-	-
Stage 1	551	566	-	563	550	-	-	-	-	-	-	-
Stage 2	506	544	-	550	551	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	21.9	16.7	0.3	0.2
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1112	-	-	274	340	1118	-	-
HCM Lane V/C Ratio	0.014	-	-	0.225	0.097	0.009	-	-
HCM Control Delay (s)	8.3	0	-	21.9	16.7	8.2	0	-
HCM Lane LOS	A	A	-	C	C	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.8	0.3	0	-	-

Appendix F

ITE Trip Generation Sheets & Internal Capture Calculations

Senior Adult Housing - Single-Family
(251)

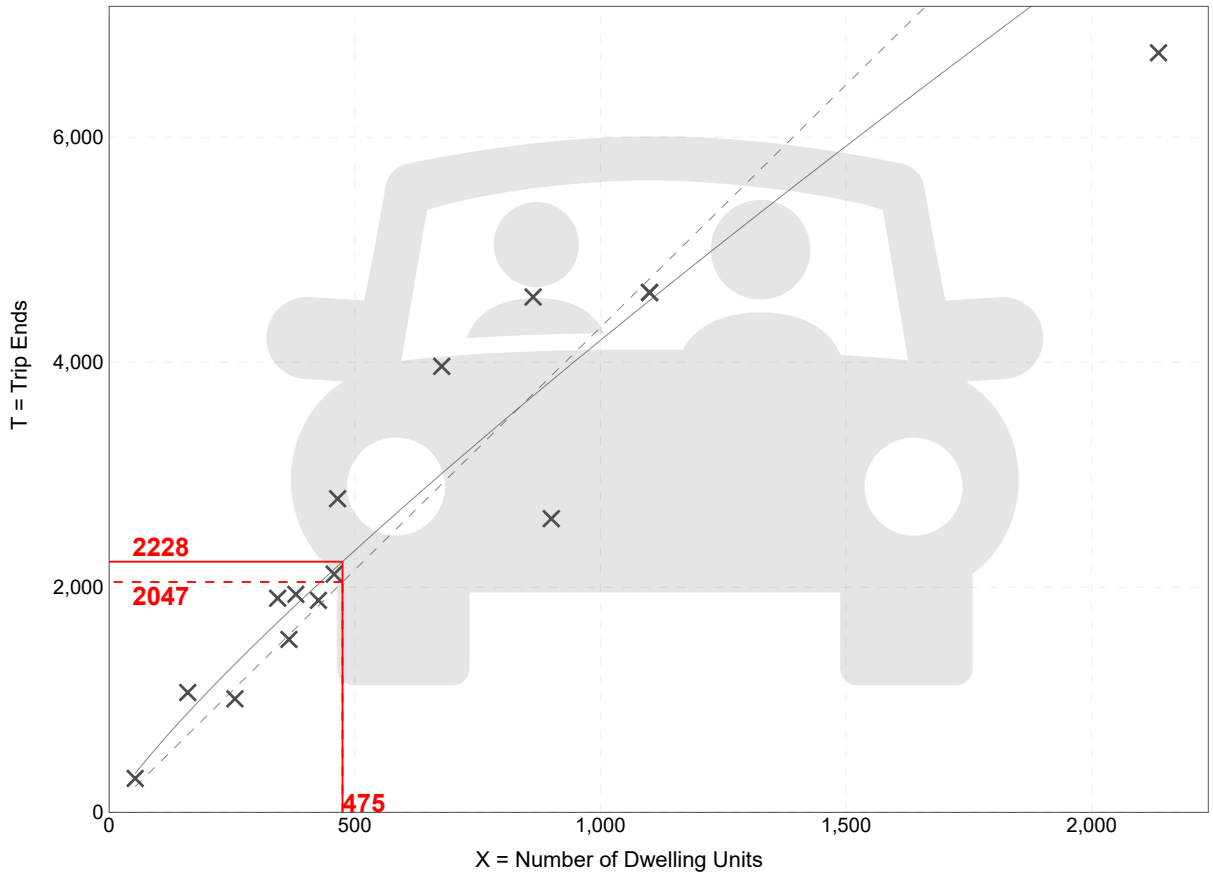
Vehicle Trip Ends vs: **Dwelling Units**
On a: **Weekday**

Setting/Location: **General Urban/Suburban**
Number of Studies: 15
Avg. Num. of Dwelling Units: 646
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
4.31	2.90 - 6.66	1.07

Data Plot and Equation



Fitted Curve Equation: Ln(T) = 0.85 Ln(X) + 2.47 **R^2= 0.94**

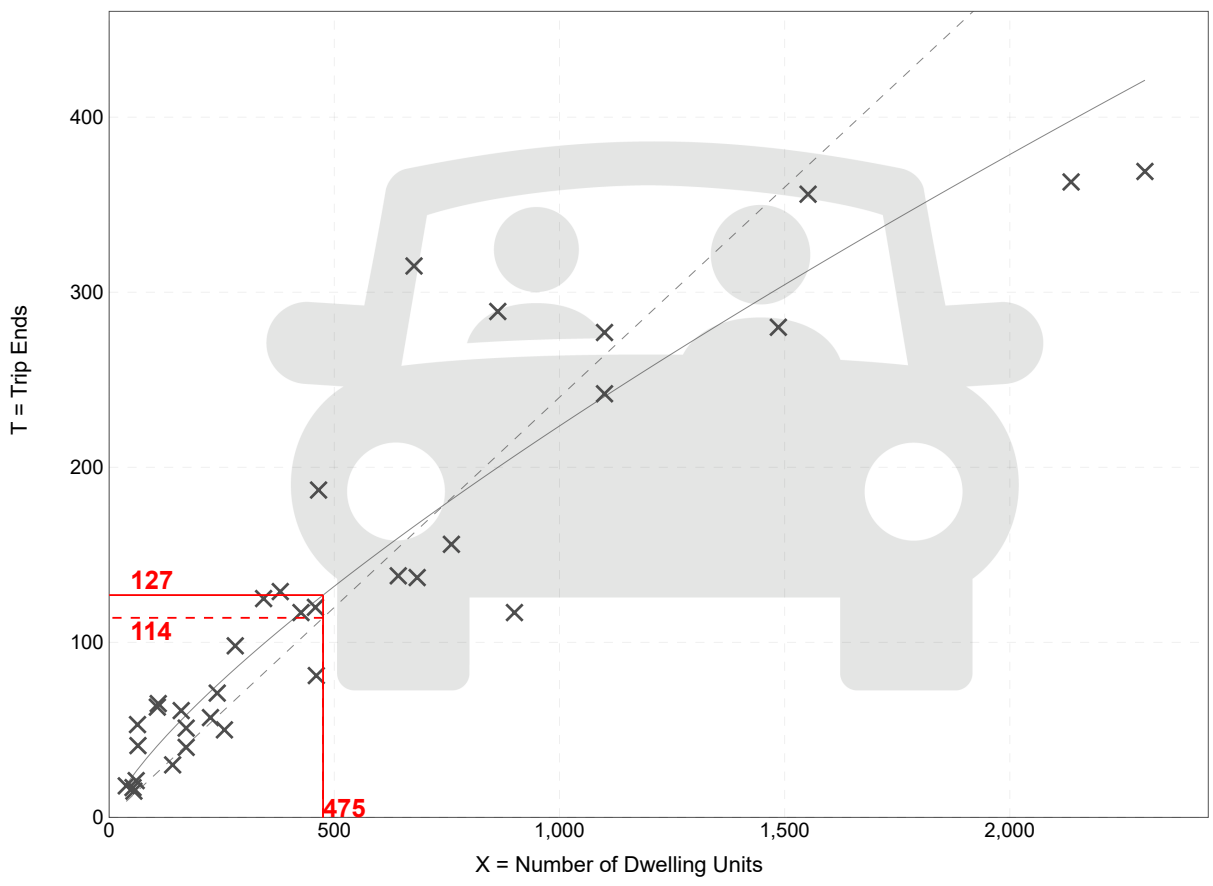
Senior Adult Housing - Single-Family
(251)

Vehicle Trip Ends vs:	**Dwelling Units**
On a:	**Weekday,**
	Peak Hour of Adjacent Street Traffic,
	One Hour Between 7 and 9 a.m.
Setting/Location:	**General Urban/Suburban**
Number of Studies:	34
Avg. Num. of Dwelling Units:	557
Directional Distribution:	33% entering, 67% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.24	0.13 - 0.84	0.10

Data Plot and Equation



Fitted Curve Equation: Ln(T) = 0.76 Ln(X) + 0.16

R^2= 0.88

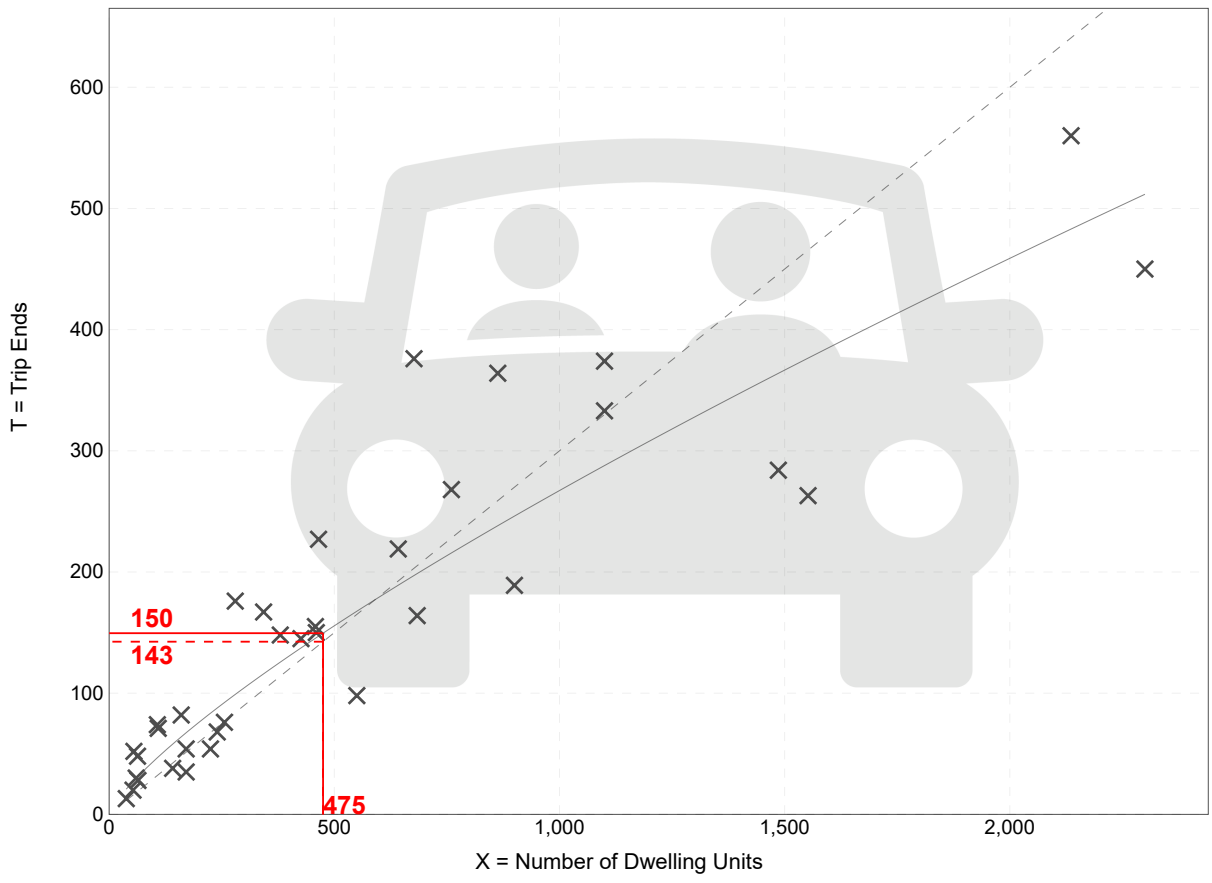
Senior Adult Housing - Single-Family
(251)

Vehicle Trip Ends vs:	**Dwelling Units**
On a:	**Weekday,**
	Peak Hour of Adjacent Street Traffic,
	One Hour Between 4 and 6 p.m.
Setting/Location:	**General Urban/Suburban**
Number of Studies:	35
Avg. Num. of Dwelling Units:	556
Directional Distribution:	61% entering, 39% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.30	0.17 - 0.95	0.12

Data Plot and Equation



Fitted Curve Equation: Ln(T) = 0.78 Ln(X) + 0.20 **R^2= 0.86**

Senior Adult Housing - Multifamily
(252)

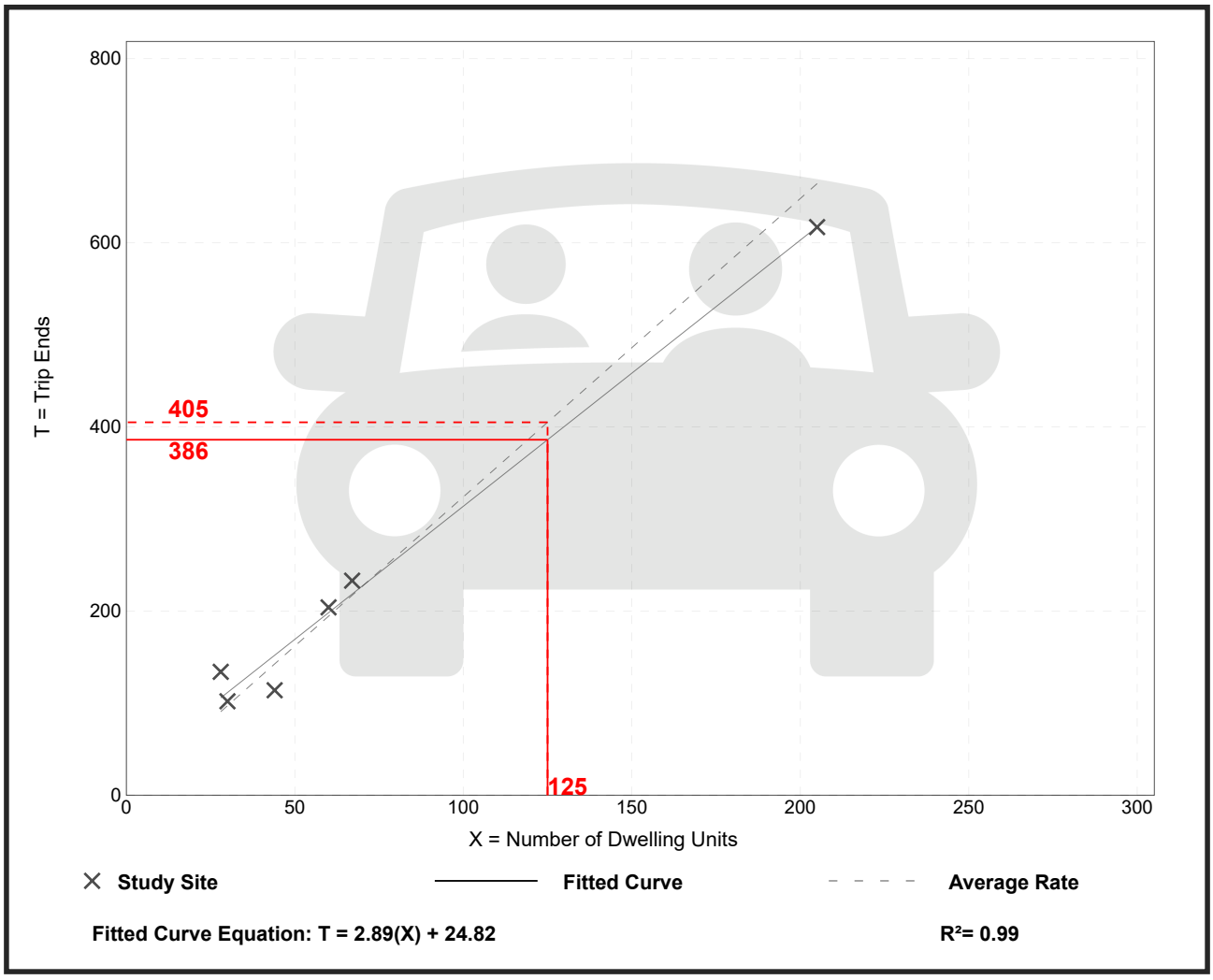
Vehicle Trip Ends vs: **Dwelling Units**
On a: **Weekday**

Setting/Location: **General Urban/Suburban**
Number of Studies: 6
Avg. Num. of Dwelling Units: 72
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
3.24	2.59 - 4.79	0.53

Data Plot and Equation



Fitted Curve Equation: T = 2.89(X) + 24.82

R^2= 0.99

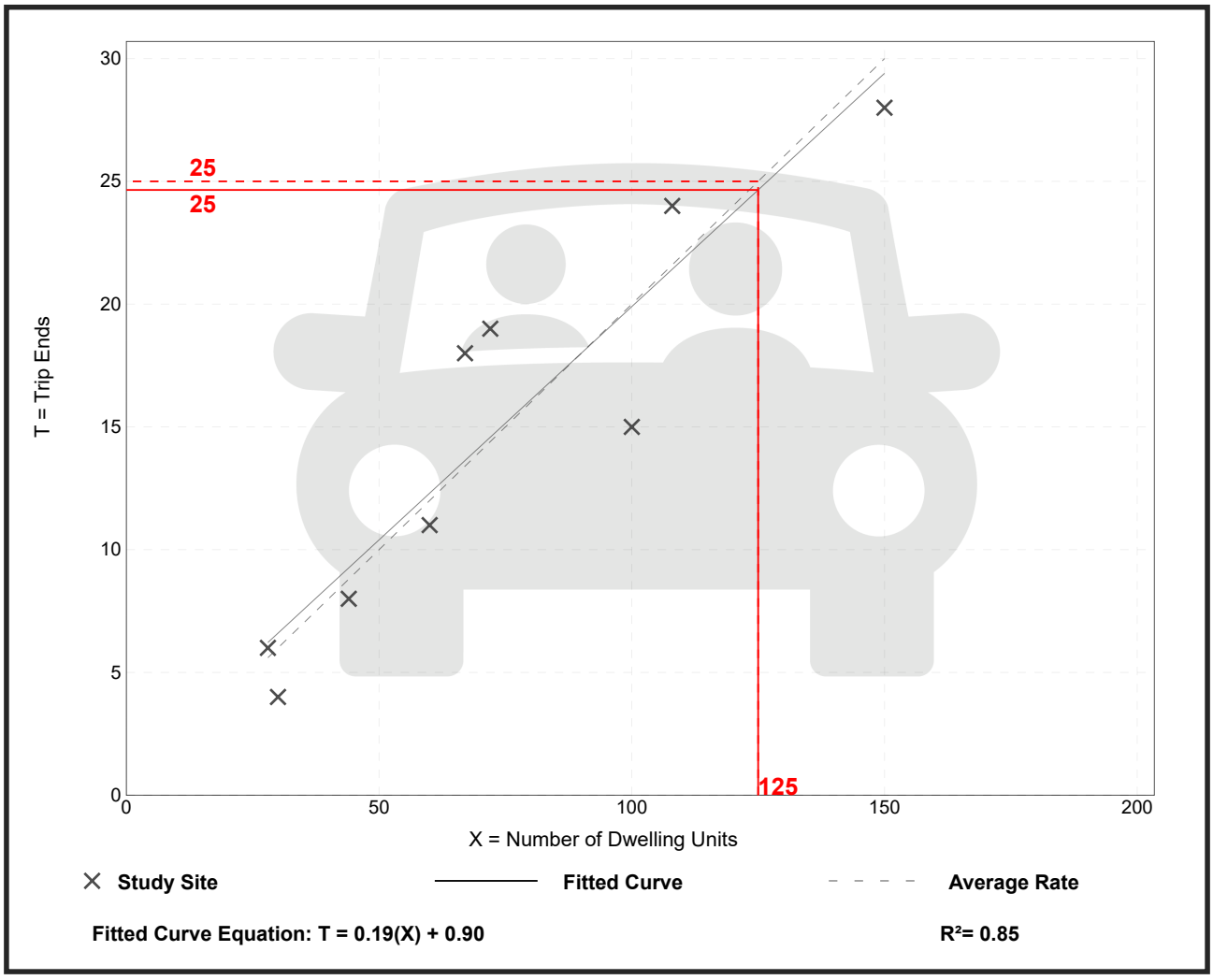
Senior Adult Housing - Multifamily
(252)

Vehicle Trip Ends vs: **Dwelling Units**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: **General Urban/Suburban**
Number of Studies: 9
Avg. Num. of Dwelling Units: 73
Directional Distribution: 34% entering, 66% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.20	0.13 - 0.27	0.04

Data Plot and Equation



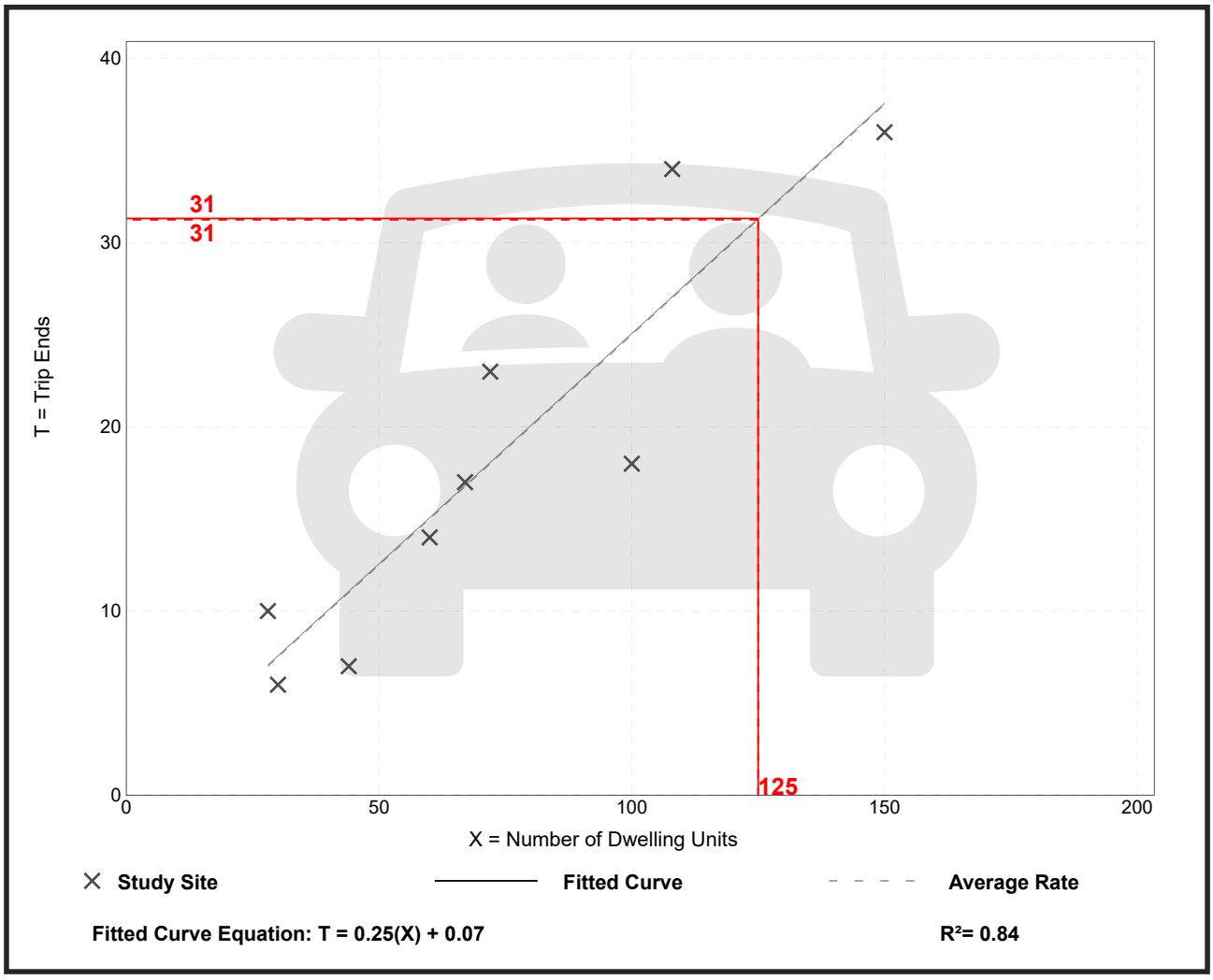
Senior Adult Housing - Multifamily
(252)

Vehicle Trip Ends vs:	**Dwelling Units**
On a:	**Weekday,**
	Peak Hour of Adjacent Street Traffic,
	One Hour Between 4 and 6 p.m.
Setting/Location:	**General Urban/Suburban**
Number of Studies:	9
Avg. Num. of Dwelling Units:	73
Directional Distribution:	56% entering, 44% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.25	0.16 - 0.36	0.06

Data Plot and Equation



Fitted Curve Equation: T = 0.25(X) + 0.07

R^2= 0.84

Shopping Plaza (40-150k) - Supermarket - Yes
(821)

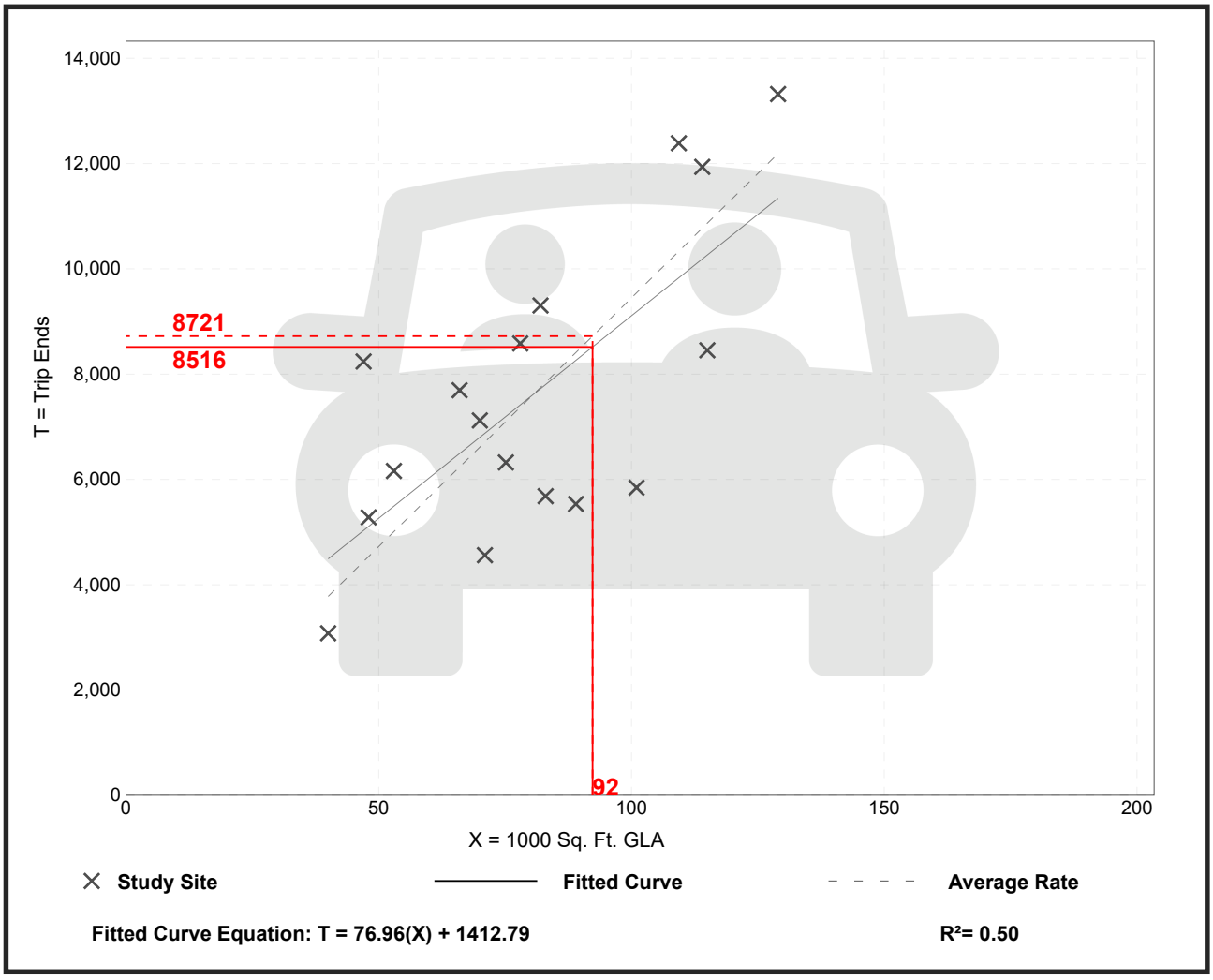
Vehicle Trip Ends vs: **1000 Sq. Ft. GLA**
On a: **Weekday**

Setting/Location: **General Urban/Suburban**
Number of Studies: 17
Avg. 1000 Sq. Ft. GLA: 81
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	Standard Deviation
94.49	57.86 - 175.32	26.55

Data Plot and Equation



Fitted Curve Equation: T = 76.96(X) + 1412.79

R^2= 0.50

Trip Gen Manual, 11th Edition • Institute of Transportation Engineers

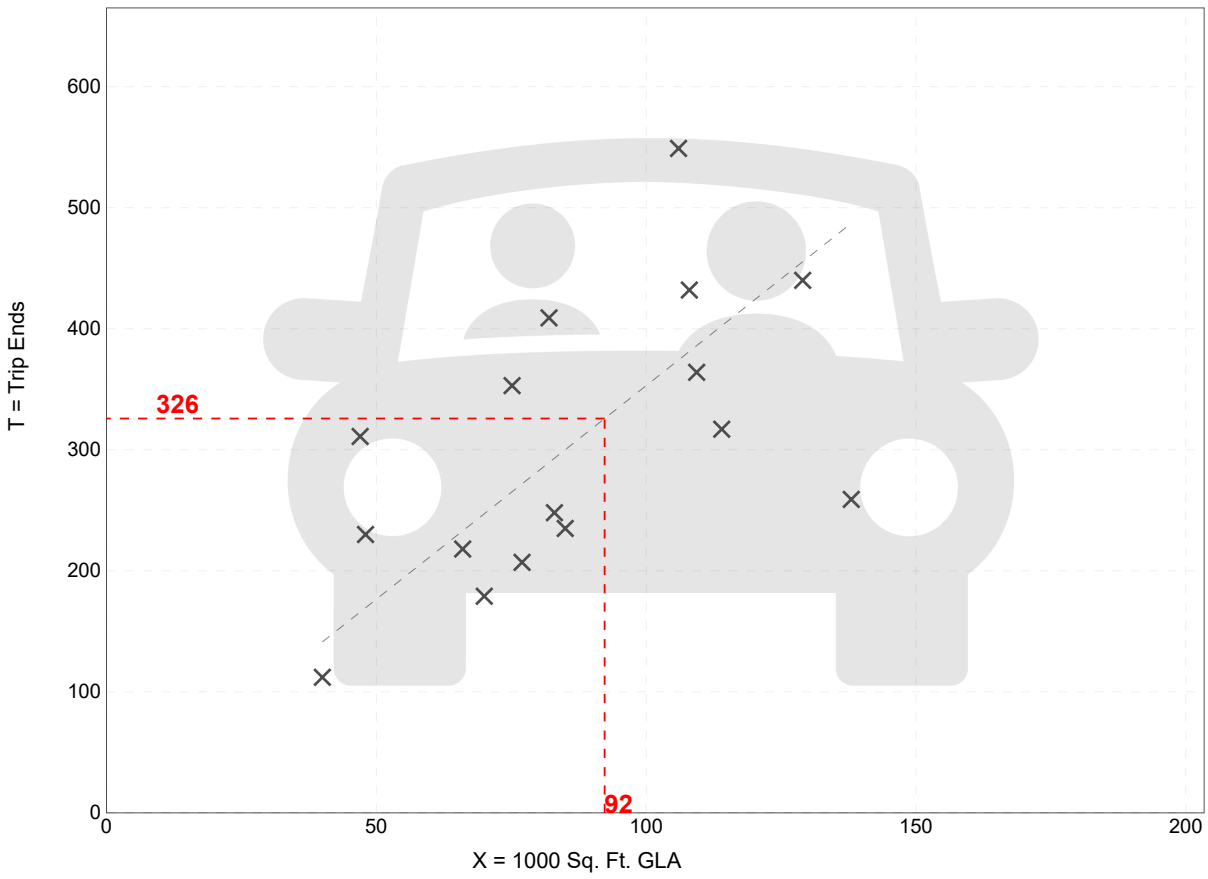
Shopping Plaza (40-150k) - Supermarket - Yes
(821)

Vehicle Trip Ends vs: **1000 Sq. Ft. GLA**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: **General Urban/Suburban**
Number of Studies: 16
Avg. 1000 Sq. Ft. GLA: 86
Directional Distribution: 62% entering, 38% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	Standard Deviation
3.53	1.88 - 6.62	1.17

Data Plot and Equation



Fitted Curve Equation: Not Given

R^2= ****

Trip Gen Manual, 11th Edition ● Institute of Transportation Engineers

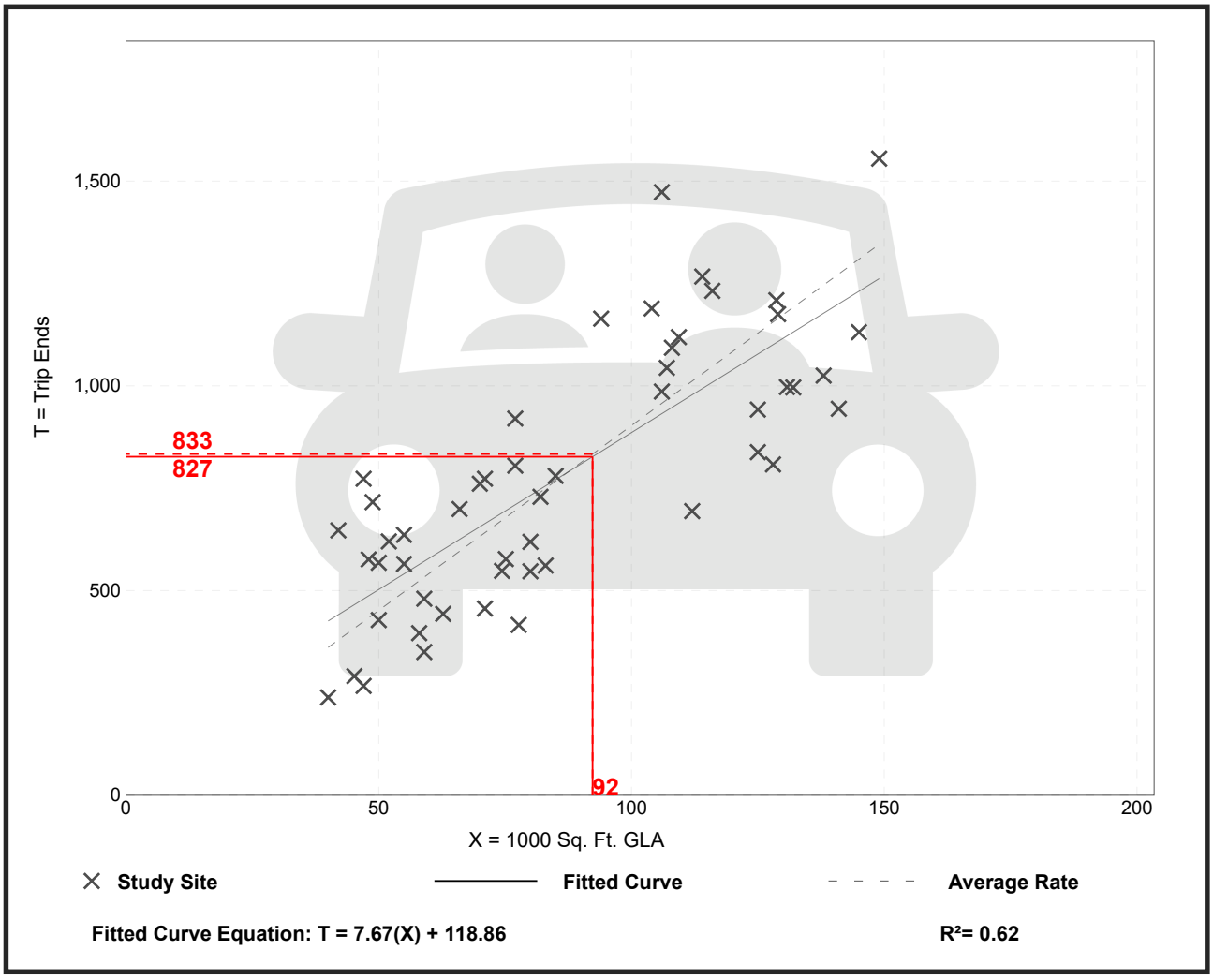
Shopping Plaza (40-150k) - Supermarket - Yes
(821)

Vehicle Trip Ends vs: **1000 Sq. Ft. GLA**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: **General Urban/Suburban**
Number of Studies: 51
Avg. 1000 Sq. Ft. GLA: 87
Directional Distribution: 48% entering, 52% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	Standard Deviation
9.03	5.35 - 16.45	2.37

Data Plot and Equation



Fitted Curve Equation: T = 7.67(X) + 118.86

R^2= 0.62

Convenience Store
(851)

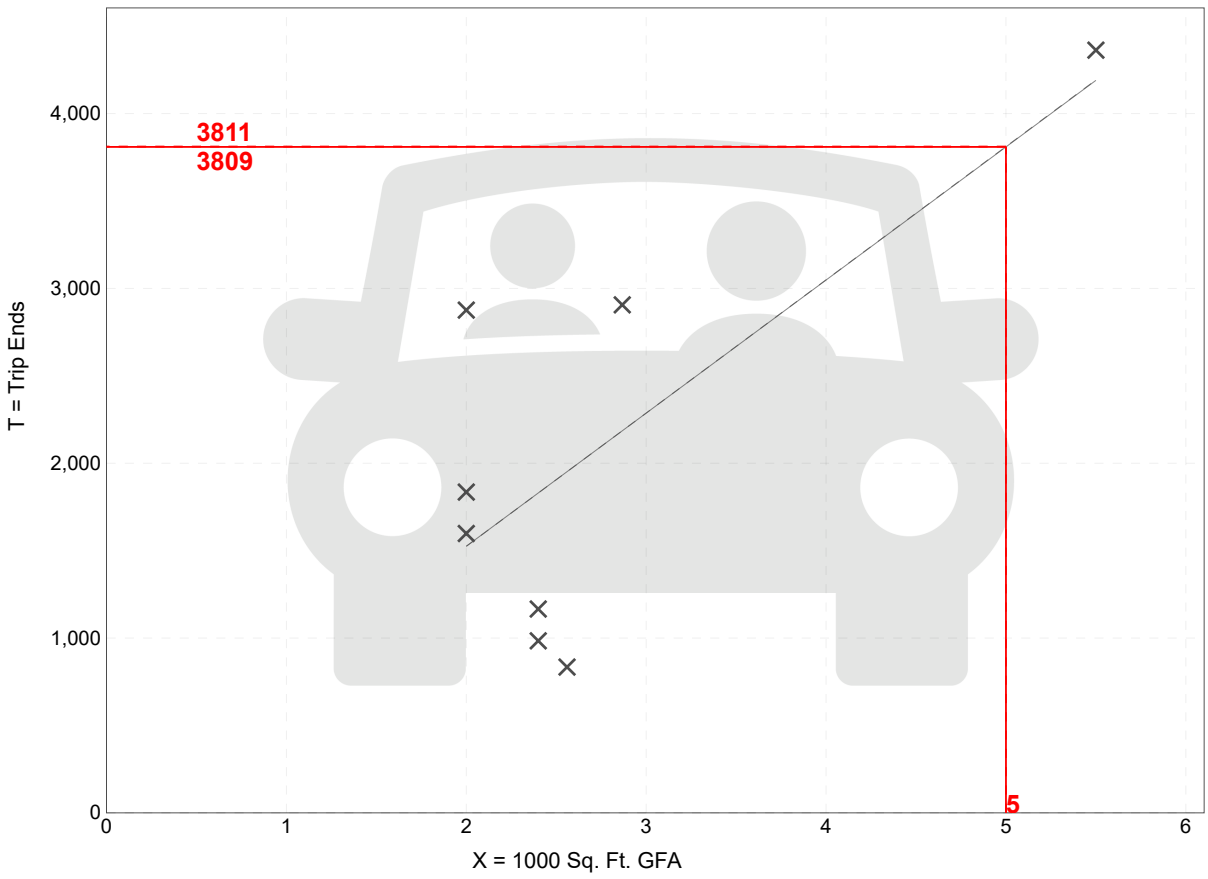
Vehicle Trip Ends vs: **1000 Sq. Ft. GFA**
On a: **Weekday**

Setting/Location: **General Urban/Suburban**
Number of Studies: 8
Avg. 1000 Sq. Ft. GFA: 3
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
762.28	325.78 - 1438.00	333.89

Data Plot and Equation



Fitted Curve Equation: T = 761.44(X) + 2.27

R^2= 0.53

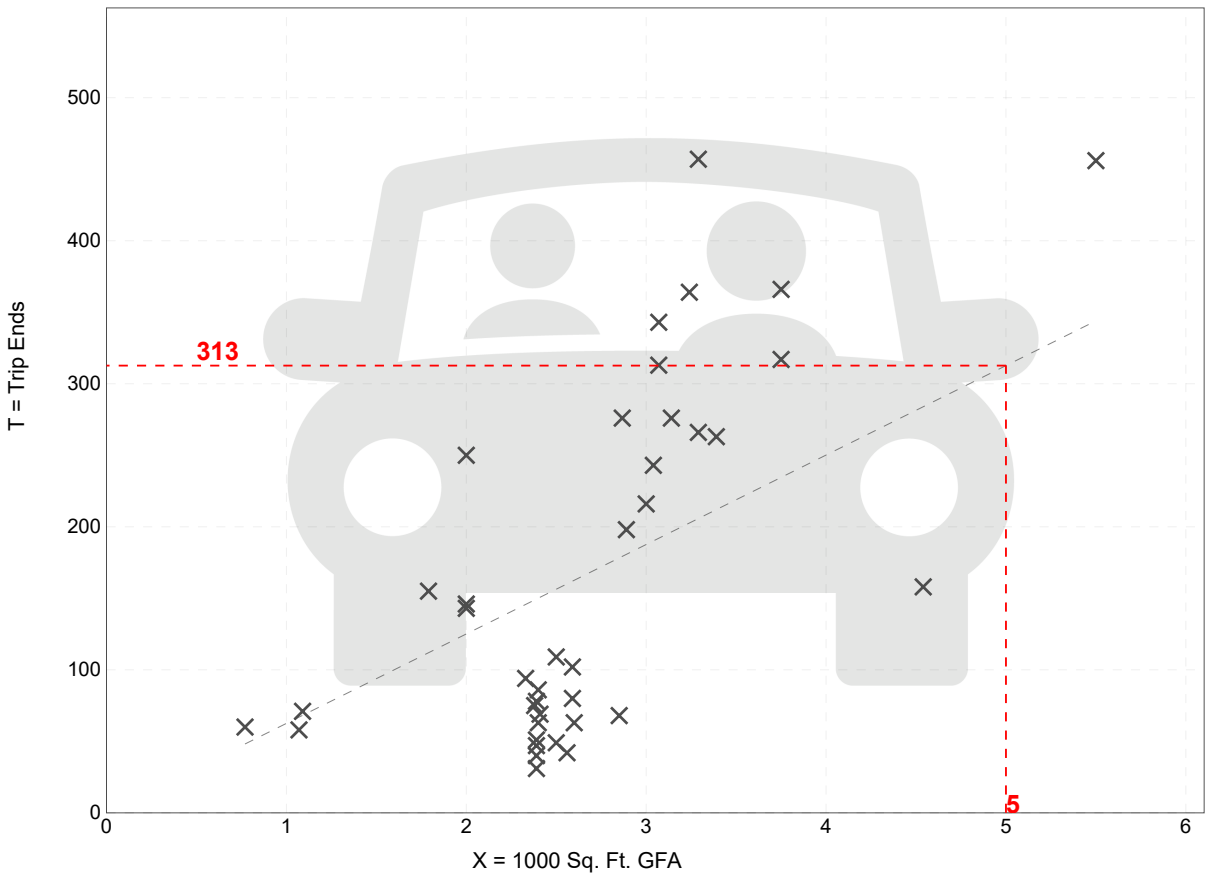
Convenience Store
(851)

Vehicle Trip Ends vs: **1000 Sq. Ft. GFA**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: **General Urban/Suburban**
Number of Studies: 39
Avg. 1000 Sq. Ft. GFA: 3
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
62.54	12.97 - 138.91	35.04

Data Plot and Equation



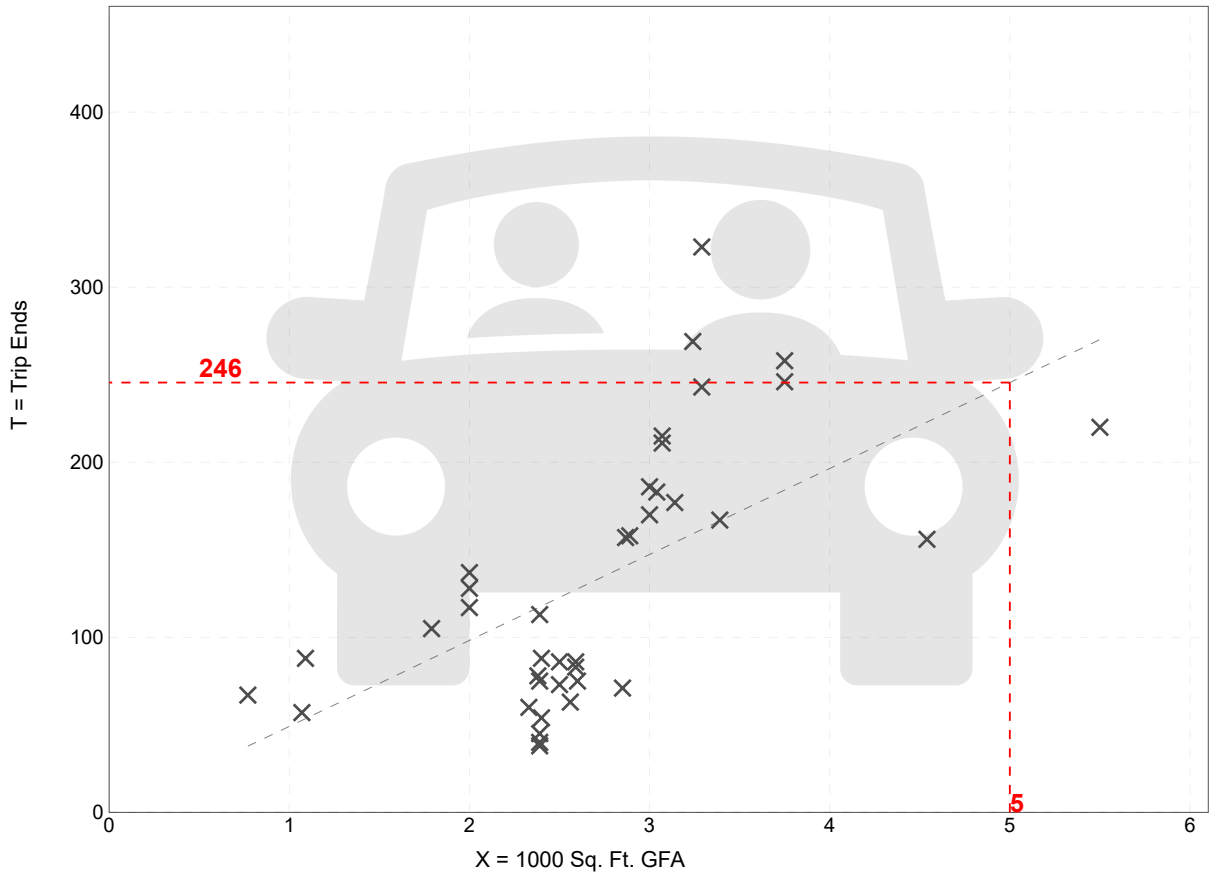
Convenience Store
(851)

Vehicle Trip Ends vs: **1000 Sq. Ft. GFA**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: **General Urban/Suburban**
Number of Studies: 39
Avg. 1000 Sq. Ft. GFA: 3
Directional Distribution: 51% entering, 49% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
49.11	15.90 - 98.18	20.84

Data Plot and Equation



Fitted Curve Equation: Not Given

R^2= ****

Fast-Food Restaurant with Drive-Through Window
(934)

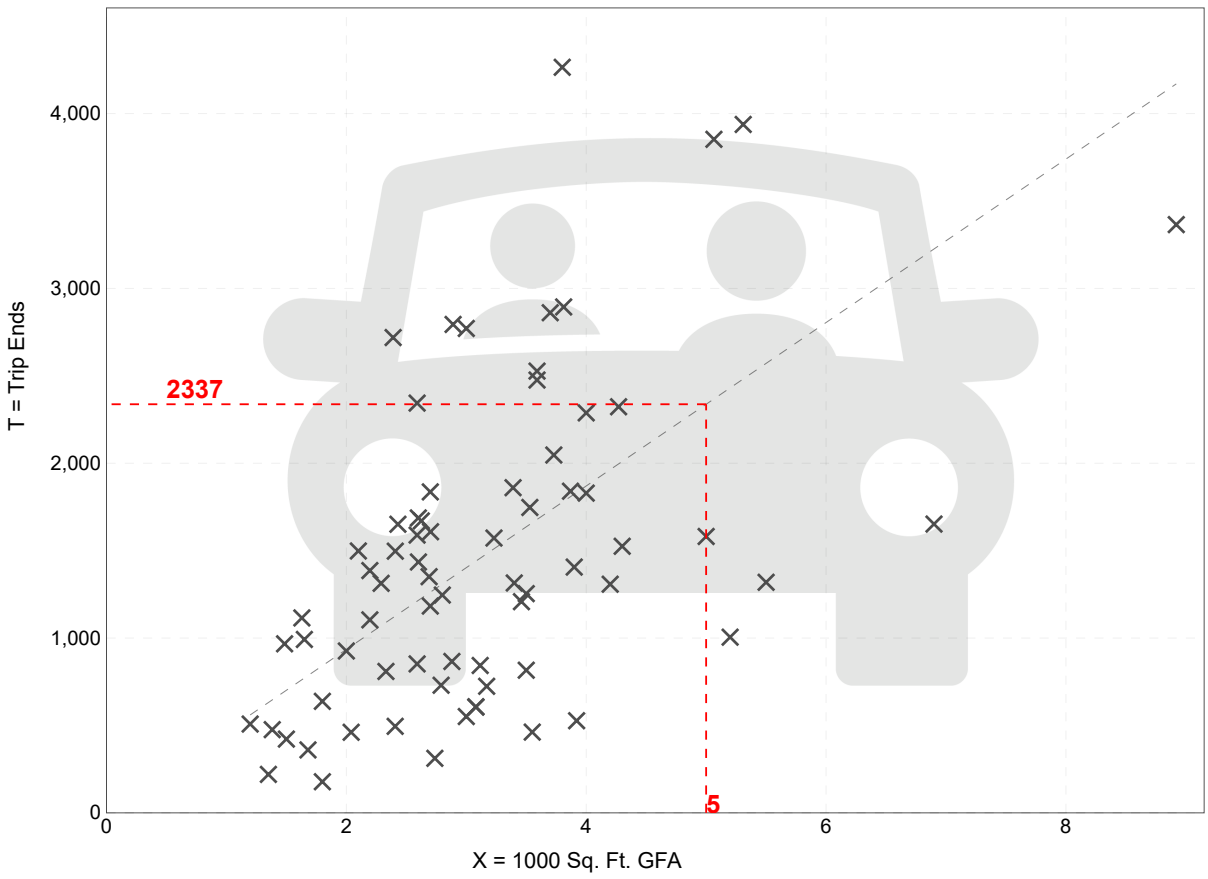
Vehicle Trip Ends vs: **1000 Sq. Ft. GFA**
On a: **Weekday**

Setting/Location: **General Urban/Suburban**
Number of Studies: 71
Avg. 1000 Sq. Ft. GFA: 3
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
467.48	98.89 - 1137.66	238.62

Data Plot and Equation



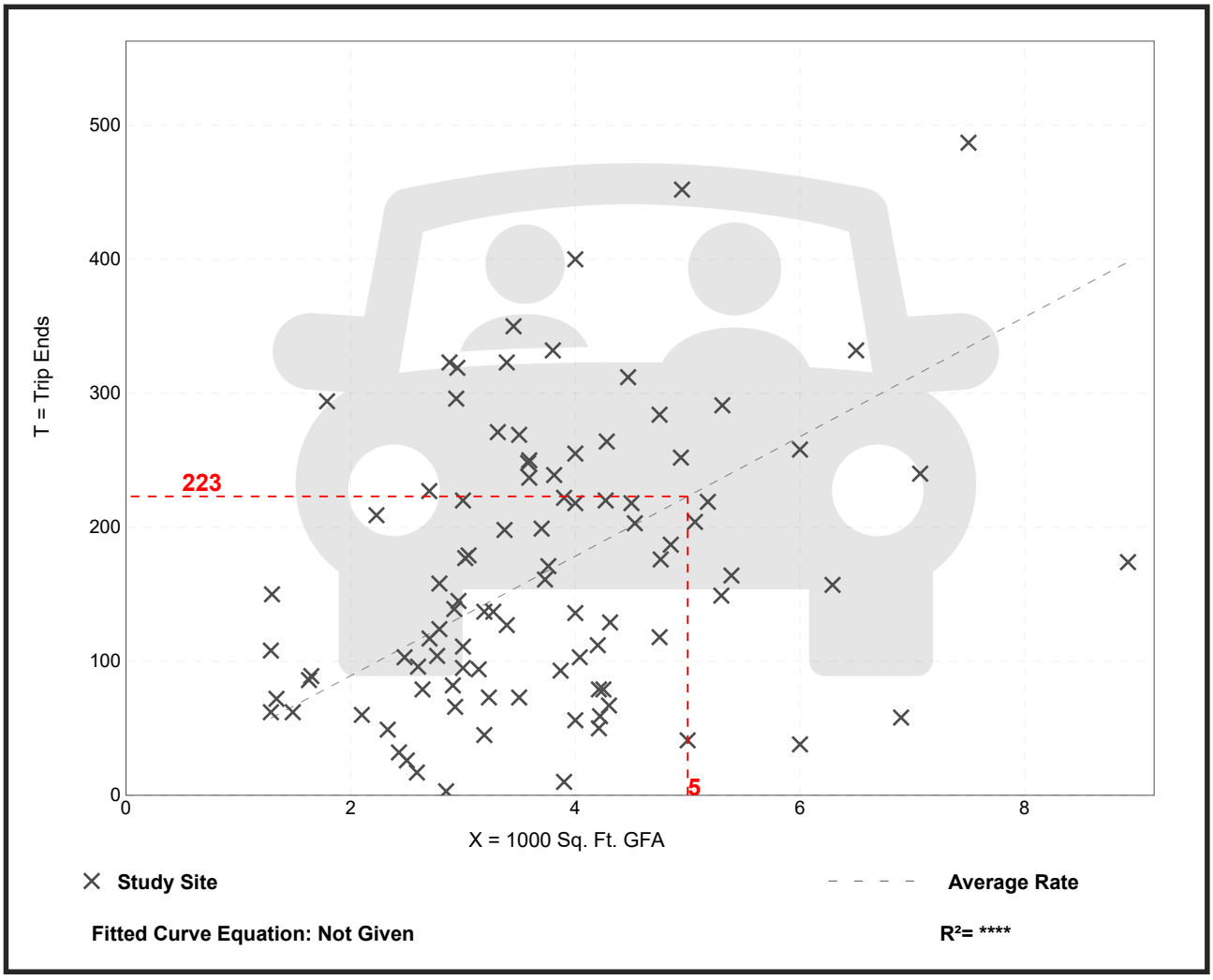
Fast-Food Restaurant with Drive-Through Window
(934)

Vehicle Trip Ends vs:	**1000 Sq. Ft. GFA**
On a:	**Weekday,**
	Peak Hour of Adjacent Street Traffic,
	One Hour Between 7 and 9 a.m.
Setting/Location:	**General Urban/Suburban**
Number of Studies:	96
Avg. 1000 Sq. Ft. GFA:	4
Directional Distribution:	51% entering, 49% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
44.61	1.05 - 164.25	27.14

Data Plot and Equation



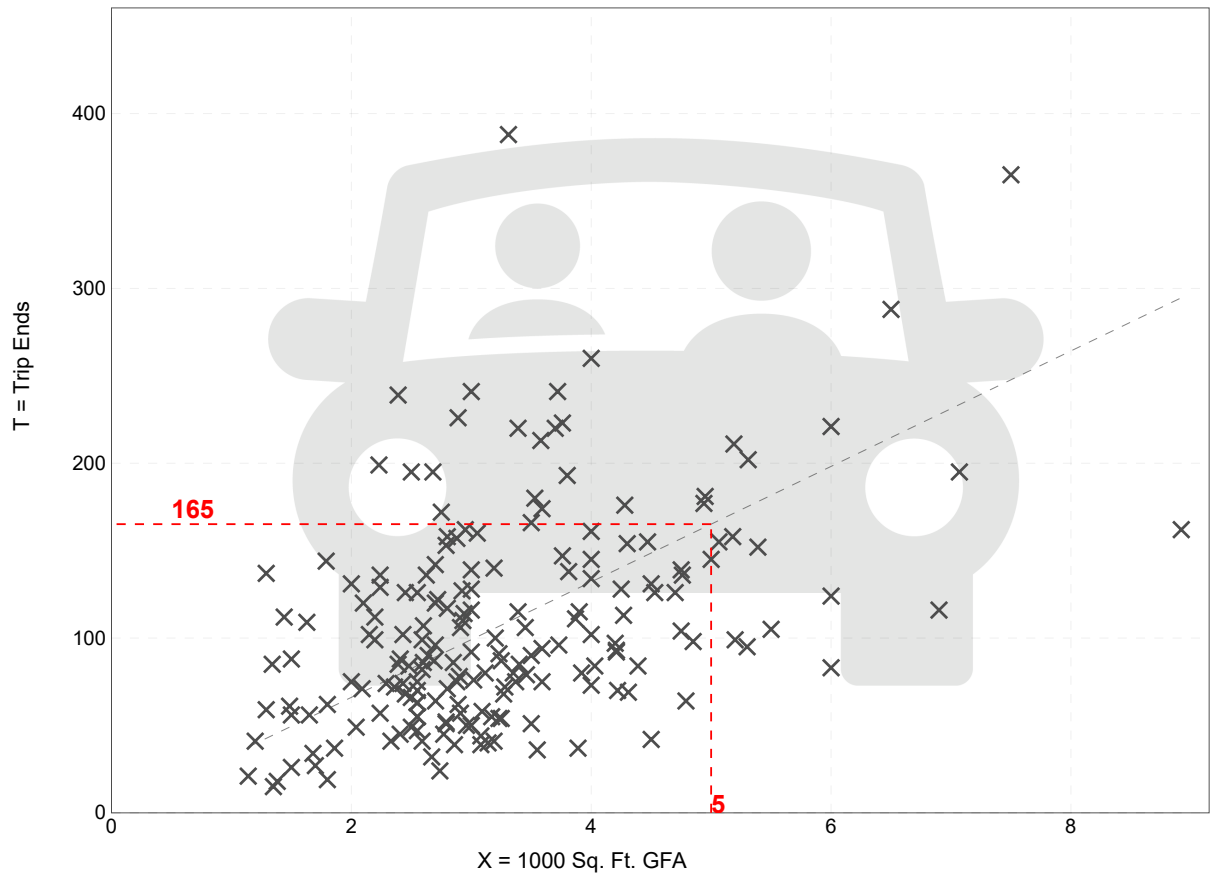
Fast-Food Restaurant with Drive-Through Window
(934)

Vehicle Trip Ends vs: **1000 Sq. Ft. GFA**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: **General Urban/Suburban**
Number of Studies: 190
Avg. 1000 Sq. Ft. GFA: 3
Directional Distribution: 52% entering, 48% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
33.03	8.77 - 117.22	17.59

Data Plot and Equation



Fitted Curve Equation: Not Given

R^2= ****

Vehicle Pass-By Rates by Land Use

Source: ITE *Trip Generation Manual* , 11th Edition

Land Use Code	821
Land Use	Shopping Plaza (40 - 150k)
Setting	General Urban/Suburban
Time Period	Weekday PM Peak Period
# Data Sites	15
Average Pass-By Rate	40%

Pass-By Characteristics for Individual Sites

GLA (000)	State or Province	Survey Year	# Interviews	Pass-By Trip (%)	Non-Pass-By Trips			Adj Street Peak Hour Volume	Source
					Primary (%)	Diverted (%)	Total (%)		
45	Florida	1992	844	56	24	20	44	—	30
50	Florida	1992	555	41	41	18	59	—	30
52	Florida	1995	665	42	33	25	58	—	30
53	Florida	1993	162	59	—	—	41	—	30
57.23	Kentucky	1993	247	31	53	16	69	2659	34
60	Florida	1995	1583	40	38	22	60	—	30
69.4	Kentucky	1993	109	25	42	33	75	1559	34
77	Florida	1992	365	46	—	—	54	—	30
78	Florida	1991	702	55	23	22	45	—	30
82	Florida	1992	336	34	—	—	66	—	30
92.857	Kentucky	1993	133	22	50	28	78	3555	34
100.888	Kentucky	1993	281	28	50	22	72	2111	34
121.54	Kentucky	1993	210	53	30	17	47	2636	34
144	New Jersey	1990	176	32	44	24	68	—	24
146.8	Kentucky	1993	—	36	39	25	64	—	34

Table F.14 Pass-By and Non-Pass-By Trips Weekday, PM Peak Period Land Use Code 851—Convenience Market (Open 24 Hours)

SIZE (1,000 SQ. FT. GFA)	LOCATION	WEEKDAY SURVEY DATE	NO. OF INTERVIEWS	TIME PERIOD	PASS-BY TRIP (%)	NON-PASS-BY TRIPS (%)			ADJ. STREET PEAK HOUR VOLUME	SOURCE
						PRIMARY	DIVERTED	TOTAL		
3	Overland Park, KS	Aug. 1987	68	4:30–5:30 p.m.	34	53	13	66	—	—
3	Overland Park, KS	July 1987	68	4:30–5:30 p.m.	28	50	22	72	—	—
~1.9	Billings, MT	1987	461	4:00–6:00 p.m.	62	13	25	38	—	ITE Montana Section Tech Comm
<50.0	Chicago suburbs, IL	1987	72	3:00–6:00 p.m.	28	—	—	72	—	Kenig, O'Hara, Humes, Flock
<50.0	Chicago suburbs, IL	1987	54	3:00–6:00 p.m.	78	—	—	22	—	Kenig, O'Hara, Humes, Flock
<50.0	Chicago suburbs, IL	1987	34	3:00–6:00 p.m.	69	—	—	31	—	Kenig, O'Hara, Humes, Flock
<50.0	Chicago suburbs, IL	1987	100	3:00–6:00 p.m.	63	—	—	37	—	Kenig, O'Hara, Humes, Flock
<50.0	Chicago suburbs, IL	1987	43	3:00–6:00 p.m.	43	—	—	57	—	Kenig, O'Hara, Humes, Flock
<50.0	Chicago suburbs, IL	1987	135	3:00–6:00 p.m.	39	—	—	61	—	Kenig, O'Hara, Humes, Flock
<50.0	Chicago suburbs, IL	1987	74	3:00–6:00 p.m.	53	—	—	47	—	Kenig, O'Hara, Humes, Flock
<50.0	Chicago suburbs, IL	1987	80	3:00–6:00 p.m.	64	—	—	36	—	Kenig, O'Hara, Humes, Flock

Average Pass-By Trip Percentage: 51
"—" means no data were provided

Table F.15 Pass-By and Non-Pass-By Trips Weekday, AM Peak Period Land Use Code 853—Convenience Market with Gasoline Pumps

SIZE (1,000 SQ. FT. GFA)	LOCATION	WEEKDAY SURVEY DATE	NO. OF INTERVIEWS	TIME PERIOD	PASS-BY TRIP (%)	NON-PASS-BY TRIPS (%)			ADJ. STREET PEAK HOUR VOLUME	SOURCE
						PRIMARY	DIVERTED	TOTAL		
2.8	Louisville area, KY	1993	—	7:00–9:00 a.m.	54	11	35	46	1,240	Barton-Aschman Assoc.
2.4	Louisville area, KY	1993	—	7:00–9:00 a.m.	48	17	35	52	1,210	Barton-Aschman Assoc.
4.2	Louisville area, KY	1993	47	7:00–9:00 a.m.	62	19	19	38	1,705	Barton-Aschman Assoc.
2.6	Crestwood, KY	1993	—	7:00–9:00 a.m.	72	15	13	28	940	Barton-Aschman Assoc.
3.7	Louisville area, KY	1993	49	7:00–9:00 a.m.	66	16	18	34	990	Barton-Aschman Assoc.
3.0	New Albany, IN	1993	62	7:00–9:00 a.m.	74	10	16	26	790	Barton-Aschman Assoc.
2.3	Louisville, KY	1993	58	7:00–9:00 a.m.	64	5	31	36	1,255	Barton-Aschman Assoc.
2.2	New Albany, IN	1993	79	7:00–9:00 a.m.	56	6	38	44	635	Barton-Aschman Assoc.
3.6	Louisville area, KY	1993	49	7:00–9:00 a.m.	67	4	29	33	1,985	Barton-Aschman Assoc.

Average Pass-By Trip Percentage: 63
"—" means no data were provided

Table F.31 Pass-By and Non-Pass-By Trips Weekday, AM Peak Period
Land Use Code 934—Fast-Food Restaurant with Drive-Through Window

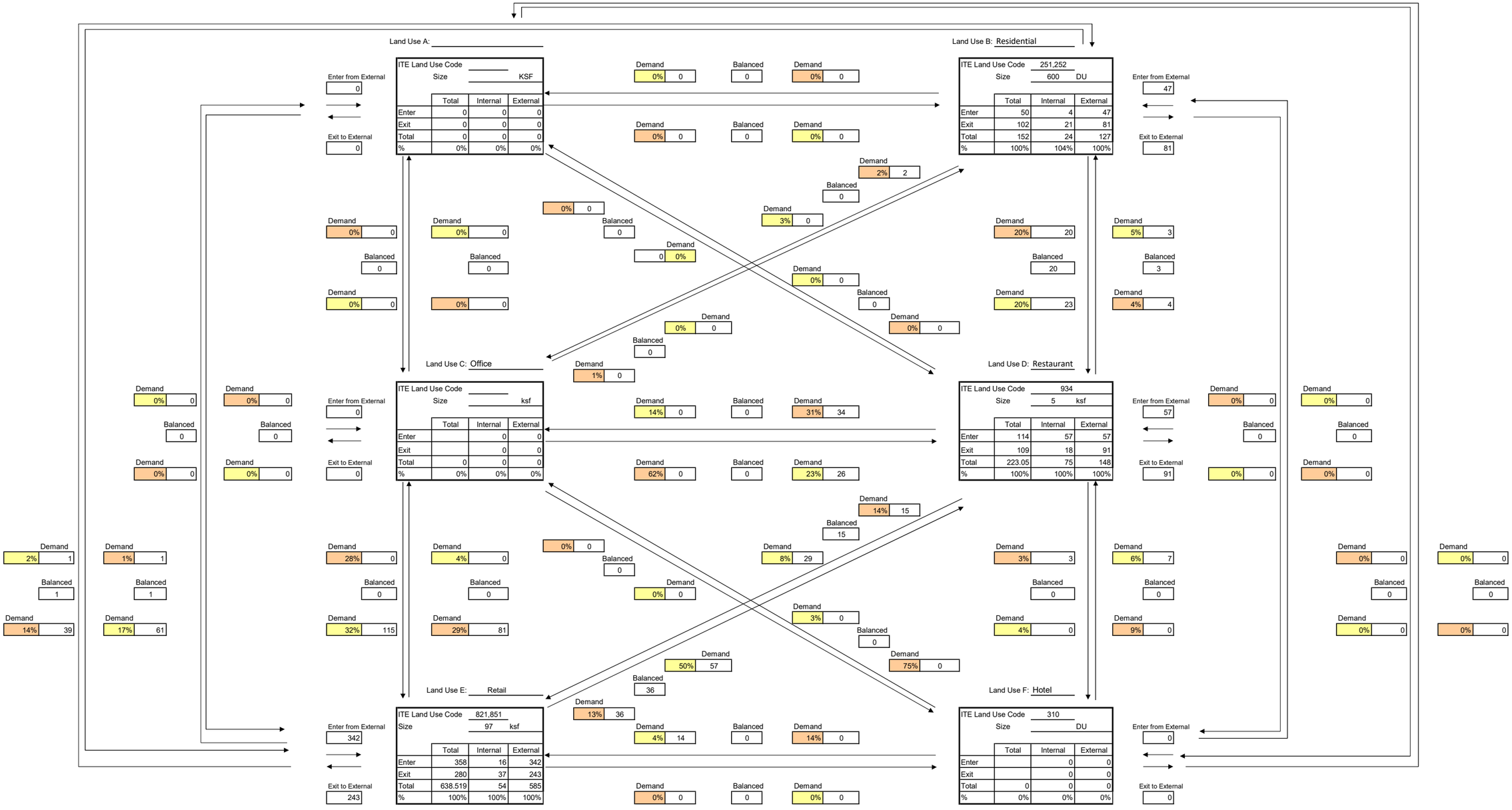
SEATS	SIZE (1,000 SQ. FT. GFA)	LOCATION	WEEKDAY SURVEY DATE	NO. OF INTERVIEWS	TIME PERIOD	PASS-BY TRIP (%)	NON-PASS-BY TRIPS (%)			ADJ. STREET PEAK HOUR VOLUME	SOURCE
							PRIMARY	DIVERTED	TOTAL		
—	<5	Chicago suburbs, IL	1987	84	7:00–9:00 a.m.	44	—	—	56	—	Kenig, O'Hara, Humes, Flock
88	1.4	Louisville area, KY	1993	—	7:00–9:00 a.m.	62	22	16	38	1,407	Barton-Aschman Assoc.
100	3.6	Louisville, KY	1993	—	7:00–9:00 a.m.	32	47	21	68	437	Barton-Aschman Assoc.
87	4.2	New Albany, IN	1993	—	7:00–9:00 a.m.	46	23	31	54	1,049	Barton-Aschman Assoc.
150	3.0	Louisville area, KY	1993	—	7:00–9:00 a.m.	43	14	43	57	2,903	Barton-Aschman Assoc.
—	3.3	varies	1996	—	6:00–9:00 a.m.	68	—	—	32	—	Oracle Engineering

Average Pass-By Trip Percentage: 49
"—" means no data were provided

Analyst TMC
Date

Multi-Use Development
Internal Capture Summary

Name of Devlopment: PROJECT TRIP GENERATION
Time Period AM Peak Hour



Net External Trips for Multi-Use Development

	Land Use A 0	Land Use B Residential	Land Use C Office	Land Use D estaura	Land Use E Retail	Land Use F Hotel	**Total**	Passer By	**Net Trips**
Enter	0	47	0	57	342	0	445	1	444
Exit	0	81	0	91	243	0	415	1	414
Sub-Total	0	127	0	148	585	0	**860**	2	858
Passer By Trips					2		2		
Total	**0**	**127**	**0**	**148**	**583**	**0**	**858**		**858**
Single-Use Trip Gen Estimate	0	152	0	223	639	0	1,014		

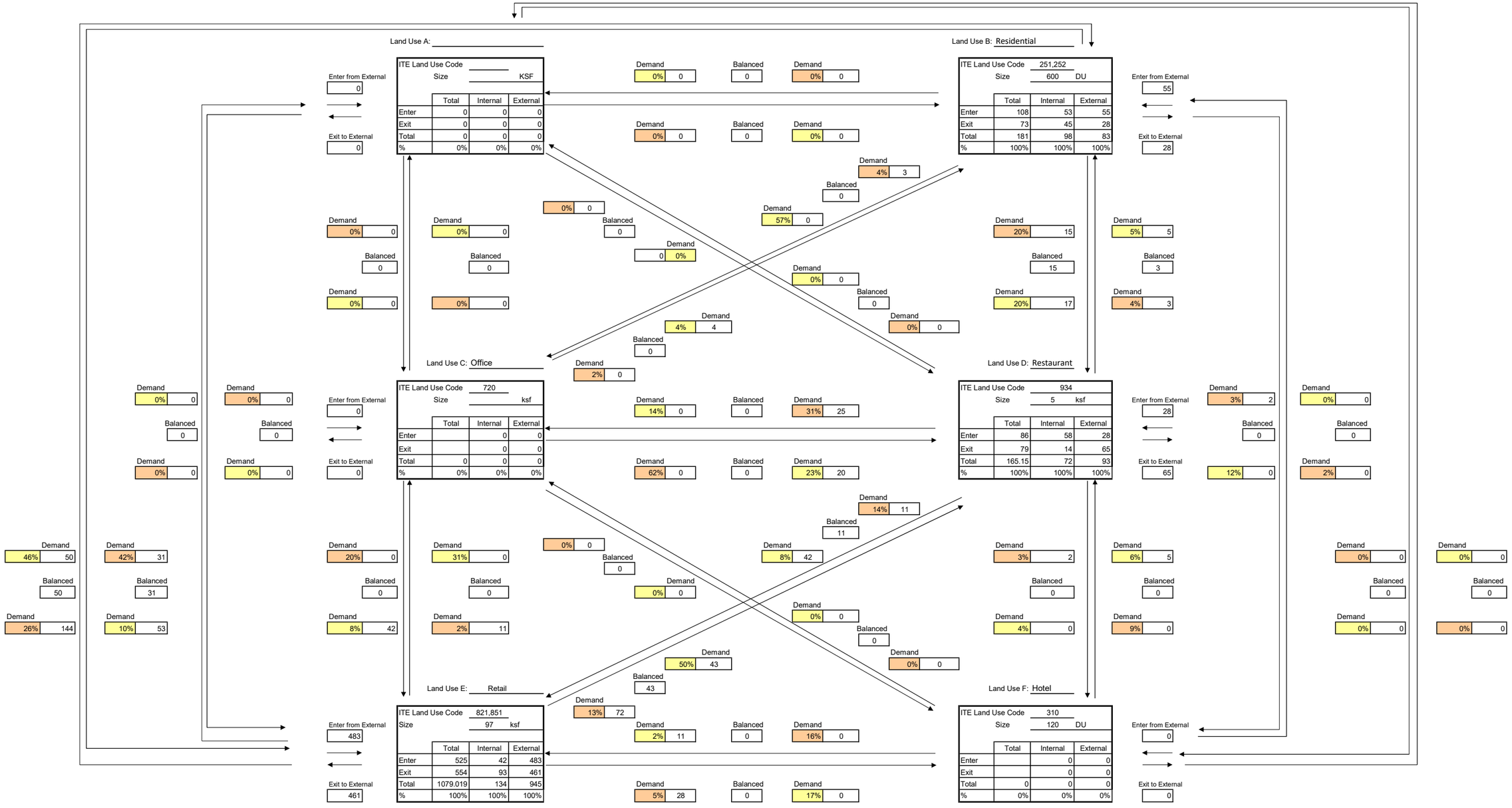
Internal Capture
154
15.2%

Source: Traffic Mobility Consultants,LLC, based on procedures from the ITE Trip Generation Handbook, 3rd Edition

Analyst TMC
Date

Multi-Use Development
Internal Capture Summary

Name of Devlopment: PROJECT TRIP GENERATION
Time Period PM Peak Hour



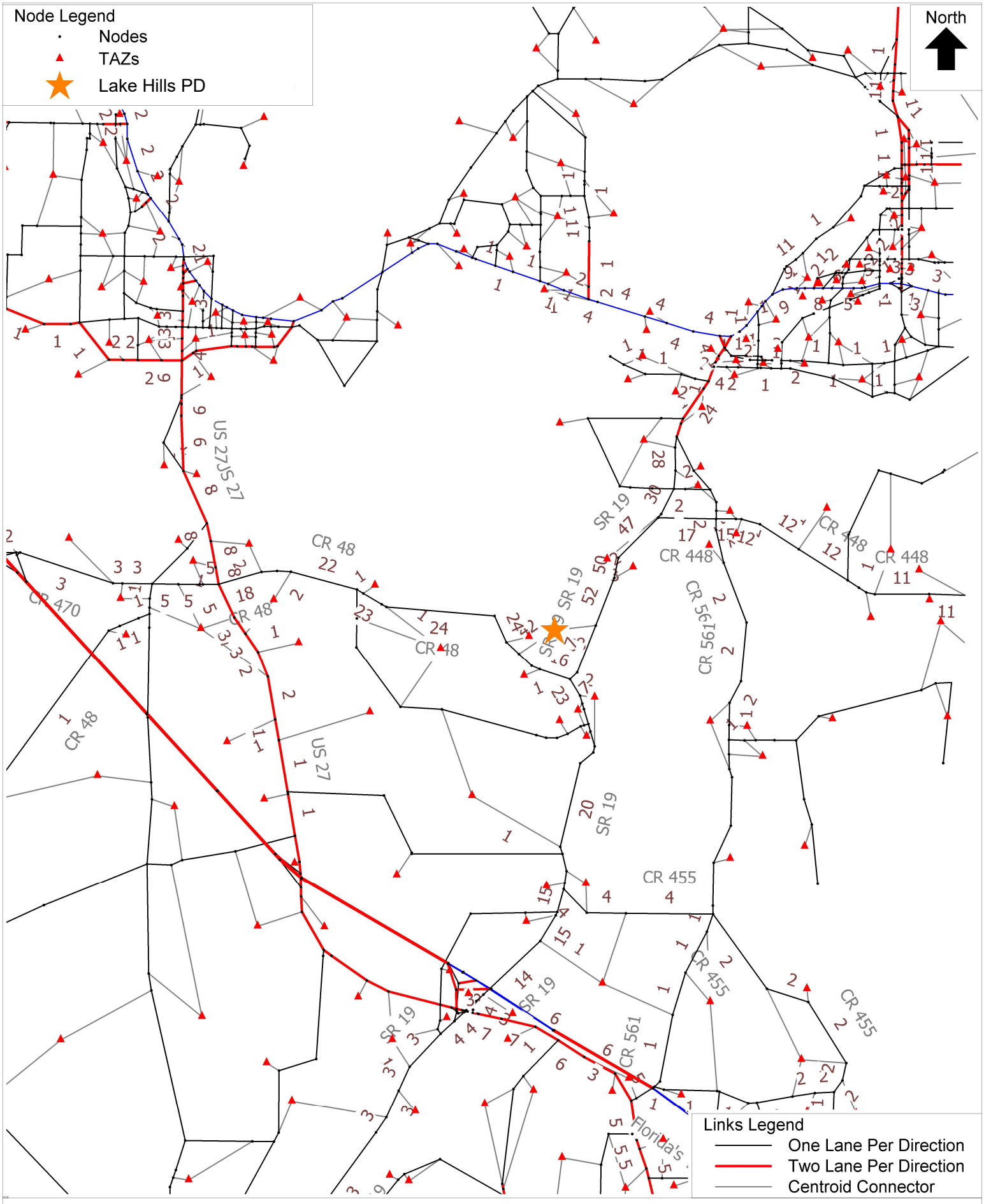
Net External Trips for Multi-Use Development

	Land Use A 0	Land Use B Residential	Land Use C Office	Land Use D estaura	Land Use E Retail	Land Use F Hotel	**Total**	Passer By	**Net Trips**
Enter	0	55	0	28	483	0	566	1	565
Exit	0	28	0	65	461	0	554	1	553
Sub-Total	0	83	0	93	945	0	**1,121**	2	1,119
Passer By Trips					2		2		
Total	**0**	**83**	**0**	**93**	**943**	**0**	**1,119**		**1,119**
Single-Use Trip Gen Estimate	0	181	0	165	1,079	0	1,425		

Internal Capture
304
21.4%

Source: Traffic Mobility Consultants,LLC, based on procedures from the ITE Trip Generation Handbook, 3rd Edition

Appendix G
CFRPM Model Output



23103 Lake Hills PD Howey-In-The-Hills, FL - TAZ 7676
CFRPM7 CF2025 Project Distribution
V2.0 C:\FSUTMS\D5\CFRPM7\Base\CF_2025\P21237\OUTPUT\HWYLOAD_SL_AllDay_A25.NET Wed 12 Jan 2022

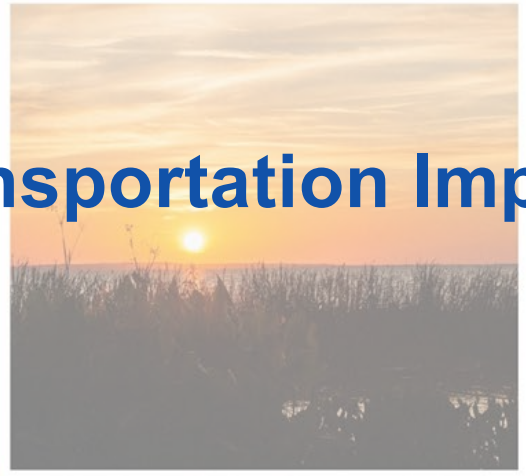
cube

Appendix H
Planned and Programmed Improvements

Lake-Sumter MPO
Metropolitan Planning Organization







Transportation Improvement Program

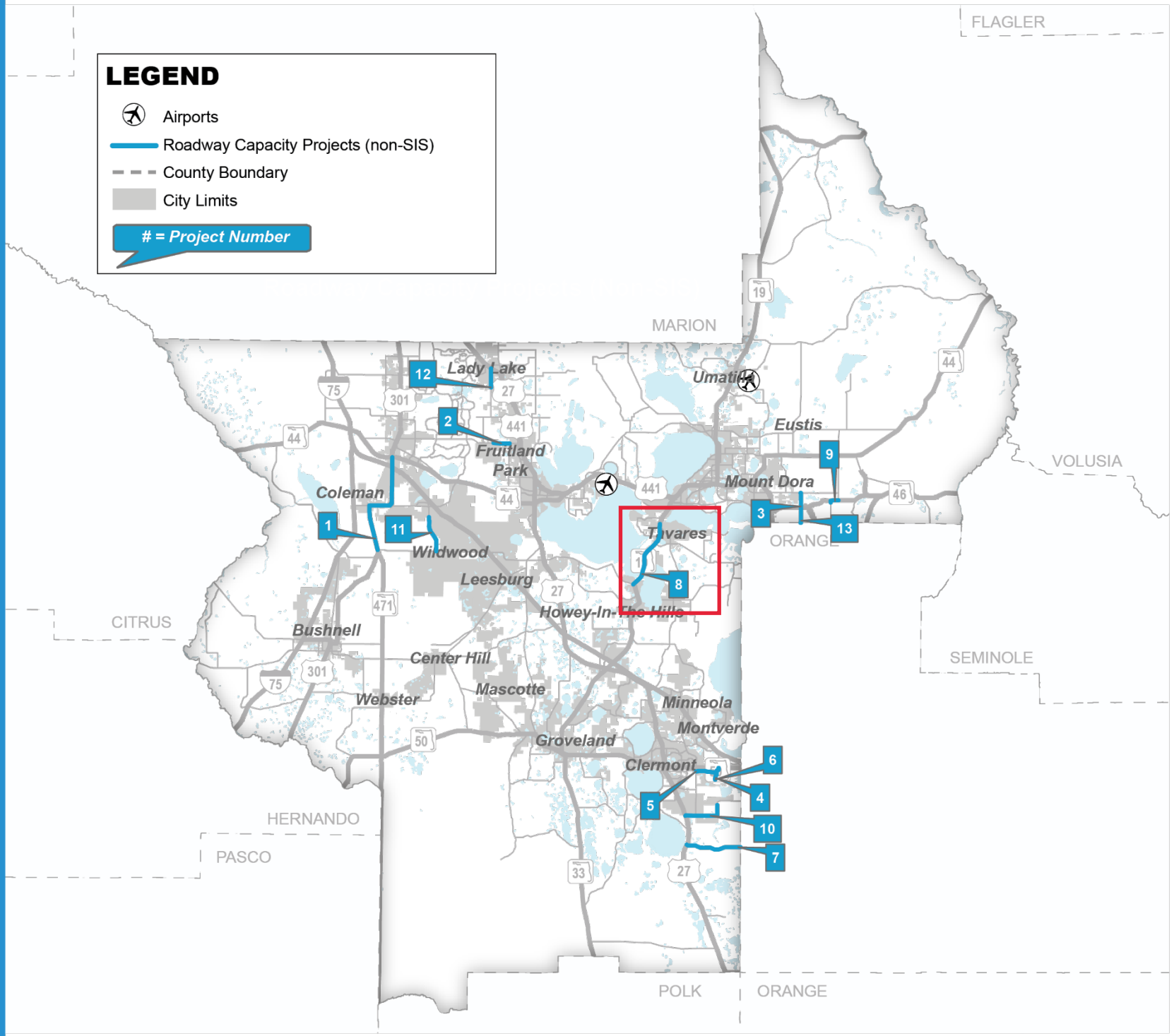
FISCAL YEARS 2023-2027

APPROVED

AMENDED

The preparation of this report was financed in part by the Federal Highway Administration, Federal Transit Administration, U.S. Department of Transportation, and local participating governments. The views and opinions of the report do not necessarily reflect the official views or policy of the U.S. Department of Transportation.

ROADWAY CAPACITY PROJECTS (NON-SIS)



7

Project Description: WELLNESS WAY FROM US-27 TO THE LAKE/ORANGE COUNTY LINE

Work Description: NEW ROAD CONSTRUCTION

FM# 4487331

Funding Source(s): Local and State

LRTP Page: PG. 4-12

Phase	<2023	2023	2024	2025	2026	2027	>2027	Amount Funded
PDE	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
PE	$ -	$ -	$ 3,000,000	$ -	$ -	$ -	$ -	$ 3,000,000
ENV	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
ROW	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
LAR	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
RRU	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
CST	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Total	$ -	$ -	$ 3,000,000	$ -	$ -	$ -	$ -	$ 3,000,000

Responsible Agency: RESPONSIBLE AGENCY NOT AVAILABLE | County: LAKE | Total Project Cost: $ 3,000,000

8

Project Description: SR 19 FROM CR 48 TO CR 561

Work Description: ADD LANES & RECONSTRUCT

FM# 2383191

Funding Source(s): State and Federal

LRTP Page: PG. 4-12

Phase	<2023	2023	2024	2025	2026	2027	>2027	Amount Funded
PDE	$ 1,161,015	$ -	$ -	$ -	$ -	$ -	$ -	$ 1,161,015
PE	$ 4,141,718	$ -	$ -	$ -	$ -	$ -	$ -	$ 4,141,718
ENV	$ 492,196	$ 200,000	$ -	$ -	$ -	$ -	$ -	$ 692,196
ROW	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
LAR	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
RRU	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
CST	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Total	$ 5,794,929	$ 200,000	$ -	$ -	$ -	$ -	$ -	$ 5,994,929

Responsible Agency: FDOT | County: LAKE | Total Project Cost: $ 5,994,929

Lake-Sumter MPO
Metropolitan Planning Organization

2022 List of Priority Projects

Lake~Sumter Metropolitan Planning Organization

Adopted June 22, 2022

www.LakeSumterMPO.com

Capacity Rank	Sponsor/ Location	FM #	Project Name	From	To	Description	Performance Measure(s)	Proposed Phase	Proposed Phase FY	Proposed Phase Cost	Programmed Phase(s)	Programmed Phase FY	CMP Congested Corridors 2021 Analysis (for informational purposes)
20	Lake County	-	Woodlea Road	SR 19	End	Road Widening	System Performance	Design Update/ ROW	2023/24	$3,000,000			**Operating at Acceptable Level of Service**
21	FDOT/ Lake County	238319-1	SR 19	Howey Bridge	CR 561	Road Widening	System Performance	CST	2023/24	$35,000,000			**Extremely Congested (2021)**
22	Lake County	-	Hancock Road	Hartwood Marsh Rd	Wellness Way	New Road	System Performance	CST	2025/26	$20,000,000			**New Roadway, Not on CMP Network**
23	Lake County	-	SR 46A	SR 44	SR 46	Road Widening	System Performance	CST	2023/24	$TBD	Design		**Congested (2021)**

Top 20 Project

Lake-Sumter MPO
2022 List of Priority Projects

The annual List of Priority Projects (LOPP) is a critical step in the process of planning, programming and implementing the highest priority transportation projects within the Lake~Sumter Metropolitan Planning Organization (LSMPO) planning area. The LOPP is the bridge between the Long-Range Transportation Plan and the annual selection of projects to program for funding in FDOT's Five-Year Work Program and LSMPO's Transportation Improvement Program (TIP).

» Projects in the LOPP are the highest priority unfunded needs in the MPO area.

» Each MPO is required to annually develop a LOPP and submit it to FDOT, along with the necessary project information.

» The 2022 LOPP will be used by FDOT to determine projects that might be added to the FY 2023/24 – 2027/28 Tentative Five-Year Work Program. It will similarly guide LSMPO's development of the TIP for the same period.

The LOPP Structure

The LSMPO LOPP is divided into two categories. Tier 1 consists of the Top 20 highest priority projects. Tier 2 includes other LSMPO priorities, categorized by phase, that have not yet advanced into Tier 1. Additionally, the LOPP includes special purpose lists for modal projects and, as needed, project lists for certain funding programs. The LOPP structure is:

» **Tier 1**
- Top 20 Priorities

» **Tier 2**
- Construction Project (CST) Priorities
- Right-of-Way Acquisition (ROW) Priorities
- Design Project Priorities
- Project Development & Environment Study (PD&E) Priorities
- Planning Study Priorities

» **Special Purpose – Modal**
- Trail Priorities – Combined list of all trail priorities in Tier 1 and Tier 2. Includes a separate ranking of trail projects as a group.
- Transit Priorities

» **Special Purpose – Funding Program Project Lists**
- As warranted, lists of projects by certain funding programs will be included (see the Project Screening Form for more information)

MATCHLINE1000+54.61 Ext. -254.61

MATCHLINE1005+00.00

REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

NATHAN BALO, P.E.
P.E. LICENSE NUMBER 70824
HORIZON ENGINEERING GROUP, INC.
2603 MAITLAND CENTER PARKWAY, SUITE B
MAITLAND, FLORIDA 32751
CERTIFICATE OF AUTHORIZATION 00009544

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
19	LAKE	238319-1-52-01

ROADWAY PLANS

SHEET NO.

astruyk 4/15/2022 3:59:16 PM X:\1050613_SR19\23831915201\roadway\PLANRD01.dgn

Appendix I
Surrounding Developments Committed Trips

PROPOSED DEVELOPMENT AND TRIP GENERATION

The proposed development is a 154-unit single family residential development in the City of Howey-in-the-Hills, Florida. A proposed site plan and its access configuration is shown in **Figure 3**. To determine the impact of this development on the area roadways, an analysis of its trip generation characteristics was made. This included the determination of the number of trips generated by the site and their distribution onto the surrounding roadways.

Trip Generation

The trip generation of the proposed development was calculated using rates obtained from the 10th Edition of the *Institute of Transportation Engineers (ITE) Trip Generation Manual.* This calculation is summarized in **Table 3.** The trip generation sheets are included in the study methodology.

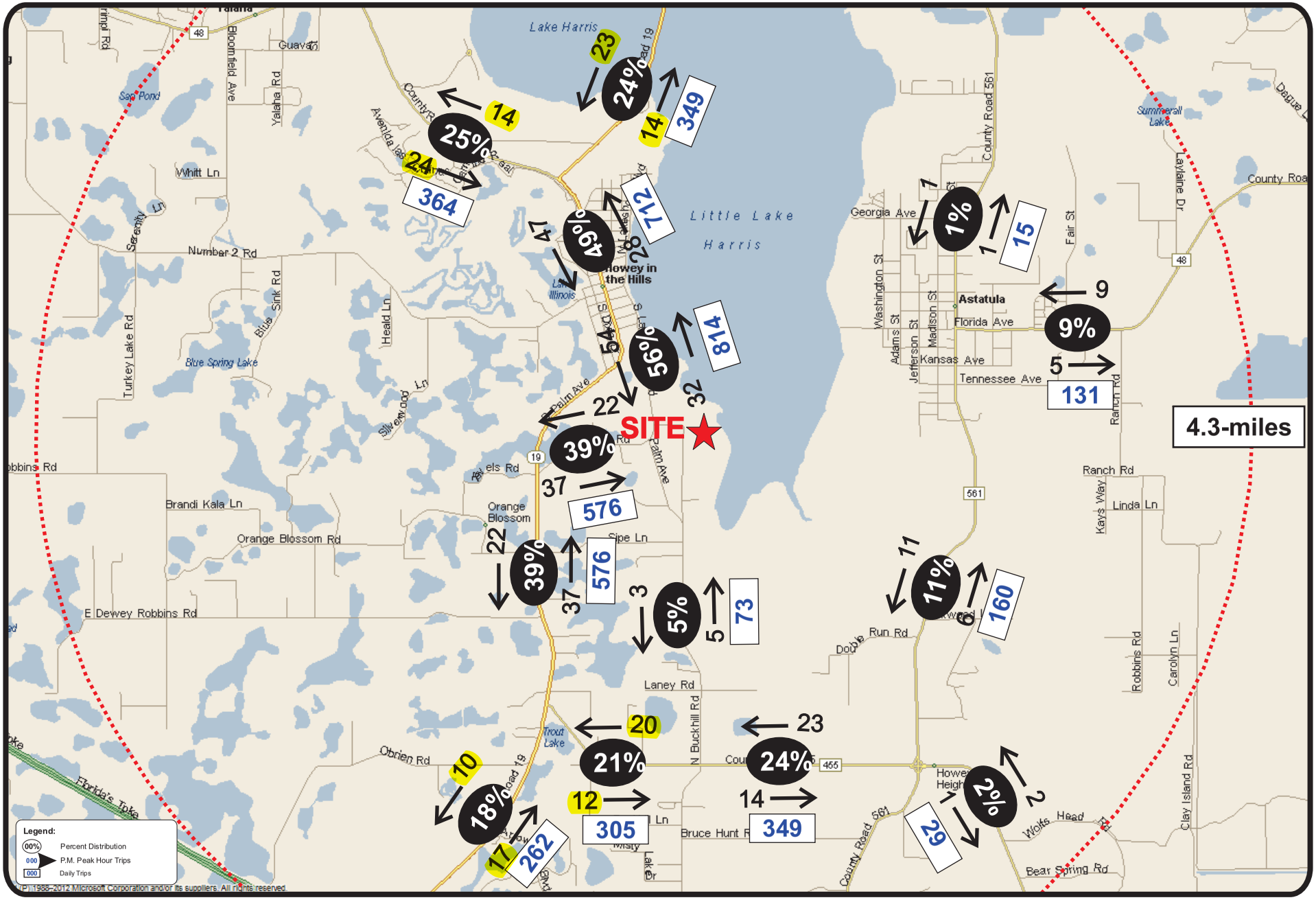
Table 3
Trip Generation Summary

ITE Code	Land Use	Size	Daily Trips		P.M. Peak Hour Generation			
			Rate	Trips	Rate	Enter	Exit	Total
210	Single-Family Housing	154 Units	9.44	1,454	0.99	96	57	153
Total Trips				**1,454**	**---**	**96**	**57**	**153**

The proposed development is estimated to generate 1,454 daily trips and 153 P.M. peak hour trips, 96 entering and 57 exiting.

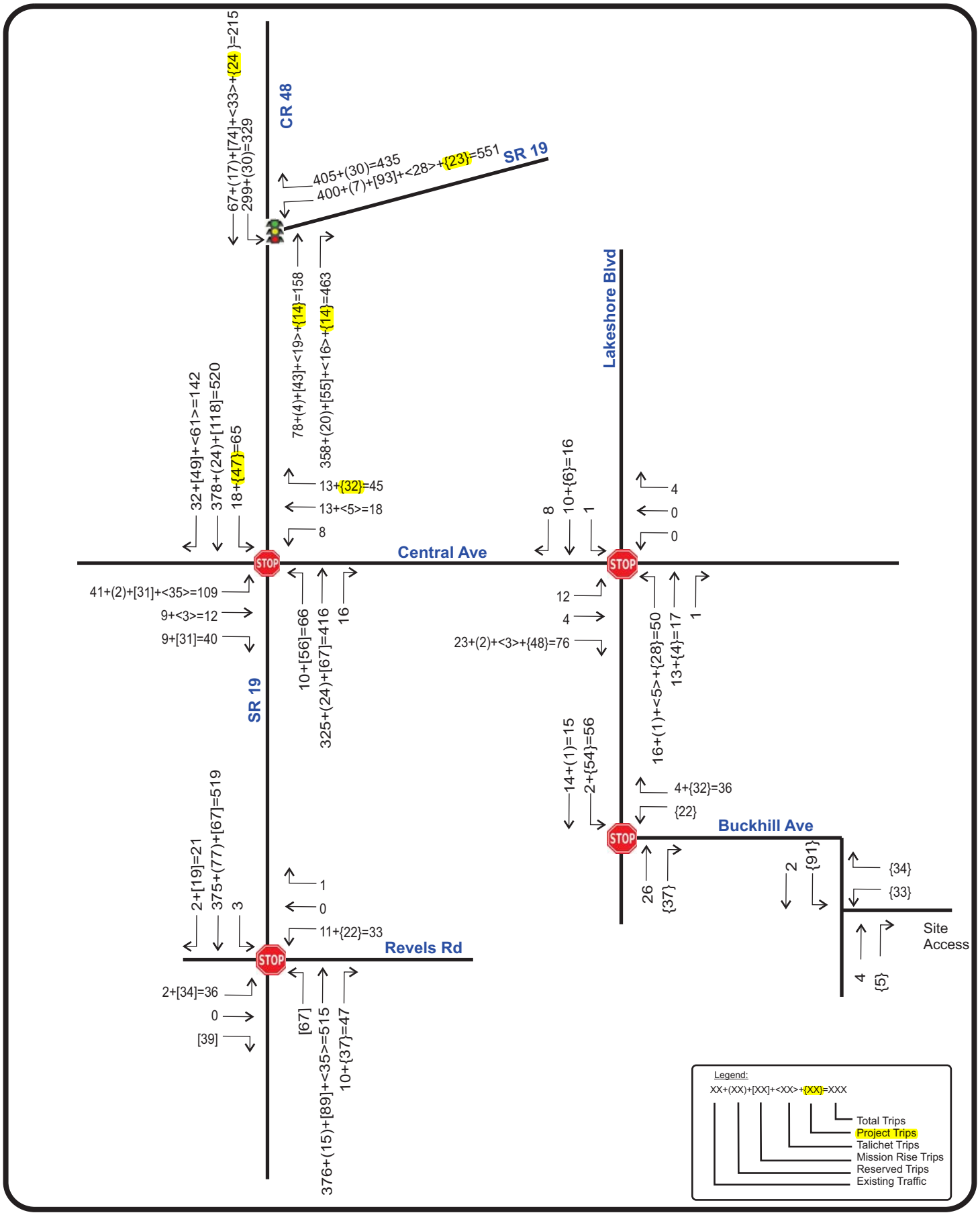
Trip Distribution/Trip Assignment

The distribution of the project trips within the study area was determined with the use of the Central Florida Regional Planning Model (CFRPM). Prior to use this model, a minor modification was made to add a traffic analysis zone (TAZ) representing the proposed development. Subsequently the model was run with a select zone analysis to determine a distribution pattern as shown in **Figure 4.** The model distribution plot is included in the study methodology. Utilizing this distribution pattern, the development's daily and P.M. peak hour trips were assigned to the area roadways also shown in Figure 4.



Whispering Hills
Project № 5199
Figure 4

Trip Distribution/ Assignment



Whispering Hills
Project № 5199
Figure 5

Projected P.M. Peak Hour Intersection Volumes

N
NTS

PROPOSED DEVELOPMENT AND TRIP GENERATION

The proposed development comprises 165 single family units. To determine the impact of this development, an analysis of its trip generation characteristics was conducted. This included the determination of the trips to be generated as well as their distribution and assignment to the area roadways.

Trip Generation

Trip generation rates were obtained from the 10th Edition of the Institute of Transportation Engineers (ITE) *Trip Generation Manual*. **Table 3** provides a summary of the trip generation for the proposed development. As indicated, the proposed development is projected to generate 1,648 new daily trips, of which 165 trips will occur in the P.M. peak hour. **Appendix D** provides copies of the ITE trip generation graphs.

Table 3
Trip Generation Summary

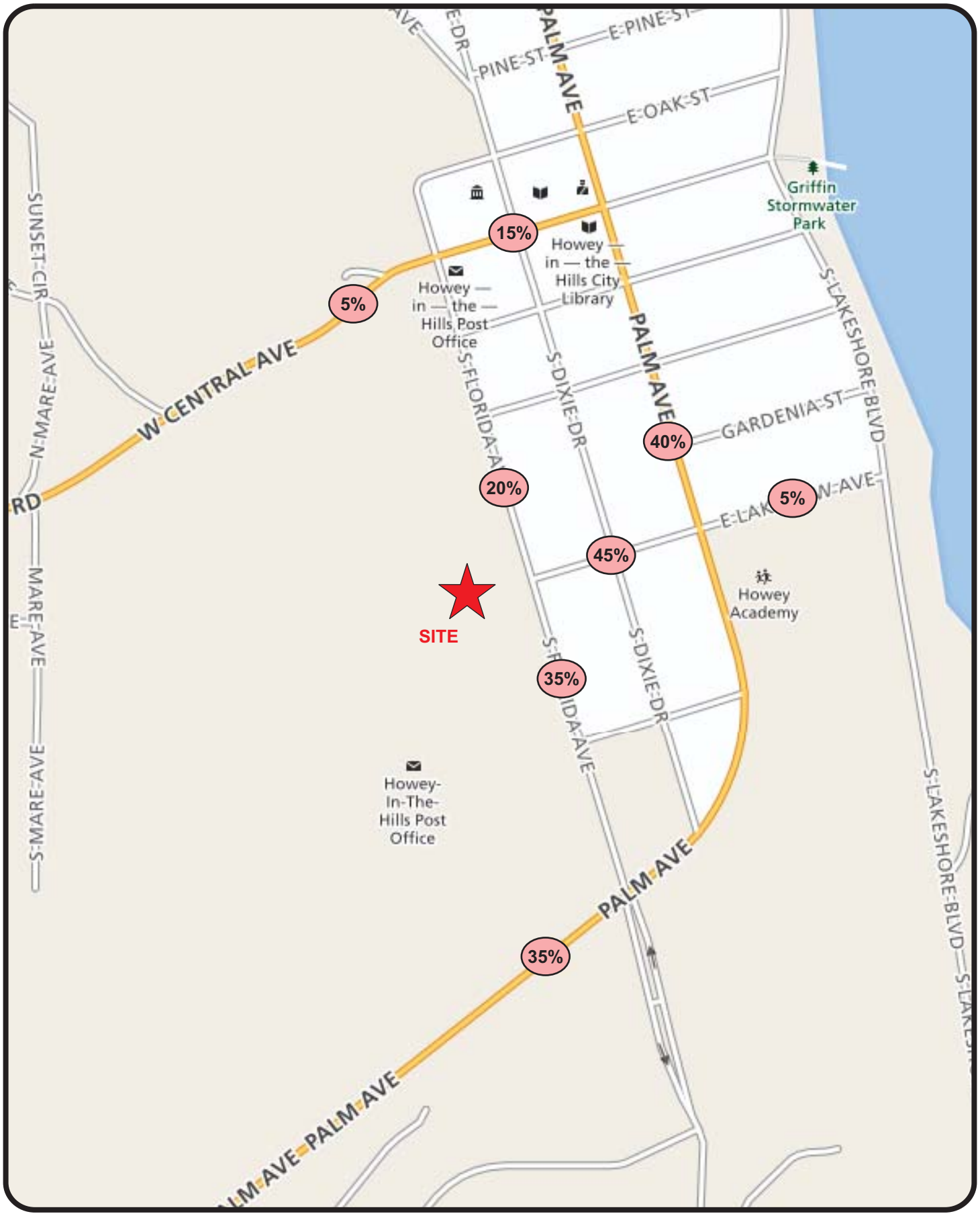
ITE Code	Land Use	Size	Daily		AM Peak Hour				PM Peak Hour			
			Rate	Trips	Rate	Total	Enter	Exit	Rate	Total	Enter	Exit
210	Single Family	165 DUs	9.99	1,648	0.74	122	31	91	1.00	165	104	61

Notes:
Trip Generation analysis based on ITE Trip Generation Manual, 10th Edition
The ITE equations were used as the R-squared correlation coefficient was greater than 0.75

As the P.M. peak hour volume is approximated 25% more that the A.M. peak hour volumes, in an effort to be conservative, the P.M. peak hour will be analyzed.

Trip Distribution / Trip Assignment

A trip distribution pattern was estimated using the currently adopted *Central Florida Regional Planning Model (CFRPM)*. A Select Zone Analysis (SZA) was conducted by modifying the 2020 interim year model network to include a Traffic Analysis Zone (TAZ) representing the proposed project and the model's socio-economic data updated to reflect the proposed project buildout. The resulting trip distribution model plot is provided in the **Appendix E.** Many of the local streets were not coded in the adopted model network; therefore, reasonable assumptions were made using engineering judgement to assign project traffic to these local streets. The distribution thus developed is illustrated in **Figure 3**. Utilizing this distribution, the development project trips will be assigned to the area roadways.



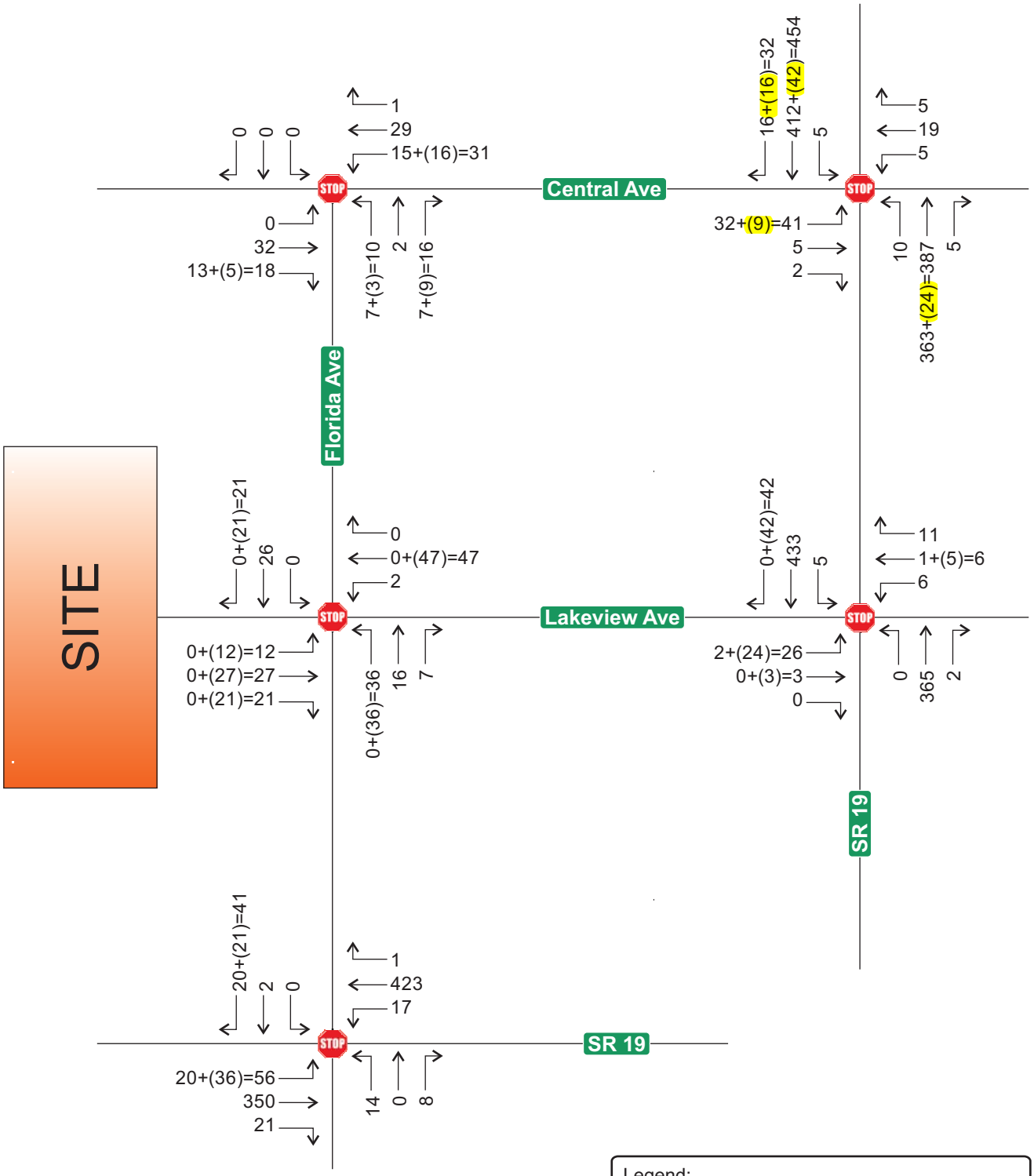
Talichet PUD
Project № 5045
Figure 3

Trip Distribution Map

N
NTS

Table 4
Projected Roadway Capacity Analysis

Seg ID	Roadway	Segment	Lanes	LOS Stnd	PH Dir Capacity	Dir	Backg'd Vol	Trip Dist	Project Vol	% Sig.	Total Vol	Projected LOS
3030	SR 19	CR 561 to LAKE HARRIS NORTH END	2	D	1,190	NB/EB	1,121	28.0%	17	1.43%	1,138	D
						SB/WB	1,071		29	2.44%	1,100	D
3040	SR 19	LAKE HARRIS NORTH END to CR 48	2	C	850	NB/EB	451	28.0%	17	2.00%	468	C
						SB/WB	497		29	3.41%	526	C
3050	SR 19	CR 48 to CENTRAL AVENUE	2	C	710	NB/EB	328	65.0%	40	5.63%	368	C
						SB/WB	287		68	9.58%	355	C
3060	SR 19	CENTRAL AVENUE to CR 455	2	C	850	NB/EB	328	35.0%	36	4.24%	364	B
						SB/WB	287		21	2.47%	308	B
3070	SR 19	CR 455 to US 27 / SR 25	2	C	850	NB/EB	312	22.0%	23	2.71%	335	B
						SB/WB	354		13	1.53%	367	B
1250	C.R. 48	LIME AVENUE to SR 19	2	D	792	NB/EB	372	32.0%	33	4.17%	405	C
						SB/WB	318		20	2.53%	338	C



*Schematic drawing. Not to scale.
** Any +/- 1 project trip discrepancy is due to rounding

Talichet PUD
Project № 5045
Figure 5

Projected P.M. Peak Hour Traffic Volumes

To: Ron Roberts

From: Turgut Dervish, P.E.

Date: June 4, 2021

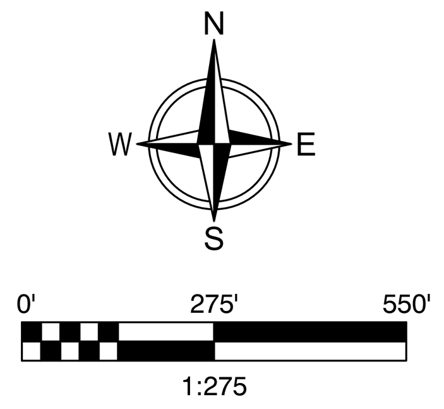
RE: Talichet Traffic Study Update
TPD # 5045

The Talichet project has already been constructed and platted with 93 single family units. You are now proposing to add 20 net additional lots to Talichet bringing the total to 113 units. The original traffic study was conducted for 132 single family units. Since the current Talichet project is less than 132 units, its impact on the area roadways would be less than the original plan. **Table 1** is a summary calculation of daily and A.M./P.M. peak hour trips for the three development scenarios for Talichet. As can be seen, the current proposed plan will generate less daily and A.M./P.M. peak hour trips than the development included in the original study.

Table 1
Trip Generation Summary

ITE Code	Land Use	Size (DU)	Daily		A.M. Peak Hour				P.M. Peak Hour			
			Rate	Trips	Rate	Enter	Exit	Total	Rate	Enter	Exit	Total
Original Plan												
210	Single Family	132	10.17	1,342	0.75	25	74	99	1.00	83	49	132
Constructed Plan												
210	Single Family	93	10.46	972	0.76	18	52	70	1.02	60	35	95
Current Proposed Plan												
210	Single Family	113	10.30	1,164	0.75	21	64	85	1.01	72	42	114

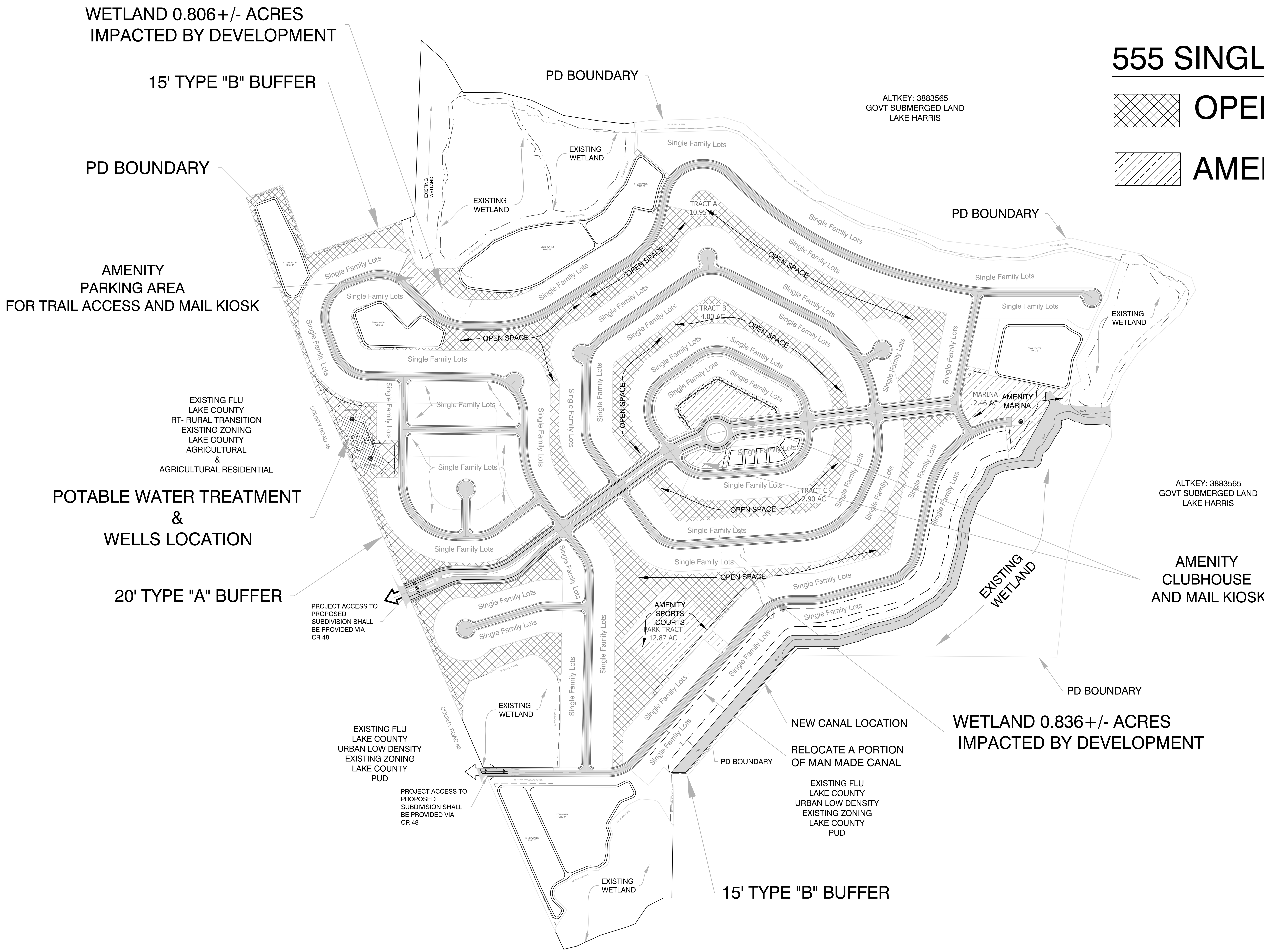
Please call if you have questions or need additional information.



DRAKE POINT SUBDIVISION

LAND USE PLAN

LAKE COUNTY, FLORIDA
SECTION 15, TOWNSHIP 20 SOUTH, RANGE 25 EAST
SECTION 22, TOWNSHIP 20 SOUTH, RANGE 25 EAST



555 SINGLE FAMILY LOTS

▨ OPEN SPACE

▨ AMENITIES

DIMENSION INFORMATION SHOULD NOT BE OBTAINED BY SCALING THE PLANS. DIMENSION INFORMATION NOT PROVIDED HEREIN CAN BE OBTAINED BY CONTACTING AVID GROUP, LLC @ (727) 789-9500.

NO.	DATE	DESCRIPTION	BY
11	----	----	----
10	----	----	----
9	----	----	----
8	----	----	----
7	----	----	----
6	----	----	----
5	----	----	----
4	----	----	----
3	----	----	----
2	----	----	----
1	----	----	----

REVISIONS

NOT VALID WITHOUT ORIGINAL SIGNATURE BY A REGISTERED PROFESSIONAL
AVID GROUP® COA 6139, LB 7345

PROJ. MANAGER: P. PENZA
PROJ. #: 3386005
DATE: 04/22/2021

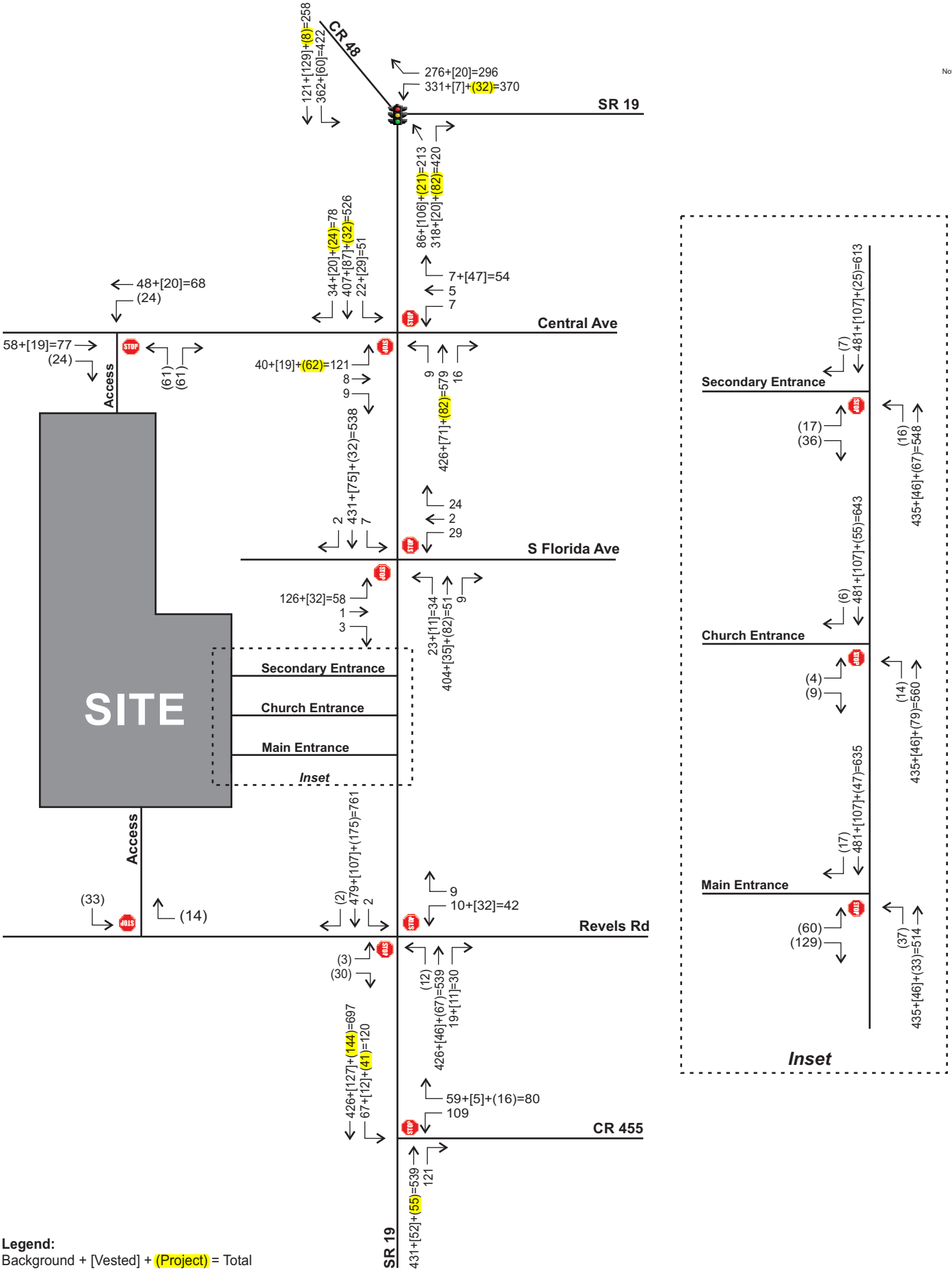
GPK REAL ESTATE

CIVIL ENGINEERING 2300 CURLEW ROAD STE 201
LAND PLANNING PALM HARBOR, FLORIDA
TRAFFIC 34683
TRANSPORTATION
SURVEYING PHONE (727) 789-9500
GIS AVIDGROUP.COM

DRAKE POINT SUBDIVISION
Lake County, Florida
LUP

SHEET NO **2**

K:\PROJECTS\3300\3386005\DWG\CURRENT\PLANNING\20210422 - LUP.DWG, 5/11/2021 12:02:59 PM, Evan Futch



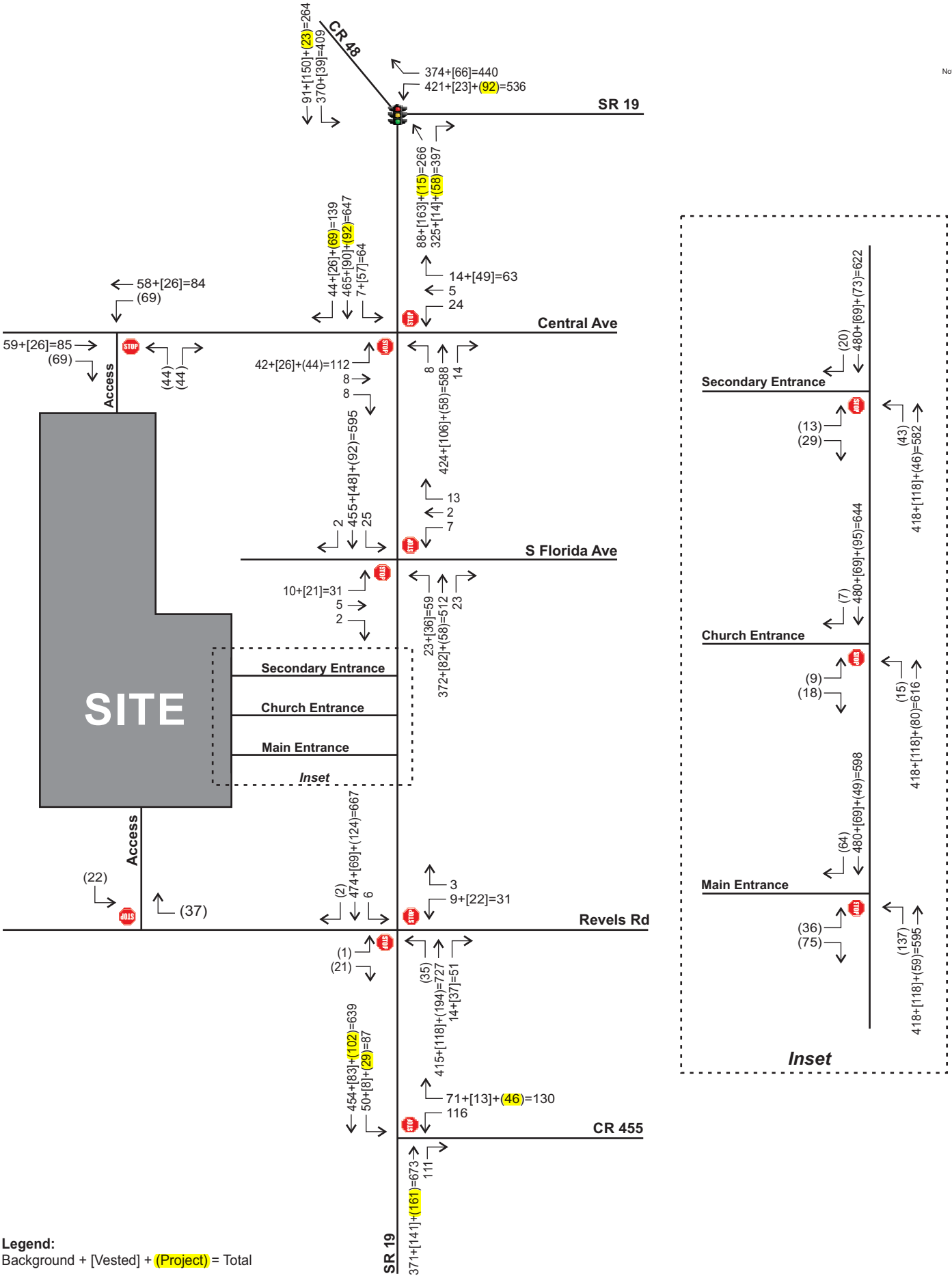
Legend:
Background + [Vested] + (Project) = Total

TMC Traffic & Mobility Consultants

Projected AM Peak Intersection Volumes

The Reserve at Howey in the Hills
21082

Figure 5

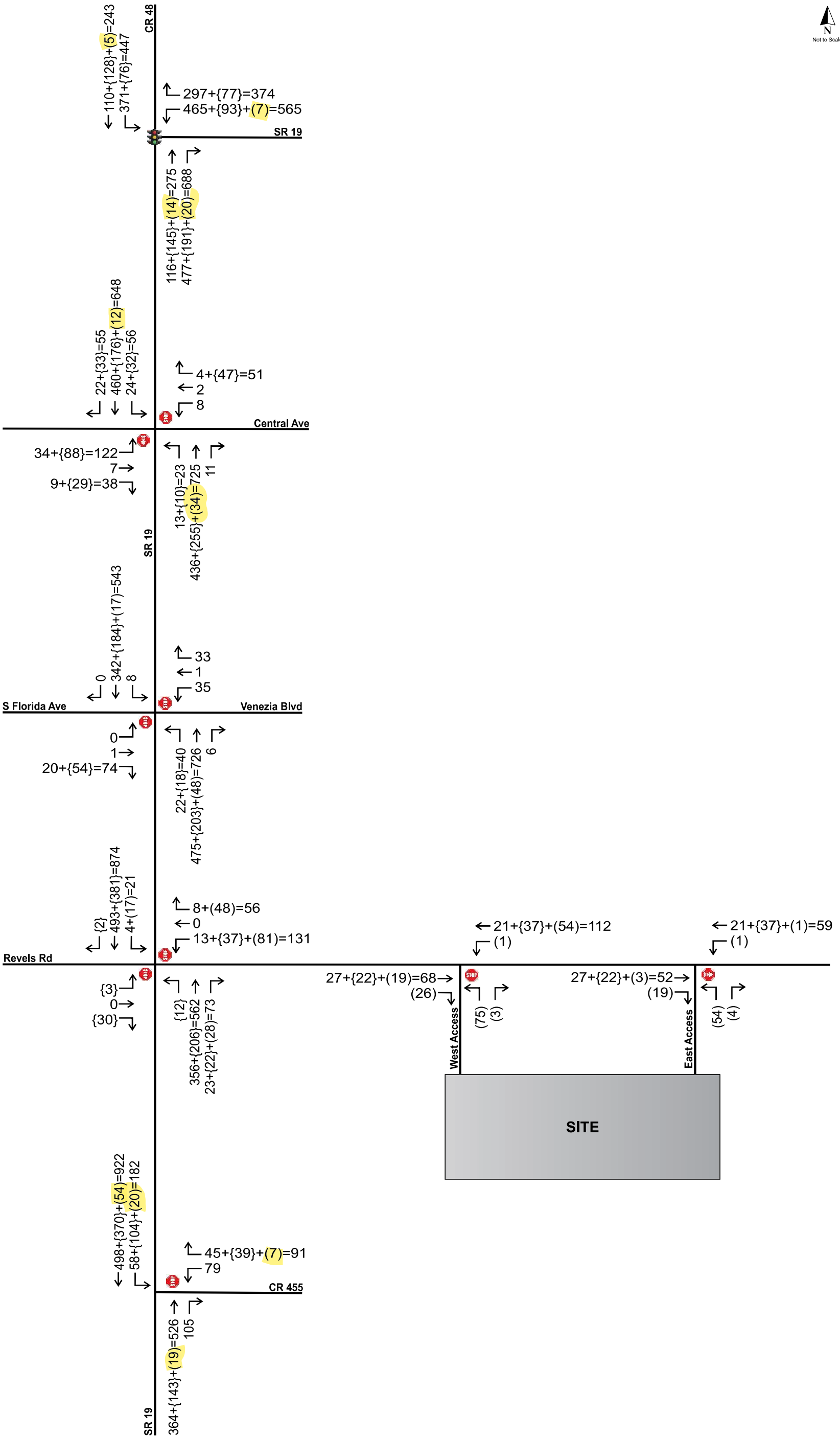


Legend:
Background + [Vested] + (Project) = Total

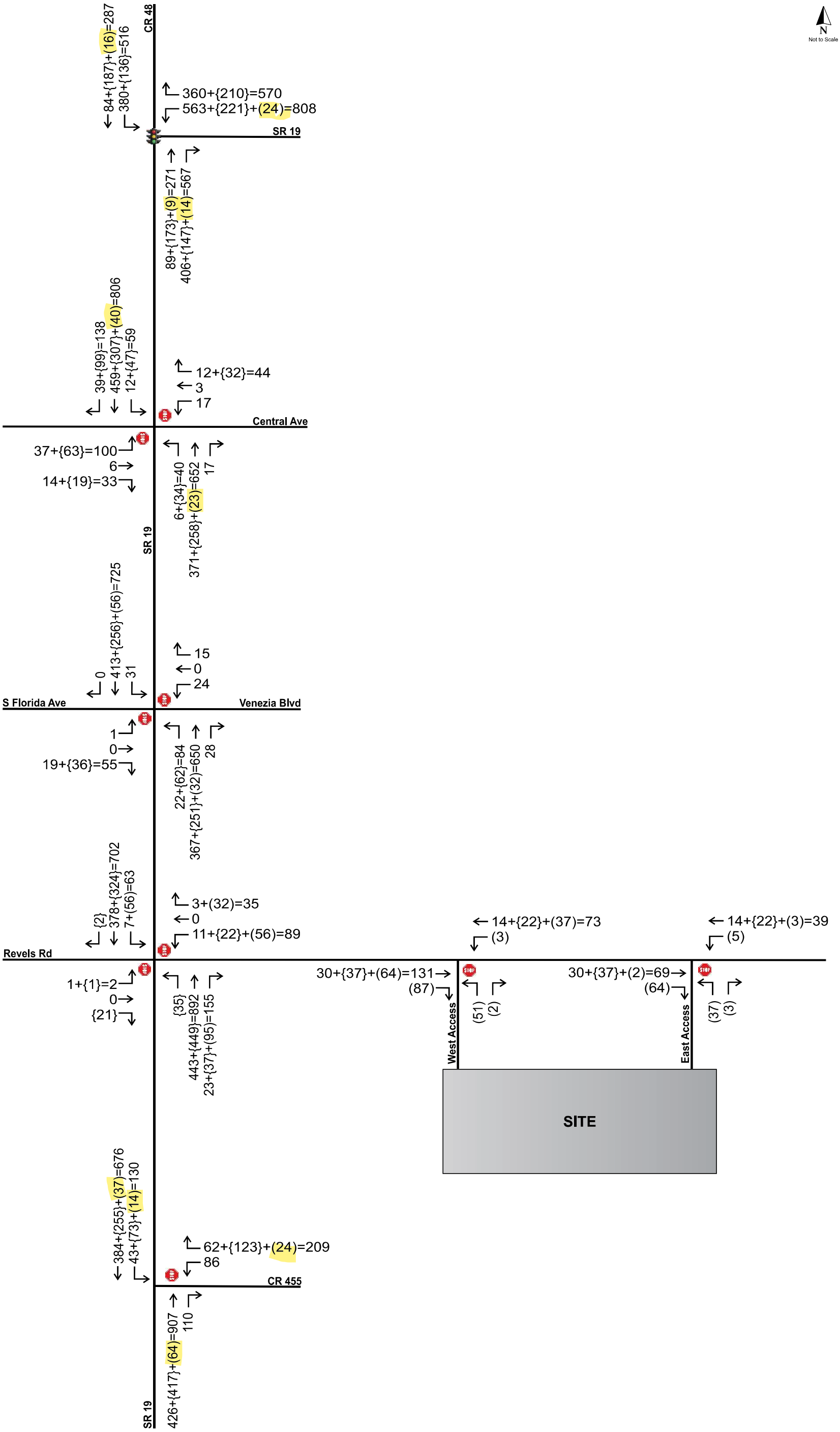
Projected PM Peak Intersection Volumes

The Reserve at Howey in the Hills
21082

Figure 6

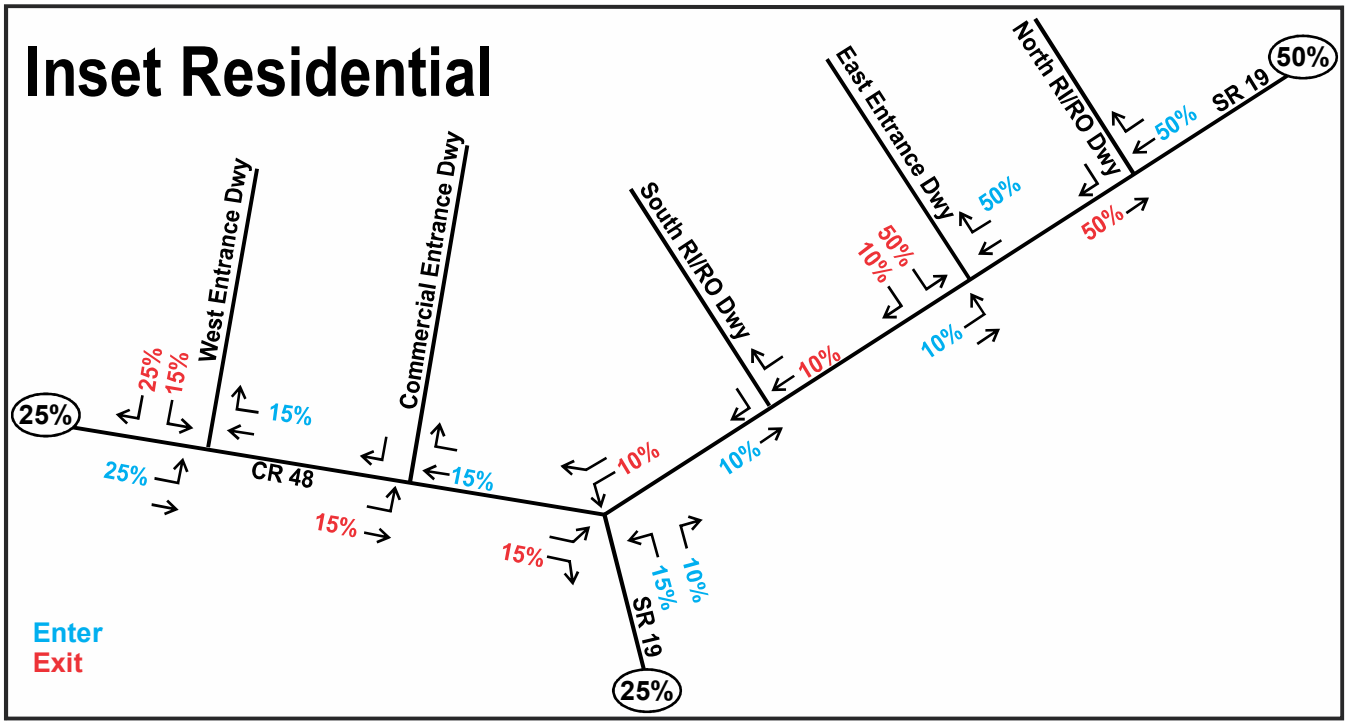


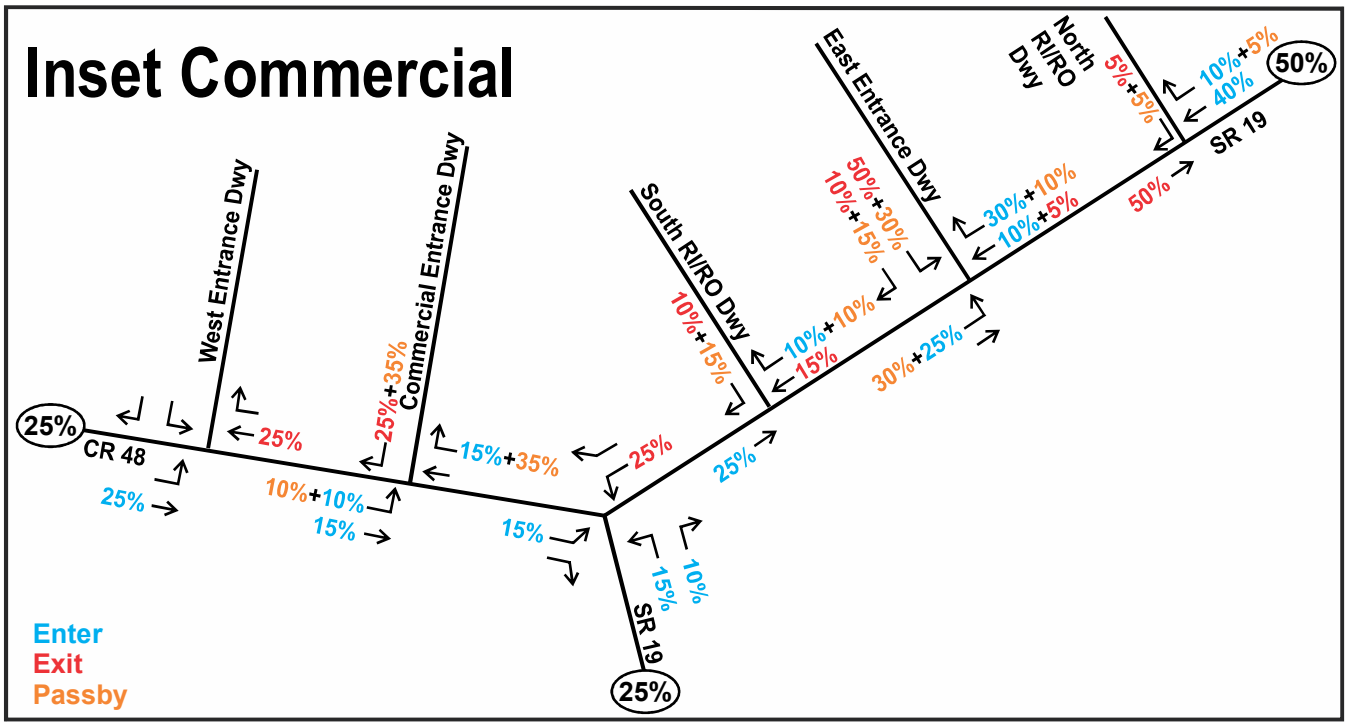
Legend:
Background + {Committed} + (Project) = Total



Legend:
Background + {Committed} + (Project) = Total

Appendix J
Intersection Volume Projections


Inset Residential
West Entrance Dwy
Commercial Entrance Dwy
South RI/RO Dwy
East Entrance Dwy
North RI/RO Dwy
SR 19
CR 48
25%
50%
Enter
Exit


Inset Commercial
West Entrance Dwy
Commercial Entrance Dwy
South RI/RO Dwy
East Entrance Dwy
North RI/RO Dwy
SR 19
CR 48
25%
50%
Enter
Exit
Passby

Project No. 23103 Lake Hills TIA Cou
2028 Buildout - Intersection Volumes B

Period	ITE	Enter	Exit		Enter	Exit	SF	Years	SF		Years	Pass By	Enter	Exit		AGR	Legend
AM Peak	Resdt	44	86	Comrcl	216	175	1.00	5	1.00		5		184	155		2.00%	Existing + {Vested or GR} + (Project) = Total

Intersection= SR 19 & CR 455 — 1

Approach	Mvmt	Raw	SF	Adjusted	GR	GR Vol.	Whisp. Hills	The Reserve	Talichet	Drake Point	Watermark	Vested or GR	% PB Ent	% PB Ext	Passby	%Comrcl Ent	%Comrc Ext	%Resdt Ent	%Resdt Ext	Project	Total	Formula
	L	0	1.00	0	2.00%	0						0								0	0	
EB	T	0	1.00	0	2.00%	0						0								0	0	
	R	0	1.00	0	2.00%	0						0								0	0	
	L	89	1.00	89	2.00%	9						9								0	98	89 + {9} = 98
WB	T	0	1.00	0	2.00%	0						0								0	0	
	R	65	1.00	65	2.00%	7	12	16		5	7	40				5%		5%		13	118	65 + {40} + (13) = 118
	L	0	1.00	0	2.00%	0						0								0	0	
NB	T	421	1.00	421	2.00%	42	10	55	21	18	19	123				20%		20%		52	596	421 + {123} + (52) = 596
	R	112	1.00	112	2.00%	11						11								0	123	112 + {11} = 123
	L	79	1.00	79	2.00%	8	20	41		13	20	94					5%		5%	13	186	79 + {94} + (13) = 186
SB	T	390	1.00	390	2.00%	39	17	144	23	53	54	291					20%		20%	52	733	390 + {291} + (52) = 733
	R	0	1.00	0	2.00%	0						0								0	0	

Intersection= SR 19 & CR 48 — 2

Approach	Mvmt	Raw	SF	Adjusted	GR	GR Vol.	Whisp. Hills	The Reserve	Talichet	Drake Point	Watermark	Vested or GR	% PB Ent	% PB Ext	Passby	%Comrcl Ent	%Comrc Ext	%Resdt Ent	%Resdt Ext	Project	Total	Formula
	L	0	1.00	0	2.00%	0						0								0	0	
EB	T	0	1.00	0	2.00%	0						0								0	0	
	R	0	1.00	0	2.00%	0						0								0	0	
	L	371	1.00	371	2.00%	37	14	32			7	53					25%		10%	52	476	371 + {53} + (52) = 476
WB	T	0	1.00	0	2.00%	0						0								0	0	
	R	305	1.00	305	2.00%	31				46		46								0	351	305 + {46} = 351
	L	0	1.00	0	2.00%	0						0								0	0	
NB	T	86	1.00	86	2.00%	9	24	21	29	23	14	111				15%		15%		39	236	86 + {111} + (39) = 236
	R	433	1.00	433	2.00%	43	23	82			20	125				10%		10%		26	584	433 + {125} + (26) = 584
	L	328	1.00	328	2.00%	33				32		33				15%				32	393	328 + {33} + (32) = 393
SB	T	79	1.00	79	2.00%	8	14	8	17	65	5	109							15%	13	201	79 + {109} + (13) = 201
	R	0	1.00	0	2.00%	0						0								0	0	

NB SR 19 SB: CR 48
WB:SR 19

Intersection= SR 19 & CR 448 — 3

Approach	Mvmt	Raw	SF	Adjusted	GR	GR Vol.	Whisp. Hills	The Reserve	Talichet	Drake Point	Watermark	Vested or GR	% PB Ent	% PB Ext	Passby	%Comrcl Ent	%Comrc Ext	%Resdt Ent	%Resdt Ext	Project	Total	Formula
	L	9	1.00	9	2.00%	1						1								0	10	9 + {1} = 10
EB	T	4	1.00	4	2.00%	0						0								0	4	4
	R	5	1.00	5	2.00%	1						1								0	6	5 + {1} = 6
	L	155	1.00	155	2.00%	16				18		18				20%		20%		52	225	155 + {18} + (52) = 225
WB	T	5	1.00	5	2.00%	1						1								0	6	5 + {1} = 6
	R	12	1.00	12	2.00%	1						1								0	13	12 + {1} = 13
	L	8	1.00	8	2.00%	1						1								0	9	8 + {1} = 9
NB	T	619	1.00	619	2.00%	62	23	82	29	78		212					30%		30%	79	910	619 + {212} + (79) = 910
	R	172	1.00	172	2.00%	17				53		53					20%		20%	52	277	172 + {53} + (52) = 277
	L	53	1.00	53	2.00%	5						5								0	58	53 + {5} = 58
SB	T	454	1.00	454	2.00%	45	14	32	17	28		91				30%		30%		78	623	454 + {91} + (78) = 623
	R	4	1.00	4	2.00%	0						0								0	4	4

Intersection= SR 19 & Central Ave — 4

Approach	Mvmt	Raw	SF	Adjusted	GR	GR Vol.	Whisp. Hills	The Reserve	Talichet	Drake Point	Watermark	Vested or GR	% PB Ent	% PB Ext	Passby	%Comrcl Ent	%Comrc Ext	%Resdt Ent	%Resdt Ext	Project	Total	Formula
	L	21	1.00	21	2.00%	2		62	14			76								0	97	21 + {76} = 97
EB	T	3	1.00	3	2.00%	0						0								0	3	3
	R	16	1.00	16	2.00%	2						2								0	18	16 + {2} = 18
	L	14	1.00	14	2.00%	1						1								0	15	14 + {1} = 15
WB	T	4	1.00	4	2.00%	0						0								0	4	4
	R	14	1.00	14	2.00%	1	47					47								0	61	14 + {47} = 61
	L	9	1.00	9	2.00%	1						1								0	10	9 + {1} = 10
NB	T	419	1.00	419	2.00%	42		82	36	66	34	218				25%		25%		65	702	419 + {218} + (65) = 702
	R	8	1.00	8	2.00%	1						1								0	9	8 + {1} = 9
	L	33	1.00	33	2.00%	3	32					32								0	65	33 + {32} = 65
SB	T	384	1.00	384	2.00%	38		32	12	23	12	79					25%		25%	65	528	384 + {79} + (65) = 528
	R	18	1.00	18	2.00%	2		24	5			29								0	47	18 + {29} = 47

Intersection= SR 19 & East Entrance Dwy — 5

Approach	Mvmt	Raw	SF	Adjusted	GR	GR Vol.	Whisp. Hills	The Reserve	Talichet	Drake Point	Watermark	Vested or GR	% PB Ent	% PB Ext	Passby	%Comrcl Ent	%Comrc Ext	%Resdt Ent	%Resdt Ext	Project	Total	Formula
	L		1.00	0	2.00%	0						0		30%	47		50%		50%	131	178	[47] + (131) = 178
EB	T		1.00	0	2.00%	0						0			0					0	0	
	R		1.00	0	2.00%	0						0		15%	23		10%		10%	26	49	[23] + (26) = 49
	L		1.00	0	2.00%	0						0			0					0	0	
WB	T		1.00	0	2.00%	0						0			0					0	0	
	R		1.00	0	2.00%	0						0			0					0	0	
	L		1.00	0	2.00%	0						0	30%		55	25%		10%		58	113	[55] + (58) = 113
NB	T	761	1.00	761	2.00%	76	23	82	29	132	20	286			0					0	992	706 + {286} = 992
	R		1.00	0	2.00%	0						0			0					0	0	
	L		1.00	0	2.00%	0						0			0					0	0	
SB	T	614	1.00	614	2.00%	61	14	32	17	46	7	116			0	10%	5%			30	741	595 + {116} + (30) = 741
	R		1.00	0	2.00%	0						0	10%		19	30%		50%		87	106	[19] + (87) = 106

Intersection= CR 48 & West Entrance Dwy — 6

Approach	Mvmt	Raw	SF	Adjusted	GR	GR Vol.	Whisp. Hills	The Reserve	Talichet	Drake Point	Watermark	Vested or GR	% PB Ent	% PB Ext	Passby	%Comrcl Ent	%Comrc Ext	%Resdt Ent	%Resdt Ext	Project	Total	Formula
	L		1.00	0	2.00%	0						0						25%		10	10	(10)
EB	T	407	1.00	407	2.00%	41	14	8	17	97	5	141				25%				54	602	407 + {141} + (54) = 602
	R		1.00	0	2.00%	0						0								0	0	
	L		1.00	0	2.00%	0						0								0	0	
WB	T	391	1.00	391	2.00%	39	24	21	29	69	14	157					25%			43	591	391 + {157} + (43) = 591
	R		1.00	0	2.00%	0						0						15%		7	7	(7)
	L		1.00	0	2.00%	0						0								0	0	
NB	T		1.00	0	2.00%	0						0								0	0	
	R		1.00	0	2.00%	0						0								0	0	
	L		1.00	0	2.00%	0						0							15%	13	13	(13)
SB	T		1.00	0	2.00%	0						0								0	0	
	R		1.00	0	2.00%	0						0							25%	21	21	(21)

EB: CR 48, WB: CR 48, SB: West Entrance Dwy

Intersection= CR 48 & Commercial Entrance Dwy — 7

Approach	Mvmt	Raw	SF	Adjusted	GR	GR Vol.	Whisp. Hills	The Reserve	Talichet	Drake Point	Watermark	Vested or GR	% PB Ent	% PB Ext	Passby	%Comrcl Ent	%Comrc Ext	%Resdt Ent	%Resdt Ext	Project	Total	Formula
	L		1.00	0	2.00%	0						0			0					0	0	
EB	T		1.00	0	2.00%	0						0			0					0	0	
	R		1.00	0	2.00%	0						0			0					0	0	
	L		1.00	0	2.00%	0						0			0					0	0	
WB	T		1.00	0	2.00%	0						0			0					0	0	
	R		1.00	0	2.00%	0						0		35%	54		25%			43	97	[54] + (43) = 97
	L		1.00	0	2.00%	0						0			0					0	0	
NB	T	391	1.00	391	2.00%	39	24	21	29	69	14	157			0			15%		7	491	327 + {157} + (7) = 491
	R		1.00	0	2.00%	0						0	35%		64	15%				32	96	[64] + (32) = 96
	L		1.00	0	2.00%	0						0	10%		18	10%				22	40	[18] + (22) = 40
SB	T	407	1.00	407	2.00%	41	14	8	17	97	5	141			0	15%			15%	45	575	389 + {141} + (45) = 575
	R		1.00	0	2.00%	0						0			0					0	0	

Intersection= SR 19 & North RI/RO Dwy — 8

Approach	Mvmt	Raw	SF	Adjusted	GR	GR Vol.	Whisp. Hills	The Reserve	Talichet	Drake Point	Watermark	Vested or GR	% PB Ent	% PB Ext	Passby	%Comrcl Ent	%Comrc Ext	%Resdt Ent	%Resdt Ext	Project	Total	Formula
	L		1.00	0	2.00%	0						0			0					0	0	
EB	T		1.00	0	2.00%	0						0			0					0	0	
	R		1.00	0	2.00%	0						0		5%	8		5%			9	17	[8] + (9) = 17
	L		1.00	0	2.00%	0						0			0					0	0	
WB	T		1.00	0	2.00%	0						0			0					0	0	
	R		1.00	0	2.00%	0						0			0					0	0	
	L		1.00	0	2.00%	0						0			0					0	0	
NB	T	761	1.00	761	2.00%	76	23	82	29	132	20	286			0		50%		50%	131	1178	761 + {286} + (131) = 1178
	R		1.00	0	2.00%	0						0			0					0	0	
	L		1.00	0	2.00%	0						0			0					0	0	
SB	T	614	1.00	614	2.00%	61	14	32	17	46	7	116			0	40%		50%		108	829	605 + {116} + (108) = 829
	R		1.00	0	2.00%	0						0	5%		9	10%				22	31	[9] + (22) = 31

Intersection= SR 19 & South RI/RO Dwy — 9

Approach	Mvmt	Raw	SF	Adjusted	GR	GR Vol.	Whisp. Hills	The Reserve	Talichet	Drake Point	Watermark	Vested or GR	% PB Ent	% PB Ext	Passby	%Comrcl Ent	%Comrc Ext	%Resdt Ent	%Resdt Ext	Project	Total	Formula
	L		1.00	0	2.00%	0						0			0					0	0	
EB	T		1.00	0	2.00%	0						0			0					0	0	
	R		1.00	0	2.00%	0						0		15%	23		10%			18	41	[23] + (18) = 41
	L		1.00	0	2.00%	0						0			0					0	0	
WB	T		1.00	0	2.00%	0						0			0					0	0	
	R		1.00	0	2.00%	0						0			0					0	0	
	L		1.00	0	2.00%	0						0			0					0	0	
NB	T	761	1.00	761	2.00%	76	23	82	29	132	20	286			0	25%		10%		58	1105	761 + {286} + (58) = 1105
	R		1.00	0	2.00%	0						0			0					0	0	
	L		1.00	0	2.00%	0						0			0					0	0	
SB	T	614	1.00	614	2.00%	61	14	32	17	46	7	116			0		15%		10%	34	745	595 + {116} + (34) = 745
	R		1.00	0	2.00%	0						0	10%		19	10%				22	41	[19] + (22) = 41

Project No. 23103 Lake Hills TIA Cou
2028 Buildout - Intersection Volumes B

Period	ITE	Enter	Exit		Enter	Exit	SF	Years	SF		Years	Pass By	Enter	Exit		AGR	Legend
PM Peak	Resdt	86	58	Comrcl	271	283	1.00	5	1.00		5		209	215		2.00%	Existing + {Vested or GR} + (Project) = Total

Intersection= SR 19 & CR 455 — 1

Approach	Mvmt	Raw	SF	Adjusted	GR	GR Vol.	Whisp. Hills	The Reserve	Talichet	Drake Point	Watermark	Vested or GR	% PB Ent	% PB Ext	Passby	%Comrcl Ent	%Comrc Ext	%Resdt Ent	%Resdt Ext	Project	Total	Formula
	L	0	1.00	0	2.00%	0						0								0	0	
EB	T	0	1.00	0	2.00%	0						0								0	0	
	R	0	1.00	0	2.00%	0						0								0	0	
	L	139	1.00	139	2.00%	14						14								0	153	139 + {14} = 153
WB	T	0	1.00	0	2.00%	0						0								0	0	
	R	97	1.00	97	2.00%	10	20	46		16	24	106				5%		5%		18	221	97 + {106} + (18) = 221
	L	0	1.00	0	2.00%	0						0								0	0	
NB	T	417	1.00	417	2.00%	42	17	161	23	63	64	328				20%		20%		71	816	417 + {328} + (71) = 816
	R	152	1.00	152	2.00%	15						15								0	167	152 + {15} = 167
	L	64	1.00	64	2.00%	6	12	29		9	14	64					5%		5%	17	145	64 + {64} + (17) = 145
SB	T	387	1.00	387	2.00%	39	10	102	21	37	37	207					20%		20%	68	662	387 + {207} + (68) = 662
	R	0	1.00	0	2.00%	0						0								0	0	

Intersection= SR 19 & CR 48 — 2

Approach	Mvmt	Raw	SF	Adjusted	GR	GR Vol.	Whisp. Hills	The Reserve	Talichet	Drake Point	Watermark	Vested or GR	% PB Ent	% PB Ext	Passby	%Comrcl Ent	%Comrc Ext	%Resdt Ent	%Resdt Ext	Project	Total	Formula
	L	0	1.00	0	2.00%	0						0								0	0	
EB	T	0	1.00	0	2.00%	0						0								0	0	
	R	0	1.00	0	2.00%	0						0								0	0	
	L	394	1.00	394	2.00%	39	23	92			24	139					25%		10%	76	609	394 + {139} + (76) = 609
WB	T	0	1.00	0	2.00%	0						0								0	0	
	R	342	1.00	342	2.00%	34				158		158								0	500	342 + {158} = 500
	L	0	1.00	0	2.00%	0						0								0	0	
NB	T	67	1.00	67	2.00%	7	14	15	17	78	9	133				15%		15%		54	254	67 + {133} + (54) = 254
	R	381	1.00	381	2.00%	38	14	58			14	86				10%		10%		35	502	381 + {86} + (35) = 502
	L	323	1.00	323	2.00%	32				92		92				15%				41	456	323 + {92} + (41) = 456
SB	T	77	1.00	77	2.00%	8	24	23	29	47	16	139							15%	9	225	77 + {139} + (9) = 225
	R	0	1.00	0	2.00%	0						0								0	0	

NB SR 19 SB: CR 48
WB:SR 19

Intersection= SR 19 & CR 448 — 3

Approach	Mvmt	Raw	SF	Adjusted	GR	GR Vol.	Whisp. Hills	The Reserve	Talichet	Drake Point	Watermark	Vested or GR	% PB Ent	% PB Ext	Passby	%Comrcl Ent	%Comrc Ext	%Resdt Ent	%Resdt Ext	Project	Total	Formula
	L	10	1.00	10	2.00%	1						1								0	11	10 + {1} = 11
EB	T	11	1.00	11	2.00%	1						1								0	12	11 + {1} = 12
	R	14	1.00	14	2.00%	1						1								0	15	14 + {1} = 15
	L	190	1.00	190	2.00%	19				63		63				20%		20%		71	324	190 + {63} + (71) = 324
WB	T	14	1.00	14	2.00%	1						1								0	15	14 + {1} = 15
	R	30	1.00	30	2.00%	3						3								0	33	30 + {3} = 33
	L	11	1.00	11	2.00%	1						1								0	12	11 + {1} = 12
NB	T	568	1.00	568	2.00%	57	14	15	17	56		102					30%		30%	102	772	568 + {102} + (102) = 772
	R	179	1.00	179	2.00%	18				37		37					20%		20%	68	284	179 + {37} + (68) = 284
	L	54	1.00	54	2.00%	5						5								0	59	54 + {5} = 59
SB	T	647	1.00	647	2.00%	65	23	23	29	95		170				30%		30%		107	924	647 + {170} + (107) = 924
	R	9	1.00	9	2.00%	1						1								0	10	9 + {1} = 10

Intersection= SR 19 & Central Ave — 4

Approach	Mvmt	Raw	SF	Adjusted	GR	GR Vol.	Whisp. Hills	The Reserve	Talichet	Drake Point	Watermark	Vested or GR	% PB Ent	% PB Ext	Passby	%Comrcl Ent	%Comrc Ext	%Resdt Ent	%Resdt Ext	Project	Total	Formula
	L	34	1.00	34	2.00%	3		44	9			53								0	87	34 + {53} = 87
EB	T	6	1.00	6	2.00%	1						1								0	7	6 + {1} = 7
	R	18	1.00	18	2.00%	2						2								0	20	18 + {2} = 20
	L	8	1.00	8	2.00%	1						1								0	9	8 + {1} = 9
WB	T	8	1.00	8	2.00%	1						1								0	9	8 + {1} = 9
	R	15	1.00	15	2.00%	2	32					32								0	47	15 + {32} = 47
	L	15	1.00	15	2.00%	2						2								0	17	15 + {2} = 17
NB	T	407	1.00	407	2.00%	41		58	24	79	23	184				25%		25%		89	680	407 + {184} + (89) = 680
	R	19	1.00	19	2.00%	2						2								0	21	19 + {2} = 21
	L	9	1.00	9	2.00%	1	47					47								0	56	9 + {47} = 56
SB	T	381	1.00	381	2.00%	38		92	42	46	40	220					25%		25%	85	686	381 + {220} + (85) = 686
	R	52	1.00	52	2.00%	5		69	16			85								0	137	52 + {85} = 137

Intersection= SR 19 & East Entrance Dwy — 5

Approach	Mvmt	Raw	SF	Adjusted	GR	GR Vol.	Whisp. Hills	The Reserve	Talichet	Drake Point	Watermark	Vested or GR	% PB Ent	% PB Ext	Passby	%Comrcl Ent	%Comrc Ext	%Resdt Ent	%Resdt Ext	Project	Total	Formula
	L			0	2.00%	0						0		30%	65		50%		50%	170	235	[65] + (170) = 235
EB	T			0	2.00%	0						0			0					0	0	
	R			0	2.00%	0						0		15%	32		10%		10%	34	66	[32] + (34) = 66
	L			0	2.00%	0						0			0					0	0	
WB	T			0	2.00%	0						0			0					0	0	
	R			0	2.00%	0						0			0					0	0	
	L			0	2.00%	0						0	30%		63	25%		10%		76	139	[63] + (76) = 139
NB	T			704	2.00%	70	14	32	17	92	14	169			0					0	810	641 + {169} = 810
	R			0	2.00%	0						0			0					0	0	
	L			0	2.00%	0						0			0					0	0	
SB	T			851	2.00%	85	23	82	29	158	24	316			0	10%	5%			41	1187	830 + {316} + (41) = 1187
	R			0	2.00%	0						0	10%		21	30%		50%		124	145	[21] + (124) = 145

From SR 19 & CR 48

Intersection= CR 48 & West Entrance Dwy — 6

Approach	Mvmt	Raw	SF	Adjusted	GR	GR Vol.	Whisp. Hills	The Reserve	Talichet	Drake Point	Watermark	Vested or GR	% PB Ent	% PB Ext	Passby	%Comrcl Ent	%Comrc Ext	%Resdt Ent	%Resdt Ext	Project	Total	Formula
	L			0	2.00%	0						0						25%		22	22	(22)
EB	T			400	2.00%	40	24	23	29	139	16	231				25%				68	699	400 + {231} + (68) = 699
	R			0	2.00%	0						0								0	0	
	L			0	2.00%	0						0								0	0	
WB	T			409	2.00%	41	14	15	17	236	9	291					25%			70	770	409 + {291} + (70) = 770
	R			0	2.00%	0						0						15%		13	13	(13)
	L			0	2.00%	0						0								0	0	
NB	T			0	2.00%	0						0								0	0	
	R			0	2.00%	0						0								0	0	
	L			0	2.00%	0						0							15%	9	9	(9)
SB	T			0	2.00%	0						0								0	0	
	R			0	2.00%	0						0							25%	15	15	(15)

EB: CR 48, WB: CR 48, SB: West Entrance Dwy

Intersection= CR 48 & Commercial Entrance Dwy — 7

Approach	Mvmt	Raw	SF	Adjusted	GR	GR Vol.	Whisp. Hills	The Reserve	Talichet	Drake Point	Watermark	Vested or GR	% PB Ent	% PB Ext	Passby	%Comrcl Ent	%Comrc Ext	%Resdt Ent	%Resdt Ext	Project	Total	Formula
	L			0	2.00%	0						0			0					0	0	
EB	T			0	2.00%	0						0			0					0	0	
	R			0	2.00%	0						0			0					0	0	
	L			0	2.00%	0						0			0					0	0	
WB	T			0	2.00%	0						0			0					0	0	
	R			0	2.00%	0						0		35%	75		25%			70	145	[75] + (70) = 145
	L			0	2.00%	0						0			0					0	0	
NB	T			409	2.00%	41	14	15	17	236	9	291			0			15%		13	640	336 + {291} + (13) = 640
	R			0	2.00%	0						0	35%		73	15%				41	114	[73] + (41) = 114
	L			0	2.00%	0						0	10%		21	10%				27	48	[21] + (27) = 48
SB	T			400	2.00%	40	24	23	29	139	16	231			0	15%			15%	50	660	379 + {231} + (50) = 660
	R			0	2.00%	0						0			0					0	0	

Intersection= SR 19 & North RI/RO Dwy — 8

Approach	Mvmt	Raw	SF	Adjusted	GR	GR Vol.	Whisp. Hills	The Reserve	Talichet	Drake Point	Watermark	Vested or GR	% PB Ent	% PB Ext	Passby	%Comrcl Ent	%Comrc Ext	%Resdt Ent	%Resdt Ext	Project	Total	Formula
	L			0	2.00%	0						0			0					0	0	
EB	T			0	2.00%	0						0			0					0	0	
	R			0	2.00%	0						0		5%	11		5%			14	25	[11] + (14) = 25
	L			0	2.00%	0						0			0					0	0	
WB	T			0	2.00%	0						0			0					0	0	
	R			0	2.00%	0						0			0					0	0	
	L			0	2.00%	0						0			0					0	0	
NB	T			704	2.00%	70	14	32	17	92	14	169			0		50%		50%	170	1043	704 + {169} + (170) = 1043
	R			0	2.00%	0						0			0					0	0	
	L			0	2.00%	0						0			0					0	0	
SB	T			851	2.00%	85	23	82	29	158	24	316			0	40%		50%		151	1308	841 + {316} + (151) = 1308
	R			0	2.00%	0						0	5%		10	10%				27	37	[10] + (27) = 37

Intersection= SR 19 & South RI/RO Dwy — 9

Approach	Mvmt	Raw	SF	Adjusted	GR	GR Vol.	Whisp. Hills	The Reserve	Talichet	Drake Point	Watermark	Vested or GR	% PB Ent	% PB Ext	Passby	%Comrcl Ent	%Comrc Ext	%Resdt Ent	%Resdt Ext	Project	Total	Formula
	L			0	2.00%	0						0			0					0	0	
EB	T			0	2.00%	0						0			0					0	0	
	R			0	2.00%	0						0		15%	32		10%			28	60	[32] + (28) = 60
	L			0	2.00%	0						0			0					0	0	
WB	T			0	2.00%	0						0			0					0	0	
	R			0	2.00%	0						0			0					0	0	
	L			0	2.00%	0						0			0					0	0	
NB	T			704	2.00%	70	14	32	17	92	14	169			0	25%		10%		76	949	704 + {169} + (76) = 949
	R			0	2.00%	0						0			0					0	0	
	L			0	2.00%	0						0			0					0	0	
SB	T			851	2.00%	85	23	82	29	158	24	316			0		15%		10%	48	1194	830 + {316} + (48) = 1194
	R			0	2.00%	0						0	10%		21	10%				27	48	[21] + (27) = 48

Appendix K
HCM Worksheets - Projected Conditions

Intersection	
Int Delay, s/veh	5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	98	105	544	123	173	681
Future Vol, veh/h	98	105	544	123	173	681
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	440	450	-
Veh in Median Storage, #	1	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	17	5	5	12	4	4
Mvmt Flow	107	114	591	134	188	740

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1707	591	0	0	725	0
Stage 1	591	-	-	-	-	-
Stage 2	1116	-	-	-	-	-
Critical Hdwy	6.57	6.25	-	-	4.14	-
Critical Hdwy Stg 1	5.57	-	-	-	-	-
Critical Hdwy Stg 2	5.57	-	-	-	-	-
Follow-up Hdwy	3.653	3.345	-	-	2.236	-
Pot Cap-1 Maneuver	~ 92	501	-	-	869	-
Stage 1	525	-	-	-	-	-
Stage 2	293	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	~ 72	501	-	-	869	-
Mov Cap-2 Maneuver	173	-	-	-	-	-
Stage 1	525	-	-	-	-	-
Stage 2	230	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	33.7	0	2.1
HCM LOS	D		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	173	501	869	-
HCM Lane V/C Ratio	-	-	0.616	0.228	0.216	-
HCM Control Delay (s)	-	-	54.4	14.3	10.3	-
HCM Lane LOS	-	-	F	B	B	-
HCM 95th %tile Q(veh)	-	-	3.4	0.9	0.8	-

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

Intersection	
Int Delay, s/veh	5.9

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	98	118	596	123	186	733
Future Vol, veh/h	98	118	596	123	186	733
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	440	450	-
Veh in Median Storage, #	1	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	17	5	5	12	4	4
Mvmt Flow	107	128	648	134	202	797

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1849	648	0	0	782	0
Stage 1	648	-	-	-	-	-
Stage 2	1201	-	-	-	-	-
Critical Hdwy	6.57	6.25	-	-	4.14	-
Critical Hdwy Stg 1	5.57	-	-	-	-	-
Critical Hdwy Stg 2	5.57	-	-	-	-	-
Follow-up Hdwy	3.653	3.345	-	-	2.236	-
Pot Cap-1 Maneuver	~ 75	465	-	-	827	-
Stage 1	493	-	-	-	-	-
Stage 2	266	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	~ 57	465	-	-	827	-
Mov Cap-2 Maneuver	151	-	-	-	-	-
Stage 1	493	-	-	-	-	-
Stage 2	201	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	41.2	0	2.2
HCM LOS	E		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	151	465	827	-
HCM Lane V/C Ratio	-	-	0.705	0.276	0.244	-
HCM Control Delay (s)	-	-	71.9	15.7	10.8	-
HCM Lane LOS	-	-	F	C	B	-
HCM 95th %tile Q(veh)	-	-	4.1	1.1	1	-

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

Intersection	
Int Delay, s/veh	8.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	153	203	745	167	128	594
Future Vol, veh/h	153	203	745	167	128	594
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	440	450	-
Veh in Median Storage, #	1	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	7	1	1	4	0	2
Mvmt Flow	161	214	784	176	135	625

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1679	784	0	0	960	0
Stage 1	784	-	-	-	-	-
Stage 2	895	-	-	-	-	-
Critical Hdwy	6.47	6.21	-	-	4.1	-
Critical Hdwy Stg 1	5.47	-	-	-	-	-
Critical Hdwy Stg 2	5.47	-	-	-	-	-
Follow-up Hdwy	3.563	3.309	-	-	2.2	-
Pot Cap-1 Maneuver	~ 101	395	-	-	725	-
Stage 1	441	-	-	-	-	-
Stage 2	391	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	~ 82	395	-	-	725	-
Mov Cap-2 Maneuver	205	-	-	-	-	-
Stage 1	441	-	-	-	-	-
Stage 2	318	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	42.5	0	2
HCM LOS	E		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	205	395	725	-
HCM Lane V/C Ratio	-	-	0.786	0.541	0.186	-
HCM Control Delay (s)	-	-	66.7	24.3	11.1	-
HCM Lane LOS	-	-	F	C	B	-
HCM 95th %tile Q(veh)	-	-	5.5	3.1	0.7	-

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

Intersection	
Int Delay, s/veh	11.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	153	221	816	167	145	662
Future Vol, veh/h	153	221	816	167	145	662
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	440	450	-
Veh in Median Storage, #	1	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	7	1	1	4	0	2
Mvmt Flow	161	233	859	176	153	697

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1862	859	0	0	1035	0
Stage 1	859	-	-	-	-	-
Stage 2	1003	-	-	-	-	-
Critical Hdwy	6.47	6.21	-	-	4.1	-
Critical Hdwy Stg 1	5.47	-	-	-	-	-
Critical Hdwy Stg 2	5.47	-	-	-	-	-
Follow-up Hdwy	3.563	3.309	-	-	2.2	-
Pot Cap-1 Maneuver	~ 78	358	-	-	679	-
Stage 1	407	-	-	-	-	-
Stage 2	347	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	~ 60	358	-	-	679	-
Mov Cap-2 Maneuver	174	-	-	-	-	-
Stage 1	407	-	-	-	-	-
Stage 2	269	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	61.1	0	2.1
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	174	358	679	-
HCM Lane V/C Ratio	-	-	0.926	0.65	0.225	-
HCM Control Delay (s)	-	-	103.3	31.9	11.8	-
HCM Lane LOS	-	-	F	D	B	-
HCM 95th %tile Q(veh)	-	-	7	4.4	0.9	-

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

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	424	351	197	558	361	188
Future Volume (veh/h)	424	351	197	558	361	188
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1811	1722	1781	1856	1707	1767
Adj Flow Rate, veh/h	456	377	212	0	388	202
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	6	12	8	3	13	9
Cap, veh/h	392	331	688		301	1124
Arrive On Green	0.23	0.23	0.39	0.00	0.19	0.64
Sat Flow, veh/h	1725	1459	1781	1572	1626	1767
Grp Volume(v), veh/h	456	377	212	0	388	202
Grp Sat Flow(s),veh/h/ln	1725	1459	1781	1572	1626	1767
Q Serve(g_s), s	22.7	22.7	8.3	0.0	18.5	4.7
Cycle Q Clear(g_c), s	22.7	22.7	8.3	0.0	18.5	4.7
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	392	331	688		301	1124
V/C Ratio(X)	1.16	1.14	0.31		1.29	0.18
Avail Cap(c_a), veh/h	392	331	688		301	1124
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	38.7	38.6	21.4	0.0	40.7	7.5
Incr Delay (d2), s/veh	98.5	92.2	1.2	0.0	153.1	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	29.4	24.4	6.2	0.0	30.5	2.9
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	137.2	130.9	22.6	0.0	193.9	7.8
LnGrp LOS	F	F	C		F	A
Approach Vol, veh/h	833		212	A		590
Approach Delay, s/veh	134.3		22.6			130.2
Approach LOS	F		C			F

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	25.0	45.0		30.0		70.0
Change Period (Y+Rc), s	6.5	6.4		7.3		6.4
Max Green Setting (Gmax), s	18.5	38.6		22.7		38.6
Max Q Clear Time (g_c+I1), s	20.5	10.3		24.7		6.7
Green Ext Time (p_c), s	0.0	1.1		0.0		1.0

Intersection Summary	
HCM 6th Ctrl Delay	118.3
HCM 6th LOS	F

Notes

Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	476	351	236	584	393	201
Future Volume (veh/h)	476	351	236	584	393	201
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1811	1722	1781	1856	1707	1767
Adj Flow Rate, veh/h	512	377	254	0	423	216
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	6	12	8	3	13	9
Cap, veh/h	392	331	688		301	1124
Arrive On Green	0.23	0.23	0.39	0.00	0.19	0.64
Sat Flow, veh/h	1725	1459	1781	1572	1626	1767
Grp Volume(v), veh/h	512	377	254	0	423	216
Grp Sat Flow(s),veh/h/ln	1725	1459	1781	1572	1626	1767
Q Serve(g_s), s	22.7	22.7	10.2	0.0	18.5	5.1
Cycle Q Clear(g_c), s	22.7	22.7	10.2	0.0	18.5	5.1
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	392	331	688		301	1124
V/C Ratio(X)	1.31	1.14	0.37		1.41	0.19
Avail Cap(c_a), veh/h	392	331	688		301	1124
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	38.7	38.6	22.0	0.0	40.7	7.5
Incr Delay (d2), s/veh	155.8	92.2	1.5	0.0	201.6	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	39.3	24.4	7.7	0.0	37.0	3.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	194.5	130.9	23.5	0.0	242.3	7.9
LnGrp LOS	F	F	C		F	A
Approach Vol, veh/h	889		254	A		639
Approach Delay, s/veh	167.5		23.5			163.1
Approach LOS	F		C			F

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	25.0	45.0		30.0		70.0
Change Period (Y+Rc), s	6.5	6.4		7.3		6.4
Max Green Setting (Gmax), s	18.5	38.6		22.7		38.6
Max Q Clear Time (g_c+I1), s	20.5	12.2		24.7		7.1
Green Ext Time (p_c), s	0.0	1.3		0.0		1.1

Intersection Summary			
HCM 6th Ctrl Delay		145.4	
HCM 6th LOS		F	

Notes

Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

Intersection	
Intersection Delay, s/veh	11.2
Intersection LOS	B

Approach	WB	NB	SB
Entry Lanes	2	2	2
Conflicting Circle Lanes	1	1	1
Adj Approach Flow, veh/h	889	882	639
Demand Flow Rate, veh/h	965	921	713
Vehicles Circulating, veh/h	274	478	543
Vehicles Exiting, veh/h	1125	778	696
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	8.6	13.9	11.2
Approach LOS	A	B	B

Lane	Left	Right	Left	Right	Left	Right
Designated Moves	L	TR	LT	R	L	TR
Assumed Moves	L	TR	LT	R	L	TR
RT Channelized						
Lane Util	0.563	0.437	0.298	0.702	0.670	0.330
Follow-Up Headway, s	2.535	2.535	2.535	2.535	2.535	2.535
Critical Headway, s	4.544	4.544	4.544	4.544	4.544	4.544
Entry Flow, veh/h	543	422	274	647	478	235
Cap Entry Lane, veh/h	1107	1107	919	919	866	866
Entry HV Adj Factor	0.943	0.893	0.926	0.971	0.885	0.917
Flow Entry, veh/h	512	377	254	628	423	216
Cap Entry, veh/h	1043	989	851	892	767	795
V/C Ratio	0.491	0.381	0.298	0.704	0.552	0.271
Control Delay, s/veh	9.2	7.8	7.5	16.5	13.1	7.6
LOS	A	A	A	C	B	A
95th %tile Queue, veh	3	2	1	6	3	1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	533	500	200	467	415	216
Future Volume (veh/h)	533	500	200	467	415	216
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1856	1841	1885	1841	1826	1856
Adj Flow Rate, veh/h	573	362	215	0	446	232
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	3	4	1	4	5	3
Cap, veh/h	401	354	728		322	1180
Arrive On Green	0.23	0.23	0.39	0.00	0.19	0.64
Sat Flow, veh/h	1767	1560	1885	1560	1739	1856
Grp Volume(v), veh/h	573	362	215	0	446	232
Grp Sat Flow(s),veh/h/ln	1767	1560	1885	1560	1739	1856
Q Serve(g_s), s	22.7	22.7	7.9	0.0	18.5	5.2
Cycle Q Clear(g_c), s	22.7	22.7	7.9	0.0	18.5	5.2
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	401	354	728		322	1180
V/C Ratio(X)	1.43	1.02	0.30		1.39	0.20
Avail Cap(c_a), veh/h	401	354	728		322	1180
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	38.7	38.7	21.3	0.0	40.8	7.6
Incr Delay (d2), s/veh	206.7	53.6	1.0	0.0	192.0	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	49.3	19.7	6.3	0.0	38.0	3.3
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	245.4	92.3	22.3	0.0	232.8	7.9
LnGrp LOS	F	F	C		F	A
Approach Vol, veh/h	935		215	A		678
Approach Delay, s/veh	186.1		22.3			155.9
Approach LOS	F		C			F

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	25.0	45.0		30.0		70.0
Change Period (Y+Rc), s	6.5	6.4		7.3		6.4
Max Green Setting (Gmax), s	18.5	38.6		22.7		38.6
Max Q Clear Time (g_c+I1), s	20.5	9.9		24.7		7.2
Green Ext Time (p_c), s	0.0	1.1		0.0		1.2

Intersection Summary	
HCM 6th Ctrl Delay	155.6
HCM 6th LOS	F

Notes

Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	609	500	254	502	456	225
Future Volume (veh/h)	609	500	254	502	456	225
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1856	1841	1885	1841	1826	1856
Adj Flow Rate, veh/h	655	362	273	0	490	242
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	3	4	1	4	5	3
Cap, veh/h	401	354	728		322	1180
Arrive On Green	0.23	0.23	0.39	0.00	0.19	0.64
Sat Flow, veh/h	1767	1560	1885	1560	1739	1856
Grp Volume(v), veh/h	655	362	273	0	490	242
Grp Sat Flow(s),veh/h/ln	1767	1560	1885	1560	1739	1856
Q Serve(g_s), s	22.7	22.7	10.4	0.0	18.5	5.5
Cycle Q Clear(g_c), s	22.7	22.7	10.4	0.0	18.5	5.5
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	401	354	728		322	1180
V/C Ratio(X)	1.63	1.02	0.38		1.52	0.21
Avail Cap(c_a), veh/h	401	354	728		322	1180
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	38.7	38.7	22.0	0.0	40.8	7.6
Incr Delay (d2), s/veh	295.9	53.6	1.5	0.0	250.7	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	65.5	19.7	8.1	0.0	46.4	3.5
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	334.6	92.3	23.5	0.0	291.5	8.0
LnGrp LOS	F	F	C		F	A
Approach Vol, veh/h	1017		273	A		732
Approach Delay, s/veh	248.3		23.5			197.7
Approach LOS	F		C			F

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	25.0	45.0		30.0		70.0
Change Period (Y+Rc), s	6.5	6.4		7.3		6.4
Max Green Setting (Gmax), s	18.5	38.6		22.7		38.6
Max Q Clear Time (g_c+I1), s	20.5	12.4		24.7		7.5
Green Ext Time (p_c), s	0.0	1.4		0.0		1.3

Intersection Summary		
HCM 6th Ctrl Delay		199.7
HCM 6th LOS		F

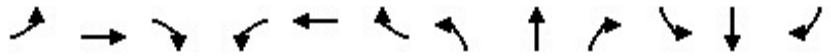
Notes

Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

Intersection	
Intersection Delay, s/veh	24.6
Intersection LOS	C

Approach	WB	NB	SB
Entry Lanes	2	2	2
Conflicting Circle Lanes	1	1	1
Adj Approach Flow, veh/h	1193	813	732
Demand Flow Rate, veh/h	1235	838	763
Vehicles Circulating, veh/h	276	514	675
Vehicles Exiting, veh/h	1076	924	836
Follow-Up Headway, s	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	19.2	24.3	33.7
Approach LOS	C	C	D

Lane	Left	Right	Left	Right	Left	Right
Designated Moves	L	TR	LT	R	L	TR
Assumed Moves	L	TR	LT	R	L	TR
RT Channelized						
Lane Util	0.547	0.453	0.329	0.671	0.674	0.326
Critical Headway, s	5.193	5.193	5.193	5.193	5.193	5.193
Entry Flow, veh/h	675	560	276	562	514	249
Cap Entry Lane, veh/h	857	857	676	676	575	575
Entry HV Adj Factor	0.970	0.961	0.990	0.961	0.953	0.971
Flow Entry, veh/h	655	538	273	540	490	242
Cap Entry, veh/h	832	824	669	649	548	559
V/C Ratio	0.787	0.653	0.408	0.832	0.893	0.433
Control Delay, s/veh	22.2	15.5	11.1	31.1	43.7	13.4
LOS	C	C	B	D	E	B
95th %tile Queue, veh	8	5	2	9	10	2



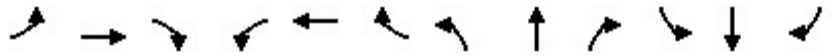
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	10	4	6	173	6	13	9	831	225	58	545	4
Future Volume (veh/h)	10	4	6	173	6	13	9	831	225	58	545	4
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1693	1900	1648	1900	1841	1663	1900	1826	1900
Adj Flow Rate, veh/h	11	4	5	186	6	10	10	894	242	62	586	2
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	14	0	17	0	4	16	0	5	0
Cap, veh/h	332	136	170	312	113	189	23	951	728	86	1006	3
Arrive On Green	0.18	0.18	0.18	0.18	0.18	0.18	0.01	0.52	0.52	0.05	0.55	0.55
Sat Flow, veh/h	1419	768	960	1272	640	1067	1810	1841	1409	1810	1819	6
Grp Volume(v), veh/h	11	0	9	186	0	16	10	894	242	62	0	588
Grp Sat Flow(s),veh/h/ln	1419	0	1727	1272	0	1708	1810	1841	1409	1810	0	1825
Q Serve(g_s), s	0.5	0.0	0.3	11.1	0.0	0.6	0.4	35.6	7.8	2.6	0.0	16.6
Cycle Q Clear(g_c), s	1.1	0.0	0.3	11.4	0.0	0.6	0.4	35.6	7.8	2.6	0.0	16.6
Prop In Lane	1.00		0.56	1.00		0.63	1.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	332	0	306	312	0	302	23	951	728	86	0	1009
V/C Ratio(X)	0.03	0.00	0.03	0.60	0.00	0.05	0.44	0.94	0.33	0.72	0.00	0.58
Avail Cap(c_a), veh/h	589	0	617	546	0	617	336	1002	767	334	0	1009
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	27.1	0.0	26.6	31.3	0.0	26.7	38.3	17.7	11.0	36.7	0.0	11.5
Incr Delay (d2), s/veh	0.0	0.0	0.0	1.8	0.0	0.1	13.0	15.6	0.3	10.9	0.0	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.3	0.0	0.2	5.9	0.0	0.4	0.5	21.8	3.5	2.4	0.0	8.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	27.2	0.0	26.6	33.1	0.0	26.8	51.3	33.3	11.3	47.6	0.0	12.4
LnGrp LOS	C	A	C	C	A	C	D	C	B	D	A	B
Approach Vol, veh/h		20			202			1146			650	
Approach Delay, s/veh		26.9			32.6			28.8			15.7	
Approach LOS		C			C			C			B	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	6.5	50.7		20.9	9.3	47.8		20.9
Change Period (Y+Rc), s	5.5	7.5		* 7.1	* 5.6	7.5		* 7.1
Max Green Setting (Gmax), s	14.5	42.5		* 28	* 14	42.5		* 28
Max Q Clear Time (g_c+I1), s	2.4	18.6		13.4	4.6	37.6		3.1
Green Ext Time (p_c), s	0.0	3.3		0.5	0.1	2.7		0.0

Intersection Summary	
HCM 6th Ctrl Delay	24.9
HCM 6th LOS	C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



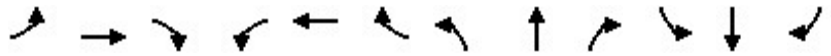
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	10	4	6	225	6	13	9	910	277	58	623	4
Future Volume (veh/h)	10	4	6	225	6	13	9	910	277	58	623	4
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1693	1900	1648	1900	1841	1663	1900	1826	1900
Adj Flow Rate, veh/h	11	4	5	242	6	10	10	978	298	62	670	2
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	14	0	17	0	4	16	0	5	0
Cap, veh/h	385	168	210	358	140	234	22	918	703	82	970	3
Arrive On Green	0.22	0.22	0.22	0.22	0.22	0.22	0.01	0.50	0.50	0.05	0.53	0.53
Sat Flow, veh/h	1419	768	960	1272	640	1067	1810	1841	1409	1810	1819	5
Grp Volume(v), veh/h	11	0	9	242	0	16	10	978	298	62	0	672
Grp Sat Flow(s),veh/h/ln	1419	0	1727	1272	0	1708	1810	1841	1409	1810	0	1825
Q Serve(g_s), s	0.5	0.0	0.3	15.7	0.0	0.6	0.5	42.5	11.4	2.9	0.0	23.2
Cycle Q Clear(g_c), s	1.2	0.0	0.3	16.1	0.0	0.6	0.5	42.5	11.4	2.9	0.0	23.2
Prop In Lane	1.00		0.56	1.00		0.63	1.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	385	0	378	358	0	374	22	918	703	82	0	972
V/C Ratio(X)	0.03	0.00	0.02	0.68	0.00	0.04	0.45	1.06	0.42	0.76	0.00	0.69
Avail Cap(c_a), veh/h	539	0	566	501	0	565	308	918	703	306	0	972
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	26.7	0.0	26.1	32.4	0.0	26.2	41.8	21.3	13.6	40.2	0.0	14.7
Incr Delay (d2), s/veh	0.0	0.0	0.0	2.2	0.0	0.0	13.3	48.6	0.4	13.3	0.0	2.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.3	0.0	0.3	8.3	0.0	0.4	0.5	37.0	5.5	2.7	0.0	12.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	26.7	0.0	26.2	34.7	0.0	26.3	55.1	69.9	14.0	53.5	0.0	16.8
LnGrp LOS	C	A	C	C	A	C	E	F	B	D	A	B
Approach Vol, veh/h		20			258			1286			734	
Approach Delay, s/veh		26.5			34.2			56.8			19.9	
Approach LOS		C			C			E			B	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	6.6	52.9		25.7	9.4	50.0		25.7
Change Period (Y+Rc), s	5.5	7.5		* 7.1	* 5.6	7.5		* 7.1
Max Green Setting (Gmax), s	14.5	42.5		* 28	* 14	42.5		* 28
Max Q Clear Time (g_c+I1), s	2.5	25.2		18.1	4.9	44.5		3.2
Green Ext Time (p_c), s	0.0	3.6		0.6	0.1	0.0		0.0

Intersection Summary	
HCM 6th Ctrl Delay	42.2
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



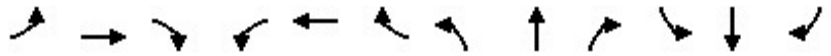
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	11	12	15	253	15	33	12	670	216	59	817	10
Future Volume (veh/h)	11	12	15	253	15	33	12	670	216	59	817	10
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1885	1900	1900	1900	1885	1796	1900	1885	1900
Adj Flow Rate, veh/h	11	12	16	264	16	34	12	698	225	61	851	6
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	1	0	0	0	1	7	0	1	0
Cap, veh/h	380	171	228	398	125	266	27	865	698	86	921	6
Arrive On Green	0.23	0.23	0.23	0.23	0.23	0.23	0.01	0.46	0.46	0.05	0.49	0.49
Sat Flow, veh/h	1376	738	984	1393	542	1151	1810	1885	1522	1810	1870	13
Grp Volume(v), veh/h	11	0	28	264	0	50	12	698	225	61	0	857
Grp Sat Flow(s),veh/h/ln	1376	0	1723	1393	0	1693	1810	1885	1522	1810	0	1883
Q Serve(g_s), s	0.5	0.0	1.0	14.0	0.0	1.8	0.5	24.5	7.2	2.6	0.0	32.6
Cycle Q Clear(g_c), s	2.3	0.0	1.0	15.0	0.0	1.8	0.5	24.5	7.2	2.6	0.0	32.6
Prop In Lane	1.00		0.57	1.00		0.68	1.00		1.00	1.00		0.01
Lane Grp Cap(c), veh/h	380	0	398	398	0	391	27	865	698	86	0	927
V/C Ratio(X)	0.03	0.00	0.07	0.66	0.00	0.13	0.45	0.81	0.32	0.71	0.00	0.92
Avail Cap(c_a), veh/h	561	0	626	587	0	621	341	1043	842	339	0	1041
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	24.3	0.0	23.1	29.0	0.0	23.4	37.5	17.9	13.2	36.1	0.0	18.2
Incr Delay (d2), s/veh	0.0	0.0	0.1	1.9	0.0	0.1	11.5	4.0	0.3	10.4	0.0	12.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.3	0.0	0.7	7.9	0.0	1.2	0.5	14.4	3.7	2.3	0.0	20.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	24.3	0.0	23.2	30.9	0.0	23.5	49.0	21.9	13.5	46.4	0.0	30.7
LnGrp LOS	C	A	C	C	A	C	D	C	B	D	A	C
Approach Vol, veh/h		39			314			935			918	
Approach Delay, s/veh		23.5			29.7			20.2			31.7	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	6.6	45.3		24.9	9.2	42.7		24.9
Change Period (Y+Rc), s	5.5	7.5		* 7.1	* 5.6	7.5		* 7.1
Max Green Setting (Gmax), s	14.5	42.5		* 28	* 14	42.5		* 28
Max Q Clear Time (g_c+I1), s	2.5	34.6		17.0	4.6	26.5		4.3
Green Ext Time (p_c), s	0.0	3.3		0.8	0.1	4.4		0.1

Intersection Summary	
HCM 6th Ctrl Delay	26.4
HCM 6th LOS	C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	11	12	15	324	15	33	12	772	284	59	924	10
Future Volume (veh/h)	11	12	15	324	15	33	12	772	284	59	924	10
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1885	1900	1900	1900	1885	1796	1900	1885	1900
Adj Flow Rate, veh/h	11	12	16	338	16	34	12	804	296	61	962	6
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	1	0	0	0	1	7	0	1	0
Cap, veh/h	430	204	272	448	149	318	26	856	691	80	907	6
Arrive On Green	0.28	0.28	0.28	0.28	0.28	0.28	0.01	0.45	0.45	0.04	0.48	0.48
Sat Flow, veh/h	1376	738	984	1393	542	1151	1810	1885	1522	1810	1871	12
Grp Volume(v), veh/h	11	0	28	338	0	50	12	804	296	61	0	968
Grp Sat Flow(s),veh/h/ln	1376	0	1723	1393	0	1693	1810	1885	1522	1810	0	1883
Q Serve(g_s), s	0.5	0.0	1.1	21.1	0.0	2.0	0.6	36.3	11.8	3.0	0.0	43.3
Cycle Q Clear(g_c), s	2.5	0.0	1.1	22.1	0.0	2.0	0.6	36.3	11.8	3.0	0.0	43.3
Prop In Lane	1.00		0.57	1.00		0.68	1.00		1.00	1.00		0.01
Lane Grp Cap(c), veh/h	430	0	475	448	0	467	26	856	691	80	0	913
V/C Ratio(X)	0.03	0.00	0.06	0.75	0.00	0.11	0.46	0.94	0.43	0.77	0.00	1.06
Avail Cap(c_a), veh/h	480	0	538	504	0	535	294	897	725	292	0	913
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	25.1	0.0	23.8	31.9	0.0	24.1	43.7	23.2	16.5	42.2	0.0	23.0
Incr Delay (d2), s/veh	0.0	0.0	0.1	5.7	0.0	0.1	12.1	16.9	0.4	14.1	0.0	47.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.3	0.0	0.8	11.7	0.0	1.4	0.6	24.2	6.5	2.8	0.0	37.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	25.1	0.0	23.8	37.6	0.0	24.2	55.8	40.1	17.0	56.3	0.0	70.3
LnGrp LOS	C	A	C	D	A	C	E	D	B	E	A	F
Approach Vol, veh/h		39			388			1112			1029	
Approach Delay, s/veh		24.2			35.9			34.1			69.5	
Approach LOS		C			D			C			E	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	6.8	50.8		31.7	9.5	48.0		31.7
Change Period (Y+Rc), s	5.5	7.5		* 7.1	* 5.6	7.5		* 7.1
Max Green Setting (Gmax), s	14.5	42.5		* 28	* 14	42.5		* 28
Max Q Clear Time (g_c+I1), s	2.5	45.3		24.1	5.0	38.3		4.5
Green Ext Time (p_c), s	0.0	0.0		0.5	0.1	2.3		0.1

Intersection Summary	
HCM 6th Ctrl Delay	48.4
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Int Delay, s/veh	35.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	97	3	18	15	4	61	10	637	9	65	463	47
Future Vol, veh/h	97	3	18	15	4	61	10	637	9	65	463	47
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	14	0	25	0	0	0	22	4	0	12	5	11
Mvmt Flow	109	3	20	17	4	69	11	716	10	73	520	53

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1473	1441	547	1447	1462	721	573	0	0	726	0	0
Stage 1	693	693	-	743	743	-	-	-	-	-	-	-
Stage 2	780	748	-	704	719	-	-	-	-	-	-	-
Critical Hdwy	7.24	6.5	6.45	7.1	6.5	6.2	4.32	-	-	4.22	-	-
Critical Hdwy Stg 1	6.24	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.24	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.626	4	3.525	3.5	4	3.3	2.398	-	-	2.308	-	-
Pot Cap-1 Maneuver	~ 98	134	495	110	130	431	908	-	-	833	-	-
Stage 1	415	448	-	410	425	-	-	-	-	-	-	-
Stage 2	371	423	-	431	436	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	~ 71	114	495	92	111	431	908	-	-	833	-	-
Mov Cap-2 Maneuver	~ 71	114	-	92	111	-	-	-	-	-	-	-
Stage 1	407	390	-	402	417	-	-	-	-	-	-	-
Stage 2	302	415	-	357	379	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	$ 404.7	29.5	0.1	1.1
HCM LOS	F	D		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	908	-	-	83	235	833	-	-
HCM Lane V/C Ratio	0.012	-	-	1.597	0.383	0.088	-	-
HCM Control Delay (s)	9	0	-	$ 404.7	29.5	9.7	0	-
HCM Lane LOS	A	A	-	F	D	A	A	-
HCM 95th %tile Q(veh)	0	-	-	10.8	1.7	0.3	-	-

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

Intersection	
Int Delay, s/veh	51.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	97	3	18	15	4	61	10	702	9	65	528	47
Future Vol, veh/h	97	3	18	15	4	61	10	702	9	65	528	47
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	14	0	25	0	0	0	22	4	0	12	5	11
Mvmt Flow	109	3	20	17	4	69	11	789	10	73	593	53

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1619	1587	620	1593	1608	794	646	0	0	799	0	0
Stage 1	766	766	-	816	816	-	-	-	-	-	-	-
Stage 2	853	821	-	777	792	-	-	-	-	-	-	-
Critical Hdwy	7.24	6.5	6.45	7.1	6.5	6.2	4.32	-	-	4.22	-	-
Critical Hdwy Stg 1	6.24	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.24	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.626	4	3.525	3.5	4	3.3	2.398	-	-	2.308	-	-
Pot Cap-1 Maneuver	~ 78	109	449	87	106	391	851	-	-	781	-	-
Stage 1	378	415	-	374	393	-	-	-	-	-	-	-
Stage 2	337	391	-	393	404	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	~ 54	91	449	70	88	391	851	-	-	781	-	-
Mov Cap-2 Maneuver	~ 54	91	-	70	88	-	-	-	-	-	-	-
Stage 1	369	354	-	365	384	-	-	-	-	-	-	-
Stage 2	268	382	-	317	345	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s$	651.1	39.3	0.1	1
HCM LOS	F	E		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	851	-	-	63	192	781	-	-
HCM Lane V/C Ratio	0.013	-	-	2.105	0.468	0.094	-	-
HCM Control Delay (s)	9.3	0	-	$ 651.1	39.3	10.1	0	-
HCM Lane LOS	A	A	-	F	E	B	A	-
HCM 95th %tile Q(veh)	0	-	-	12.6	2.2	0.3	-	-

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

Intersection	
Int Delay, s/veh	29.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	87	7	20	9	9	47	17	591	21	56	601	137
Future Vol, veh/h	87	7	20	9	9	47	17	591	21	56	601	137
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	15	0	6	0	0	0	0	2	0	0	4	4
Mvmt Flow	93	7	21	10	10	50	18	629	22	60	639	146

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1538	1519	712	1522	1581	640	785	0	0	651	0	0
Stage 1	832	832	-	676	676	-	-	-	-	-	-	-
Stage 2	706	687	-	846	905	-	-	-	-	-	-	-
Critical Hdwy	7.25	6.5	6.26	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.25	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.25	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.635	4	3.354	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	~ 88	120	426	98	110	479	843	-	-	945	-	-
Stage 1	345	387	-	446	456	-	-	-	-	-	-	-
Stage 2	407	450	-	360	358	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	~ 65	102	426	78	94	479	843	-	-	945	-	-
Mov Cap-2 Maneuver	~ 65	102	-	78	94	-	-	-	-	-	-	-
Stage 1	333	342	-	431	440	-	-	-	-	-	-	-
Stage 2	344	435	-	296	316	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	$ 394.8	30.3	0.3	0.6
HCM LOS	F	D		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	843	-	-	78	210	945	-	-
HCM Lane V/C Ratio	0.021	-	-	1.555	0.329	0.063	-	-
HCM Control Delay (s)	9.4	0	-	$ 394.8	30.3	9.1	0	-
HCM Lane LOS	A	A	-	F	D	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	10	1.4	0.2	-	-

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

Intersection	
Int Delay, s/veh	47.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	87	7	20	9	9	47	17	680	21	56	686	137
Future Vol, veh/h	87	7	20	9	9	47	17	680	21	56	686	137
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	15	0	6	0	0	0	0	2	0	0	4	4
Mvmt Flow	93	7	21	10	10	50	18	723	22	60	730	146

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1723	1704	803	1707	1766	734	876	0	0	745	0	0
Stage 1	923	923	-	770	770	-	-	-	-	-	-	-
Stage 2	800	781	-	937	996	-	-	-	-	-	-	-
Critical Hdwy	7.25	6.5	6.26	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.25	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.25	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.635	4	3.354	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	~ 65	93	377	73	85	423	779	-	-	872	-	-
Stage 1	307	351	-	396	413	-	-	-	-	-	-	-
Stage 2	360	408	-	320	325	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	~ 45	77	377	55	70	423	779	-	-	872	-	-
Mov Cap-2 Maneuver	~ 45	77	-	55	70	-	-	-	-	-	-	-
Stage 1	295	303	-	380	396	-	-	-	-	-	-	-
Stage 2	297	392	-	254	280	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	$ 713.7	43.2	0.2	0.6
HCM LOS	F	E		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	779	-	-	55	161	872	-	-
HCM Lane V/C Ratio	0.023	-	-	2.205	0.429	0.068	-	-
HCM Control Delay (s)	9.7	0	-	$ 713.7	43.2	9.4	0	-
HCM Lane LOS	A	A	-	F	E	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	12.1	1.9	0.2	-	-

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

Intersection	
Int Delay, s/veh	26.7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	178	49	113	992	741	106
Future Vol, veh/h	178	49	113	992	741	106
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	530	-	-	405
Veh in Median Storage, #	1	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	193	53	123	1078	805	115

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2129	805	920	0	-	0
Stage 1	805	-	-	-	-	-
Stage 2	1324	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	~ 55	382	742	-	-	-
Stage 1	440	-	-	-	-	-
Stage 2	249	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	~ 46	382	742	-	-	-
Mov Cap-2 Maneuver	~ 156	-	-	-	-	-
Stage 1	367	-	-	-	-	-
Stage 2	249	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	250.7	1.1	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	742	-	179	-	-
HCM Lane V/C Ratio	0.166	-	1.378	-	-
HCM Control Delay (s)	10.8	-	250.7	-	-
HCM Lane LOS	B	-	F	-	-
HCM 95th %tile Q(veh)	0.6	-	14.7	-	-

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

Intersection	
Int Delay, s/veh	99.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	235	66	139	810	1187	145
Future Vol, veh/h	235	66	139	810	1187	145
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	530	-	-	405
Veh in Median Storage, #	1	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	255	72	151	880	1290	158

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2472	1290	1448	0	-	0
Stage 1	1290	-	-	-	-	-
Stage 2	1182	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	~ 33	200	468	-	-	-
Stage 1	258	-	-	-	-	-
Stage 2	291	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	~ 22	200	468	-	-	-
Mov Cap-2 Maneuver	~ 109	-	-	-	-	-
Stage 1	~ 175	-	-	-	-	-
Stage 2	291	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	$ 846.1	2.4	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	468	-	121	-	-
HCM Lane V/C Ratio	0.323	-	2.704	-	-
HCM Control Delay (s)	16.3	-	$ 846.1	-	-
HCM Lane LOS	C	-	F	-	-
HCM 95th %tile Q(veh)	1.4	-	29.9	-	-

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

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	10	602	591	7	13	21
Future Vol, veh/h	10	602	591	7	13	21
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	375	-	-	375	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	11	654	642	8	14	23

Major/Minor	Major1			Major2			Minor2		
Conflicting Flow All	650	0	-	0	1318	642			
Stage 1	-	-	-	-	642	-			
Stage 2	-	-	-	-	676	-			
Critical Hdwy	4.12	-	-	-	6.42	6.22			
Critical Hdwy Stg 1	-	-	-	-	5.42	-			
Critical Hdwy Stg 2	-	-	-	-	5.42	-			
Follow-up Hdwy	2.218	-	-	-	3.518	3.318			
Pot Cap-1 Maneuver	936	-	-	-	173	474			
Stage 1	-	-	-	-	524	-			
Stage 2	-	-	-	-	505	-			
Platoon blocked, %		-	-	-					
Mov Cap-1 Maneuver	936	-	-	-	171	474			
Mov Cap-2 Maneuver	-	-	-	-	171	-			
Stage 1	-	-	-	-	518	-			
Stage 2	-	-	-	-	505	-			

Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	19.6
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	936	-	-	-	283
HCM Lane V/C Ratio	0.012	-	-	-	0.131
HCM Control Delay (s)	8.9	-	-	-	19.6
HCM Lane LOS	A	-	-	-	C
HCM 95th %tile Q(veh)	0	-	-	-	0.4

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	22	699	770	13	9	15
Future Vol, veh/h	22	699	770	13	9	15
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	375	-	-	375	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	24	760	837	14	10	16

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	851	0	-	0	1645	837
Stage 1	-	-	-	-	837	-
Stage 2	-	-	-	-	808	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	788	-	-	-	109	367
Stage 1	-	-	-	-	425	-
Stage 2	-	-	-	-	438	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	788	-	-	-	106	367
Mov Cap-2 Maneuver	-	-	-	-	106	-
Stage 1	-	-	-	-	412	-
Stage 2	-	-	-	-	438	-

Approach	EB	WB	SB
HCM Control Delay, s	0.3	0	26.8
HCM LOS			D

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	788	-	-	-	191
HCM Lane V/C Ratio	0.03	-	-	-	0.137
HCM Control Delay (s)	9.7	-	-	-	26.8
HCM Lane LOS	A	-	-	-	D
HCM 95th %tile Q(veh)	0.1	-	-	-	0.5

Intersection	
Int Delay, s/veh	1.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	97	491	96	40	575
Future Vol, veh/h	0	97	491	96	40	575
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	375	375	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	105	534	104	43	625

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	534	0	0	638	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.22	-	-	4.12	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	0	546	-	-	946	-
Stage 1	0	-	-	-	-	-
Stage 2	0	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	546	-	-	946	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	13.2	0	0.6
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	546	946	-
HCM Lane V/C Ratio	-	-	0.193	0.046	-
HCM Control Delay (s)	-	-	13.2	9	-
HCM Lane LOS	-	-	B	A	-
HCM 95th %tile Q(veh)	-	-	0.7	0.1	-

Intersection	
Int Delay, s/veh	1.9

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	145	640	114	48	660
Future Vol, veh/h	0	145	640	114	48	660
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	375	375	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	158	696	124	52	717

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	696	0	0	820	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.22	-	-	4.12	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	0	442	-	-	809	-
Stage 1	0	-	-	-	-	-
Stage 2	0	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	442	-	-	809	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	17.6	0	0.7
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	442	809	-
HCM Lane V/C Ratio	-	-	0.357	0.064	-
HCM Control Delay (s)	-	-	17.6	9.8	-
HCM Lane LOS	-	-	C	A	-
HCM 95th %tile Q(veh)	-	-	1.6	0.2	-

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	17	0	1178	829	31
Future Vol, veh/h	0	17	0	1178	829	31
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	405
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	18	0	1280	901	34

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	-	901	-	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.22	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.318	-	-	-	-
Pot Cap-1 Maneuver	0	337	0	-	-	-
Stage 1	0	-	0	-	-	-
Stage 2	0	-	0	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	-	337	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	16.3	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	-	337	-	-
HCM Lane V/C Ratio	-	0.055	-	-
HCM Control Delay (s)	-	16.3	-	-
HCM Lane LOS	-	C	-	-
HCM 95th %tile Q(veh)	-	0.2	-	-

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	25	0	1043	1308	37
Future Vol, veh/h	0	25	0	1043	1308	37
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	405
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	27	0	1134	1422	40

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	-	1422	-	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.22	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.318	-	-	-	-
Pot Cap-1 Maneuver	0	167	0	-	-	-
Stage 1	0	-	0	-	-	-
Stage 2	0	-	0	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	-	167	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	30.7	0	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	-	167	-	-
HCM Lane V/C Ratio	-	0.163	-	-
HCM Control Delay (s)	-	30.7	-	-
HCM Lane LOS	-	D	-	-
HCM 95th %tile Q(veh)	-	0.6	-	-

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	41	0	1105	745	41
Future Vol, veh/h	0	41	0	1105	745	41
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	405
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	45	0	1201	810	45

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	-	810	-	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.22	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.318	-	-	-	-
Pot Cap-1 Maneuver	0	380	0	-	-	-
Stage 1	0	-	0	-	-	-
Stage 2	0	-	0	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	-	380	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	15.7	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	-	380	-	-
HCM Lane V/C Ratio	-	0.117	-	-
HCM Control Delay (s)	-	15.7	-	-
HCM Lane LOS	-	C	-	-
HCM 95th %tile Q(veh)	-	0.4	-	-

Intersection	
Int Delay, s/veh	0.9

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	60	0	949	1194	48
Future Vol, veh/h	0	60	0	949	1194	48
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	405
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	65	0	1032	1298	52

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	-	1298	-	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.22	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.318	-	-	-	-
Pot Cap-1 Maneuver	0	198	0	-	-	-
Stage 1	0	-	0	-	-	-
Stage 2	0	-	0	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	-	198	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	31.9	0	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	-	198	-	-
HCM Lane V/C Ratio	-	0.329	-	-
HCM Control Delay (s)	-	31.9	-	-
HCM Lane LOS	-	D	-	-
HCM 95th %tile Q(veh)	-	1.4	-	-

Appendix L
Lake County Land Development Code Guidelines

2. Turn Lanes

Turn lanes consist of left-turn lanes and right-turn lanes (deceleration lanes). Turn lanes shall be installed on the road which is being accessed at the proposed entrance(s) to the development, as deemed necessary by the County Manager or Designee. The County Manager or Designee may also require turn lanes at adjacent or nearby intersections in lieu of, or in addition to, turn lanes at the development entrances.

Conditions which are to be considered in determining the need for turn lanes include the following:

a) If the property accessing the road is projected to generate 500 or more vehicle trips per day, or 50 or more vehicle trips in any hour;

b) If a traffic analysis indicates that turn lanes would be necessary to maintain capacity on fronting roads and/or on adjacent or nearby intersections.

c) If entrances are proposed at locations where grade, topography, site distance, traffic, or other unusual conditions indicate that turn lanes would be needed for traffic safety. The need for turn lanes to accommodate right turn movements and left turn movements shall be based upon anticipated traffic distribution and projected turning movement volumes among other considerations, including traffic safety.

C. ***Traffic Analysis***

1. Transportation Concurrency Management System

Transportation Concurrency Management System is administered by the Lake-Sumter Metropolitan Planning Organization (LSMPO). All information regarding traffic study could be found on LSPMO website www.lakesumtermpo.com/concurrency/index.aspx

D. ***Road Classification***

1. Arterial Roads

An arterial road is a route providing service which is relatively continuous and of relatively high traffic volume, long average trip length, high operating speed and of high mobility importance.

Arterial roads are grouped into the following sub-categories:

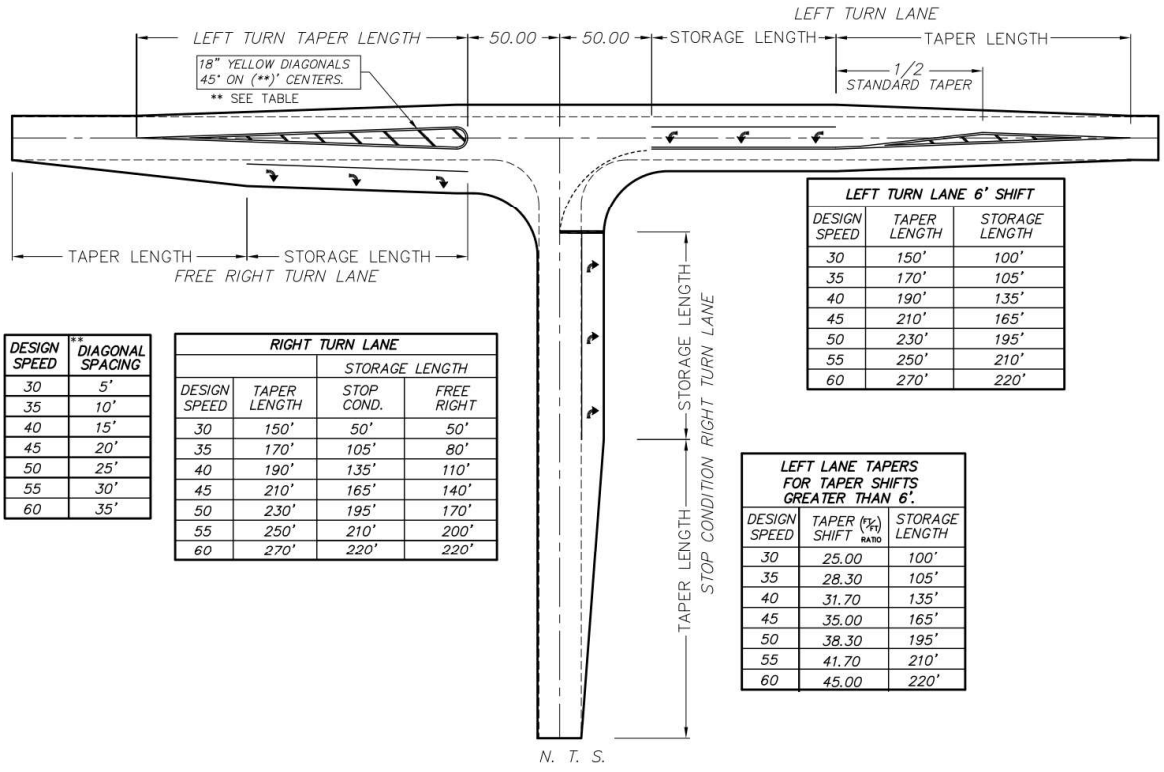
a) Principal Arterial
b) Minor Arterial

The classification of roads as arterials shall be based upon criteria established by the Florida Department of Transportation utilizing their most recent, adopted functional classification system.

2. Collector Roads

A collector road is a route providing services which is of relatively moderate traffic volume, moderate trip length and moderate operating speed. Collector roads collect and distribute the traffic between local roads and arterial roads and serves as a linkage between land access and mobility needs.

LAKE COUNTY STANDARD TURN LANES



LEFT TURN LANE 6' SHIFT		
DESIGN SPEED	TAPER LENGTH	STORAGE LENGTH
30	150'	100'
35	170'	105'
40	190'	135'
45	210'	165'
50	230'	195'
55	250'	210'
60	270'	220'

DESIGN SPEED	** DIAGONAL SPACING
30	5'
35	10'
40	15'
45	20'
50	25'
55	30'
60	35'

RIGHT TURN LANE			
		STORAGE LENGTH	
DESIGN SPEED	TAPER LENGTH	STOP COND.	FREE RIGHT
30	150'	50'	50'
35	170'	105'	80'
40	190'	135'	110'
45	210'	165'	140'
50	230'	195'	170'
55	250'	210'	200'
60	270'	220'	220'

LEFT LANE TAPERS FOR TAPER SHIFTS GREATER THAN 6'.		
DESIGN SPEED	TAPER SHIFT ($\frac{W}{W_1}$ RATIO)	STORAGE LENGTH
30	25.00	100'
35	28.30	105'
40	31.70	135'
45	35.00	165'
50	38.30	195'
55	41.70	210'
60	45.00	220'

O:_CAD STANDARDS\DWG\Turn LanesR1.dwg (02/06/2007)

THIS SHOULD BE USED AS A GUIDE LINE ONLY.
ALL DESIGNS SHALL BE SUBMITTED FOR REVIEW.