

MEMORANDUM



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Date: February 12, 2018

To: Andy Getch, PE – Lee County Department of Community Development

From: Greg Root

Subject: Environmental Enhancement & Preservation Communities Overlay (EEPCO) Study,
Lee County
Contract No. 7530
Task 2.0 - Existing Conditions Level of Service Analysis

Introduction

The purpose of this memorandum is to document the existing conditions roadway segment level of service analysis that was conducted in support of Lee County's Environmental Enhancement and Preservation Communities Overlay (EEPCO) Study. More specifically, this memorandum documents the sources of the factors that were used to derive the peak season peak hour traffic volumes, as well as the service volumes that were used to conduct the level of service analysis. The results of the analysis are summarized and any study roadway segments that were determined to be operating at an unacceptable level of service (i.e., below Lee County's or the Florida Department of Transportation's (FDOT's) minimum level of service standard) are identified.

Level of Service Analysis Methodology and Results

The roadway segment level of service analysis conducted for the Lee County roadways (i.e., Alico Road, Ben Hill Griffin Parkway, Corkscrew Road, and Estero Parkway) was conducted in accordance with the standard Lee County process. The existing peak season peak hour two-way volumes were derived by multiplying the Average Annual Daily Traffic (AADT) volumes by a K_{100} -factor. This factor represents the percentage of the daily volume that occurs during the 100th highest hour of the year. The existing peak season peak hour peak direction volumes were derived by multiplying the two-way peak hour volumes by a D_{100} -factor. This factor represents the percentage of the two-way peak hour volume that occurs in the peak travel direction during the 100th highest hour of the year. The K_{100} -factors and D_{100} -factors were obtained from the following Lee County Permanent Count Stations (PCS):

- PCS No. 10 – Alico Road West of I-75
- PCS No. 15 – Corkscrew Road West of I-75
- PCS No. 53 – Alico Road West of Ben Hill Griffin Parkway
- PCS No. 70 – Corkscrew Road West of Ben Hill Griffin Parkway
- PCS No. 71 – Ben Hill Griffin Parkway North of Estero Parkway

The Permanent Count Station data is provided in **Appendix A**. The Level of Service (LOS) standard for the Lee County study area roadways is LOS E. The maximum peak hour peak direction LOS E service volumes were obtained from the *2015 Link-Specific Service Volumes on Arterials in Lee County Spreadsheet*. A copy of these link-specific service volumes is provided in **Appendix B**.

A slightly different methodology was used to conduct the roadway segment level of service analysis for I-75 between Bonita Beach Road and Alico Road and SR 82 between Daniels Parkway and Corkscrew Road. The existing peak hour two-way volumes were derived by multiplying the Average Annual Daily Traffic (AADT) volumes by an FDOT Standard K-factor. For freeways and arterials in urbanized areas with populations greater than 50,000, the Standard K-factor is equal to 9.0% and represents the percentage of the daily volume that occurs during the peak hour of a typical weekday. For arterials in rural areas, the Standard K-factor is equal to 9.5% and represents the percentage of the daily volume that occurs during the 100th-highest hour of the year. The existing peak hour peak direction volumes were derived by multiplying the two-way peak hour volumes by a D-factor. This factor represents the percentage of the two-way peak hour volume that occurs in the peak travel direction. The D-factors were obtained from the following FDOT Count Stations:

- Station No. 120054 – I-75 between Bonita Beach Road and Corkscrew Road
- Station No. 120055 – I-75 between Corkscrew Road and Alico Road
- Station No. 126021 – SR 82 east of Gunnery Road/Daniels Parkway
- Station No. 120068 – SR 82 west of Bell Boulevard
- Station No. 125074 – SR 82 east of Bell Boulevard
- Station No. 070040 – SR 82 east of the Lee County line

A K-factor of 9.0% and a D-factor of 56.1% was used to estimate the peak hour peak direction volumes for the two segments of Ben Hill Griffin Parkway between College Club Drive and the Southwest Florida International Airport (SWFIA) access road. These K- and D-factors were used because the FDOT traffic count data (AADT volumes) was also used for these locations. The two FDOT count stations are Station No. 124514 (south of Alico Road) and Station No. 126060 (south of the SWFIA access road). The FDOT Count Station data is provided in **Appendix C**. The Level of Service (LOS) standard for I-75 and SR 82 is LOS D. The maximum peak hour peak direction LOS D service volumes were obtained from the FDOT's *2012 Generalized Peak Hour Directional Volumes for Florida's Urbanized Areas* that are documented in the FDOT Quality/Level of Service Handbook. A copy of the generalized level of service volumes is provided in **Appendix D**. The FDOT service volumes and level of

service standards are also contained in the *2016 FDOT District One Level of Service Report*. Selected pages from this report are also provided in **Appendix D**. Although the portion of SR 82 east of Daniels Parkway is a two-lane undivided uninterrupted flow highway, there are exclusive left-turn lanes at most of the major intersections. Consequently, the maximum LOS D volume for a two-lane undivided uninterrupted flow highway was increased by 5.0% resulting in maximum LOS D volumes of 1,250 vehicles per hour (for the urban portion of SR 82) and 780 vehicles per hour (for the rural portion of SR 82).

The ratio of the peak hour peak direction volume to the maximum peak hour peak direction level of service volume was calculated for each of the study area roadway segments and these ratios are summarized in **Table 1**. A ratio greater than 1.00 indicates that the roadway segment is not operating at an acceptable level of service. A review of **Table 1** indicates that *based on the specific type of analysis that was conducted; all of the Lee County roadway segments that were analyzed are operating at Level of Service E or better*. Although there are no Lee County roadway segments currently operating at LOS F, the segment of Corkscrew Road between Three Oaks Parkway and I-75 has a ratio equal to 0.93, indicating that this segment is very close to transitioning from LOS E to LOS F.

A significant portion of Corkscrew Road within the study area can be classified as a two-lane undivided uninterrupted flow highway. The primary characteristic that separates two-lane undivided uninterrupted flow highways from other uninterrupted flow highways is that passing maneuvers occur in the opposing lane of traffic. Passing maneuvers are limited by the availability of gaps in the opposing direction traffic stream. As traffic volumes increase, opportunities to pass safely decrease. This creates vehicle platoons within the traffic stream, with trailing vehicles subject to additional delay due to their inability to pass the lead vehicle. Since passing capacity decreases as passing demand increases, two-lane highways exhibit a unique characteristic – operating conditions often decrease rapidly as demand flow increases, and often become “unacceptable” at relatively low volume-to-capacity ratios.

It should be noted that the roadway segment analysis conducted for the EEPCO study is the standard roadway segment level of service analysis required by Lee County for traffic impact studies. There are other more detailed methodologies and software available that can be used to analyze roadway segment level of service. The methodology documented in the 2010 *Highway Capacity Manual* recognizes three different classes of two-lane highways. The definition of two-lane highway classes is based on their primary function, the mix of long distance and local traffic and the density of unsignalized roadside access points. Most arterials are considered to be Class 1 highways and both average travel speed and the delay due to passing restrictions are important to motorists. It should also be noted that roadway segment level of service analysis does not take into account the level of difficulty associated with cross street vehicles turning onto or off of the main roadway. Often times, a roadway segment will be operating at an acceptable level of service while the left-turn movements to and from this segment are operating at an unacceptable level of service.

Although a significant portion of Corkscrew Road within the study area can be classified as a two-lane undivided uninterrupted flow highway, the portion from Three Oaks Parkway to Ben Hill Griffin Parkway is classified as a multi-lane, divided signalized arterial. The operating conditions and level of service associated with this type of roadway are heavily influenced by the operating conditions at the signalized intersections. Often times, a signalized arterial roadway segment will actually be operating at a lower level of service than what the segment analysis results indicate due to left-turn vehicle queues extending back beyond the length of the exclusive turn lanes, blocking one or more through lanes, and impeding the flow of the through vehicles.

Table 1 also indicates that the two-lane undivided segment of SR 82 between Daniels Parkway and Homestead Road is not operating at an acceptable level of service and has a ratio equal to 1.32. As stated earlier, the maximum LOS D volume for a two-lane undivided uninterrupted flow highway was increased by 5.0% resulting in maximum LOS D volumes of 1,250 vehicles per hour for the urban portion of SR 82. Increasing the maximum LOS E peak direction volume by 5.0%, results in a maximum LOS E peak direction volume of approximately 1,720 vehicles per hour for the urban portion of SR 82. Based on a peak direction demand volume of 1,646, this portion of SR 82 is very close to transitioning from LOS E to LOS F. It should be noted that FDOT also reports the segment of SR 82 from Gunnery Road/Daniels Parkway to Alabama Road as “over-capacity” with a peak hour peak direction volume that exceeds the maximum service volume. In addition, the two segments of I-75 between Bonita Beach Road and Alico Road are close to transitioning from LOS D to LOS E, since they both have volume-to-maximum LOS D volume ratios equal to 0.96.

Other Related Studies

The Village of Estero conducted a traffic study in 2017 to identify existing areas of concern and identify solutions for both existing and projected short-term future operational/level of service deficiencies. This study included the portion of Corkscrew Road from Three Oaks Parkway to Alico Road. Peak hour intersection turning movement count data was collected on February 14, 2017 at 26 intersections including multiple intersections along Corkscrew Road. Among the intersections that were counted were the following:

- Corkscrew Road and the southbound I-75 on-/off-ramps
- Corkscrew Road and the northbound I-75 on-/off-ramps
- Corkscrew Road and Miromar Outlets Boulevard
- Corkscrew Road and Ben Hill Griffin Parkway
- Corkscrew Road and Grande Oaks Shoppes Boulevard
- Corkscrew Road and Stoneybrook Golf Drive
- Corkscrew Road and Grande Oaks Way
- Corkscrew Road and Palermo Lake Court
- Corkscrew Road and Wildcat Run Drive
- Corkscrew Road and Cypress Shadows Boulevard
- Corkscrew Road and Bella Terra Boulevard

The results of the roadway segment analysis conducted for the Village of Estero Traffic Study indicated that the portion of Corkscrew Road from Three Oaks Parkway to I-75 is currently operating at an unacceptable level of service during the p.m. peak hour. Existing (2017) a.m. and p.m. peak hour intersection analyses were also conducted for the Corkscrew Road intersections where existing peak hour traffic count data was obtained. The results of these analyses indicated that the following intersection approaches were currently operating at Level of Service F:

- Corkscrew Road and Three Oaks Parkway (northbound approach in the p.m. peak hour)
- Corkscrew Road and the southbound I-75 on-/off-ramps (southbound approach in the a.m. peak hour)
- Corkscrew Road and the northbound I-75 on-/off-ramps (northbound approach in the a.m. peak hour)
- Corkscrew Road and Cypress Shadows Boulevard (northbound approach in the a.m. peak hour)

It should also be noted that FDOT District One has been conducting a study of the I-75/Corkscrew Road interchange. The purpose of this study is to identify some geometric improvements that could be implemented at this interchange to improve the existing and short-term future peak hour traffic operations. The existing interchange experiences significant vehicle delays and queueing for the left-turn movements during the a.m. and p.m. peak hours. The FDOT study area extends along Corkscrew Road from Three Oaks Parkway to Ben Hill Griffin Parkway and along I-75 from south of the Corkscrew Road ramps to/from the south to north of the Corkscrew Road ramps to/from the north.

Summary

Existing conditions roadway segment level of service analysis was conducted in support of Lee County's EEPSCO Study. This analysis was conducted using the existing AADT volumes that were previously obtained as a part of this study. Peak hour peak direction volumes were derived by multiplying the AADT volumes by K-factors and D-factors obtained from either Lee County Permanent Count Stations or FDOT Count Stations (depending on the roadway and the source of the AADT volume). The peak hour peak direction volumes were compared to the maximum peak hour peak direction level of service volumes associated with each specific roadway segment. These maximum LOS volumes reflected LOS E conditions for the Lee County roadways and LOS D conditions for the FDOT roadways. The results of the existing conditions roadway segment analysis indicated that all of the Lee County roadway segments that were analyzed are currently operating at Level of Service E or better.

It should be noted that although the results of the roadway segment analyses conducted in support of the EEPSCO study indicate that all of the Lee County roadway segments are operating at an acceptable level of service (Level of Service E or better), the Village of Estero traffic study results indicate that several intersections along Corkscrew Road

between Three Oaks Parkway and Cypress Shadows Boulevard are experiencing Level of Service F operations on the cross street approaches. This indicates that although there currently is sufficient roadway capacity available to accommodate the through vehicles, there is insufficient capacity available for vehicles to use when turning onto Corkscrew Road. The high peak hour through volumes on Corkscrew Road result in high vehicle delays for the left-turn movements.

The analysis results also indicated that with one exception (the portion of SR 82 from Daniels Parkway/Gunnery Road to Homestead Road), all of the FDOT roadway segments analyzed are currently operating at LOS D or better. The portion of SR 82 from Daniels Parkway/Gunnery Road to Homestead Road is currently operating at LOS E.

Appendix A

Lee County Permanent Count Station Data

PCS 10 - Alico Rd west of I-75

2016 AADT = 43,800 VPD

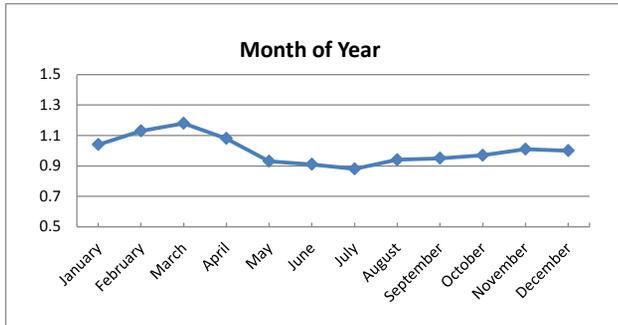
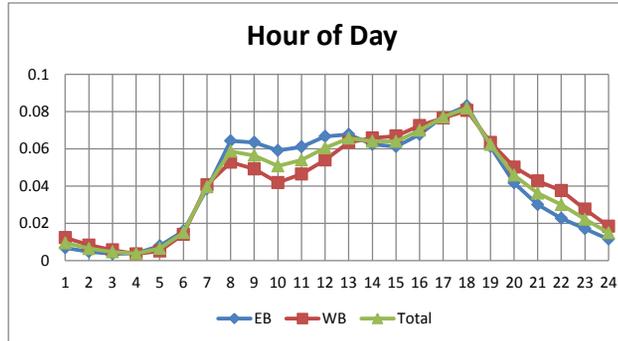
Hour	EB	WB	Total
0	0.68%	1.23%	0.95%
1	0.47%	0.83%	0.64%
2	0.35%	0.57%	0.46%
3	0.39%	0.35%	0.37%
4	0.79%	0.51%	0.65%
5	1.59%	1.41%	1.50%
6	3.86%	4.07%	3.96%
7	6.43%	5.28%	5.87%
8	6.35%	4.92%	5.65%
9	5.92%	4.19%	5.08%
10	6.11%	4.65%	5.40%
11	6.67%	5.40%	6.05%
12	6.78%	6.35%	6.57%
13	6.24%	6.59%	6.41%
14	6.12%	6.69%	6.40%
15	6.77%	7.25%	7.00%
16	7.74%	7.66%	7.71%
17	8.32%	8.06%	8.19%
18	6.13%	6.34%	6.23%
19	4.18%	5.02%	4.59%
20	3.00%	4.28%	3.62%
21	2.27%	3.76%	3.00%
22	1.71%	2.76%	2.22%
23	1.15%	1.84%	1.49%

Month of Year	Fraction
January	1.04
February	1.13
March	1.18
April	1.08
May	0.93
June	0.91
July	0.88
August	0.94
September	0.95
October	0.97
November	1.01
December	1

Day of Week	Fraction
Sunday	0.69
Monday	1.02
Tuesday	1.08
Wednesday	1.09
Thursday	1.11
Friday	1.13
Saturday	0.86

Directional Factor		
AM	0.55	EB
PM	0.52	WB

Design Hour Volume		
#	Volume	Factor
5		11.10
10		10.90
20		10.60
30		10.50
50		10.30
100		9.90
150		9.60
200		9.30



Design Hour Volume		
#	Volume	K Factor
1	5083	11.7
2	4941	11.3
3	4926	11.3
4	4859	11.1
5	4859	11.1
6	4827	11.1
7	4784	11
8	4772	10.9
9	4764	10.9
10	4749	10.9
20	4627	10.6
25	4608	10.6
30	4587	10.5
35	4561	10.5
40	4531	10.4
45	4520	10.4
50	4490	10.3
75	4386	10.1
100	4298	9.9
125	4255	9.8
150	4190	9.6
175	4137	9.5
200	4067	9.3

PCS 15 - Corkscrew Rd west of I-75

2016 AADT = 33,600 VPD

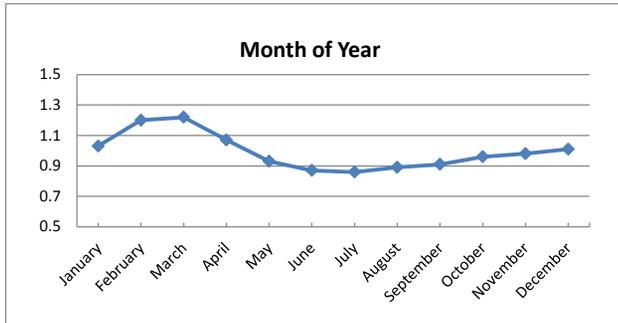
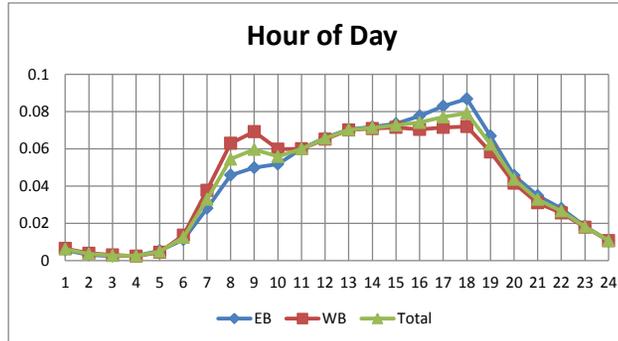
Hour	EB	WB	Total
0	0.57%	0.65%	0.62%
1	0.31%	0.39%	0.35%
2	0.24%	0.30%	0.27%
3	0.26%	0.23%	0.25%
4	0.53%	0.44%	0.48%
5	1.12%	1.36%	1.24%
6	2.81%	3.77%	3.29%
7	4.59%	6.30%	5.45%
8	4.99%	6.93%	5.97%
9	5.18%	5.98%	5.59%
10	6.01%	6.00%	6.00%
11	6.60%	6.52%	6.56%
12	7.05%	7.01%	7.03%
13	7.18%	7.09%	7.14%
14	7.35%	7.15%	7.27%
15	7.77%	7.05%	7.42%
16	8.29%	7.15%	7.71%
17	8.69%	7.20%	7.92%
18	6.69%	5.83%	6.25%
19	4.57%	4.15%	4.36%
20	3.49%	3.10%	3.29%
21	2.80%	2.56%	2.67%
22	1.84%	1.79%	1.81%
23	1.06%	1.07%	1.07%

Month of Year	Fraction
January	1.03
February	1.2
March	1.22
April	1.07
May	0.93
June	0.87
July	0.86
August	0.89
September	0.91
October	0.96
November	0.98
December	1.01

Day of Week	Fraction
Sunday	0.74
Monday	1.01
Tuesday	1.06
Wednesday	1.07
Thursday	1.07
Friday	1.12
Saturday	0.92

Directional Factor		
AM	0.58	WB
PM	0.54	EB

#	Volume	Factor
5		10.80
10		10.70
20		10.50
30		10.40
50		10.20
100		9.80
150		9.50
200		9.30



Design Hour Volume		
#	Volume	K Factor
1	3658	11
2	3624	10.9
3	3621	10.8
4	3619	10.8
5	3597	10.8
6	3591	10.8
7	3581	10.7
8	3569	10.7
9	3565	10.7
10	3564	10.7
20	3518	10.5
25	3483	10.4
30	3466	10.4
35	3458	10.4
40	3430	10.3
45	3407	10.2
50	3401	10.2
75	3338	10
100	3274	9.8
125	3235	9.7
150	3187	9.5
175	3147	9.4
200	3119	9.3

PCS 53 - Alico Road West of Ben Hill Griffin Parkway

2016 AADT = 23,900 VPD

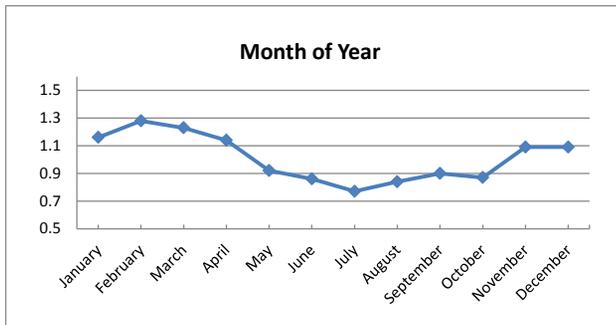
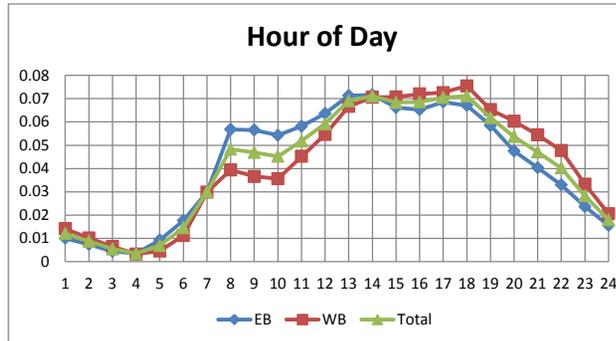
Hour	EB	WB	Total
0	1.00%	1.41%	1.20%
1	0.74%	1.01%	0.87%
2	0.44%	0.64%	0.54%
3	0.35%	0.32%	0.34%
4	0.92%	0.45%	0.69%
5	1.76%	1.12%	1.45%
6	2.99%	2.98%	2.99%
7	5.68%	3.94%	4.83%
8	5.65%	3.66%	4.69%
9	5.43%	3.56%	4.52%
10	5.81%	4.52%	5.18%
11	6.36%	5.46%	5.92%
12	7.13%	6.67%	6.91%
13	7.17%	7.06%	7.11%
14	6.62%	7.07%	6.84%
15	6.53%	7.20%	6.86%
16	6.86%	7.26%	7.05%
17	6.71%	7.55%	7.12%
18	5.85%	6.53%	6.18%
19	4.75%	6.03%	5.37%
20	4.03%	5.44%	4.71%
21	3.30%	4.77%	4.02%
22	2.36%	3.32%	2.82%
23	1.55%	2.05%	1.79%

Month of Year	Fraction
January	1.16
February	1.28
March	1.23
April	1.14
May	0.92
June	0.86
July	0.77
August	0.84
September	0.9
October	0.87
November	1.09
December	1.09

Day of Week	Fraction
Sunday	0.74
Monday	1
Tuesday	1.07
Wednesday	1.06
Thursday	1.11
Friday	1.12
Saturday	0.91

Directional Factor		
AM	0.59	EB
PM	0.52	WB

#	Volume	Factor
5		10.60
10		10.30
20		10.00
30		9.80
50		9.60
100		9.30
150		9.20
200		9.00



Design Hour Volume		
#	Volume	K Factor
1	2802	11.5
2	2796	11.5
3	2595	10.7
4	2590	10.7
5	2583	10.6
6	2565	10.6
7	2565	10.6
8	2508	10.3
9	2501	10.3
10	2493	10.3
20	2429	10
25	2411	9.9
30	2393	9.8
35	2372	9.8
40	2355	9.7
45	2346	9.7
50	2330	9.6
75	2296	9.4
100	2266	9.3
100	2266	9.3
125	2238	9.2
150	2204	9.1
175	2178	9
200	2157	8.9

PCS 70 - Corkscrew Road West of Ben Hill Griffin Parkway
22,200 VPD

2016 AADT =

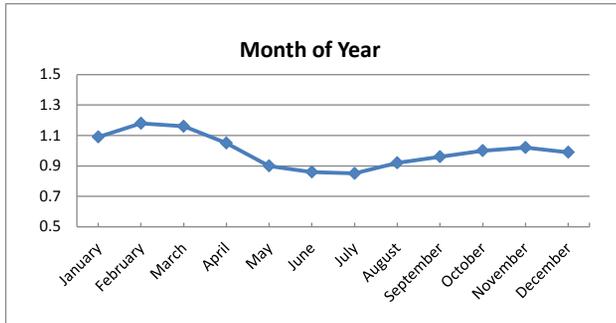
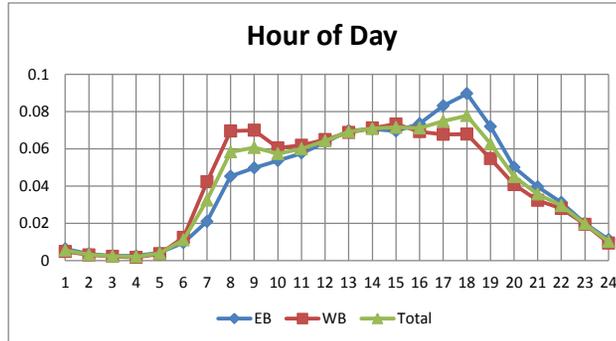
Hour	EB	WB	Total
0	0.63%	0.48%	0.55%
1	0.35%	0.30%	0.32%
2	0.25%	0.22%	0.23%
3	0.25%	0.17%	0.21%
4	0.42%	0.36%	0.39%
5	0.96%	1.24%	1.11%
6	2.10%	4.23%	3.25%
7	4.53%	6.96%	5.84%
8	4.97%	7.00%	6.07%
9	5.37%	6.05%	5.74%
10	5.77%	6.19%	6.00%
11	6.35%	6.50%	6.43%
12	6.98%	6.88%	6.92%
13	7.06%	7.12%	7.09%
14	6.96%	7.33%	7.16%
15	7.35%	6.92%	7.12%
16	8.32%	6.78%	7.49%
17	8.97%	6.79%	7.79%
18	7.20%	5.48%	6.27%
19	5.01%	4.08%	4.51%
20	3.96%	3.23%	3.57%
21	3.12%	2.80%	2.95%
22	2.00%	1.94%	1.97%
23	1.12%	0.94%	1.02%

Month of Year	Fraction
January	1.09
February	1.18
March	1.16
April	1.05
May	0.9
June	0.86
July	0.85
August	0.92
September	0.96
October	1
November	1.02
December	0.99

Day of Week	Fraction
Sunday	0.73
Monday	1.01
Tuesday	1.07
Wednesday	1.08
Thursday	1.08
Friday	1.12
Saturday	0.92

Directional Factor		
AM	0.67	WB
PM	0.55	EB

#	Volume	Factor
5		10.40
10		10.20
20		10.00
30		9.80
50		9.60
100		9.30
150		9.10
200		8.90



Design Hour Volume		
#	Volume	K Factor
1	2389	10.8
2	2330	10.5
3	2318	10.4
4	2304	10.4
5	2301	10.4
6	2281	10.3
7	2280	10.3
8	2278	10.3
9	2268	10.2
10	2263	10.2
20	2215	10
25	2194	9.9
30	2178	9.8
35	2165	9.8
40	2154	9.7
45	2144	9.7
50	2137	9.6
75	2101	9.5
100	2068	9.3
125	2048	9.2
150	2019	9.1
175	2000	9
200	1985	8.9

PCS 71 - Ben Hill Griffin Parkway North of Estero Parkway
20,900 VPD

2016 AADT =

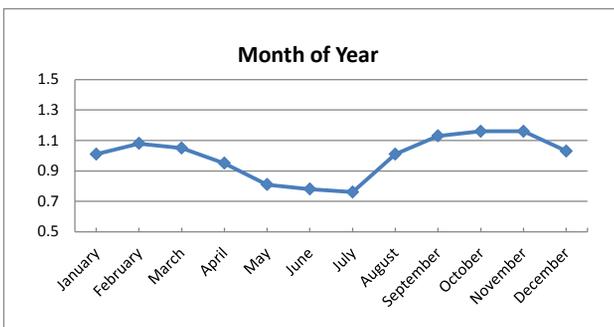
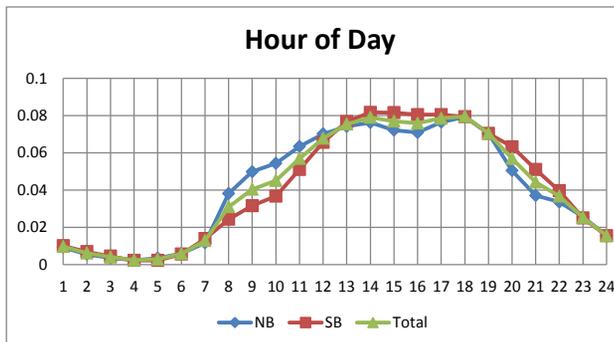
Hour	NB	SB	Total
0	0.92%	1.01%	0.97%
1	0.55%	0.69%	0.62%
2	0.35%	0.45%	0.40%
3	0.24%	0.22%	0.23%
4	0.34%	0.22%	0.28%
5	0.60%	0.56%	0.58%
6	1.16%	1.39%	1.28%
7	3.81%	2.43%	3.10%
8	4.99%	3.16%	4.04%
9	5.44%	3.67%	4.52%
10	6.34%	5.11%	5.70%
11	7.02%	6.56%	6.78%
12	7.42%	7.68%	7.55%
13	7.62%	8.17%	7.91%
14	7.22%	8.16%	7.70%
15	7.09%	8.05%	7.59%
16	7.65%	8.05%	7.86%
17	7.94%	7.94%	7.95%
18	7.05%	7.05%	7.05%
19	5.05%	6.32%	5.70%
20	3.71%	5.11%	4.43%
21	3.36%	3.97%	3.67%
22	2.56%	2.50%	2.53%
23	1.55%	1.55%	1.55%

Month of Year	Fraction
January	1.01
February	1.08
March	1.05
April	0.95
May	0.81
June	0.78
July	0.76
August	1.01
September	1.13
October	1.16
November	1.16
December	1.03

Day of Week	Fraction
Sunday	0.8
Monday	1
Tuesday	1.07
Wednesday	1.06
Thursday	1.07
Friday	1.08
Saturday	0.93

Directional Factor		
AM	0.61	NB
PM	0.53	SB

Design Hour Volume		
#	Volume	Factor
5		11.80
10		11.60
20		11.30
30		11.00
50		10.80
100		10.50
150		10.20
200		10.00



Design Hour Volume		
#	Volume	K Factor
1	2602	12.5
2	2469	11.9
3	2468	11.9
4	2452	11.8
5	2448	11.8
6	2441	11.7
7	2440	11.7
8	2434	11.7
9	2428	11.7
10	2407	11.6
20	2350	11.3
25	2310	11.1
30	2285	11
35	2269	10.9
40	2258	10.9
45	2249	10.8
50	2242	10.8
75	2205	10.6
100	2178	10.5
125	2147	10.3
150	2125	10.2
175	2098	10.1
200	2071	10

Appendix B

Lee County Link-Specific Service Volumes

LINK-SPECIFIC SERVICE VOLUMES ON ARTERIALS IN LEE COUNTY (2015 DATA)

ROAD SEGMENT	FROM	TO	TRAFFIC DISTRIC	LENGTH (MILE)	ROAD TYPE	SERVICE VOLUMES (PEAK HOUR--PEAK DIRECTION)					SERVICE VOLUMES (PEAK HOUR--BOTH DIRECTIONS)				
						A	B	C	D	E	A	B	C	D	E
ALABAMA RD	SR 82	MILWAUKEE BLVD	3	1.9	2LN	110	260	440	590	990	210	490	820	1,100	1,840
	MILWAUKEE BLVD	HOMESTEAD RD	3	1.7	2LN	110	260	440	590	990	210	490	820	1,100	1,840
ALEXANDER BELL BLVD	SR 82	MILWAUKEE BLVD	3	2.3	2LN	120	290	480	660	990	230	540	890	1,230	1,840
	MILWAUKEE BLVD	LEELAND HEIGHTS	3	3.4	2LN	120	290	480	660	990	230	540	890	1,230	1,840
ALICO RD	US 41	DUSTY RD	4	0.5	4LD	0	1,930	1,980	1,980	1,980	0	3,720	3,800	3,800	3,800
	DUSTY RD	LEE RD	4	1.6	6LD	0	2,960	2,960	2,960	2,960	0	5,700	5,700	5,700	5,700
	LEE RD	THREE OAKS PKWY	4	0.8	6LD	0	2,960	2,960	2,960	2,960	0	5,700	5,700	5,700	5,700
	THREE OAKS PKWY	I-75	4	0.5	6LD	0	2,960	2,960	2,960	2,960	0	5,700	5,700	5,700	5,700
	I-75	BEN HILL GRIFFIN PKWY	3	0.5	6LD	0	2,960	2,960	2,960	2,960	0	5,700	5,700	5,700	5,700
BEN HILL GRIFFIN PKWY	CORKSCREW RD	3	6.9	2LN	70	280	540	760	1,100	140	540	1,040	1,470	2,120	
BEN HILL GRIFFIN PKWY	CORKSCREW RD	FGCU ENTRANCE	3	2.2	4LD	940	2,000	2,000	2,000	2,000	1,750	3,690	3,690	3,690	3,690
	FGCU ENTRANCE	COLLEGE CLUB DR	3	1.8	4LD	940	2,000	2,000	2,000	2,000	1,750	3,690	3,690	3,690	3,690
	COLLEGE CLUB DR	ALICO RD	3	0.5	6LD	1,450	3,000	3,000	3,000	3,000	2,690	5,560	5,560	5,560	5,560
BONITA BEACH RD	HICKORY BLVD	VANDERBILT DR	8	1.5	4LD	0	530	1,900	1,900	1,900	0	1,000	3,600	3,600	3,600
	VANDERBILT DR	US 41	8	0.7	4LD	0	530	1,900	1,900	1,900	0	1,000	3,600	3,600	3,600
	US 41	HACIENDA VILLAGE	8	0.7	4LD	0	340	1,860	1,860	1,860	0	630	3,450	3,450	3,450
	HACIENDA VILLAGE	OLD 41	8	1.0	4LD	0	340	1,860	1,860	1,860	0	630	3,450	3,450	3,450
	OLD 41	IMPERIAL ST	8	1.1	6LD	0	530	2,800	2,800	2,800	0	990	5,190	5,190	5,190
	IMPERIAL ST	I-75	8	0.7	6LD	0	530	2,800	2,800	2,800	0	990	5,190	5,190	5,190
	I-75	BONITA GRANDE DR	8	0.7	4LD	0	1,690	2,020	2,020	2,020	0	3,130	3,750	3,750	3,750
BONITA GRANDE DR	END OF CO. MAINTAINED	8	1.0	4LD	0	1,690	2,020	2,020	2,020	0	3,130	3,750	3,750	3,750	
BOYSCOUT RD	SUMMERLIN RD	CLAYTON CT	1	0.3	6LN	0	0	0	940	2,520	0	0	0	1,700	4,550
	CLAYTON CT	US 41	1	0.2	6LN	0	0	0	940	2,520	0	0	0	1,700	4,550
BUCKINGHAM RD	SR 82	ORANGE RIVER BLVD	3	7.8	2LN	60	190	430	620	990	120	360	820	1,170	1,870
	ORANGE RIVER BLVD	SR 80	3	2.6	2LN	60	190	430	620	990	120	360	820	1,170	1,870
BURNT STORE RD	SR 78	VAN BUREN PKWY	5	3.6	4LD	870	1,490	2,100	2,660	2,950	1,530	2,620	3,690	4,670	5,180
	VAN BUREN PKWY	COUNTY LINE	5	6.3	2LN	150	390	640	880	1,140	270	690	1,130	1,550	2,010
BUSINESS 41	SR 80	N. END OF BRIDGE	2	1.2	6LB	1,440	2,440	3,450	4,420	5,120	2,220	3,760	5,310	6,800	7,880
	N. END OF BRIDGE	PONDELLA RD	2	0.5	6LD	0	2,460	2,780	2,780	2,780	0	3,790	4,270	4,270	4,270
	PONDELLA RD	SR 78	2	1.1	6LD	0	2,460	2,780	2,780	2,780	0	3,790	4,270	4,270	4,270
	SR 78	LITTLETON RD	2	1.3	4LD	0	1,580	1,840	1,840	1,840	0	2,440	2,870	2,870	2,870
CAPE CORAL BRIDGE	LITTLETON RD	US 41	2	1.3	4LD	0	1,580	1,840	1,840	1,840	0	2,440	2,870	2,870	2,870
CAPE CORAL BRIDGE	DEL PRADO BLVD	WEST END OF BRDG	4 & 5	0.4	4LD	0	0	1,340	1,900	1,900	0	0	2,280	3,230	3,230
	WEST END OF BRDG	McGREGOR BLVD	4 & 5	1.3	4LB	1,120	1,900	2,680	3,440	4,000	1,910	3,230	4,540	5,820	6,790
COLLEGE PKWY	McGREGOR BLVD	WINKLER RD	4	0.8	6LD	0	0	1,290	2,800	2,980	0	0	2,190	4,750	5,040
	WINKLER RD	WHISKEY CREEK DR	4	0.8	6LD	0	0	1,290	2,800	2,980	0	0	2,190	4,750	5,040
	WHISKEY CREEK DR	SUMMERLIN RD	4	0.8	6LD	0	0	1,290	2,800	2,980	0	0	2,190	4,750	5,040
	SUMMERLIN RD	US 41	4	0.9	6LD	0	0	1,290	2,800	2,980	0	0	2,190	4,750	5,040
COLONIAL BLVD	McGREGOR BLVD	SUMMERLIN RD	1	0.4	6LD	0	0	1,530	2,840	2,840	0	0	2,560	4,740	4,740
	SUMMERLIN RD	US 41	1	0.7	6LD	0	0	1,530	2,840	2,840	0	0	2,560	4,740	4,740
	US 41	FOWLER ST	1	0.5	6LD	0	0	1,530	2,840	2,840	0	0	2,560	4,740	4,740
	FOWLER ST	METRO PKWY	1	0.8	6LD	0	0	1,530	2,840	2,840	0	0	2,560	4,740	4,740
	METRO PKWY	WINKLER AVE	1	2.1	6LD	0	2,630	3,100	3,100	3,100	0	4,390	5,180	5,180	5,180
WINKLER AVE	SIX MILE PKWY	1	0.7	6LD	0	2,630	3,100	3,100	3,100	0	4,390	5,180	5,180	5,180	

LINK-SPECIFIC SERVICE VOLUMES ON ARTERIALS IN LEE COUNTY (2015 DATA)

ROAD SEGMENT	FROM	TO	TRAFFIC DISTRIC	LENGTH (MILE)	ROAD TYPE	SERVICE VOLUMES (PEAK HOUR PEAK DIRECTION)					SERVICE VOLUMES (PEAK HOUR--BOTH DIRECTIONS)				
						A	B	C	D	E	A	B	C	D	E
COLONIAL BLVD	SIX MILE PKWY	I-75	1	0.5	6LD	0	2,630	3,100	3,100	3,100	0	4,390	5,180	5,180	5,180
	I-75	SR 82	1	2.4	6LD	0	2,280	3,040	3,040	3,040	0	3,800	5,070	5,070	5,070
CORKSCREW RD	US 41	SANDY LN	4	0.5	4LD	0	390	1,900	1,900	1,900	0	760	3,670	3,670	3,670
	SANDY LN	THREE OAKS PKWY	4	0.7	4LD	0	390	1,900	1,900	1,900	0	760	3,670	3,670	3,670
	THREE OAKS PKWY	I-75	4	0.8	4LD	0	390	1,900	1,900	1,900	0	760	3,670	3,670	3,670
	I-75	BEN HILL GRIFFIN PKWY	3	0.5	4LD	0	390	1,900	1,900	1,900	0	760	3,670	3,670	3,670
	BEN HILL GRIFFIN PKWY	WILDCAT RUN DR	3	1.7	2LD	0	820	1,200	1,200	1,200	0	1,580	2,310	2,310	2,310
	WILDCAT RUN DR	ALICO RD	3	2.6	2LN	90	310	570	790	1,140	180	600	1,100	1,520	2,200
	ALICO RD	COUNTY LINE	3	10.4	2LN	90	310	570	790	1,140	180	600	1,100	1,520	2,200
CYPRESS LAKE DR	McGREGOR BLVD	SOUTH POINT BLVD	4	0.4	4LD	0	0	890	1,880	1,940	0	0	1,590	3,360	3,480
	SOUTH POINT BLVD	WINKLER RD	4	0.6	4LD	0	0	890	1,880	1,940	0	0	1,590	3,360	3,480
	WINKLER RD	SUMMERLIN RD	4	0.7	4LD	0	0	890	1,880	1,940	0	0	1,590	3,360	3,480
	SUMMERLIN RD	US 41	4	0.9	6LD	0	0	1,360	2,890	2,940	0	0	2,430	5,170	5,240
DANIELS PKWY	US 41	BIG PINE WAY	4	0.5	6LD	0	0	590	2,480	2,680	0	0	1,100	4,600	4,980
	BIG PINE WAY	METRO PKWY	4	0.6	6LD	0	0	590	2,480	2,680	0	0	1,100	4,600	4,980
	METRO PKWY	SIX MILE PKWY	4	0.8	6LD	0	0	590	2,480	2,680	0	0	1,100	4,600	4,980
	SIX MILE PKWY	PALOMINO DR	4	2.2	6LD	210	2,830	3,040	3,040	3,040	390	5,250	5,650	5,650	5,650
	PALOMINO DR	I-75	4	0.6	6LD	210	2,830	3,040	3,040	3,040	390	5,250	5,650	5,650	5,650
	I-75	TREELINE AVE	3	0.5	6LD	2,510	3,260	3,260	3,260	3,260	4,190	5,420	5,420	5,420	5,420
	TREELINE AVE	CHAMBERLIN PKWY	3	0.8	6LD	2,510	3,260	3,260	3,260	3,260	4,190	5,420	5,420	5,420	5,420
	CHAMBERLIN PKWY	SR 82	3	3.8	4LD	1,620	2,160	2,160	2,160	2,160	2,700	3,600	3,600	3,600	3,600
DEL PRADO BLVD	CAPE CORAL PKWY	SE 46TH ST	5	0.3	6LD	0	0	1,660	2,660	2,660	0	0	3,140	5,000	5,000
	SE 46TH ST	CORONADO PKWY	5	0.7	6LD	0	0	1,660	2,660	2,660	0	0	3,140	5,000	5,000
	CORONADO PKWY	CORNWALLIS PKWY	5	1.3	6LD	0	0	1,660	2,660	2,660	0	0	3,140	5,000	5,000
	CORNWALLIS PKWY	VETERANS PKWY	5	0.8	6LD	0	0	1,660	2,660	2,660	0	0	3,140	5,000	5,000
	VETERANS PKWY	HANCOCK B. PKWY	5	3.0	6LD	0	0	1,640	2,800	2,800	0	0	3,160	5,390	5,390
	HANCOCK B. PKWY	NE 6TH ST	5	0.7	6LD	0	0	2,770	2,800	2,800	0	0	5,330	5,370	5,370
	NE 6TH ST	SR 78	5	0.4	6LD	0	0	2,770	2,800	2,800	0	0	5,330	5,370	5,370
	HICKORY BLVD	AVENIDA PESCADORA	4	2.9	2LN	571	616	644	685	726	1,120	1,208	1,264	1,344	1,424
ESTERO BLVD	AVENIDA PESCADORA	MID ISLAND DR	4	1.2	2LN	571	616	644	685	726	1,120	1,208	1,264	1,344	1,424
	MID ISLAND DR	SAN CARLOS BLVD	4	1.8	2LD	500	568	593	632	671	980	1,113	1,162	1,239	1,316
	ESTERO PKWY	US 41	4	2.6	4LD	0	2,000	2,000	2,000	2,000	0	3,850	3,850	3,850	3,850
FOWLER ST	US 41	N AIRPORT RD	1	1.0	6LD	0	0	0	2,040	2,300	0	0	0	3,710	4,180
	N AIRPORT RD	COLONIAL BLVD	1	0.3	6LD	0	0	0	2,040	2,300	0	0	0	3,710	4,180
GLADIOLUS DR	McGREGOR BLVD	PINE RIDGE RD	4	0.5	4LD	0	190	1,840	1,840	1,840	0	360	3,430	3,430	3,430
	PINE RIDGE RD	BASS RD	4	1.6	4LD	0	190	1,840	1,840	1,840	0	360	3,430	3,430	3,430
	BASS RD	WINKLER RD	4	0.8	6LD	0	290	2,780	2,780	2,780	0	540	5,160	5,160	5,160
	WINKLER RD	SUMMERLIN RD	4	0.5	6LD	0	2,060	2,780	2,780	2,780	0	3,890	5,240	5,240	5,240
	SUMMERLIN RD	US 41	4	1.5	6LD	0	2,060	2,780	2,780	2,780	0	3,890	5,240	5,240	5,240

LINK-SPECIFIC SERVICE VOLUMES ON ARTERIALS IN LEE COUNTY (2015 DATA)

ROAD SEGMENT	FROM	TO	TRAFFIC DISTRIC	LENGTH (MILE)	ROAD TYPE	SERVICE VOLUMES (PEAK HOUR PEAK DIRECTION)					SERVICE VOLUMES (PEAK HOUR--BOTH DIRECTIONS)				
						A	B	C	D	E	A	B	C	D	E
GUNNERY RD	SR 82	LEE BLVD	3	2.5	4LD	0	1,920	1,920	1,920	1,920	0	3,100	3,100	3,100	3,100
	LEE BLVD	BUCKINGHAM RD	3	1.5	2LN	0	600	1,020	1,020	1,020	0	970	1,640	1,640	1,640
HANCOCK BRIDGE PKW	DEL PRADO BLVD	NE 24TH AVE	5	1.1	4LD	0	1,790	1,880	1,880	1,880	0	2,890	3,030	3,030	3,030
	NE 24TH AVE	ORANGE GROVE BLVD	2	0.5	4LD	0	1,790	1,880	1,880	1,880	0	2,890	3,030	3,030	3,030
	ORANGE GROVE BLVD	MOODY RD	2	1.2	4LD	0	1,790	1,880	1,880	1,880	0	2,890	3,030	3,030	3,030
	MOODY RD	US 41	2	0.9	4LD	0	1,790	1,880	1,880	1,880	0	2,890	3,030	3,030	3,030
HICKORY BLVD	BONITA BEACH RD	McLAUGHLIN BLVD	8	1.1	2LN	90	200	330	450	890	180	390	640	870	1,720
	McLAUGHLIN BLVD	MELODY LANE	8	0.7	2LN	90	200	330	450	890	180	390	640	870	1,720
	MELODY LANE	ESTERO BLVD	8	6.7	2LN	90	200	330	450	890	180	390	640	870	1,720
HOMESTEAD RD	SR 82	2 LANE END	3	3.8	2LN	120	300	490	670	1,010	230	560	910	1,250	1,880
	2 LANE END	LEE BLVD	3	2.9	4LN	0	0	1,100	2,730	2,960	0	0	1,340	3,280	3,640
IMPERIAL PKWY	COUNTY LINE	BONITA BEACH RD	8	1.0	4LD	160	1,920	1,920	1,920	1,920	300	3,580	3,580	3,580	3,580
	BONITA BEACH RD	E. TERRY ST	4	1.1	4LD	160	1,920	1,920	1,920	1,920	300	3,580	3,580	3,580	3,580
	E. TERRY ST	COCONUT RD	4	4.3	4LD	160	1,920	1,920	1,920	1,920	300	3,580	3,580	3,580	3,580
I-75	COLLIER CO. LINE	BONITA BEACH RD	8	1.0	6LF	0	3,360	4,580	5,500	6,080	0	6,130	8,370	10,060	11,100
	BONITA BEACH RD	CORKSCREW RD	8	7.4	6LF	0	3,360	4,580	5,500	6,080	0	6,130	8,370	10,060	11,100
	CORKSCREW RD	ALICO RD	4	4.3	6LF	0	3,360	4,580	5,500	6,080	0	6,130	8,370	10,060	11,100
	ALICO RD	DANIELS PKWY	4	3.8	6LF	0	3,360	4,580	5,500	6,080	0	6,130	8,370	10,060	11,100
	DANIELS PKWY	COLONIAL BLVD	4	4.5	6LF	0	3,360	4,580	5,500	6,080	0	6,130	8,370	10,060	11,100
	COLONIAL BLVD	M.L.K.	1	1.6	6LF	0	3,360	4,580	5,500	6,080	0	6,130	8,370	10,060	11,100
	M.L.K.	LUCKETT RD	1	1.5	6LF	0	3,360	4,580	5,500	6,080	0	6,130	8,370	10,060	11,100
	LUCKETT RD	SR 80	1	1.9	6LF	0	3,360	4,580	5,500	6,080	0	6,130	8,370	10,060	11,100
	SR 80	SR 78	1 & 2	2.4	6LF	0	3,360	4,580	5,500	6,080	0	6,130	8,370	10,060	11,100
SR 78	COUNTY LINE	2	5.7	6LF	0	3,360	4,580	5,500	6,080	0	6,130	8,370	10,060	11,100	
JOEL BLVD	BELL BLVD	COUNTRY CLUB(N)	3	0.9	4LN	590	1,010	1,430	1,830	2,120	1,100	1,880	2,650	3,390	3,930
	COUNTRY CLUB(N)	16TH ST	3	3.9	4LN	590	1,010	1,430	1,830	2,120	1,100	1,880	2,650	3,390	3,930
	16TH ST	SR 80	3	3.1	2LN	120	300	490	670	1,010	230	560	910	1,250	1,880
LEE BLVD	SR 82	GUNNERY RD	3	3.6	6LD	560	2,840	2,840	2,840	2,840	910	4,580	4,580	4,580	4,580
	GUNNERY RD	HOMESTEAD RD	3	3.9	6LD	560	2,840	2,840	2,840	2,840	910	4,580	4,580	4,580	4,580
	HOMESTEAD RD	WILLIAMS AVE	3	0.3	4LD	0	1,920	1,980	1,980	1,980	0	3,100	3,200	3,200	3,200
	HOMESTEAD RD	LEELAND HEIGHTS	3	1.3	2LD	0	930	1,020	1,020	1,020	0	1,500	1,640	1,640	1,640
LEELAND HEIGHTS	HOMESTEAD RD	LEE BLVD	3	0.4	4LN	0	1,640	1,800	1,800	1,800	0	3,040	3,340	3,340	3,340
	LEE BLVD	JOEL BLVD	3	1.6	4LN	0	1,640	1,800	1,800	1,800	0	3,040	3,340	3,340	3,340
LUCKETT RD	ORTIZ AVE	I-75	1	0.8	2LN	0	540	880	880	880	0	1,020	1,680	1,680	1,680
McGREGOR BLVD	SANIBEL TOLL PLAZA	HARBOR DR	4	0.2	4LD	1,020	1,960	1,960	1,960	1,960	1,730	3,320	3,320	3,320	3,320
	HARBOR DR	SUMMERLIN RD	4	2.2	4LD	1,020	1,960	1,960	1,960	1,960	1,730	3,320	3,320	3,320	3,320
	SUMMERLIN RD	KELLY RD	4	1.7	4LD	1,020	1,960	1,960	1,960	1,960	1,730	3,320	3,320	3,320	3,320
	KELLY RD	THORNTON RD	4	0.3	4LD	1,020	1,960	1,960	1,960	1,960	1,730	3,320	3,320	3,320	3,320
	THORNTON RD	SAN CARLOS BLVD	4	0.7	4LD	1,020	1,960	1,960	1,960	1,960	1,730	3,320	3,320	3,320	3,320
	SAN CARLOS BLVD	GRIFFIN BLVD	4	1.0	4LD	0	1,530	1,980	1,980	1,980	0	2,560	3,290	3,290	3,290
	GRIFFIN BLVD	A & W BULB RD	4	1.0	4LD	0	1,530	1,980	1,980	1,980	0	2,560	3,290	3,290	3,290
	A & W BULB RD	CYPRESS LAKE DR	4	0.7	4LD	0	1,530	1,980	1,980	1,980	0	2,560	3,290	3,290	3,290
CYPRESS LAKE DR	COLLEGE PKWY	4	0.8	4LD	0	1,530	1,980	1,980	1,980	0	2,560	3,290	3,290	3,290	

LINK-SPECIFIC SERVICE VOLUMES ON ARTERIALS IN LEE COUNTY (2015 DATA)

ROAD SEGMENT	FROM	TO	TRAFFIC DISTRIC	LENGTH (MILE)	ROAD TYPE	SERVICE VOLUMES (PEAK HOUR PEAK DIRECTION)					SERVICE VOLUMES (PEAK HOUR--BOTH DIRECTIONS)				
						A	B	C	D	E	A	B	C	D	E
McGREGOR BLVD	COLLEGE PKWY	WINKLER RD	4	1.4	2LN	0	830	900	900	900	0	1,630	1,780	1,780	1,780
	WINKLER RD	BRENTWOOD	1	0.8	2LN	0	830	900	900	900	0	1,630	1,780	1,780	1,780
	BRENTWOOD	COLONIAL BLVD	1	0.8	2LN	0	830	900	900	900	0	1,630	1,780	1,780	1,780
METRO PKWY	US 41	SIX MILE PKWY	4	2.5	6LD	0	2,280	2,280	2,280	2,280	0	4,060	4,060	4,060	4,060
	SIX MILE PKWY	DANIELS PKWY	4	1.3	6LD	0	0	2,060	2,060	2,060	0	0	3,670	3,670	3,670
	DANIELS PKWY	CRYSTAL DR	4	1.3	4LD	0	1,340	1,660	1,660	1,660	0	2,400	2,980	2,980	2,980
	CRYSTAL DR	DANLEY DR	4	1.1	4LD	0	1,340	1,660	1,660	1,660	0	2,400	2,980	2,980	2,980
	DANLEY DR	COLONIAL BLVD	1	1.2	4LD	0	1,340	1,660	1,660	1,660	0	2,400	2,980	2,980	2,980
DR. MARTIN LUTHER KING, JR. BLVD (SR 82)	MICHIGAN LINK	ORTIZ AVE	1	0.8	4LD	260	1,700	1,700	1,700	1,700	450	2,940	2,940	2,940	2,940
	ORTIZ AVE	I-75	1	0.6	6LD	400	2,560	2,560	2,560	2,560	690	4,430	4,430	4,430	4,430
	I-75	BUCKINGHAM RD	1	1.5	6LD	0	2,740	2,740	2,740	2,740	0	4,730	4,730	4,730	4,730
	BUCKINGHAM RD	COLONIAL BLVD	1	1.0	6LD	0	2,740	2,740	2,740	2,740	0	4,730	4,730	4,730	4,730
	COLONIAL BLVD	GATEWAY BLVD	3	1.0	2LN	700	1,160	1,160	1,160	1,160	1,210	2,010	2,010	2,010	2,010
	GATEWAY BLVD	GUNNERY RD	3	3.5	2LN	1,040	1,040	1,040	1,040	1,040	1,670	1,670	1,670	1,670	1,670
	GUNNERY RD	ALABAMA RD	3	3.5	2LN	140	450	860	1,210	1,360	230	730	1,390	1,960	2,200
	ALABAMA RD	BELL BLVD	3	4.2	2LN	140	450	860	1,210	1,360	230	730	1,390	1,960	2,200
	BELL BLVD	COUNTY LINE	3	2.7	2LN	140	450	860	1,210	1,360	230	730	1,390	1,960	2,200
	NORTH RIVER RD	SR 31	FRANKLIN LOCK RD	2	4.5	2LN	170	370	620	860	1,140	280	610	1,020	1,410
FRANKLIN LOCK RD		BROADWAY RD	2	5.7	2LN	170	370	620	860	1,140	280	610	1,020	1,410	1,870
BROADWAY RD		COUNTY LINE	2	3.6	2LN	170	370	620	860	1,140	280	610	1,020	1,410	1,870
ORANGE RIVER BLVD	SR 80	STALEY RD	3	1.3	2LN	110	260	430	590	1,000	210	500	820	1,120	1,890
	STALEY RD	BUCKINGHAM RD	3	3.0	2LN	110	260	430	590	1,000	210	500	820	1,120	1,890
ORTIZ AVE	COLONIAL BLVD	SR 82	1	1.7	2LN	0	790	900	900	900	0	1,340	1,520	1,520	1,520
	SR 82	BALLARD ST	1	1.1	2LN	0	790	900	900	900	0	1,340	1,520	1,520	1,520
	BALLARD ST	TICE ST	1	1.3	2LN	0	790	900	900	900	0	1,340	1,520	1,520	1,520
	TICE ST	SR 80	1	0.3	2LN	0	790	900	900	900	0	1,340	1,520	1,520	1,520
PINE ISLAND RD/ BAYSHORE RD (SR 78)	STRINGFELLOW RD	BURNT STORE RD	5 & 6	5.4	2LN	70	220	380	530	950	140	440	750	1,040	1,870
	BURNT STORE RD	CHIQUITA BLVD	5	2.0	4LD	1,230	1,820	1,820	1,820	1,820	2,280	3,370	3,370	3,370	3,370
	CHIQUITA BLVD	SANTA BARBARA BLVD	5	2.3	4LD	1,250	2,020	2,020	2,020	2,020	2,320	3,760	3,760	3,760	3,760

LINK-SPECIFIC SERVICE VOLUMES ON ARTERIALS IN LEE COUNTY (2015 DATA)

ROAD SEGMENT	FROM	TO	TRAFFIC DISTRIC	LENGTH (MILE)	ROAD TYPE	SERVICE VOLUMES (PEAK HOUR PEAK DIRECTION)					SERVICE VOLUMES (PEAK HOUR--BOTH DIRECTIONS)				
						A	B	C	D	E	A	B	C	D	E
PINE ISLAND RD/ BAYSHORE RD (SR 78)	SANTA BARBARA BLVD	DEL PRADO BLVD	5	2.3	4LD	1,250	2,020	2,020	2,020	2,020	2,320	3,760	3,760	3,760	3,760
	DEL PRADO BLVD	BARNETT RD	5	2.1	4LD	1,250	2,020	2,020	2,020	2,020	2,320	3,760	3,760	3,760	3,760
	BARNETT RD	US 41	2	0.5	4LD	1,250	2,020	2,020	2,020	2,020	2,320	3,760	3,760	3,760	3,760
	US 41	BUSINESS 41	2	1.2	4LD	0	0	1,320	1,700	1,700	0	0	2,450	3,140	3,140
	BUSINESS 41	HART RD	2	1.1	4LD	1,100	1,920	1,920	1,920	1,920	2,080	3,610	3,610	3,610	3,610
	HART RD	BREWERS RD	2	0.4	4LD	1,100	1,920	1,920	1,920	1,920	2,080	3,610	3,610	3,610	3,610
	BREWERS RD	SLATER RD	2	0.8	4LD	1,100	1,920	1,920	1,920	1,920	2,080	3,610	3,610	3,610	3,610
	SLATER RD	I-75	2	2.9	4LD	1,100	1,920	1,920	1,920	1,920	2,080	3,610	3,610	3,610	3,610
	I-75	NALLE RD	2	0.6	2LN	130	350	580	780	1,100	250	670	1,100	1,480	2,080
NALLE RD	SR 31	2	2.7	2LN	130	350	580	780	1,100	250	670	1,100	1,480	2,080	
PONDELLA RD	SR 78	WESTWOOD RD	5	0.9	4LD	0	1,890	1,890	1,890	1,890	0	3,100	3,100	3,100	3,100
	WESTWOOD RD	ORANGE GROVE BLVD	2	0.6	4LD	0	1,890	1,890	1,890	1,890	0	3,100	3,100	3,100	3,100
	ORANGE GROVE BLVD	US 41	2	1.6	4LD	0	1,890	1,890	1,890	1,890	0	3,100	3,100	3,100	3,100
	US 41	BUS 41	2	0.6	4LD	0	1,890	1,890	1,890	1,890	0	3,100	3,100	3,100	3,100
SAN CARLOS BLVD	ESTERO BLVD	MAIN ST	4	0.6	2LB	960	1,040	1,040	1,040	1,040	1,750	1,890	1,890	1,890	1,890
	MAIN ST	SUMMERLIN RD	4	2.5	4LD	0	900	1,780	1,780	1,780	0	1,640	3,250	3,250	3,250
	SUMMERLIN RD	KELLY RD	4	1.1	2LN	60	850	900	900	900	110	1,550	1,640	1,640	1,640
	KELLY RD	McGREGOR BLVD	4	0.6	4LN	150	1,810	1,810	1,810	1,810	280	3,300	3,300	3,300	3,300
SANIBEL CAUSEWAY	SANIBEL SHORELINE	TOLL PLAZA	4	2.9	2LN	100	220	440	620	1,140	180	390	780	1,090	2,010
SIX MILE CYPRESS	US 41	METRO PKWY	4	1.2	4LD	0	1,740	2,000	2,000	2,000	0	3,290	3,770	3,770	3,770
	METRO PKWY	DANIELS PKWY	4	1.8	4LD	0	1,740	2,000	2,000	2,000	0	3,290	3,770	3,770	3,770
	DANIELS PKWY	CHALLENGER BLVD	4	4.4	4LD	800	1,900	1,900	1,900	1,900	1,360	3,220	3,220	3,220	3,220
	CHALLENGER BLVD	WAL-MART INTERSECTI	4	0.3	6LD	1,250	2,860	2,860	2,860	2,860	2,120	4,840	4,840	4,840	4,840
	WAL-MART INTERSECTI	COLONIAL BLVD	4	0.3	6LD	1,250	2,860	2,860	2,860	2,860	2,120	4,840	4,840	4,840	4,840
SLATER RD	SR 78	NALLE GRADE RD	2	4.0	2LN	120	290	490	660	1,010	230	550	930	1,250	1,910
SR 31	SR 80	SR 78	2 & 3	1.4	2LN	640	1,300	1,300	1,300	1,300	1,120	2,270	2,270	2,270	2,270
	SR 78	N. RIVER RD	2	1.3	2LN	150	420	740	1,010	1,360	270	760	1,340	1,820	2,450
	N. RIVER RD	COUNTY LINE	2	2.0	2LN	150	420	740	1,010	1,360	270	760	1,340	1,820	2,450
SR 80	PROSPECT AVE	ORTIZ AVE	1	1.3	4LD	0	1,650	1,820	1,820	1,820	0	2,710	3,000	3,000	3,000
	ORTIZ AVE	I-75	1	1.2	6LD	0	2,550	2,760	2,760	2,760	0	4,190	4,520	4,520	4,520
	I-75	SR 31	3	2.7	6LD	1,830	2,820	2,820	2,820	2,820	2,920	4,640	4,640	4,640	4,640
	SR 31	BUCKINGHAM RD	3	2.5	4LD	1,150	1,880	1,880	1,880	1,880	1,890	3,080	3,080	3,080	3,080
	BUCKINGHAM RD	HICKEY CREEK RD	3	2.5	4LD	940	1,600	2,260	2,860	3,170	1,550	2,630	3,710	4,690	5,200
	HICKEY CREEK RD	MITCHELL AVE	3	0.9	4LD	940	1,600	2,260	2,860	3,170	1,550	2,630	3,710	4,690	5,200
	MITCHELL AVE	JOEL BLVD	3	4.0	4LD	940	1,600	2,260	2,860	3,170	1,550	2,630	3,710	4,690	5,200
JOEL BLVD	COUNTY LINE	3	2.2	4LD	940	1,600	2,260	2,860	3,170	1,550	2,630	3,710	4,690	5,200	
STRINGFELLOW RD	1ST AVE	PINE ISLAND RD	6	7.9	2LN	130	340	570	780	1,060	250	630	1,060	1,450	1,970
	PINE ISLAND RD	PINELAND RD	6	3.3	2LN	130	340	570	780	1,060	250	630	1,060	1,450	1,970
	PINELAND RD	MAIN ST	6	3.7	2LN	130	340	570	780	1,060	250	630	1,060	1,450	1,970

LINK-SPECIFIC SERVICE VOLUMES ON ARTERIALS IN LEE COUNTY (2015 DATA)

ROAD SEGMENT	FROM	TO	TRAFFIC DISTRIC	LENGTH (MILE)	ROAD TYPE	SERVICE VOLUMES (PEAK HOUR PEAK DIRECTION)					SERVICE VOLUMES (PEAK HOUR--BOTH DIRECTIONS)				
						A	B	C	D	E	A	B	C	D	E
SUMMERLIN RD	McGREGOR BLVD	SAN CARLOS BLVD	4	2.2	4LD	1,620	1,980	1,980	1,980	1,980	2,850	3,490	3,490	3,490	3,490
	SAN CARLOS BLVD	PINE RIDGE RD	4	0.5	6LD	2,520	3,000	3,000	3,000	3,000	4,430	5,270	5,270	5,270	5,270
	PINE RIDGE RD	BASS RD	4	1.7	6LD	2,520	3,000	3,000	3,000	3,000	4,430	5,270	5,270	5,270	5,270
	BASS RD	GLADIOLUS DR	4	1.8	6LD	2,520	3,000	3,000	3,000	3,000	4,430	5,270	5,270	5,270	5,270
	GLADIOLUS DR	CYPRESS LAKE DR	4	1.8	4LD	0	1,450	1,900	1,900	1,900	0	2,590	3,400	3,400	3,400
	CYPRESS LAKE DR	COLLEGE PKWY	4	0.7	6LD	0	2,250	2,880	2,880	2,880	0	4,020	5,140	5,140	5,140
	COLLEGE PKWY	BOY SCOUT	4	1.9	6LD	0	2,250	2,880	2,880	2,880	0	4,020	5,140	5,140	5,140
	BOY SCOUT	COLONIAL BLVD	1	1.1	4LD	0	0	0	1,370	1,820	0	0	0	2,450	3,250
SUNSHINE BLVD	SR 82	LEE BLVD	3	3.6	2LN	150	310	500	700	1,010	250	500	810	1,130	1,630
	LEE BLVD	W 12TH ST	3	3.2	2LN	150	310	500	700	1,010	250	500	810	1,130	1,630
THREE OAKS PKWY	COCONUT RD	CORKSCREW RD	4	2.6	4LD	650	1,940	1,940	1,940	1,940	1,130	3,360	3,360	3,360	3,360
	CORKSCREW RD	SAN CARLOS BLVD	4	3.1	4LD	650	1,940	1,940	1,940	1,940	1,130	3,360	3,360	3,360	3,360
	SAN CARLOS BLVD	ALICO RD	4	1.7	4LD	650	1,940	1,940	1,940	1,940	1,130	3,360	3,360	3,360	3,360
TREELINE AVE	ALICO RD	DANIELS PKWY	3	3.8	4LD	1,530	2,980	2,980	2,980	2,980	2,600	3,360	3,360	3,360	3,360
	DANIELS PKWY	COLONIAL BLVD	3	4.5	4LD	1,530	2,980	2,980	2,980	2,980	2,600	3,360	3,360	3,360	3,360
US 41	COLLIER CO. LINE	BONITA BEACH RD	8	1.0	6LD	0	2,400	2,740	2,740	2,740	0	4,220	4,830	4,830	4,830
	BONITA BEACH RD	TERRY ST	8	1.1	6LD	0	2,580	3,040	3,040	3,040	0	4,610	5,430	5,430	5,430
	TERRY ST	OLD 41	8	2.3	6LD	0	2,580	3,040	3,040	3,040	0	4,610	5,430	5,430	5,430
	OLD 41	CORKSCREW RD	8	3.5	6LD	0	2,580	3,040	3,040	3,040	0	4,610	5,430	5,430	5,430
	CORKSCREW RD	BROADWAY	4	0.7	6LD	480	2,940	2,940	2,940	2,940	860	5,260	5,260	5,260	5,260
	BROADWAY	SANIBEL BLVD	4	1.9	6LD	480	2,940	2,940	2,940	2,940	860	5,260	5,260	5,260	5,260
	SANIBEL BLVD	ALICO RD	4	2.2	6LD	480	2,940	2,940	2,940	2,940	860	5,260	5,260	5,260	5,260
	ALICO RD	ISLAND PARK RD	4	1.0	6LD	480	2,940	2,940	2,940	2,940	860	5,260	5,260	5,260	5,260
	ISLAND PARK RD	JAMAICA BAY W.	4	1.6	6LD	480	2,940	2,940	2,940	2,940	860	5,260	5,260	5,260	5,260
	JAMAICA BAY W.	SIX MILE PKWY	4	0.5	6LD	480	2,940	2,940	2,940	2,940	860	5,260	5,260	5,260	5,260
	SIX MILE PKWY	ANDREA LN	4	0.5	6LD	0	0	2,130	2,880	2,880	0	0	4,220	5,710	5,710
	ANDREA LN	DANIELS PKWY	4	0.8	6LD	0	0	2,130	2,880	2,880	0	0	4,220	5,710	5,710
	DANIELS PKWY	COLLEGE PKWY	4	0.7	6LD	0	0	2,130	2,880	2,880	0	0	4,220	5,710	5,710
	COLLEGE PKWY	SOUTH RD	4	1.4	6LD	0	0	2,130	2,880	2,880	0	0	4,220	5,710	5,710
	SOUTH RD	BOY SCOUT RD	4	0.4	6LD	0	0	2,130	2,880	2,880	0	0	4,220	5,710	5,710
	BOY SCOUT RD	NORTH AIRPORT RD	1	0.8	6LD	0	0	2,130	2,880	2,880	0	0	4,220	5,710	5,710
	NORTH AIRPORT RD	COLONIAL BLVD	1	0.2	6LD	0	0	2,130	2,880	2,880	0	0	4,220	5,710	5,710
	FORT MYERS CITY LIMI	NORTH KEY DR	1	0.4	4LD	0	1,790	2,160	2,160	2,160	0	2,890	3,500	3,500	3,500
	NORTH KEY DR	HANCOCK BRIDGE PKWY	2	0.7	4LD	0	1,790	2,160	2,160	2,160	0	2,890	3,500	3,500	3,500
	HANCOCK BRIDGE PKW	PONDELLA RD	2	0.3	4LD	0	1,790	2,160	2,160	2,160	0	2,890	3,500	3,500	3,500
PONDELLA RD	SR 78	2	1.3	4LD	0	1,790	2,160	2,160	2,160	0	2,890	3,500	3,500	3,500	
SR 78	LITTLETON RD	2	1.0	4LD	900	2,000	2,000	2,000	2,000	1,460	3,240	3,240	3,240	3,240	
LITTLETON RD	BUS 41	2	1.2	4LD	900	2,000	2,000	2,000	2,000	1,460	3,240	3,240	3,240	3,240	
BUS 41	DEL PRADO BLVD	2	0.8	4LD	900	2,000	2,000	2,000	2,000	1,460	3,240	3,240	3,240	3,240	
DEL PRADO BLVD	TRAIL DAIRY	2	0.8	4LD	900	2,000	2,000	2,000	2,000	1,460	3,240	3,240	3,240	3,240	
TRAIL DAIRY	CHARLOTTE CO. LINE	2	2.6	4LD	900	2,000	2,000	2,000	2,000	1,460	3,240	3,240	3,240	3,240	

LINK-SPECIFIC SERVICE VOLUMES ON ARTERIALS IN LEE COUNTY (2015 DATA)

ROAD SEGMENT	FROM	TO	TRAFFIC DISTRIC	LENGTH (MILE)	ROAD TYPE	SERVICE VOLUMES (PEAK HOUR PEAK DIRECTION)					SERVICE VOLUMES (PEAK HOUR--BOTH DIRECTIONS)				
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ROAD SEGMENT	FROM	TO	DISTRIC	(MILE)	TYPE	A	B	C	D	E	A	B	C	D	E
VETERANS MEM. PKWY	McGREGOR BLVD	DEL PRADO BLVD	1 & 5	3.5	4LB	1,120	1,900	2,680	3,440	4,000	1,880	3,170	4,460	5,720	6,680
	DEL PRADO BLVD	SANTA BARBARA BLVD	5	2.0	6LD	2,190	3,080	3,080	3,080	3,080	3,660	5,150	5,150	5,150	5,150
	SANTA BARBARA BLVD	SKYLINE BLVD	5	1.0	6LD	2,190	3,080	3,080	3,080	3,080	3,660	5,150	5,150	5,150	5,150
	SKYLINE BLVD	SR 78	5	3.5	4LD	1,400	2,040	2,040	2,040	2,040	2,340	3,420	3,420	3,420	3,420
WINKLER RD	SUMMERLIN RD	GLADIOLUS DR	4	0.4	4LD	0	0	590	1,520	1,520	0	0	990	2,530	2,530
	GLADIOLUS DR	BRANDYWINE CIR	4	0.9	2LN	0	750	880	880	880	0	1,260	1,460	1,460	1,460
	BRANDYWINE CIR	CYPRESS LAKE DR	4	0.9	2LN	0	750	880	880	880	0	1,260	1,460	1,460	1,460
	CYPRESS LAKE DR	COLLEGE PKWY	4	0.7	4LD	0	0	610	1,780	1,780	0	0	1,020	2,960	2,960
	COLLEGE PKWY	SUNSET VISTA	4	0.5	2LN	0	770	800	800	800	0	1,290	1,330	1,330	1,330
	SUNSET VISTA	McGREGOR BLVD	4	0.8	2LN	0	770	800	800	800	0	1,290	1,330	1,330	1,330

SERVICE VOLUMES ON COLLECTORS IN LEE COUNTY (2015 DATA)

ROAD SEGMENT	FROM	TO	TRAFFIC DISTRIC	LENGTH (MILE)	ROAD TYPE	SERVICE VOLUMES (PEAK HOUR PEAK DIRECTION)					SERVICE VOLUMES (PEAK HOUR--BOTH DIRECTIONS)				
						A	B	C	D	E	A	B	C	D	E
COLLECTORS					2LU	0	0	550	860	860	0	0	990	1,530	1,530
					2LD	0	0	580	910	910	0	0	1,040	1,610	1,610
					4LU	0	0	1,240	1,700	1,700	0	0	2,200	3,030	3,030
					4LD	0	0	1,310	1,790	1,790	0	0	2,340	3,190	3,190

Appendix C

FDOT Count Station Data

Site Information	
Feature	1
Road Name	I-75
Site	120054
Description	SR 93/I 75, SOUTH OF CORKSCREW ROAD
Section	12075000
Milepoint	7.785
AADT	100500
Site Type	Portable
Class Data	Yes
K Factor	9
D Factor	58.1
T Factor	9
TRAFFIC REPORTS (provided in  format)	
Lee County	Annual Average Daily Traffic
	Annual Vehicle Classification
	Historical AADT Data
	Synopsis 120054
	Vehicle Class History

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Site Information	
Feature	1
Road Name	I-75
Site	120055
Description	SR 93/I 75, SOUTH OF ALICO ROAD
Section	12075000
Milepoint	11.693
AADT	100500
Site Type	Portable
Class Data	Yes
K Factor	9
D Factor	58.1
T Factor	9.1
TRAFFIC REPORTS (provided in  format)	
Lee County	Annual Average Daily Traffic
	Annual Vehicle Classification
	Historical AADT Data
	Synopsis 120055
	Vehicle Class History

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Site Information	
Feature	1
Road Name	SR-82
Site	126021
Description	SR 82/IMMOKOLEE RD, 500' E OF GUNNER Y RD, PTMS 101, LCPR 21
Section	12070000
Milepoint	11.234
AADT	28137
Site Type	Telemetered
Class Data	No
K Factor	9
D Factor	65.1
T Factor	6
TRAFFIC REPORTS (provided in  format)	
Lee County	Annual Average Daily Traffic
SITE 126021	Directional AADTs
	Highest 200 Hours
	Historical AADT Data
	Hourly Continuous Counts

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Site Information	
Feature	1
Road Name	SR-82
Site	120068
Description	SR 82, WEST OF BELL BOULEVAR D S (LC212)
Section	12070000
Milepoint	18.861
AADT	10200
Site Type	Portable
Class Data	Yes
K Factor	9
D Factor	58.2
T Factor	9.7
TRAFFIC REPORTS (provided in  format)	
Lee County	Annual Average Daily Traffic
	Annual Vehicle Classification
	Historical AADT Data
	Synopsis 120068
	Vehicle Class History

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Site Information	
Feature	1
Road Name	SR-82
Site	125074
Description	SR-82, E OF BELL BLVD
Section	12070000
Milepoint	19.044
AADT	11400
Site Type	Portable
Class Data	Yes
K Factor	9
D Factor	58.2
T Factor	9.4
TRAFFIC REPORTS (provided in  format)	
Lee County	Annual Average Daily Traffic
	Annual Vehicle Classification
	Historical AADT Data
	Synopsis 125074
	Vehicle Class History

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Site Information	
Feature	1
Road Name	SR-82
Site	070040
Description	SR-82, E OF LEE CO. LINE
Section	07020000
Milepoint	0.25
AADT	12300
Site Type	Portable
Class Data	No
K Factor	9.5
D Factor	55.4
T Factor	9.6
TRAFFIC REPORTS (provided in  format)	
Hendry County	Annual Average Daily Traffic
	Historical AADT Data
	No Synopsis Report Available

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Site Information	
Feature	1
Road Name	BENHILL GRIFFIN PKWY
Site	124514
Description	BEN HILL GRIFFIN PKWY, S OF ALICO RD L C 514
Section	12000152
Milepoint	4.237
AADT	32000
Site Type	Portable
Class Data	No
K Factor	9
D Factor	56.1
T Factor	2.1
TRAFFIC REPORTS (provided in  format)	
Lee County	Annual Average Daily Traffic
	Historical AADT Data
	No Synopsis Report Available

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Site Information	
Feature	1
Road Name	BENHILL GRIFFIN PKWY
Site	126060
Description	BEN HILL GRIFFIN PKWY, S OF MIDFIELD TERMINAL RD, PTMS 2060, LCPR 60 SIS
Section	12000152
Milepoint	5.302
AADT	19784
Site Type	Telemetered
Class Data	No
K Factor	9.5
D Factor	56.1
T Factor	4.9
TRAFFIC REPORTS (provided in  format)	
Lee County	Annual Average Daily Traffic
SITE 126060	Directional AADTs
	Highest 200 Hours
	Historical AADT Data
	Hourly Continuous Counts

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Appendix D

FDOT Generalized Peak Hour Directional Service Volumes

Generalized **Peak Hour Directional** Volumes for Florida's
Urbanized Areas¹

TABLE 7

12/18/12

INTERRUPTED FLOW FACILITIES						UNINTERRUPTED FLOW FACILITIES						
STATE SIGNALIZED ARTERIALS						FREEWAYS						
Class I (40 mph or higher posted speed limit)						Lanes	B	C	D	E		
Lanes	Median	B	C	D	E	2	2,260	3,020	3,660	3,940		
1	Undivided	*	830	880	**	3	3,360	4,580	5,500	6,080		
2	Divided	*	1,910	2,000	**	4	4,500	6,080	7,320	8,220		
3	Divided	*	2,940	3,020	**	5	5,660	7,680	9,220	10,360		
4	Divided	*	3,970	4,040	**	6	7,900	10,320	12,060	12,500		
Class II (35 mph or slower posted speed limit)						Freeway Adjustments						
Lanes	Median	B	C	D	E	Auxiliary Lane + 1,000		Ramp Metering + 5%				
1	Undivided	*	370	750	800							
2	Divided	*	730	1,630	1,700							
3	Divided	*	1,170	2,520	2,560							
4	Divided	*	1,610	3,390	3,420							
Non-State Signalized Roadway Adjustments (Alter corresponding state volumes by the indicated percent.)												
Non-State Signalized Roadways - 10%												
Median & Turn Lane Adjustments												
Lanes	Median	Exclusive Left Lanes	Exclusive Right Lanes	Adjustment Factors								
1	Divided	Yes	No	+5%								
1	Undivided	No	No	-20%								
Multi	Undivided	Yes	No	-5%								
Multi	Undivided	No	No	-25%								
-	-	-	Yes	+ 5%								
One-Way Facility Adjustment Multiply the corresponding directional volumes in this table by 1.2												
BICYCLE MODE ² (Multiply motorized vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)												
Paved Shoulder/Bicycle Lane Coverage												
		B	C	D	E							
	0-49%	*	150	390	1,000							
	50-84%	110	340	1,000	>1,000							
	85-100%	470	1,000	>1,000	**							
PEDESTRIAN MODE ² (Multiply motorized vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)												
Sidewalk Coverage												
		B	C	D	E							
	0-49%	*	*	140	480							
	50-84%	*	80	440	800							
	85-100%	200	540	880	>1,000							
BUS MODE (Scheduled Fixed Route) ³ (Buses in peak hour in peak direction)												
Sidewalk Coverage												
		B	C	D	E							
	0-84%	> 5	≥ 4	≥ 3	≥ 2							
	85-100%	> 4	≥ 3	≥ 2	≥ 1							
						UNINTERRUPTED FLOW HIGHWAYS						
Lanes	Median	B	C	D	E							
1	Undivided	420	840	1,190	1,640							
2	Divided	1,810	2,560	3,240	3,590							
3	Divided	2,720	3,840	4,860	5,380							
						Uninterrupted Flow Highway Adjustments						
Lanes	Median	Exclusive left lanes		Adjustment factors								
1	Divided	Yes		+5%								
Multi	Undivided	Yes		-5%								
Multi	Undivided	No		-25%								
						¹ Values shown are presented as peak hour directional volumes for levels of service and are for the automobile/truck modes unless specifically stated. This table does not constitute a standard and should be used only for general planning applications. The computer models from which this table is derived should be used for more specific planning applications. The table and deriving computer models should not be used for corridor or intersection design, where more refined techniques exist. Calculations are based on planning applications of the Highway Capacity Manual and the Transit Capacity and Quality of Service Manual.						
						² Level of service for the bicycle and pedestrian modes in this table is based on number of motorized vehicles, not number of bicyclists or pedestrians using the facility.						
						³ Buses per hour shown are only for the peak hour in the single direction of the higher traffic flow.						
						* Cannot be achieved using table input value defaults.						
						** Not applicable for that level of service letter grade. For the automobile mode, volumes greater than level of service D become F because intersection capacities have been reached. For the bicycle mode, the level of service letter grade (including F) is not achievable because there is no maximum vehicle volume threshold using table input value defaults.						
						Source: Florida Department of Transportation Systems Planning Office www.dot.state.fl.us/planning/systems/sm/los/default.shtm						

Generalized **Peak Hour Directional** Volumes for Florida's
Rural Undeveloped Areas and
Developed Areas Less Than 5,000 Population¹

TABLE 9

12/18/12

INTERRUPTED FLOW FACILITIES						UNINTERRUPTED FLOW FACILITIES					
STATE SIGNALIZED ARTERIALS						FREEWAYS					
Lanes	Median	B	C	D	E	Lanes	B	C	D	E	
1	Undivided	*	670	740	**	2	1,680	2,500	3,040	3,500	
2	Divided	*	1,530	1,580	**	3	2,500	3,720	4,560	5,400	
3	Divided	*	2,360	2,400	**	4	3,360	4,980	6,080	7,200	
Non-State Signalized Roadway Adjustments (Alter corresponding state volumes by the indicated percent.) Non-State Signalized Roadways - 10%						Freeway Adjustments Auxiliary Lanes Present in Both Directions + 1,000					
Median & Turn Lane Adjustments						UNINTERRUPTED FLOW HIGHWAYS					
Lanes	Median	Exclusive Left Lanes	Exclusive Right Lanes	Adjustment Factors		Rural Undeveloped					
1	Divided	Yes	No	+5%		Lanes	Median	B	C	D	E
1	Undivided	No	No	-20%		1	Undivided	240	430	740	1,490
Multi	Undivided	Yes	No	-5%		2	Divided	1,340	2,100	2,660	3,020
Multi	Undivided	No	No	-25%		3	Divided	2,020	3,150	4,000	4,530
-	-	-	Yes	+ 5%		Developed Areas					
One-Way Facility Adjustment Multiply the corresponding directional volumes in this table by 1.2						Lanes	Median	B	C	D	E
						1	Undivided	450	850	1,200	1,640
						2	Divided	1,350	2,120	2,730	3,110
						3	Divided	2,020	3,180	4,090	4,670
BICYCLE MODE ² (Multiply motorized vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)						Passing Lane Adjustments Alter LOS B-D volumes in proportion to the passing lane length to the highway segment length					
Rural Undeveloped						Uninterrupted Flow Highway Adjustments					
Paved Shoulder/Bicycle	Lane Coverage	B	C	D	E	Lanes	Median	Exclusive left lanes	Adjustment factors		
	0-49%	*	70	110	170	1	Divided	Yes	+5%		
	50-84%	60	120	180	580	Multi	Undivided	Yes	-5%		
	85-100%	140	210	1,000	>1,000	Multi	Undivided	No	-25%		
Developed Areas						¹ Values shown are presented as peak hour directional volumes for levels of service and are for the automobile/truck modes unless specifically stated. This table does not constitute a standard and should be used only for general planning applications. The computer models from which this table is derived should be used for more specific planning applications. The table and deriving computer models should not be used for corridor or intersection design, where more refined techniques exist. Calculations are based on planning applications of the Highway Capacity Manual and the Transit Capacity and Quality of Service Manual.					
Paved Shoulder/Bicycle	Lane Coverage	B	C	D	E	² Level of service for the bicycle and pedestrian modes in this table is based on number of motorized vehicles, not number of bicyclists or pedestrians using the facility.					
	0-49%	*	120	260	840	* Cannot be achieved using table input value defaults.					
	50-84%	100	240	720	1,000	** Not applicable for that level of service letter grade. For the automobile mode, volumes greater than level of service D become F because intersection capacities have been reached. For the bicycle mode, the level of service letter grade (including F) is not achievable because there is no maximum vehicle volume threshold using table input value defaults.					
	85-100%	320	1,000	>1,000	**	Source:					
PEDESTRIAN MODE ² (Multiply motorized vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)						Florida Department of Transportation Systems Planning Office www.dot.state.fl.us/planning/systems/sm/los/default.shtm					
Sidewalk Coverage	Lane Coverage	B	C	D	E						
	0-49%	*	*	120	460						
	50-84%	*	80	430	770						
	85-100%	180	520	860	>1,000						

YEAR 2016 LEE COUNTY LEVEL OF SERVICE SPREADSHEET -

Section No.	State Road No.	Local Road Name	From	From M.P.	To	To M.P.	Section Length	SIS	Functional Classification	Posted Speed	Area Type	Existing Facility Type	IDOT LOS Std.	County LOS Std.	City LOS Std.	Year 2016										Deficiency Determination	
																# Signals	Arterial Class	Divided/UnDivided	One/Two Way	Left Turn Bays	Right Turn Bays	Thru Lanes	Daily				
																							Capacity	Volume	LOS		
12020000	SR 80	MAIN ST	US 41 (Cleveland Ave)	0.000	SR 82 / Monroe St	0.168	0.168		Principal Arterial-other	30	UA	A	D	D	E	1	2	U	2W	WL	WR	3	23,930	8,900	C		
12020000	SR 80 WB	1ST ST	SR 739 / US 41 Bus (Fowler St)	0.658	SR 80 / Seaboard St	1.666	1.008		Principal Arterial-other	35	UA	A	D	D	E	1	2	U	1W	WL	WR	2	20,412	8,200	C		
12020000	SR 80	PALM BEACH BLVD	SR 80 / Seaboard St	1.666	Figuera Ave	4.302	2.636		Principal Arterial-other	45	UA	A	D	D	E	3	1	D	2W	WL	WR	4	41,790	22,162	C		
12020000	SR 80	PALM BEACH BLVD	Figuera Ave	4.302	East of Lexington Ave	5.391	1.089		Principal Arterial-other	45	UA	A	D	D	E	2	1	D	2W	WL	WR	6	62,895	24,915	C		
12020000	SR 80	PALM BEACH BLVD	East of Lexington Ave	5.391	SR 31 (Arcadia Rd)	8.249	2.858	SIS	Principal Arterial-other	55	UA	A	D	D	E	4	1	D	2W	WL	WR	6	62,895	32,538	C		
12020000	SR 80	PALM BEACH BLVD	SR 31 (Arcadia Rd)	8.249	CR 80A / Buckingham Rd / Old Olga Rd	10.741	2.492	SIS	Principal Arterial-other	45	UA	A	D	D	E	4	1	D	2W	WL	WR	4	41,790	35,000	C		
**	12020000	SR 80	PALM BEACH BLVD	CR 80A / Buckingham Rd / Old Olga Rd	10.741	W. of Werner Drive	12.808	2.067	SIS	Principal Arterial-other	55	UA	H	D	D			D	2W	WL	WR	4	65,600	23,500	B		
**	12020000	SR 80	PALM BEACH BLVD	W. of Werner Drive	12.808	Hickey Creek Rd	13.308	0.500	SIS	Principal Arterial-other	55	RDA	H	C	C			D	2W	WL	OR	4	40,700	23,500	B		
**	12020000	SR 80	PALM BEACH BLVD	Hickey Creek Rd	13.308	Broadway St / CR 78	17.654	4.346	SIS	Principal Arterial-other	55	RDA	H	C	C			D	2W	WL	OR	4	40,700	20,000	B		
12020000	SR 80	PALM BEACH BLVD	Broadway St / CR 78	17.654	CR 884 (Joel Blvd)	18.227	0.573	SIS	Principal Arterial-other	45	RDA	A	C	C	1	1	D	2W	WL	WR	4	30,765	20,000	C			
12020000	SR 80	PALM BEACH BLVD	CR 884 (Joel Blvd)	18.227	Hendry County Line	20.358	2.131	SIS	Principal Arterial-other	60	RDA	H	C	C			D	2W	WL	WR	4	40,700	15,700	B			
**	12020102	SR 80 EB	SR 80 / 2ND ST	0.397	SR 739 (Park Ave)	0.634	0.237		Principal Arterial-other	35	UA	A	D	D	E	1	2	U	1W	WL	OR	3	30,000	9,200	C		
12020102	SR 80 EB	SR 80 / 2ND ST / SEABOARD ST	SR 739 (Park Ave)	0.634	SR 80 (Palm Beach Blvd)	1.560	0.926		Principal Arterial-other	35	UA	A	D	D	E	1	2	U	1W	WL	OR	2	19,440	11,516	D		
12040000	SR 867	MCGREGOR BLVD	Old McGregor Blvd	0.000	A & W Bulb Rd	1.993	1.993		Minor Arterial	45	UA	A	D	D	E	2	1	D	2W	WL	WR	4	41,790	33,000	C		
12040000	SR 867	MCGREGOR BLVD	A & W Bulb Rd	1.993	College Pkwy	3.465	1.472		Minor Arterial	45	UA	A	D	D	E	3	1	D	2W	WL	WR	4	41,790	36,494	C		
12040000	SR 867	MCGREGOR BLVD	College Pkwy	3.465	Winkler Rd	4.896	1.431		Minor Arterial	45	UA	A	D	D	E	1	1	U	2W	WL	WR	2	18,585	16,200	C		
**	12040000	SR 867	MCGREGOR BLVD	Winkler Rd	4.896	CR 884 / Colonial Blvd	6.485	1.589		Minor Arterial	40	UA	A	D	D	E	2	1	D	2W	WL	WR	2	19,514	23,745	F	Over Capacity
**	12060000	SR 78	PINE ISLAND RD	CR 765 / CR 884 / Burnt Store Rd	5.467	Chiquita Blvd	7.514	2.047		Principal Arterial-other	50	UA	A	D	D	C	1	1	D	2W	WL	WR	4	41,790	35,000	C	
12060000	SR 78	PINE ISLAND RD	Chiquita Blvd	7.514	Santa Barbara Blvd	9.757	2.243		Principal Arterial-other	50	UA	A	D	D	C	3	1	D	2W	WL	WR	4	41,790	35,000	C		
12060000	SR 78	PINE ISLAND RD	Santa Barbara Blvd	9.757	Del Prado Blvd	12.061	2.304		Principal Arterial-other	55	UA	A	D	D	C	1	1	D	2W	WL	WR	4	41,790	42,000	F	Over Capacity	
12060000	SR 78	PINE ISLAND RD	Del Prado Blvd	12.061	W of CR 78A / Pondella Rd	12.284	0.223		Principal Arterial-other	55	UA	A	D	D	D	1	1	D	2W	WL	WR	6	62,895	28,134	C		
12060000	SR 78	PINE ISLAND RD	W of CR 78A / Pondella Rd	12.284	SR 45 / US 41 (Cleveland Ave)	14.741	2.457		Principal Arterial-other	55	UA	A	D	D	E	3	1	D	2W	WL	WR	4	41,790	31,091	C		
12060000	SR 78	PINE ISLAND RD / BAYSHORE RD	SR 45 / US 41 (Cleveland Ave)	14.741	New Post Rd / Hart Rd	17.015	2.274		Principal Arterial-other	40	UA	A	D	D	E	5	1	D	2W	WL	WR	4	41,790	33,518	C		
12060000	SR 78	BAYSHORE RD	New Post Rd / Hart Rd	17.015	W of Willow Stream Ln	18.559	1.544		Principal Arterial-other	50	UA	A	D	D	E	1	1	D	2W	WL	WR	4	41,790	33,692	C		
12060000	SR 78	BAYSHORE RD	W of Willow Stream Ln	18.559	W of Pritchett Pkwy	21.179	2.620		Principal Arterial-other	50	UA	A	D	D	E	2	1	D	2W	WL	WR	4	41,790	25,000	C		
12060000	SR 78	BAYSHORE RD	W of Pritchett Pkwy	21.179	Pritchett Pkwy	21.400	0.221		Minor Arterial	50	UA	A	D	D	E	1	1	D	2W	WL	WR	4	41,790	12,300	C		
12060000	SR 78	BAYSHORE RD	Pritchett Pkwy	21.400	Old Bayshore Rd	23.758	2.358		Minor Arterial	50	UA	A	D	D	E	1	1	U	2W	WL	WR	2	18,585	12,300	C		
12060000	SR 78	BAYSHORE RD	Old Bayshore Rd	23.758	SR 31	24.404	0.646		Minor Arterial	50	UA	A	D	D	E	1	1	U	2W	WL	WR	2	18,585	8,600	C		
12070000	SR 82	DR.M.L.KING JR.BLVD	US 41 / SR 45	0.000	SR 82 (Monroe St)	0.200	0.200		Minor Arterial	30	UA	A	D	D	E	1	2	D	2W	WL	OR	2	15,540	9,100	D		
12070000	SR 82	DR.M.L.KING JR.BLVD	SR 82 (Monroe St)	0.200	Jackson St	0.371	0.171		Minor Arterial	30	UA	A	D	D	E	2	2	D	2W	WL	OR	2	15,540	15,400	D	Near Capacity	
12070000	SR 82	DR.M.L.KING JR.BLVD	Jackson St	0.371	SR 739 (Fowler St)	0.645	0.274	SC	Minor Arterial	30	UA	A	D	D	E	2	2	D	2W	WL	WR	3	25,168	15,400	D		
12070000	SR 82	DR.M.L.KING JR.BLVD	SR 739 (Fowler Ave)	0.645	Michigan Link Ave	2.966	2.321	SC	Principal Arterial-other	30	UA	A	D	D	E	7	2	D	2W	WL	WR	4	34,020	36,200	F	Over Capacity	
12070000	SR 82	DR.M.L.KING JR.BLVD	Michigan Link Ave	2.966	CR 865 / Ortiz Ave	3.826	0.860	SC	Principal Arterial-other	50	UA	A	D	D	E	1	1	D	2W	WL	WR	5	52,342	43,500	C		
12070000	SR 82	DR.M.L.KING JR.BLVD	CR 865 / Ortiz Ave	3.826	I-75	4.398	0.572	SC	Principal Arterial-other	50	UA	A	D	D	E	1	1	D	2W	WL	WR	6	62,895	34,000	C		
12070000	SR 82	IMMOKALEE ROAD	I-75	4.398	E of Teter Rd	4.926	0.528	ES	Principal Arterial-other	50	UA	A	D	D	E	1	1	D	2W	WL	WR	6	62,895	31,619	C		
12070000	SR 82	IMMOKALEE ROAD	E of Teter Rd	4.926	Buckingham Rd	6.154	1.228	ES	Principal Arterial-other	50	UA	A	D	D	E	2	1	D	2W	WL	WR	6	62,895	31,000	C		
12070000	SR 82	IMMOKALEE ROAD	Buckingham Rd	6.154	CR 884 / Colonial Blvd / Lee Blvd	6.874	0.720	ES	Principal Arterial-other	50	UA	A	D	D	E	1	1	D	2W	WL	WR	6	62,895	31,000	C		
12070000	SR 82	IMMOKALEE ROAD	CR 884 / Colonial Blvd / Lee Blvd	6.874	Gateway Blvd	7.906	1.032	ES	Principal Arterial-other	55	UA	A	D	D	E	1	1	D	2W	WL	WR	2	19,514	29,500	F	Over Capacity	
12070000	SR 82	IMMOKALEE ROAD	Gateway Blvd	7.906	Griffin Dr / Rav Ave S	9.314	1.408	ES	Principal Arterial-other	55	UA	A	D	D	E	1	1	D	2W	WL	WR	2	19,514	18,900	D	Near Capacity	
12070000	SR 82	IMMOKALEE ROAD	Griffin Dr / Rav Ave S	9.314	Daniels Pkwy / Gunnery Rd S	11.123	1.809	ES	Principal Arterial-other	60	UA	A	D	D	E	1	1	D	2W	WL	WR	2	19,514	17,200	C		
12070000	SR 82	IMMOKALEE ROAD	Daniels Pkwy / Gunnery Rd S	11.123	Alabama Rd	14.709	3.586	ES	Principal Arterial-other	60	UA	H	D	D	E			U	2W	WL	WR	2	24,200	28,137	B	Over Capacity	
12070000	SR 82	IMMOKALEE ROAD	Alabama Rd	14.709	Bell Blvd S	18.929	4.220	ES	Principal Arterial-other	60	UA	H	D	D	E			U	2W	WL	WR	2	24,200	10,200	C		
12070000	SR 82	IMMOKALEE ROAD	Bell Blvd S	18.929	Hendry County Line	21.551	2.622	ES	Principal Arterial-other	60	UA	H	D	D	E			U	2W	WL	OR	2	24,200	11,400	C		
12070001	SR 82	MONROE ST	MLK Jr Blvd	0.000	SR 80 (Main St)	0.148	0.148		Minor Arterial	30	UA	A	D	D	E	2	2	D	2W	WL	OR	2	15,540	8,500	D		

Note: LOS Spreadsheet should be used as a planning level analysis tool. A detailed analysis is necessary to validate the actual operating conditions which may vary from this worksheet.

YEAR 2016 LEE COUNTY LEVEL OF SERVICE SPREADSHEET -

Section No.	State Road No.	Local Road Name	From	From M.P.	To	To M.P.	Section Length	SIS	Functional Classification	Posted Speed	Area Type	Existing Facility Type	FDOT LOS Std.	County LOS Std.	City LOS Std.	Year 2016										Deficiency Determination
																# Signals	Arterial Class	Divided/UnDivided	One/Two Way	Left Turn Bays	Right Turn Bays	Thru Lanes	Daily			
																							Capacity	Volume	LOS	
12075000	I-75	SR 93/I-75	Collier County Line	0.000	CR 865/ Bonita Beach Rd	1.029	1.029	SIS	Principal Arterial-Interstate	70	UA	F	D	D	D	F	D	2W	0L	0A	6	111,800	100,500	D		
12075000	I-75	SR 93/I-75	CR 865/ Bonita Beach Rd	1.029	CR 850/ Corkscrew Rd	8.667	7.638	SIS	Principal Arterial-Interstate	70	UA	F	D	D	D	F	D	2W	0L	0A	6	111,800	100,500	D		
12075000	I-75	SR 93/I-75	CR 850/ Corkscrew Rd	8.667	Alico Rd	12.614	3.947	SIS	Principal Arterial-Interstate	70	UA	F	D	D	D	F	D	2W	0L	0A	6	111,800	100,500	D		
12075000	I-75	SR 93/I-75	Alico Rd	12.614	Terminal Access Rd	13.884	1.270	SIS	Principal Arterial-Interstate	70	UA	F	D	D	D	F	D	2W	0L	W2A	6	151,800	98,964	B		
12075000	I-75	SR 93/I-75	Terminal Access Rd	13.884	Daniels Pkwy	16.442	2.558	SIS	Principal Arterial-Interstate	70	UA	F	D	D	D	F	D	2W	0L	WA	6	131,800	98,964	C		
12075000	I-75	SR 93/I-75	Daniels Pkwy	16.442	SR 884/ CR 884/ Colonial Blvd	20.772	4.330	SIS	Principal Arterial-Interstate	70	UA	F	D	D	D	F	D	2W	0L	0A	6	111,800	90,000	C		
12075000	I-75	SR 93/I-75	SR 884/ CR 884/ Colonial Blvd	20.772	SR 82/ Immokalee Rd	22.624	1.852	SIS	Principal Arterial-Interstate	70	UA	F	D	D	D	F	D	2W	0L	0A	6	111,800	86,000	C		
12075000	I-75	SR 93/I-75	SR 82/ Immokalee Rd	22.624	Luckett Rd	24.139	1.515	SIS	Principal Arterial-Interstate	70	UA	F	D	D	D	F	D	2W	0L	0A	6	111,800	88,500	C		
12075000	I-75	SR 93/I-75	Luckett Rd	24.139	SR 80	26.047	1.908	SIS	Principal Arterial-Interstate	70	UA	F	D	D	D	F	D	2W	0L	0A	6	111,800	84,500	C		
12075000	I-75	SR 93/I-75	SR 80	26.047	SR 78 (Bayshore Rd)	28.363	2.316	SIS	Principal Arterial-Interstate	70	UA	F	D	D	D	F	D	2W	0L	0A	6	111,800	69,000	C		
12075000	I-75	SR 93/I-75	SR 78 (Bayshore Rd)	28.363	SR 78 Ramp	28.658	0.295	SIS	Principal Arterial-Interstate	70	TA	F	C	C	C	F	C	2W	0L	0A	6	85,600	44,500	B		
12075000	I-75	SR 93/I-75	SR 78 Ramp	28.658	Charlotte County Line	34.138	5.480	SIS	Principal Arterial-Interstate	70	TA	F	C	C	C	F	C	2W	0L	0A	6	85,600	44,500	B		
12090000	SR 31	ARCADIA RD	SR 80	0.000	Old Rodeo Dr	1.640	1.640		Minor Arterial	40	UA	A	D	D	D	1	1	U	2W	WL	WR	2	18,585	10,746	C	
12090000	SR 31	ARCADIA RD	Old Rodeo Dr	1.640	CR 78/ N River Rd/ Old Bayshore Rd	2.670	1.030		Minor Arterial	60	RDA	H	C	C	C			U	2W	WL	WR	2	16,400	8,600	B	
12090000	SR 31	ARCADIA RD	CR 78/ N River Rd/ Old Bayshore Rd	2.670	Charlotte County Line	4.684	2.014		Minor Arterial	60	RDA	H	C	C	C			U	2W	WL	WR	2	16,400	6,620	B	
12100000	SR 876	DANIELS PKWY	W of I-75	7.247	E of Rest Area	7.760	0.513		Principal Arterial-other	50	UA	A	D	D	D	2	1	D	2W	WL	WR	6	62,895	53,000	C	
12000056	JACKSON ST	JACKSON ST	Teck St/ Museum Ent	1.177	SR 82	1.258	0.081	SC	Urban Local	25	UA	A	D	E	E	NSS2	U	2W	0L	0R	2	10,656	2,050	C		
** 12000152	CR 885	BEN HILL GRIFFIN PKWY	Gulf Center Dr	4.265	Alico Rd	4.277	0.012	SC	Minor Arterial	45	UA	A	D	E	E	NSS1	D	2W	WL	WR	6	56,606	32,000	C		
** 12000152	CR 885	BEN HILL GRIFFIN PKWY	Alico Rd	4.277	Midfield Terminal	5.585	1.308	SC	Minor Arterial	45	UA	A	D	E	E	NSS1	D	2W	WL	WR	4	37,611	19,784	C		
12000569	ALICO RD	ALICO RD	I-75	0.011	Ben Hill Griffin Pkwy	0.667	0.656	SC	Minor Arterial	45	UA	A	D	E	E	NSS1	D	2W	WL	WR	6	56,606	23,925	C		
12000058	HENDRY ST	HENDRY ST	Union St	0.035	SR 82	0.158	0.123	SC	Urban Local	30	UA	A	D	E	E	NSS2	U	2W	WL	0R	2	13,320	900	C		
12630000	CR 765	BURNT STORE RD	SR 78	0.000	Embers Pkwy	1.000	1.000		Principal Arterial-other	45	UA	H	D	E	E			U	2W	WL	WR	2	24,200	14,700	C	
12630000	CR 765	BURNT STORE RD	Embers Pkwy	1.000	Tropicana Pkwy	2.000	1.000		Principal Arterial-other	45	UA	H	D	E	E			U	2W	WL	WR	2	24,200	14,700	C	
12120000		TERMINAL ACCESS RD	I-75	0.000	Airport Access	1.508	1.508	SC	Principal Arterial-other	45	UA	A	D	E	E		1	D	2W	0L	0R	4	39,800	23,000	C	

Legend
 Aggregated segment
 Single count segment
 OFF System SIS Facility

** Future Model Volumes obtained from D1 Regional Planning Model are found to be less than Existing AADT.