2020 LEVEL OF SERVICE REPORT

Hillsborough County Florida

Updated October 2021

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INTRODUCTION

The 2020 Roadway Level of Service Report is a comprehensive listing of major County and State maintained roadways within unincorporated Hillsborough County and their operating conditions based upon recent counts. The MPO, in coordination with Hillsborough County staff, conducted road counts in September of 2020. Not all roadway segments were counted due to limited budget, therefore count data from previous years were used, or an interpolation of count data from an adjacent location was used where appropriate. As counts are collected, the report will be updated to include the most recent counts. State roads were are counted annually and provided by the Florida Department of Transportation (FDOT). For this report, 2020 count data was available from the FDOT.

This report uses the minimum Level of Service (LOS) standards from the Transportation Element of the adopted Hillsborough County Comprehensive Plan. The most recent approved version (January 2020) of the Florida Department of Transportation (FDOT) Generalized Annual Average Daily Volumes and Generalized Peak Hour Directional Volumes were used as a base to determine maximum service volumes (capacities) for both state and county maintained roadways within the county. The operating conditions for the State Roads was calculated using average daily volumes and capacities based on FDOT's recommended methodology. Based on Hillsborough County's methodology, a 95 percent adjustment factor was applied to all capacities on regulated roads in Unincorporated Hillsborough County. Roadways included in this inventory are regulated arterials and collectors as defined in the Hillsborough County Comprehensive Plan.

Note that the relationship between the v/c (volume to capacity) ratio and LOS (level of service) is not an exact one. The level of service thresholds can vary greatly based on the facility type. There is still a general correlation between v/c ratio and LOS that can be drawn. A v/c ratio of 1.0 or greater indicates that the counted volume exceeds the capacity of the road, which correlates to LOS F. As traffic counts, generalized service volumes, or other MOEs are updated and/or developed, the Roadway LOS Report will be updated accordingly.

In accordance with Sec. 4.02.02 of the Hillsborough County Land Development Code, the FDOT Tables of Generalized Daily Level-of-Service Maximum Volumes will be used to determine initial highway capacities. The measurement of capacity may also be determined by substantiation in the form of engineering studies signed by a licensed Professional Engineer. Traffic analysis techniques must be technically sound and justifiable as determined by the County. Alterations to capacity on the State Highway System beyond ranges established by agreement between Hillsborough County and FDOT shall require FDOT review and approval.

This report includes the inventory of all State and County collectors and arterials in unincorporated Hillsborough County, as well as support documentation.

On Street	From	To	Lane No	Lane Type	Length	Speed Limit	LOS Std	AADT*	Peak Hour Pk Dir Vol	Daily MSV	Daily v/c Ratio	Daily LOS	Pk Hr Pk Dir MSV	Pk Hr Pk Dir v/c Ratio	Pk Hr Pk Dir LOS	Jurisdiction	Local Func Class
11TH AVE NW	14TH ST NW	US 41	2	U	1.09	35	D	3,167	161	14,060	0.23	C	713	0.23	C	CR	C
12TH ST NE / INTERCHANGE ST	SHELL POINT RD	US 41	2	U	1.67	40	D	3,360	171	16,815	0.20	C	836	0.20	C	CR	C
131ST AVE	NEBRASKA AVE	30TH ST	2	U	1.54	30	E	9,315	475	14,820	0.63	D	760	0.63	D	CR	C
14TH AVE SE	US 41	24TH ST SE	2	U	2.05	45	D	1,984	101	16,815	0.12	C	836	0.12	C	CR	C
14TH ST NW	SHELL POINT RD	19TH AVE NW	2	U	1.00	40	D	1,300	74	16,815	0.08	C	836	0.09	C	CR	C
15TH ST	FOWLER AVE	FLETCHER AVE	2	U	1.02	30	D	8,900	458	14,060	0.63	D	713	0.64	D	CR	C
19TH AVE NE	US HWY 41	US HWY 301	2	U	6.09	45	D	15,200	686	16,815	0.90	C	836	0.82	C	CR	A
19TH AVE NW	EG SYMMONS PARK	US HWY 41	2	U	2.32	45	D	3,600	174	16,815	0.21	C	836	0.21	C	CR	C
21ST AVE SE	6TH ST SE	24TH ST SE	2	U	1.52	45	D	2,135	109	16,815	0.13	C	836	0.13	C	CR	C
21ST ST SE	SR 674	SHELL POINT RD	2	U	0.51	35	D	2,500	160	14,060	0.18	C	713	0.22	C	CR	C
22ND ST	CLUB DR	BEARSS AVE	2	U	1.79	25	E	9,700	471	14,820	0.65	D	760	0.62	D	CR	C
24TH ST SE	21ST AVE SE	SR 674	2	U	1.25	45	D	3,764	192	16,815	0.22	C	836	0.23	C	CR	C
24TH ST NE	SR 674	SHELL POINT RD	4	D	0.50	40	D	4,700	261	37,810	0.12	C	1900	0.14	C	CR	C
24TH ST NE	SHELL POINT RD	19TH AVE NE	2	D	1.01	30	D	3,150	161	14,763	0.21	C	749	0.21	C	CR	C
30TH ST	SR 674	SHELL POINT RD	4	D	0.46	40	D	17,100	989	37,810	0.45	C	1900	0.52	C	CR	C
30TH ST	SHELL POINT RD	19TH AVE NE	2	D	1.08	40	D	17,100	989	17,656	0.97	F	878	1.13	F	CR	C
46TH ST	FLETCHER AVE	SKIPPER RD	2	U	0.78	35	D	14,683	748	14,060	1.04	E	713	1.05	E	CR	C
50TH ST	FOWLER AVE	FLETCHER AVE	2	U	1.01	45	E	10,941	558	16,816	0.65	C	837	0.67	C	CR	C
56TH ST	FOWLER AVE	FLETCHER AVE	4	D	1.01	45	D	21,500	812	37,810	0.57	C	1900	0.43	C	CR	A
6TH ST SE	21ST AVE SE	SR 674	2	U	1.26	40	D	3,363	171	16,815	0.20	C	836	0.20	C	CR	C
78TH ST	RIVERVIEW DR	MADISON AVE	2	U	2.40	50	D	4,500	335	16,815	0.27	C	836	0.40	C	CR	C
78TH ST	MADISON AVE	CAUSEWAY BLVD	2	U	1.62	50	E	14,100	683	16,816	0.84	C	837	0.82	C	CR	C
78TH ST	CAUSEWAY BLVD	PALM RIVER RD	4	D	1.26	45	E	16,900	872	37,811	0.45	C	1901	0.46	C	CR	A
78TH ST	PALM RIVER RD	ADAMO DR	4	D	0.79	45	D	16,900	872	37,810	0.45	C	1900	0.46	C	CR	A
ANDERSON RD	HILLSBOROUGH AVE	SLIGH AVE	2	U	1.09	35	D	10,629	542	14,060	0.76	D	713	0.76	D	CR	C
ANDERSON RD	SLIGH AVE	WATERS AVE	4	D	1.08	45	E	17,100	942	37,811	0.45	C	1901	0.50	C	CR	A
ANDERSON RD	WATERS AVE	LINEBAUGH AVE	4	D	1.05	50	E	22,100	1058	37,811	0.58	C	1901	0.56	C	CR	A
ANDERSON RD	LINEBAUGH AVE	GUNN HWY	4	D	1.50	45	D	20,800	1169	37,810	0.55	C	1900	0.62	C	CR	A
ANGEL LN	LUTZ LAKE FERN	PASCO COUNTY	2	U	0.92	35	C	766	39	13,680	0.06	C	675	0.06	C	CR	C
APOLLO BEACH BLVD	SURFSIDE BLVD	US HWY 41	4	D	2.47	35	D	5,102	260	30,780	0.17	C	1549	0.17	C	CR	C
ARMENIA AVE	JOROME DR (CITY LIMITS)	FLETCHER AVE	2	U	0.99	35	D	5,600	255	14,060	0.40	C	713	0.36	C	CR	C
BALM BOYETTE RD	CR 672	BOYETTE RD	2	U	4.19	40	C	2,800	162	17,300	0.16	B	860	0.19	B	CR	C
CR 672 / BALM RD	BALM RIVERVIEW RD	BALM BOYETTE RD	2	U	1.48	55	D	8,100	361	23,400	0.35	B	1160	0.31	B	CR	A
CR 672 / BALM RD	US HWY 301	BALM RIVERVIEW RD	2	U	3.80	55	D	6,000	286	23,400	0.26	B	1160	0.25	B	CR	A
BALM RIVERVIEW RD	BALM RD	BIG BEND RD	2	U	2.35	55	C	5,300	278	13,680	0.39	C	675	0.41	C	CR	C
BALM RIVERVIEW RD	BIG BEND RD	RHODINE RD	2	U	1.55	45	D	15,000	622	14,060	1.07	F	713	0.87	D	CR	C
BALM RIVERVIEW RD	RHODINE RD	BOYETTE RD	2	U	2.51	45	D	15,100	647	14,060	1.07	F	713	0.91	D	CR	C
BALM RIVERVIEW RD	BOYETTE RD	US HWY 301	2	U	1.22	35	D	8,600	488	14,060	0.61	D	713	0.68	D	CR	C
BALM WIMAUMA RD	SR 674	CR 672	2	U	3.97	50	C	2,752	140	17,300	0.16	B	860	0.16	B	CR	C
BARRY RD	HANLEY RD	BENJAMIN RD	2	U	1.30	25	D	5,592	285	14,060	0.40	C	713	0.40	C	CR	C
BEARSS AVE	DALE MABRY HWY	FLORIDA AVE	4	D	2.87	45	E	42,768	2179	37,811	1.13	F	1901	1.15	F	CR	A
BEARSS AVE	NEBRASKA AVE	BRUCE B DOWNS BLVD	4	D	1.88	45	D	29,200	1172	37,810	0.77	C	1900	0.62	C	CR	A
BELL SHOALS RD	BOYETTE RD	BLOOMINGDALE AVE	2	U	2.76	45	D	29,187	1487	16,815	1.74	F	836	1.78	F	CR	C
BELL SHOALS RD	BLOOMINGDALE AVE	LITHIA PINECREST	2	U	1.99	35	D	4,934	226	14,060	0.35	C	713	0.32	C	CR	C
BENJAMIN RD	HILLSBOROUGH AVE	SLIGH AVE	2	U	1.01	40	D	16,722	852	16,815	0.99	D	836	1.02	F	CR	C
BENJAMIN RD	SLIGH AVE	WATERS AVE	2	U	1.01	35	D	17,364	885	14,060	1.23	F	713	1.24	F	CR	C
BIG BEND RD	DICKMAN RD	US HWY 41	2	U	1.00	45	D	5,000	255	14,060	0.36	C	713	0.36	C	CR	C
BIG BEND RD	US HWY 41	I-75 N RAMP	4	D	1.75	55	D	36,000	1600	37,810	0.95	C	1900	0.84	C	CR	A
BIG BEND RD	I-75 N RAMP	US HWY 301	4	D	1.32	55	D	45,900	3681	37,810	1.21	F	1900	1.94	F	CR	A
BIG BEND RD	US HWY 301	SUMMERFIELD BLVD	4	D	1.02	45	D	26,605	1356	37,810	0.70	C	1900	0.71	C	CR	C
BIG BEND RD	SUMMERFIELD BLVD	BALM RIVERVIEW	2	U	2.12	45	D	23,500	2010	16,815	1.40	F	836	2.40	F	CR	C
BLOOMINGDALE AVE	US HWY 301	GORNTO LAKE RD	6	D	0.45	45	D	36,500	1483	56,905	0.64	C	2869	0.52	C	CR	A
BLOOMINGDALE AVE	GORNTO LAKE RD	KINGS AVE	4	D	2.24	45	D	42,500	1847	37,810	1.12	F	1900	0.97	D	CR	A
BLOOMINGDALE AVE	KINGS AVE	BELL SHOALS RD	4	D	1.52	45	D	41,100	1621	37,810	1.09	F	1900	0.85	C	CR	A
BLOOMINGDALE AVE	BELL SHOALS RD	LITHIA PINECREST RD	4	D	1.56	45	D	29,600	1134	37,810	0.78	C	1900	0.60	C	CR	A
BLOOMINGDALE AVE	LITHIA PINECREST RD	LITTLE RD	2	U	1.47	45	D	16,900	928	16,815	1.01	F	836	1.11	F	CR	C
BOY SCOUT RD	RACE TRACK RD	TARPON SPRINGS RD	2	U	3.83	45	C	6,200	356	17,300	0.36	B	860	0.41	B	CR	C
BOYETTE RD	US HWY 301	BALM RIVERVIEW RD	6	D	0.83	45	D	26,800	1320	56,905	0.47	C	2869	0.46	C	CR	A
BOYETTE RD	BALM RIVERVIEW RD	BELL SHOALS RD	4	D	1.17	45	D	29,200	1636	37,810	0.77	C	1900	0.86	C	CR	A

On Street	From	To	Lane No	Lane Type	Length	Speed Limit	LOS Std	AADT*	Peak Hour Pk Dir Vol	Daily MSV	Daily v/c Ratio	Daily LOS	Pk Hr Pk Dir MSV	Pk Hr Pk Dir v/c Ratio	Pk Hr Pk Dir LOS	Jurisdiction	Local Func Class
BOYETTE RD	BELL SHOALS RD	BALM BOYETTE RD	2	U	4.63	45	D	5,100	351	16,815	0.30	C	836	0.42	C	CR	C
BOYETTE RD	BALM BOYETTE RD	LITHIA PINECREST RD	2	U	4.69	40	D	4,300	261	24,200	0.18	B	1200	0.22	B	CR	C
BRANDON MAIN ST	PROVIDENCE RD	LAKEWOOD RD	4	D	0.24	30	D	3,700	186	30,780	0.12	C	1549	0.12	C	CR	C
BROADWAY AVE	TAMPA BYPASS CANAL (CITY LIMIT	US HWY 301	2	U	0.42	40	D	15,100	684	16,815	0.90	C	836	0.82	C	CR	C
BROADWAY AVE	US HWY 301	FALKENBURG RD	2	U	1.59	45	D	10,300	657	16,815	0.61	C	836	0.79	C	CR	C
BROADWAY AVE	FALKENBURG RD	WILLIAMS RD	2	U	1.00	50	D	8,800	687	16,815	0.52	C	836	0.82	C	CR	C
BROADWAY AVE	WILLIAMS RD	M L KING BLVD	2	U	3.60	45	D	6,000	343	16,815	0.36	C	836	0.41	C	CR	C
BROOKER RD	BRYAN RD	BELL SHOALS RD	2	U	0.50	30	D	6,134	313	14,060	0.44	C	713	0.44	C	CR	C
BROOKER RD	BELL SHOALS RD	VALRICO RD	2	U	1.01	35	D	6,134	313	14,060	0.44	C	713	0.44	C	CR	C
BRUCE B DOWNS BLVD	FOWLER AVE	FLETCHER AVE	6	D	1.02	45	E	52,777	2087	56,906	0.93	C	2870	0.73	C	CR	PA
BRUCE B DOWNS BLVD	FLETCHER AVE	BEARSS AVE	6	D	0.75	45	E	49,200	1881	56,906	0.86	C	2870	0.66	C	CR	A
BRUCE B DOWNS BLVD	BEARSS AVE	750' N OF GILLIGANS WAY (CITY LI	8	D	0.53	45	D	43,000	2191	67,300	0.64	D	3390	0.65	D	CR	A
BRUCE B DOWNS BLVD	CROSS CREEK BLVD	PEBBLE CREEK DR	8	D	0.54	45	D	31,500	1289	67,300	0.47	C	3390	0.38	C	CR	PA
BRUCE B DOWNS BLVD	PEBBLE CREEK DR	COUNTY LINE RD	8	D	1.36	45	D	41,462	2113	67,300	0.62	D	3390	0.62	D	CR	PA
BRYAN RD	BLOOMINGDALE AVE	SR 60 / BRANDON BLVD	2	U	3.03	35	D	9,000	597	14,060	0.64	D	713	0.84	D	CR	C
BUTCH CASSIDY TRL	LIGHTFOOT RD (W)	LIGHTFOOT RD (E)	2	U	3.01	30	C	200	24	13,680	0.01	C	675	0.04	C	CR	C
CARLTON LAKE RD	SR 674	CR 672	2	U	4.00	45	C	1,900	115	17,300	0.11	B	860	0.13	B	CR	C
CASEY RD	GUNN HWY	S VILLAGE DR	2	U	1.60	35	D	11,300	575	14,060	0.80	D	713	0.81	D	CR	C
CASEY RD / DAWN VIEW DR	EHRLICH RD	NORTHDALE BLVD	2	U	1.02	40	D	8,300	483	16,815	0.49	C	836	0.58	C	CR	C
CAUSEWAY BLVD	US HWY 301	FALKENBURG RD	6	D	0.73	45	D	29,823	1520	56,905	0.52	C	2869	0.53	C	CR	A
CAUSEWAY BLVD	FALKENBURG RD	PROVIDENCE RD	6	D	1.22	50	D	45,900	1787	56,905	0.81	C	2869	0.62	C	CR	A
CHARLIE GRIFFIN RD	MUD LAKE RD	SR 39	2	U	1.20	40	D	4,600	241	15,390	0.30	C	760	0.32	C	CR	C
CHARLIE TAYLOR RD	I-4	KNIGHTS GRIFFIN RD	2	U	3.00	45	C	2,900	207	13,680	0.21	C	675	0.31	C	CR	C
CITRUS PARK DR	SHELDON RD	GUNN HWY	6	D	0.78	45	E	19,000	857	56,906	0.33	C	2870	0.30	C	CR	A
CLAY PIT RD	WILLIAMS RD	CR 579	2	U	1.00	40	D	3,077	157	16,815	0.18	C	836	0.19	C	CR	C
COCKROACH BAY RD	DEAD END	US HWY 41	2	U	3.11	45	C	1,476	75	13,680	0.11	C	675	0.11	C	CR	C
COUNTRYWAY BLVD	HILLSBOROUGH AVE	WATERS AVE	4	D	0.81	45	D	11,500	621	37,810	0.30	C	1900	0.33	C	CR	C
COUNTRYWAY BLVD	WATERS AVE	LINEBAUGH AVE	4	D	2.22	30	D	9,800	674	30,780	0.32	C	1549	0.44	C	CR	C
COUNTRYWAY BLVD	LINEBAUGH AVE	CITRUS PARK EXT	4	D	0.60	35	D	20,700	1125	30,780	0.67	D	1549	0.73	D	CR	C
COUNTRYWAY BLVD	CITRUS PARK EXT	RACE TRACK RD	4	D	0.62	45	D	15,600	853	30,780	0.51	D	1549	0.55	D	CR	C
COUNTY LINE RD (Polk)	SR 60	EWELL RD	4	D	1.77	50	C	17,100	854	32,300	0.53	C	1653	0.52	C	CR	C
COUNTY LINE RD (Polk)	EWELL RD	MEDULLA RD	4	D	2.01	55	C	24,500	1186	32,300	0.76	C	1653	0.72	C	CR	C
COUNTY LINE RD (Polk)	I-4 RAMP	SWINDELL RD	4	D	0.36	50	D	5,200	250	33,725	0.15	C	1729	0.14	C	CR	C
COUNTY LINE RD (Pasco)	LIVINGSTON AVE	BRUCE B DOWNS BLVD	2	U	4.56	55	D	14,000	713	15,390	0.91	D	760	0.94	D	CR	C
COUNTY LINE RD (Pasco) / WILLOW	DALE MABRY HWY	PASCO COUNTY	2	U	1.43	35	C	12,561	640	13,680	0.92	C	675	0.95	C	CR	C
CR 39	MANATEE COUNTY	SR 674	2	U	4.02	55	C	4,400	334	13,680	0.32	C	675	0.49	C	CR	C
CR 39	SR 674	BALM PICNIC RD	2	U	4.00	55	D	3,164	161	15,390	0.21	C	760	0.21	C	CR	A
CR 39	BALM PICNIC RD	LITHIA PINECREST RD	2	U	6.05	45	D	6,769	345	15,390	0.44	C	760	0.45	C	CR	A
CR 39	LITHIA PINECREST RD	KEYSVILLE RD	2	U	2.92	45	D	6,769	345	15,390	0.44	C	760	0.45	C	CR	A
CR 39	KEYSVILLE RD	SR 60	2	U	3.55	45	D	6,769	345	15,390	0.44	C	760	0.45	C	CR	A
CR 579	MANATEE COUNTY	SR 674	2	U	5.05	55	C	929	60	17,300	0.05	B	860	0.07	B	CR	C
CR 579	M L KING BLVD	US HWY 92	2	U	1.40	45	D	13,003	663	16,815	0.77	C	836	0.79	C	CR	A
CR 579	US HWY 92	SLIGH AVE	4	D	0.60	50	D	18,900	757	33,725	0.56	C	1729	0.44	C	CR	A
CR 579	SLIGH AVE	JOE EBERT RD	2	U	1.76	50	D	9,100	570	15,390	0.59	C	760	0.75	C	CR	A
CR 579	JOE EBERT RD	US HWY 301	2	U	2.25	50	D	7,400	383	15,390	0.48	C	760	0.50	C	CR	A
CR 672	BALM BOYETTE RD	CR 39	2	U	6.57	55	D	6,098	253	23,400	0.26	B	1160	0.22	B	CR	A
CRAWLEY RD	BOY SCOUT RD	TARPON SPRINGS	2	U	2.95	35	C	1,600	129	17,300	0.09	B	860	0.15	B	CR	C
CRENSHAW LAKE RD	SIMMONS RD	US HWY 41	2	U	1.22	35	C	6,000	359	13,680	0.44	C	675	0.53	C	CR	C
CROOKED LANE RD	CRYSTAL LAKE RD	LUTZ LAKE FERN	2	U	1.68	30	C	1,500	102	17,300	0.09	B	860	0.12	B	CR	C
CRYSTAL LAKE RD / EXCITING IDLEV	DALE MABRY HWY	GERACI RD	2	U	1.15	30	D	2,300	137	14,060	0.16	C	713	0.19	C	CR	C
CRYSTAL LAKE RD	GERACI RD	US HWY 41	2	U	1.42	35	C	2,700	175	13,680	0.20	C	675	0.26	C	CR	C
CYPRESS VILLAGE BLVD	SR 674	19TH AVE NE	4	D	1.71	35	D	8,169	416	30,780	0.27	C	1549	0.27	C	CR	C
DANA SHORES DR	MEMORIAL HWY	GEORGE RD	2	U	1.02	35	D	1,520	77	14,060	0.11	C	713	0.11	C	CR	C
DEBUEL RD	US HWY 41	HANNA RD	2	U	1.25	40	C	2,700	161	17,300	0.16	B	860	0.19	B	CR	C
DOVER RD	DURANT RD	SR 60	2	U	2.03	45	D	7,400	443	16,815	0.44	C	836	0.53	C	CR	C
DOVER RD	SR 60	SYDNEY RD	2	U	2.01	45	D	6,453	329	16,815	0.38	C	836	0.39	C	CR	C
DOVER RD	SYDNEY RD	M L KING BLVD	2	U	1.88	45	C	5,190	264	13,680	0.38	C	675	0.39	C	CR	C
DUNCAN RD	US HWY 301	BLOOMINGDALE AVE	2	U	0.46	35	D	13,800	595	14,060	0.98	D	713	0.83	D	CR	C
DURANT RD	LUMSDEN RD	LITTLE RD	2	U	3.27	45	D	7,300	486	16,815	0.43	C	836	0.58	C	CR	C

On Street	From	To	Lane No	Lane Type	Length	Speed Limit	LOS Std	AADT*	Peak Hour Pk Dir Vol	Daily MSV	Daily v/c Ratio	Daily LOS	Pk Hr Pk Dir MSV	Pk Hr Pk Dir v/c Ratio	Pk Hr Pk Dir LOS	Jurisdiction	Local Func Class
DURANT RD	LITTLE RD	LEWIS RD	2	U	1.30	45	D	5,306	270	16,815	0.32	C	836	0.32	C	CR	C
DURANT RD	LEWIS RD	TURKEY CREEK RD	2	U	1.79	45	C	3,312	169	13,680	0.24	C	675	0.25	C	CR	C
E BAY RD	SYMMES RD	GIBSONTON DR	2	U	1.05	45	D	10,911	556	16,815	0.65	C	836	0.67	C	CR	C
EAGLE PALM DR	78TH ST	FALKENBURG RD	2	U	0.70	45	D	3,416	174	16,815	0.20	C	836	0.21	C	CR	C
EHRLICH RD	GUNN HWY	LYNN TURNER RD	4	D	1.92	45	D	29,649	1511	37,810	0.78	C	1900	0.80	C	CR	A
EHRLICH RD	LYNN TURNER RD	DALE MABRY HWY	4	D	2.28	45	D	30,200	1368	37,810	0.80	C	1900	0.72	C	CR	A
FALKENBURG RD	78TH ST	EAGLE PALM DR	2	U	1.54	45	D	2,300	120	16,815	0.14	C	836	0.14	C	CR	C
FALKENBURG RD	EAGLE PALM DR	PROGRESS BLVD	4	D	1.16	45	D	17,900	1028	37,810	0.47	C	1900	0.54	C	CR	A
FALKENBURG RD	PROGRESS BLVD	US HWY 301	4	D	1.50	45	D	16,500	862	37,810	0.44	C	1900	0.45	C	CR	A
FALKENBURG RD	US HWY 301	LUMSDEN RD	4	D	1.07	45	D	15,800	744	37,810	0.42	C	1900	0.39	C	CR	A
FALKENBURG RD	LUMSDEN RD	LEE ROY SELMON EXPY ON RAMP	4	D	0.44	45	D	31,600	1653	37,810	0.84	C	1900	0.87	C	CR	A
FALKENBURG RD	LEE ROY SELMON EXPY ON RAMP	ADAMO DR	4	D	1.03	45	D	21,800	1122	37,810	0.58	C	1900	0.59	C	CR	A
FALKENBURG RD	ADAMO DR	M L KING	4	D	2.59	45	D	23,090	1177	37,810	0.61	C	1900	0.62	C	CR	C
FALKENBURG RD	M L KING	BRYAN RD	4	D	0.26	45	D	8,991	458	37,810	0.24	C	1900	0.24	C	CR	C
FALKENBURG RD	BRYAN RD	HILLSBOROUGH AVE	2	U	0.72	45	D	8,991	458	16,815	0.53	C	836	0.55	C	CR	C
FISH HAWK BLVD	BELL SHOALS RD	LITHIA PINECREST	2	U	4.60	45	D	20,500	1057	16,815	1.22	F	836	1.26	F	CR	A
FLETCHER AVE	DALE MABRY HWY	ARMENIA AVE	4	D	1.27	45	E	36,601	1865	37,811	0.97	D	1901	0.98	D	CR	A
FLETCHER AVE	ARMENIA AVE	FLORIDA AVE	4	D	1.59	45	E	35,082	1788	37,811	0.93	C	1901	0.94	C	CR	A
FLETCHER AVE	NEBRASKA AVE	BRUCE B DOWNS BLVD	4	D	1.53	45	E	32,800	1218	37,811	0.87	C	1901	0.64	C	CR	A
FLETCHER AVE	BRUCE B DOWNS BLVD	46TH ST	4	D	0.99	35	E	40,842	2081	32,110	1.27	F	1615	1.29	F	CR	A
FLETCHER AVE	46TH ST	56TH ST	4	D	0.98	45	E	41,400	1714	37,811	1.09	F	1901	0.90	C	CR	A
FLETCHER AVE	56TH ST	MORRIS BRIDGE RD	4	D	2.08	50	D	33,300	1538	37,810	0.88	C	1900	0.81	C	CR	A
FORBES RD	TRAPNELL RD	M L KING BLVD	2	U	2.45	45	C	5,364	273	13,680	0.39	C	675	0.40	C	CR	C
FORBES RD	M L KING BLVD	US HWY 92	2	U	1.27	45	C	7,400	412	13,680	0.54	C	675	0.61	C	CR	C
FORBES RD	US HWY 92	THONOTOSASSA RD	2	U	1.29	35	C	17,100	831	13,680	1.25	F	675	1.23	F	CR	C
FORBES RD	THONOTOSASSA RD	THONOTOSASSA-SAM ALLEN	2	U	0.51	45	C	5,200	257	13,680	0.38	C	675	0.38	C	CR	C
FORT KING RD	MAIN ST	KNIGHTS GRIFFIN	2	U	1.37	40	C	2,062	105	17,300	0.12	B	860	0.12	B	CR	C
FRONT ST	SEFFNER-VALRICO RD	VALRICO RD	2	U	1.12	35	D	7,100	472	23,400	0.30	B	1160	0.41	B	CR	C
GEORGE RD	MEMORIAL HWY	HILLSBOROUGH AVE	2	U	1.02	35	D	5,300	319	14,060	0.38	C	713	0.45	C	CR	C
GERACI RD	DALE MABRY HWY	CRYSTAL LAKE RD	2	U	1.44	45	C	400	27	13,680	0.03	C	675	0.04	C	CR	C
GIBSONTON DR	US HWY 41	I-75 N RAMP	4	D	2.34	45	D	13,367	681	37,810	0.35	C	1900	0.36	C	CR	A
GIBSONTON DR	I-75 N RAMP	US HWY 301	4	D	1.16	45	D	36,500	1660	37,810	0.97	D	1900	0.87	C	CR	A
GOLF AND SEA BLVD	LEISEY RD	MILLER MAC RD	2	U	0.81	30	D	5,000	1660	14,060	0.36	C	713	2.33	F	CR	C
GORNTO LAKE RD	BLOOMINGDALE AVE	PROVIDENCE RDG	4	D	0.69	35	D	18,000	759	30,780	0.58	D	1549	0.49	D	CR	C
GORNTO LAKE RD	PROVIDENCE RDG	PROVIDENCE LAKES EXT	2	U	0.78	35	D	16,400	817	14,060	1.17	F	713	1.15	F	CR	C
GORNTO LAKE RD	PROVIDENCE LAKES EXT	LUMSDEN RD	4	D	0.73	45	D	20,300	1227	37,810	0.54	C	1900	0.65	C	CR	C
GORNTO LAKE RD	LUMSDEN RD	BRANDON TOWN CENTER	4	D	0.50	45	D	11,300	490	37,810	0.30	C	1900	0.26	C	CR	C
GORNTO LAKE RD	BRANDON TOWN CENTER	SR 60	4	D	0.56	35	D	11,300	490	37,810	0.30	C	1900	0.26	C	CR	C
GRAND REGENCY BLVD	SR 60	WOODBERRY RD	4	D	0.97	30	D	7,400	408	30,780	0.24	C	1549	0.26	C	CR	C
GULF CITY RD	COCKROACH BAY RD	US HWY 41	2	U	4.23	40	C	663	34	13,680	0.05	C	675	0.05	C	CR	C
GUNN HWY	PASCO COUNTY LINE	VAN DYKE RD	2	U	4.90	40	D	14,200	767	15,390	0.92	D	760	1.01	F	CR	A
GUNN HWY	VAN DYKE RD	S MOBLEY RD	2	U	3.23	45	D	19,000	1037	16,815	1.13	F	836	1.24	F	CR	A
GUNN HWY	S MOBLEY RD	EHRLICH RD	4	D	0.95	45	D	34,400	1678	37,810	0.91	C	1900	0.88	C	CR	A
GUNN HWY	EHRLICH RD	CITRUS PARK DR	2	U	0.86	40	D	10,800	540	16,815	0.64	C	836	0.65	C	CR	A
GUNN HWY	CITRUS PARK DR	VETERANS EXPWY	4	D	0.17	45	E	28,400	1323	37,811	0.75	C	1901	0.70	C	CR	A
GUNN HWY	VETERANS EXPWY	ANDERSON/LYNN TURNER	4	D	1.61	45	E	27,800	1329	37,811	0.74	C	1901	0.70	C	CR	A
GUNN HWY	ANDERSON/LYNN TURNER	CASEY RD	4	D	1.82	45	E	27,300	1314	37,811	0.72	C	1901	0.69	C	CR	A
GUNN HWY	CASEY RD	DALE MABRY OVERPASS	4	D	1.08	45	E	37,500	1734	37,811	0.99	D	1901	0.91	C	CR	A
HABANA AVE	HENRY AVE	SLIGH AVE	2	U	0.74	30	D	8,200	563	14,060	0.58	D	713	0.79	D	CR	C
HABANA AVE	SLIGH AVE	WATERS AVE	2	U	1.02	30	D	6,500	331	14,060	0.46	C	713	0.46	C	CR	C
HANLEY RD	HILLSBOROUGH AVE	WILSKY BLVD	4	D	2.55	40	E	25,900	1248	37,811	0.68	C	1901	0.66	C	CR	C
HANNA AVE	43RD ST	HARNEY RD	2	U	0.79	35	D	3,200	179	14,060	0.23	C	713	0.25	C	CR	C
HANNA RD	VANDERVORT RD	SUNSET LANE	2	U	2.25	45	C	3,500	263	13,680	0.26	C	675	0.39	C	CR	C
HARNEY RD	56TH ST	SLIGH AVE	2	U	1.98	45	D	3,800	194	16,815	0.23	C	836	0.23	C	CR	A
HARNEY RD	SLIGH AVE	TEMPLE TERRACE HWY	2	U	2.20	35	D	19,400	907	14,060	1.38	F	713	1.27	F	CR	A
HARNEY RD	TEMPLE TERRACE HWY	US HWY 301	4	D	0.33	45	D	19,400	907	37,810	0.51	C	1900	0.48	C	CR	A
HARNEY RD	US HWY 301	US HWY 301	2	U	2.88	45	D	8,852	451	16,815	0.53	C	836	0.54	C	CR	A
HENDERSON RD	WATERS AVE	LINEBAUGH AVE	2	D	1.03	40	D	12,893	657	17,656	0.73	C	878	0.75	C	CR	C
HENDERSON RD	LINEBAUGH AVE	GUNN HWY	2	U	1.60	45	D	11,500	586	16,815	0.68	C	836	0.70	C	CR	C

On Street	From	To	Lane No	Lane Type	Length	Speed Limit	LOS Std	AADT*	Peak Hour Pk Dir Vol	Daily MSV	Daily v/c Ratio	Daily LOS	Pk Hr Pk Dir MSV	Pk Hr Pk Dir v/c Ratio	Pk Hr Pk Dir LOS	Jurisdiction	Local Func Class
HIGHVIEW RD	WINDHORST RD	M L KING BLVD / SR 574	2	U	1.51	40	D	4,070	207	16,815	0.24	C	836	0.25	C	CR	C
HIMES AVE	1320' N OF HILLSBOROUGH (CITY L	BUSCH BLVD	2	U	2.54	35	E	13,400	659	14,820	0.90	D	760	0.87	D	CR	A
HOOVER BLVD	HILLSBOROUGH AVE	SLIGH AVE	4	D	1.05	45	D	11,900	656	37,810	0.31	C	1900	0.35	C	CR	A
HUTCHINSON RD	EHRLICH RD	NORTHDALE BLVD / WILCOX RD	2	U	1.61	45	D	8,700	592	15,390	0.57	C	760	0.78	C	CR	C
HUTCHINSON RD	NORTHDALE BLVD / WILCOX RD	N MOBLEY RD	2	U	1.62	35	C	4,500	258	13,680	0.33	C	675	0.38	C	CR	C
I-4 FRONTAGE RD N	WILDER RD	SWINDELL RD	2	U	2.48	35	D	1,100	95	23,400	0.05	B	1160	0.08	B	CR	C
JACKSON SPRINGS RD	OLD MEMORIAL HWY	WEBB RD	2	U	1.01	30	D	3,500	201	14,060	0.25	C	713	0.28	C	CR	C
JACKSON SPRINGS RD	WEBB RD	HANLEY RD	2	U	0.77	30	D	5,200	267	14,060	0.37	C	713	0.37	C	CR	C
JAP TUCKER RD	TRAPNELL RD	SPARKMAN RD	2	U	0.50	35	D	3,300	194	23,400	0.14	B	1160	0.17	B	CR	C
JAP TUCKER RD	SPARKMAN RD	JIM JOHNSON RD	2	U	0.80	35	D	3,400	194	23,400	0.15	B	1160	0.17	B	CR	C
JOE EBERT RD	WILLIAMS RD	CR 579	2	U	2.00	45	C	3,600	241	17,300	0.21	B	860	0.28	B	CR	C
JOHN MOORE RD	BLOOMINGDALE AVE	LUMSDEN RD	2	U	2.03	40	D	8,400	410	16,815	0.50	C	836	0.49	C	CR	C
KELLY RD	MEMORIAL HWY	HILLSBOROUGH AVE	2	U	1.01	35	E	5,898	301	14,820	0.40	C	760	0.40	C	CR	C
KEYSVILLE RD	TURKEY CREEK RD	CR 39	2	U	2.65	45	C	2,700	266	13,680	0.20	C	675	0.39	C	CR	C
KEYSVILLE RD	CR 39	LITHIA PINECREST RD	2	U	4.68	45	C	3,019	154	13,680	0.22	C	675	0.23	C	CR	C
KINGS AVE	BLOOMINGDALE AVE	LUMSDEN RD	4	D	2.04	45	D	15,200	742	37,810	0.40	C	1900	0.39	C	CR	C
KINGS AVE	LUMSDEN RD	SR 60/BRANDON BLVD	4	D	1.00	45	D	20,100	1082	37,810	0.53	C	1900	0.57	C	CR	C
KINGS AVE	SR 60/BRANDON BLVD	VICTORIA ST	2	U	0.51	35	D	8,200	400	14,060	0.58	D	713	0.56	D	CR	C
KINGSWAY RD	SR 60/BRANDON BLVD	CLAY AVE	2	U	0.51	30	D	12,837	654	14,060	0.91	D	713	0.92	D	CR	C
KINGSWAY RD	CLAY AVE	M L KING BLVD	2	U	2.60	40	D	10,346	527	16,815	0.62	C	836	0.63	C	CR	C
KINGSWAY RD	M L KING BLVD	US HWY 92	2	U	1.60	45	D	8,400	428	16,815	0.50	C	836	0.51	C	CR	C
KINGSWAY RD	US HWY 92	I-4	2	U	0.37	45	D	4,900	227	16,815	0.29	C	836	0.27	C	CR	C
KINGSWAY RD	I-4	THONOTOSASSA RD	2	U	2.71	40	C	3,900	194	13,680	0.29	C	675	0.29	C	CR	C
KNIGHTS GRIFFIN RD	STACY RD	MCINTOSH RD	2	U	2.20	45	D	4,244	216	15,390	0.28	C	760	0.28	C	CR	A
KNIGHTS GRIFFIN RD	MCINTOSH RD	SR 39	2	U	6.80	45	D	4,255	217	15,390	0.28	C	760	0.29	C	CR	A
KNIGHTS GRIFFIN RD	SR 39	POLK COUNTY	2	U	5.03	55	D	6,500	396	15,390	0.42	C	760	0.52	C	CR	A
KRYCUL AVE	RIVERVIEW DR	US 301	2	U	1.06	35	D	3,400	208	14,060	0.24	C	713	0.29	C	CR	C
LAKE BRANDON DR	PROVIDENCE LAKES BLVD	S GORNTO LAKE RD	2	D	0.28	25	D	3,200	151	14,763	0.22	C	749	0.20	C	CR	C
LAKE MAGDALENE BLVD	FLETCHER AVE	BEARSS AVE	2	U	1.70	40	D	2,600	137	16,815	0.15	C	836	0.16	C	CR	C
LAKE MAGDALENE BLVD	BEARSS AVE	FLORIDA AVE	2	U	2.21	35	D	3,392	173	14,060	0.24	C	713	0.24	C	CR	C
LAKESHORE RD	WILCOX RD	VAN DYKE RD	2	U	1.49	40	C	6,125	312	13,680	0.45	C	675	0.46	C	CR	C
LAKEWOOD DR	BRANDON PKWY	SR 60	4	D	0.69	45	D	23,200	1084	37,810	0.61	C	1900	0.57	C	CR	A
LAKEWOOD DR	SR 60	M L KING BLVD	2	U	3.02	40	D	15,300	735	16,815	0.91	C	836	0.88	C	CR	C
LAKEWOOD DR	M L KING BLVD	CLAY PIT RD	2	U	0.50	35	D	5,000	286	14,060	0.36	C	713	0.40	C	CR	C
LAMBRIGHT RD	MANHATTAN AVE	DALE MABRY HWY	4	D	0.81	40	D	16,753	854	37,810	0.44	C	1900	0.45	C	CR	A
LAMBRIGHT RD	DALE MABRY HWY	TAMPANIA AVE	4	U	1.10	40	D	21,386	935	35,920	0.60	C	1805	0.52	C	CR	A
LEISEY RD	GOLF AND SEA BLVD	US HWY 41	2	D	0.86	35	D	5,000	255	26,681	0.19	B	1323	0.19	B	CR	C
LESLIE RD	BROADWAY AVE	E 21ST ST	2	U	0.24	30	D	1,460	74	24,200	0.06	B	1200	0.06	B	CR	C
LIGHTFOOT RD (E)	TIMBERLEE RD	US HWY 301	2	U	2.51	45	C	1,500	87	17,300	0.09	B	860	0.10	B	CR	C
LINEBAUGH AVE	RACE TRACK RD	COUNTRYWAY BLVD	2	U	1.52	45	D	16,900	885	16,815	1.01	F	836	1.06	F	CR	A
LINEBAUGH AVE	COUNTRYWAY BLVD	SHELDON RD	4	D	2.71	45	E	35,199	1794	37,811	0.93	C	1901	0.94	C	CR	A
LINEBAUGH AVE	SHELDON RD	VETERANS EXPWY	4	D	1.53	45	D	32,712	1667	37,810	0.87	C	1900	0.88	C	CR	A
LINEBAUGH AVE	VETERANS EXPWY	GUNN HWY	4	D	3.13	45	D	25,900	1085	37,810	0.69	C	1900	0.57	C	CR	A
LINEBAUGH AVE	GUNN HWY	DALE MABRY HWY	4	D	0.24	45	D	19,200	952	37,810	0.51	C	1900	0.50	C	CR	A
LITHIA PINECREST RD	SR 60	LUMSDEN RD	2	U	1.29	40	D	12,573	641	16,815	0.75	C	836	0.77	C	CR	A
LITHIA PINECREST RD	LUMSDEN RD	BLOOMINGDALE AVE	2	U	2.52	45	D	17,900	807	16,815	1.06	F	836	0.97	D	CR	A
LITHIA PINECREST RD	BLOOMINGDALE AVE	BOYETTE RD	2	U	3.70	45	D	20,619	1051	16,815	1.23	F	836	1.26	F	CR	A
LITHIA PINECREST RD	BOYETTE RD	CR 39	2	U	3.44	45	D	13,700	701	15,390	0.89	D	760	0.92	D	CR	A
LITHIA PINECREST RD	CR 39	KEYSVILLE RD	2	U	3.53	45	D	7,600	350	15,390	0.49	C	760	0.46	C	CR	A
LITHIA PINECREST RD	KEYSVILLE RD	POLK COUNTY	2	U	2.00	45	D	4,955	253	15,390	0.32	C	760	0.33	C	CR	A
LITTLE RD	BLOOMINGDALE AVE	DURANT RD	2	U	1.00	40	D	3,100	196	24,200	0.13	B	1200	0.16	B	CR	C
LIVINGSTON AVE	BEARSS RD	SINCLAIR HILLS DR	2	U	0.77	45	E	15,600	841	16,816	0.93	C	837	1.00	F	CR	A
LIVINGSTON AVE	SINCLAIR HILLS DR	VANDERVORT RD	2	U	1.25	45	D	14,700	853	16,815	0.87	C	836	1.02	F	CR	A
LIVINGSTON AVE	VANDERVORT RD	SUNSET LANE	2	U	2.25	45	E	11,200	654	15,391	0.73	C	761	0.86	C	CR	A
LIVINGSTON AVE	SUNSET LANE	PASCO COUNTY	2	U	2.09	45	E	13,300	770	15,391	0.86	C	761	1.01	F	CR	A
LUMSDEN RD	PROVIDENCE DR	KINGS AVE	6	D	1.47	45	D	39,600	1709	56,905	0.70	C	2869	0.60	C	CR	A
LUMSDEN RD	KINGS AVE	LITHIA PINECREST	4	D	1.48	45	D	30,900	1813	37,810	0.82	C	1900	0.95	C	CR	A
LUMSDEN RD	LITHIA PINECREST	MULRENNAN RD	2	U	2.56	45	D	8,500	426	16,815	0.51	C	836	0.51	C	CR	C
LUTZ LAKE FERN RD	GUNN HWY	ANGEL LN	2	U	1.57	45	D	8,028	409	15,390	0.52	C	760	0.54	C	CR	A

On Street	From	To	Lane No	Lane Type	Length	Speed Limit	LOS Std	AADT*	Peak Hour Pk Dir Vol	Daily MSV	Daily v/c Ratio	Daily LOS	Pk Hr Pk Dir MSV	Pk Hr Pk Dir v/c Ratio	Pk Hr Pk Dir LOS	Jurisdiction	Local Func Class
LUTZ LAKE FERN RD	ANGEL LN	SUNCOAST PKWY	2	U	1.14	45	D	8,400	482	15,390	0.55	C	760	0.63	C	CR	A
LUTZ LAKE FERN RD	SUNCOAST PKWY	SUNLAKE BLVD	2	U	2.78	45	D	13,400	652	16,815	0.80	C	836	0.78	C	CR	A
LUTZ LAKE FERN RD	SUNLAKE BLVD	DALE MABRY HWY	2	U	0.64	40	D	13,400	652	16,815	0.80	C	836	0.78	C	CR	A
LUTZ LAKE FERN RD	DALE MABRY HWY	US HWY 41	2	U	1.73	30	C	7,399	377	13,680	0.54	C	675	0.56	C	CR	C
LYNN TURNER	GUNN HWY	EHRLICH RD	2	D	1.51	45	E	17,000	838	17,657	0.96	F	879	0.95	F	CR	A
MADISON AVE	US HWY 41	78TH ST	2	U	2.51	45	D	9,000	512	16,815	0.54	C	836	0.61	C	CR	A
MAIN ST	US HWY 301	FORT KING RD	2	U	1.57	35	C	3,398	173	17,300	0.20	B	860	0.20	B	CR	C
MANHATTAN AVE	HENRY AVE	HUMPREY	2	U	1.99	30	D	9,300	550	14,060	0.66	D	713	0.77	D	CR	C
MAYDELL DR	CAUSEWAY BLVD	PALM RIVER (CITY LIMITS)	2	U	1.82	40	D	1,700	98	16,815	0.10	C	836	0.12	C	CR	C
MCINTOSH RD	M L KING BLVD	US HWY 92	2	U	1.82	45	C	16,667	915	13,680	1.22	F	675	1.36	F	CR	C
MCINTOSH RD	US HWY 92	I-4 W RAMP	2	U	0.59	45	C	19,900	915	13,680	1.45	F	675	1.36	F	CR	C
MCINTOSH RD	I-4 W RAMP	THONOTOSASSA RD	2	U	1.80	45	C	5,400	291	13,680	0.39	C	675	0.43	C	CR	C
MCINTOSH RD	THONOTOSASSA RD	KNIGHTS GRIFFIN	2	U	2.01	40	C	3,500	167	13,680	0.26	C	675	0.25	C	CR	C
MCINTOSH RD	KNIGHTS GRIFFIN	US HWY 301	2	U	2.06	40	C	3,200	178	13,680	0.23	C	675	0.26	C	CR	C
MCMULLEN LOOP RD	BALM RIVERVIEW RD	MCMULLEN RD	2	U	1.40	35	D	8,000	526	24,200	0.33	B	1200	0.44	B	CR	C
MCMULLEN RD	BALM RIVERVIEW RD	MCMULLEN LOOP RD	2	U	2.48	45	D	9,900	529	16,815	0.59	C	836	0.63	C	CR	C
MEDULLA RD	CORONET RD	OLD MULBERRY RD	2	U	0.93	40	D	4,700	282	15,390	0.31	C	760	0.37	C	CR	C
MEDULLA RD	OLD MULBERRY RD	COUNTY LINE RD	2	U	0.49	40	D	5,300	280	15,390	0.34	C	760	0.37	C	CR	C
MEMORIAL HWY	HILLSBOROUGH AVE	KELLY RD	4	D	1.47	45	D	40,600	1781	37,810	1.07	F	1900	0.94	C	CR	A
MEMORIAL HWY	KELLY RD	VETERANS EXPWY/MEMORIAL	4	D	1.15	45	E	16,900	1166	37,811	0.45	C	1901	0.61	C	CR	A
MILLER MAC RD	GULF AND SEA BLVD	US 41	2	U	1.40	35	D	2,600	142	14,060	0.18	C	713	0.20	C	CR	C
MILLER RD	LITHIA PINECREST RD	SR 60	2	U	2.96	40	D	6,800	420	16,815	0.40	C	836	0.50	C	CR	C
MONTAGUE ST	HILLSBOROUGH AVE	WATERS AVE	2	U	1.55	30	D	6,100	391	14,060	0.43	C	713	0.55	D	CR	C
MONTAGUE ST	WATERS AVE	CHARLESBERG DR/RR TRACKS	2	U	0.70	30	D	1,700	101	14,060	0.12	C	713	0.14	C	CR	C
MONTAGUE ST	TATE LN	LINEBAUGH AVE	2	U	0.42	30	D	3,200	252	14,060	0.23	C	713	0.35	C	CR	C
MONTAGUE ST	LINEBAUGH AVE	(CITRUS PARK DR EXT)	2	U	1.12	30	D	3,200	252	14,060	0.23	C	713	0.35	C	CR	C
MOORES LAKE RD	M L KING BLVD	US HWY 92	2	U	1.92	35	C	3,300	184	13,680	0.24	C	675	0.27	C	CR	C
MORRIS BRIDGE RD	TEMPLE TERRACE HWY	FOWLER AVE	2	U	1.91	40	D	3,900	195	16,815	0.23	C	836	0.23	C	CR	C
MORRIS BRIDGE RD	FOWLER AVE	FLETCHER AVE	2	U	1.65	45	D	2,900	131	16,815	0.17	C	836	0.16	C	CR	C
MORRIS BRIDGE RD	I-75	CROSS CREEK BLVD	2	U	7.82	50	D	11,900	824	15,390	0.77	C	760	1.08	F	CR	A
MORRIS BRIDGE RD	CROSS CREEK BLVD	PASCO COUNTY	2	U	2.37	55	D	10,500	694	15,390	0.68	C	760	0.91	D	CR	A
MT CARMEL RD	LUMSDEN RD	FRONT ST	2	D	1.45	30	D	7,870	401	14,763	0.53	D	749	0.54	D	CR	C
MUD LAKE RD	SR 60	CHARLIE GRIFFIN	2	U	3.42	40	C	4,200	239	17,300	0.24	B	860	0.28	B	CR	C
MULRENNAN RD / PEARSON RD	BLOOMINGDALE AVE	SR 60	2	U	3.03	40	D	7,678	391	16,815	0.46	C	836	0.47	C	CR	C
N BOULEVARD	COUNTRY CLUB DR	LAKE MAGDALENE BLVD	2	U	2.83	30	D	5,600	337	14,060	0.40	C	713	0.47	C	CR	C
N MOBLEY	CRAWLEY RD	GUNN HWY	2	U	0.68	35	C	3,353	171	13,680	0.25	C	675	0.25	C	CR	C
N MOBLEY	GUNN HWY	HUTCHINSON	2	U	0.86	35	C	4,600	266	13,680	0.34	C	675	0.39	C	CR	C
N VILLAGE DR	S VILLAGE DR	DALE MABRY HWY	2	U	0.99	35	D	3,077	157	17,700	0.17	C	880	0.18	C	CR	C
NICHOLS RD	KEYSVILLE RD	POLK COUNTY LINE	2	U	2.23	50	C	2,200	112	17,300	0.13	B	860	0.13	B	CR	C
NIXON RD	LINEBAUGH AVE	GUNN HWY	2	U	1.16	45	D	5,200	289	16,815	0.31	C	836	0.35	C	CR	C
NORTHDALE BLVD	WILCOX RD/NEWKIRK DR	CLAYWELL ELM SCH	2	U	1.03	35	D	8,000	434	14,060	0.57	D	713	0.61	D	CR	C
NORTHDALE BLVD	CLAYWELL ELEMENTARY	DAWNVIEW DR	4	U	0.68	35	D	15,600	831	29,241	0.53	D	1472	0.56	D	CR	C
NORTHDALE BLVD	DAWNVIEW DR	DALE MABRY HWY	4	D	0.73	35	D	20,100	1026	30,780	0.65	D	1549	0.66	D	CR	C
OAKFIELD DR	LAKEWOOD DR	KINGS AVE	4	U	1.01	40	D	10,900	555	35,920	0.30	C	1805	0.31	C	CR	C
OAKFIELD DR	KINGS AVE	PARSONS AVE	2	U	0.55	40	D	10,600	602	16,815	0.63	C	836	0.72	C	CR	C
OLD MEMORIAL HWY	SEA FAIRER DR	SHELDON RD	2	U	1.85	35	D	400	29	14,060	0.03	C	713	0.04	C	CR	C
OLD MEMORIAL HWY	HILLSBOROUGH AVE	MONTAGUE ST	2	U	1.74	30	D	1,000	116	14,060	0.07	C	713	0.16	C	CR	C
OLD MULBERRY RD	COUNTY LINE RD	MEDULLA RD	2	U	2.50	40	C	3,500	240	17,300	0.20	B	860	0.28	B	CR	C
ORIENT RD	SR 60 / ADAMO DR	HILLSBOROUGH AVE	2	U	3.06	35	D	10,200	518	14,060	0.73	D	713	0.73	D	CR	C
ORIENT RD	HILLSBOROUGH AVE	SLIGH AVE	2	U	1.00	40	D	8,300	451	16,815	0.49	C	836	0.54	C	CR	C
PALM RIVER RD	US HWY 41	78TH ST	2	U	2.10	35	E	10,000	430	14,820	0.67	D	760	0.57	D	CR	C
PALM RIVER RD	78TH ST	FALKENBURG RD	2	D	1.96	45	D	11,900	550	17,656	0.67	C	878	0.63	C	CR	C
PANTHER TRACE BLVD	US HWY 301	BALM RIVERVIEW RD	2	D	2.81	35	D	9,576	488	14,763	0.65	D	749	0.65	D	CR	C
PARSONS AVE	LUMSDEN RD	SR 60	2	U	1.00	40	D	12,200	688	16,815	0.73	C	836	0.82	C	CR	C
PARSONS AVE	SR 60	WINDHORST RD	4	D	1.51	45	D	22,900	1133	37,810	0.61	C	1900	0.60	C	CR	A
PARSONS AVE	WINDHORST RD	M L KING BLVD	4	D	1.51	45	D	21,400	949	37,810	0.57	C	1900	0.50	C	CR	A
PARSONS AVE	M L KING BLVD	US HWY 92	2	U	1.62	45	D	9,247	471	16,815	0.55	C	836	0.56	C	CR	A
PATTERSON RD	RACE TRACK RD	TARPON SPRINGS	2	U	4.32	40	C	3,383	172	17,300	0.20	B	860	0.20	B	CR	C
PAULS CONNECTOR	BRANDON PARKWAY	PAULS RD	2	D	0.10	35	D	4,300	289	14,763	0.29	C	749	0.39	C	CR	C

On Street	From	To	Lane No	Lane Type	Length	Speed Limit	LOS Std	AADT*	Peak Hour Pk Dir Vol	Daily MSV	Daily v/c Ratio	Daily LOS	Pk Hr Pk Dir MSV	Pk Hr Pk Dir v/c Ratio	Pk Hr Pk Dir LOS	Jurisdiction	Local Func Class
PAULS DR	N OF LUMSDEN RD	SR 60	2	U	0.99	35	D	3,700	286	14,060	0.26	C	713	0.40	C	CR	C
PINE ST	M L KING BLVD / SR 574	US HWY 92	2	U	1.51	35	D	2,826	144	14,060	0.20	C	713	0.20	C	CR	C
PROGRESS BLVD	78TH ST	FALKENBURG RD	4	D	0.74	45	E	16,100	825	37,811	0.43	C	1901	0.43	C	CR	A
PROGRESS BLVD	FALKENBURG RD	I-75	2	U	0.30	45	E	22,600	1070	16,816	1.34	F	837	1.28	F	CR	A
PROGRESS BLVD	I-75	US HWY 301	4	D	0.63	45	E	27,400	1323	37,811	0.72	C	1901	0.70	C	CR	A
PROVIDENCE LAKE BLVD	CAUSEWAY BLVD	GORNTO LAKE RD	2	D	1.12	40	D	8,300	516	17,656	0.47	C	878	0.59	C	CR	C
PROVIDENCE LAKE BLVD	GORNTO LAKE RD	PROVIDENCE RD	4	D	0.40	45	E	8,600	528	37,811	0.23	C	1901	0.28	C	CR	C
PROVIDENCE LAKE BLVD	PROVIDENCE RD	ENGLISH BLUFF CT	2	U	1.00	30	D	7,300	416	14,060	0.52	D	713	0.58	D	CR	C
PROVIDENCE RD	RIVERVIEW DR	BLOOMINGDALE AVE	2	U	1.51	40	D	14,306	729	16,815	0.85	C	836	0.87	C	CR	C
PROVIDENCE RD	BLOOMINGDALE AVE	LUMSDEN RD	4	D	2.05	40	D	18,500	929	37,810	0.49	C	1900	0.49	C	CR	A
PROVIDENCE RD	LUMSDEN RD	BRANDON PARKWAY	4	D	0.49	45	D	25,710	1310	37,810	0.68	C	1900	0.69	C	CR	A
PROVIDENCE RIDGE	GORNTO LAKE RD	PROVIDENCE RD	2	U	0.82	35	D	3,000	140	14,060	0.21	C	713	0.20	C	CR	C
RACE TRACK RD	HILLSBOROUGH AVE	LINEBAUGH AVE	6	D	1.56	45	D	23,118	1178	56,905	0.41	C	2869	0.41	C	CR	A
RACE TRACK RD	LINEBAUGH AVE	COUNTRYWAY BLVD	4	D	1.42	45	D	23,754	1211	37,810	0.63	C	1900	0.64	C	CR	A
RACE TRACK RD	COUNTRYWAY BLVD	S MOBLEY	4	D	1.57	45	D	22,544	1149	37,810	0.60	C	1900	0.60	C	CR	A
RACE TRACK RD	S MOBLEY	GUNN HWY	2	U	2.83	45	C	11,700	755	13,680	0.86	C	675	1.12	D	CR	C
RHODINE RD	US HWY 301	BALM RIVERVIEW	2	U	2.03	45	D	3,614	184	16,815	0.21	C	836	0.22	C	CR	C
RHODINE RD	BALM RIVERVIEW	BOYETTE RD	2	U	3.37	45	D	6,100	360	16,815	0.36	C	836	0.43	C	CR	C
RICE RD	WIGGINS RD	COUNTY LINE RD	2	U	0.49	35	D	3,000	173	14,060	0.21	C	713	0.24	C	CR	C
RIVERVIEW DR	US HWY 41	US HWY 301	2	U	3.99	35	D	9,500	439	14,060	0.68	D	713	0.62	D	CR	C
RIVERVIEW DR	US HWY 301	PROVIDENCE RD	2	U	0.51	35	D	10,200	487	14,060	0.73	D	713	0.68	D	CR	C
S MOBLEY RD	RACE TRACK RD	GUNN HWY	2	U	2.17	45	D	12,200	660	16,815	0.73	C	836	0.79	C	CR	C
S VILLAGE DR	EHRLICH RD	DALE MABRY HWY	4	D	2.79	35	D	7,500	397	30,780	0.24	C	1549	0.26	C	CR	C
SAINT CLOUD AVE	DURANT RD	SR 60	2	U	2.04	45	D	5,100	336	16,815	0.30	C	836	0.40	C	CR	C
SAM ALLEN RD	FORBES RD	SR 39	2	U	3.52	45	C	3,400	203	13,680	0.25	C	675	0.30	C	CR	C
SAM ALLEN RD	SR 39	WILDER RD	2	U	1.99	55	C	6,303	320	13,680	0.46	C	675	0.47	C	CR	C
SEFFNER-VALRICO RD	FRONT ST	WHEELER RD	2	U	2.19	40	D	6,570	335	24,200	0.27	B	1200	0.28	B	CR	C
SHELDON RD	HILLSBOROUGH AVE	WATERS AVE	4	D	1.92	45	E	30,400	1373	37,811	0.80	C	1901	0.72	C	CR	A
SHELDON RD	WATERS AVE	LINEBAUGH AVE	4	D	1.28	45	E	29,100	1299	37,811	0.77	C	1901	0.68	C	CR	A
SHELDON RD	LINEBAUGH AVE	CITRUS PARK DR	4	D	1.39	45	E	29,900	1394	37,811	0.79	C	1901	0.73	C	CR	A
SHELDON RD	CITRUS PARK DR	GUNN HWY	4	D	1.06	45	D	21,500	1096	37,810	0.57	C	1900	0.58	C	CR	A
SHELL POINT RD	DEAD END	US HWY 41	2	U	3.15	45	D	5,596	285	16,815	0.33	C	836	0.34	C	CR	C
SHELL POINT RD	US HWY 41	24TH ST SE	2	U	1.94	40	D	6,900	337	16,815	0.41	C	836	0.40	C	CR	C
SHELL POINT RD	24TH ST	30TH ST	2	U	0.50	25	D	6,700	375	14,060	0.48	C	713	0.53	D	CR	C
SIMMONS RD	CRENSHAW LAKE RD	CRYSTAL LAKE RD	2	U	1.12	35	C	3,900	214	17,300	0.23	B	860	0.25	B	CR	C
SKIPPER RD	NEBRASKA AVE	16TH ST	2	U	0.55	30	E	5,900	255	14,820	0.40	C	760	0.34	C	CR	C
SKIPPER RD	BRUCE B DOWNS BLVD	46TH ST	2	U	0.40	35	D	11,300	541	14,060	0.80	D	713	0.76	D	CR	C
SLIGH AVE	BENJAMIN RD	MANHATTAN AVE	2	D	1.51	40	D	11,503	586	17,656	0.65	C	878	0.67	C	CR	A
SLIGH AVE	43RD ST	56TH ST	2	U	1.00	35	E	7,000	301	14,820	0.47	D	760	0.40	C	CR	C
SLIGH AVE	56TH ST	ORIENT RD	2	U	1.25	35	D	10,600	494	14,060	0.75	D	713	0.69	D	CR	C
SLIGH AVE	ORIENT RD	US HWY 301	2	U	1.12	50	D	6,700	434	16,815	0.40	C	836	0.52	C	CR	C
SLIGH AVE / EUREKA SPRINGS	US HWY 301	EUREKA SPRINGS	2	U	1.65	30	D	2,100	103	14,060	0.15	C	713	0.14	C	CR	C
SLIGH AVE	EUREKA SPRINGS	WILLIAMS RD	2	U	1.21	40	D	1,066	54	16,815	0.06	C	836	0.06	C	CR	C
SMITH-RYALS RD	SR 60	TRAPNELL RD	2	U	2.10	40	C	2,900	148	17,300	0.17	B	860	0.17	B	CR	C
STACY RD	FT KING RD	US HWY 301	2	U	0.23	40	D	3,300	284	23,400	0.14	B	1160	0.24	B	CR	A
SUMMERFIELD BLVD	BIG BEND RD	DIXON DR	2	U	0.90	35	D	10,294	525	14,060	0.73	D	713	0.74	D	CR	C
SUNLAKE BLVD	DALE MABRY	LUTZ LAKE FERN	4	D	0.32	35	D	12,000	585	30,780	0.39	C	1549	0.38	C	CR	C
SUNLAKE BLVD	LUTZ LAKE FERN	PASCO COUNTY	2	U	1.38	25	D	8,400	467	14,060	0.60	D	713	0.65	D	CR	C
SUNSET LANE	US HWY 41	LIVINGSTON AVE	2	U	1.95	45	C	9,500	508	13,680	0.69	C	675	0.75	C	CR	C
SYDNEY DOVER RD	SYDNEY RD	M L KING BLVD / SR 574	2	U	2.10	40	C	1,741	89	13,680	0.13	C	675	0.13	C	CR	C
SYDNEY RD	VALRICO RD	FORBES RD	2	U	4.22	45	C	4,801	245	13,680	0.35	C	675	0.36	C	CR	C
SYDNEY RD	FORBES RD	TURKEY CREEK RD	2	U	1.22	45	D	4,500	271	15,390	0.29	C	760	0.36	C	CR	C
SYMMES RD	US HWY 41	US HWY 301	2	U	3.24	45	D	15,500	740	16,815	0.92	C	836	0.89	C	CR	C
SYMMES RD EXT	US 301	BALM RIVERVIEW	2	U	1.49	40	D	10,029	511	16,815	0.60	C	836	0.61	C	CR	C
TAMPA EAST BLVD	US 301	BROADWAY AVE	2	U	0.59	45	D	5,300	232	24,200	0.22	B	1200	0.19	B	CR	C
TARPON SPRINGS RD	PINELLAS COUNTY	BOY SCOUT RD	2	U	1.22	45	D	14,900	845	23,400	0.64	C	1160	0.73	C	CR	A
TARPON SPRINGS RD	BOY SCOUT RD	GUNN HWY	2	U	3.31	45	D	9,600	479	23,400	0.41	B	1160	0.41	B	CR	A
TAYLOR RD	THONOTOSASSA RD	MAIN ST	2	U	0.38	40	C	4,400	324	17,300	0.25	B	860	0.38	B	CR	C
TEMPLE TERRACE HWY	TEMPLE PARK DR	HARNEY RD	4	D	0.91	45	D	14,300	698	37,810	0.38	C	1900	0.37	C	CR	A

On Street	From	To	Lane No	Lane Type	Length	Speed Limit	LOS Std	AADT*	Peak Hour Pk Dir Vol	Daily MSV	Daily v/c Ratio	Daily LOS	Pk Hr Pk Dir MSV	Pk Hr Pk Dir v/c Ratio	Pk Hr Pk Dir LOS	Jurisdiction	Local Func Class
THONOTOSASSA RD	TAYLOR RD	MCINTOSH RD	2	U	2.61	45	C	3,075	157	17,300	0.18	B	860	0.18	B	CR	C
THONOTOSASSA RD	MCINTOSH RD	BRANCH-FORBES RD	2	U	3.79	45	C	3,004	153	17,300	0.17	B	860	0.18	B	CR	C
THONOTOSASSA RD	BRANCH-FORBES RD	I-4	2	U	2.31	45	D	3,600	180	23,400	0.15	B	1160	0.16	B	CR	C
TOBACCO RD	HUTCHINSON RD	VAN DYKE RD	2	U	1.55	35	C	1,000	93	17,300	0.06	B	860	0.11	B	CR	C
TOWN CENTER BLVD	BRANDON TOWN CENTER DR	PROVIDENCE RD	4	D	0.59	25	E	9,421	480	48,355	0.19	C	2432	0.20	C	CR	C
TOWN N COUNTRY BLVD	MEMORIAL HWY	JACKSON SPRINGS RD	2	U	1.57	30	D	5,618	286	14,060	0.40	C	713	0.40	C	CR	C
TRAPNELL RD	FORBES RD	SR 39	2	U	3.99	45	C	4,443	226	13,680	0.32	C	675	0.33	C	CR	C
TRAPNELL RD	SR 39	WIGGINS RD / OLD MULBERRY RD	2	U	3.53	45	C	5,200	249	13,680	0.38	C	675	0.37	C	CR	C
TURKEY CREEK RD	KEYSVILLE RD	SR 60	2	U	3.52	45	C	8,100	617	13,680	0.59	C	675	0.91	C	CR	C
TURKEY CREEK RD	SR 60	TRAPNELL RD	2	U	2.03	35	C	8,800	440	13,680	0.64	C	675	0.65	C	CR	A
VALRICO RD	LITHIA PINECREST RD	DURANT RD	2	U	0.80	35	D	8,100	396	14,060	0.58	D	713	0.56	D	CR	C
VALRICO RD	DURANT RD	SR 60	2	U	1.55	45	D	8,141	415	16,815	0.48	C	836	0.50	C	CR	C
VALRICO RD	SR 60	M L KING BLVD	2	U	3.46	45	D	17,588	896	16,815	1.05	F	836	1.07	F	CR	C
VALROY RD/ LIGHTFOOT RD (W)	US HWY 41	BUTCH CASSIDY TRAIL	2	U	5.80	55	C	900	68	17,300	0.05	B	860	0.08	B	CR	C
VAN DYKE RD	GUNN HWY	SUNCOAST N RAMP	2	U	1.71	45	D	17,500	813	15,390	1.14	F	760	1.07	F	CR	A
VAN DYKE RD	SUNCOAST N RAMP	OLD TOBACCO RD	2	U	0.39	45	D	20,450	1042	16,815	1.22	F	836	1.25	F	CR	A
VAN DYKE RD	OLD TOBACCO RD	WHIRLEY RD	2	U	1.45	45	D	23,400	1107	16,815	1.39	F	836	1.32	F	CR	A
VAN DYKE RD	WHIRLEY RD	DALE MABRY HWY	4	D	0.89	45	D	24,900	1248	37,810	0.66	C	1900	0.66	C	CR	A
VAN DYKE RD	DALE MABRY HWY	SIMMONS RD	2	U	1.34	35	C	26,500	1350	13,680	1.94	F	675	2.00	F	CR	C
VANDERVORT RD	HANNA RD	LIVINGSTON AVE	2	U	0.75	35	C	1,600	90	17,300	0.09	B	860	0.10	B	CR	C
VICTORIA ST / LIMONA RD	LAKEWOOD DR	PARSONS AVE	2	U	1.99	35	D	6,800	463	14,060	0.48	C	713	0.65	D	CR	C
W VILLAGE DR	EHRLICH RD	S VILLAGE DR	2	U	1.53	35	D	9,700	542	14,060	0.69	D	713	0.76	D	CR	C
WATERS AVE	COUNTRYWAY	SHELDON RD	4	D	2.45	40	D	9,200	480	37,810	0.24	C	1900	0.25	C	CR	A
WATERS AVE	SHELDON RD	VETERANS EXPY	6	D	2.36	45	E	31,900	1597	56,906	0.56	C	2870	0.56	C	CR	A
WATERS AVE	VETERANS EXPY	DALE MABRY HWY	6	D	2.41	45	D	41,100	1731	56,905	0.72	C	2869	0.60	C	CR	A
WATERS AVE	DALE MABRY HWY	ARMENIA AVE	4	D	1.27	45	E	30,800	1367	37,811	0.81	C	1901	0.72	C	CR	A
WEBB RD	MEMORIAL HWY	JACKSON SPRINGS	2	U	1.19	40	D	9,200	549	16,815	0.55	C	836	0.66	C	CR	C
WHEELER RD	HIGHVIEW RD	VALRICO RD	2	U	2.77	35	D	6,638	338	14,060	0.47	C	713	0.47	C	CR	C
WHITAKER RD	US HWY 41	HANNA RD	2	U	1.23	30	C	1,800	150	13,680	0.13	C	675	0.22	C	CR	C
WIGGINS RD	MEDULLA RD	I-4 FRONTAGE RD S	2	U	3.99	45	D	3,000	162	15,390	0.19	C	760	0.21	C	CR	C
WILCOX RD / NEWKIRK DR	HUTCHINSON RD	NORTHDALE BLVD	2	U	0.98	35	D	6,203	316	14,060	0.44	C	713	0.44	C	CR	C
WILDER RD	I-4 FRONTAGE RD N	KNIGHTS-GRIFFIN	2	U	2.98	40	C	2,000	131	17,300	0.12	B	860	0.15	B	CR	C
WILLIAMS RD	BROADWAY AVE	SLIGH AVE	2	U	2.31	35	D	5,600	343	14,060	0.40	C	713	0.48	C	CR	C
WILLIAMS RD	SLIGH AVE	FOWLER AVE	2	U	3.67	45	C	4,300	276	13,680	0.31	C	675	0.41	C	CR	C
WILSKY BLVD	HANLEY RD	VETERAN'S EXPWY	2	U	1.38	35	D	14,000	713	14,060	1.00	D	713	1.00	E	CR	C
WINDHORST RD	LAKEWOOD RD	SEFFNER VALRICO RD	2	U	2.52	35	D	8,400	457	14,060	0.60	D	713	0.64	D	CR	C
WOODBERRY RD	FALKENBURG RD	GRAND REGENCY BLVD	2	U	0.58	45	D	14,096	718	16,815	0.84	C	836	0.86	C	CR	C
WOODBERRY RD	GRAND REGENCY BLVD	LAKEWOOD DR	2	U	0.93	45	D	11,500	723	16,815	0.68	C	836	0.86	C	CR	C
50TH ST / 56TH ST	M L KING BLVD	HILLSBOROUGH AVE	4	D	1.25	50	D	24,750	1261	39,800	0.62	C	2000	0.63	C	SR	PA
56TH ST	HILLSBOROUGH AVE	RIVERHILLS DR	4	D	2.08	45	D	36,000	1835	39,800	0.90	C	2000	0.92	C	SR	PA
BEARSS AVE	FLORIDA AVE	NEBRASKA AVE	4	D	0.50	45	D	52,250	2663	39,800	1.31	F	2000	1.33	F	SR	A
BRANDON PARKWAY	I-75	BRANDON TOWN CENTER DR	4	D	0.78	45	D	9,100	464	39,800	0.23	C	2000	0.23	C	SR	A
BRANDON PARKWAY	BRANDON TOWN CENTER DR	LAKEWOOD DR	4	D	0.41	45	D	17,000	866	39,800	0.43	C	2000	0.43	C	SR	A
BRANDON PARKWAY	LAKEWOOD DR	LUMSDEN RD	4	D	0.90	45	D	15,000	764	39,800	0.38	C	2000	0.38	C	SR	A
BUSCH BLVD	DALE MABRY HWY	ARMENIA AVE	4	D	1.31	45	D	44,500	2268	39,800	1.12	F	2000	1.13	F	SR	A
CAUSEWAY BLVD	650' E OF 45TH ST (CITY LIMITS)	50TH ST	4	D	0.54	45	D	30,000	1529	39,800	0.75	C	2000	0.76	C	SR	A
CAUSEWAY BLVD	50TH ST	US HWY 301	4	D	3.18	45	D	23,750	1210	39,800	0.60	C	2000	0.61	C	SR	A
DALE MABRY HWY	1320' N OF HILLSBOROUGH (CITY L	WATERS AVE	6	D	1.81	45	D	61,250	3121	59,900	1.02	F	3020	1.03	F	SR	PA
DALE MABRY HWY	WATERS AVE	LINEBAUGH AVE	6	D	0.48	45	D	62,000	3160	59,900	1.04	F	3020	1.05	F	SR	PA
DALE MABRY HWY	LINEBAUGH AVE	FLETCHER AVE	6	D	1.76	45	D	54,500	2777	59,900	0.91	C	3020	0.92	C	SR	PA
DALE MABRY HWY	FLETCHER AVE	EHRLICH RD	6	D	1.35	45	D	58,500	2981	59,900	0.98	D	3020	0.99	D	SR	PA
DALE MABRY HWY	EHRLICH RD	VAN DYKE RD	6	D	3.01	50	D	55,000	2803	59,900	0.92	C	3020	0.93	C	SR	PA
DALE MABRY HWY	VAN DYKE RD	LUTZ LAKE FERN	4	D	2.48	55	D	40,750	2077	39,800	1.02	F	2000	1.04	F	SR	PA
DALE MABRY HWY	LUTZ LAKE FERN	COUNTYLINE RD	4	D	1.10	55	D	34,000	1733	35,500	0.96	D	1820	0.95	C	SR	PA
FLETCHER AVE	FLORIDA AVE	NEBRASKA AVE	4	D	0.50	40	E	36,250	1847	39,801	0.91	C	2001	0.92	C	SR	A
FLORIDA AVE	FOWLER AVE	FLETCHER AVE	4	D	1.01	40	E	19,600	999	39,801	0.49	C	2001	0.50	C	SR	A
FLORIDA AVE	FLETCHER AVE	BEARSS AVE	4	D	1.30	40	E	18,600	948	39,801	0.47	C	2001	0.47	C	SR	A
FLORIDA AVE	BEARSS AVE	FLORIDA NEBRASKA	4	D	1.65	40	D	22,700	1157	39,800	0.57	C	2000	0.58	C	SR	A
FOWLER AVE	MORRIS BRIDGE RD	I-75	6	D	0.60	50	D	46,500	2370	59,900	0.78	C	3020	0.78	C	SR	PA

On Street	From	To	Lane No	Lane Type	Length	Speed Limit	LOS Std	AADT*	Peak Hour Pk Dir Vol	Daily MSV	Daily v/c Ratio	Daily LOS	Pk Hr Pk Dir MSV	Pk Hr Pk Dir v/c Ratio	Pk Hr Pk Dir LOS	Jurisdiction	Local Func Class
FOWLER AVE	I-75	US 301	4	D	1.28	45	D	16,900	861	39,800	0.42	C	2000	0.43	C	SR	PA
HILLSBOROUGH AVE	PINELLAS COUNTY	DOUBLE BRANCH RD	8	D	0.84	55	D	46,500	2370	80,100	0.58	C	4040	0.59	C	SR	PA
HILLSBOROUGH AVE	DOUBLE BRANCH RD	LONGBOAT BLVD	6	D	2.62	55	D	45,000	2293	59,900	0.75	C	3020	0.76	C	SR	PA
HILLSBOROUGH AVE	LONGBOAT BLVD	MEMORIAL HWY	6	D	1.38	55	D	52,500	2675	59,900	0.88	C	3020	0.89	C	SR	PA
HILLSBOROUGH AVE	MEMORIAL HWY	VETERAN'S EXPWY	6	D	2.20	45	D	46,750	2382	59,900	0.78	C	3020	0.79	C	SR	PA
HILLSBOROUGH AVE	VETERAN'S EXPWY	HOOVER RD	6	D	0.75	45	D	51,800	2640	59,900	0.86	C	3020	0.87	C	SR	PA
HILLSBOROUGH AVE	50TH ST	HARNEY RD	4	D	1.04	45	D	37,250	1898	39,800	0.94	C	2000	0.95	C	SR	PA
HILLSBOROUGH AVE	HARNEY RD	US HWY 301	4	D	1.66	45	D	31,250	1593	39,800	0.79	C	2000	0.80	C	SR	PA
I-275	PINELLAS COUNTY	KENNEDY BLVD	8	F	4.66	65	D	157,000	8001	164,200	0.96	D	7490	1.07	E	SR	PA
I-275	FOWLER AVE	FLETCHER AVE	6	F	1.00	60	D	107,500	5478	123,600	0.87	D	5620	0.97	D	SR	PA
I-275	FLETCHER	BEARSS AVE	6	F	1.30	60	D	88,500	4510	123,600	0.72	C	5620	0.80	C	SR	PA
I-275	BEARSS AVE	I-75	6	F	6.79	70	D	65,500	3338	104,100	0.63	C	5610	0.60	B	SR	PA
I-4	525' W OF MM#4 (CITY LIMITS)	US HWY 301	6	F	2.62	55	D	117,500	5988	123,600	0.95	D	5620	1.07	E	SR	PA
I-4	US HWY 301	I-75	6	F	1.94	55	D	132,000	6727	123,600	1.07	F	5620	1.20	F	SR	PA
I-4	I-75	CR 579	6	F	1.53	55	D	130,000	6625	104,100	1.25	F	5610	1.18	F	SR	PA
I-4	CR 579	MCINTOSH RD	6	F	3.73	55	D	129,000	6574	123,600	1.04	E	5620	1.17	F	SR	PA
I-4	MCINTOSH RD	BRANCH FORBES RD	6	F	3.56	55	D	132,000	6727	104,100	1.27	F	5610	1.20	F	SR	PA
I-4	BRANCH FORBES RD	THONOTOSASSA RD	6	F	2.06	55	D	119,500	6090	104,100	1.15	F	5610	1.09	F	SR	PA
I-4	PARK RD	POLK COUNTY	6	F	3.04	55	D	117,000	5962	104,100	1.12	F	5610	1.06	F	SR	PA
I-75	MANATEE COUNTY	SR 674	6	F	6.26	70	C	62,000	3160	86,600	0.72	B	4670	0.68	B	SR	PA
I-75	SR 674	BIG BEND RD	6	F	5.81	70	D	94,000	4790	123,600	0.76	C	5620	0.85	D	SR	PA
I-75	BIG BEND RD	GIBSONTON DR	6	F	4.31	70	D	113,000	5758	123,600	0.91	D	5620	1.02	E	SR	PA
I-75	GIBSONTON DR	US HWY 301	10	F	3.59	70	D	143,500	7313	203,600	0.70	C	9370	0.78	C	SR	PA
I-75	US HWY 301	LEE ROY SELMON EXPWY	8	F	1.84	70	D	94,000	4790	164,200	0.57	C	7490	0.64	C	SR	PA
I-75	LEE ROY SELMON EXPWY	SR 60	8	F	0.98	70	D	89,500	4561	164,200	0.55	B	7490	0.61	C	SR	PA
I-75	SR 60	M L KING BLVD	6	F	2.79	70	D	141,500	7211	123,600	1.14	F	5620	1.28	F	SR	PA
I-75	M L KING BLVD	I-4	6	F	1.43	70	D	149,000	7593	123,600	1.21	F	5620	1.35	F	SR	PA
I-75	I-4	FOWLER AVE	6	F	3.96	70	D	128,500	6548	123,600	1.04	E	5620	1.17	F	SR	PA
I-75	FOWLER AVE	FLETCHER AVE	8	F	1.24	70	D	114,500	5835	164,200	0.70	C	7490	0.78	C	SR	PA
I-75	FLETCHER AVE	BRUCE B DOWNS BLVD/CR 581	8	F	3.90	70	D	95,500	4867	164,200	0.58	C	7490	0.65	C	SR	PA
LEE ROY SELMON EXPWY	78TH ST	US HWY 301	10	F	1.84	65	D	58,500	2981	203,600	0.29	B	9370	0.32	B	SR	PA
LEE ROY SELMON EXPWY	US HWY 301	I-75	10	F	1.21	65	D	59,000	3007	203,600	0.29	B	9370	0.32	B	SR	PA
M L KING BLVD	50TH ST	I-4	2	U	0.99	45	D	17,700	902	17,700	1.00	E	880	1.03	F	SR	PA
M L KING BLVD	I-4	US HWY 301	6	D	1.55	50	D	33,500	1707	59,900	0.56	C	3020	0.57	C	SR	PA
M L KING BLVD	US HWY 301	I-75	6	D	2.11	50	D	29,500	1503	59,900	0.49	C	3020	0.50	C	SR	PA
M L KING BLVD	I-75	HIGHVIEW RD	6	D	1.67	50	D	38,250	1949	59,900	0.64	C	3020	0.65	C	SR	PA
M L KING BLVD	HIGHVIEW RD	PARSONS AVE	2	D	0.75	45	D	32,000	1631	18,585	1.72	F	924	1.77	F	SR	PA
M L KING BLVD	PARSONS AVE	KINGSWAY RD	2	D	0.52	45	D	20,400	1040	18,585	1.10	F	924	1.13	F	SR	PA
M L KING BLVD	KINGSWAY RD	VALRICO RD	2	U	1.56	45	D	14,200	724	16,200	0.88	C	800	0.91	D	SR	PA
M L KING BLVD	VALRICO RD	MCINTOSH RD	2	U	0.54	50	D	14,200	724	16,200	0.88	C	800	0.91	D	SR	PA
M L KING BLVD	MCINTOSH RD	FORBES RD	2	U	3.63	45	D	10,700	545	16,200	0.66	C	800	0.68	C	SR	PA
M L KING BLVD / SR 574	FORBES RD	TURKEY CREEK RD	2	U	1.04	50	D	9,900	505	16,200	0.61	C	800	0.63	C	SR	PA
NEBRASKA AVE	FOWLER AVE	FLETCHER AVE	4	D	1.01	45	E	24,500	1249	39,801	0.62	C	2001	0.62	C	SR	PA
NEBRASKA AVE	FLETCHER AVE	BEARSS AVE	4	D	1.29	45	E	19,700	1004	39,801	0.49	C	2001	0.50	C	SR	PA
NEBRASKA AVE	BEARSS AVE	FLORIDA/NEBRASKA	4	D	1.77	45	D	24,500	1249	39,800	0.62	C	2000	0.62	C	SR	PA
SR 39	SR 60	TRAPNELL RD	4	D	2.02	55	D	17,000	866	35,500	0.48	C	1820	0.48	C	SR	PA
SR 39 / PAUL BUCHMAN HWY	SAM ALLEN RD	PASCO COUNTY	2	U	8.71	55	C	10,300	525	14,400	0.72	C	710	0.74	C	SR	PA
SR 60 / ADAMO DR	TAMPA BPASS CANAL (CITY LIMITS	US HWY 301	4	D	0.99	50	D	35,000	1784	39,800	0.88	C	2000	0.89	C	SR	PA
SR 60 / ADAMO DR	US HWY 301	FALKENBURG RD	4	D	1.27	50	D	35,000	1784	39,800	0.88	C	2000	0.89	C	SR	PA
SR 60 / BRANDON BLVD	FALKENBURG RD	PROVIDENCE RD	8	D	1.36	50	D	72,750	3707	80,100	0.91	C	4040	0.92	C	SR	PA
SR 60 / BRANDON BLVD	PROVIDENCE RD	PAULS DR	8	D	0.76	45	D	73,000	3720	80,100	0.91	C	4040	0.92	C	SR	PA
SR 60 / BRANDON BLVD	PAULS DR	KINGS AVE	8	D	0.50	45	D	63,500	3236	80,100	0.79	C	4040	0.80	C	SR	PA
SR 60 / BRANDON BLVD	KINGS AVE	KINGSWAY RD	6	D	1.01	45	D	63,250	3223	59,900	1.06	F	3020	1.07	F	SR	PA
SR 60 / BRANDON BLVD	KINGSWAY RD	VALRICO RD	8	D	1.51	45	D	53,000	2701	80,100	0.66	C	4040	0.67	C	SR	PA
SR 60 / BRANDON BLVD	VALRICO RD	DOVER RD	4	D	2.03	55	D	31,500	1605	39,800	0.79	C	2000	0.80	C	SR	PA
SR 60 / BRANDON BLVD	DOVER RD	TURKEY CREEK RD	4	D	3.00	60	D	30,000	1529	35,500	0.85	C	1820	0.84	C	SR	PA
SR 60 / BRANDON BLVD	TURKEY CREEK RD	CR 39	4	D	3.01	60	D	21,500	1096	35,500	0.61	C	1820	0.60	C	SR	PA
SR 60 / BRANDON BLVD	CR 39	SMITH-RYALS RD	4	D	2.02	65	D	20,300	1034	35,500	0.57	C	1820	0.57	C	SR	PA
SR 60 / BRANDON BLVD	SMITH-RYALS RD	COUNTY LINE RD	4	D	2.25	65	D	20,300	1034	35,500	0.57	C	1820	0.57	C	SR	PA

On Street	From	To	Lane No	Lane Type	Length	Speed Limit	LOS Std	AADT*	Peak Hour Pk Dir Vol	Daily MSV	Daily v/c Ratio	Daily LOS	Pk Hr Pk Dir MSV	Pk Hr Pk Dir v/c Ratio	Pk Hr Pk Dir LOS	Jurisdiction	Local Func Class
SR 674	US HWY 41	I-75	6	D	3.04	50	D	24,450	1246	59,900	0.41	C	3020	0.41	C	SR	A
SR 674	I-75	US HWY 301	4	D	3.03	45	D	36,500	1860	39,800	0.92	C	2000	0.93	C	SR	A
SR 674	US HWY 301	CR 579	2	U	2.40	45	D	12,700	647	17,700	0.72	C	880	0.74	C	SR	PA
SR 674	CR 579	CARLTON LAKE RD	2	U	3.26	50	B	7,491	382	11,300	0.66	B	560	0.68	B	SR	PA
SR 674	CARLTON LAKE RD	CR 39	2	U	6.05	60	B	7,491	382	11,300	0.66	B	560	0.68	B	SR	PA
SR 674	CR 39	POLK COUNTY	2	U	5.62	60	B	2,200	112	11,300	0.19	B	560	0.20	B	SR	PA
SUNCOAST PKWY	VETERANS EXPWY	PASCO COUNTY	4	F	3.73	60	D	44,600	2273	83,200	0.54	B	3740	0.61	C	SR	PA
US HWY 301	MANATEE COUNTY	SR 674	2	U	5.69	60	D	6,100	311	16,200	0.38	C	800	0.39	C	SR	PA
US HWY 301	SR 674	BALM RD	2	U	3.96	60	D	15,500	790	17,700	0.88	C	880	0.90	C	SR	PA
US HWY 301	BALM RD	RHODINE RD	6	D	3.57	45	D	50,500	2573	59,900	0.84	C	3020	0.85	C	SR	PA
US HWY 301	RHODINE RD	GIBSONTON DR	6	D	2.47	45	D	54,500	2777	59,900	0.91	C	3020	0.92	C	SR	PA
US HWY 301	GIBSONTON DR	RIVERVIEW DR	6	D	1.00	45	D	51,750	2637	59,900	0.86	C	3020	0.87	C	SR	PA
US HWY 301	RIVERVIEW DR	BLOOMINGDALE AVE	6	D	1.80	45	D	43,500	2217	59,900	0.73	C	3020	0.73	C	SR	PA
US HWY 301	BLOOMINGDALE AVE	I-75	6	D	0.73	45	D	75,500	3847	59,900	1.26	F	3020	1.27	F	SR	PA
US HWY 301	I-75	CAUSEWAY BLVD	6	D	1.41	50	D	48,000	2446	59,900	0.80	C	3020	0.81	C	SR	PA
US HWY 301	CAUSEWAY BLVD	CROSSTOWN W RAMP	6	D	0.54	50	D	48,000	2446	59,900	0.80	C	3020	0.81	C	SR	PA
US HWY 301	CROSSTOWN W RAMP	ADAMO DR	4	D	1.31	50	D	35,250	1796	39,800	0.89	C	2000	0.90	C	SR	PA
US HWY 301	ADAMO DR	SR 574/MLK JR BLVD	4	D	2.31	45	D	36,000	1835	39,800	0.90	C	2000	0.92	C	SR	PA
US HWY 301	SR 574/MLK JR BLVD	I-4	4	D	1.01	50	D	29,500	1503	39,800	0.74	C	2000	0.75	C	SR	PA
US HWY 301	I-4	SLIGH AVE S	4	D	1.05	50	D	32,500	1656	39,800	0.82	C	2000	0.83	C	SR	PA
US HWY 301	SLIGH AVE S	HARNEY RD S	4	D	2.30	45	D	29,000	1478	39,800	0.73	C	2000	0.74	C	SR	PA
US HWY 301	HARNEY RD (S)	FOWLER AVE	4	D	1.82	45	D	14,800	754	39,800	0.37	C	2000	0.38	C	SR	PA
US HWY 301	FOWLER AVE	HARNEY RD	2	U	1.27	45	D	17,800	907	17,700	1.01	F	880	1.03	F	SR	PA
US HWY 301	HARNEY RD	CR 579	4	D	0.89	50	D	12,000	612	63,000	0.19	B	3120	0.20	B	SR	PA
US HWY 301	CR 579 / MANGO RD	MCINTOSH RD	2	U	4.28	55	C	12,000	612	17,300	0.69	C	860	0.71	C	SR	PA
US HWY 301	MCINTOSH RD	PASCO COUNTY	2	U	5.05	60	B	12,000	612	11,300	1.06	C	560	1.09	C	SR	PA
US HWY 41	MANATEE COUNTY	COCKROACH BAY	4	D	4.51	65	C	12,600	642	34,000	0.37	C	1740	0.37	C	SR	PA
US HWY 41	COCKROACH BAY	7TH ST SW	4	D	2.08	65	D	18,700	953	35,500	0.53	C	1820	0.52	C	SR	PA
US HWY 41	7TH ST SW	19TH AVE NE	4	D	2.61	40	D	21,500	1096	39,800	0.54	C	2000	0.55	C	SR	PA
US HWY 41	19TH AVE NE	APOLLO BEACH BLVD	4	D	3.33	55	D	33,000	1682	39,800	0.83	C	2000	0.84	C	SR	PA
US HWY 41	APOLLO BEACH BLVD	BIG BEND RD	4	D	1.74	55	D	31,500	1605	39,800	0.79	C	2000	0.80	C	SR	PA
US HWY 41	BIG BEND RD	SYMMES RD	4	D	2.95	55	D	29,000	1478	39,800	0.73	C	2000	0.74	C	SR	PA
US HWY 41	SYMMES RD	RIVERVIEW DR	4	D	2.05	50	D	33,500	1707	39,800	0.84	C	2000	0.85	C	SR	PA
US HWY 41	RIVERVIEW DR	MADISON AVE	4	D	2.77	55	D	27,000	1376	39,800	0.68	C	2000	0.69	C	SR	PA
US HWY 41	MADISON AVE	PORT SUTTON RD	4	D	0.34	55	D	31,265	1593	39,800	0.79	C	2000	0.80	C	SR	PA
US HWY 41	PORT SUTTON RD	CAUSEWAY BLVD	6	D	1.18	50	D	31,265	1593	59,900	0.52	C	3020	0.53	C	SR	PA
US HWY 41	CAUSEWAY BLVD	PALM RIVER (CITY LIMITS)	6	D	1.52	50	D	31,250	1593	59,900	0.52	C	3020	0.53	C	SR	PA
US HWY 41	NEBRASKA/FLORIDA	DEBUEL RD	6	D	1.12	45	D	41,500	2115	59,900	0.69	C	3020	0.70	C	SR	PA
US HWY 41	DEBUEL RD	SUNSET LANE	6	D	1.02	45	D	39,500	2013	53,500	0.74	C	2740	0.73	C	SR	PA
US HWY 41	SUNSET LANE	COUNTY LINE RD	6	D	2.05	45	D	33,000	1682	53,500	0.62	C	2740	0.61	C	SR	PA
US HWY 92	US HWY 301	WILLIAMS RD	2	U	2.09	40	D	13,800	703	17,700	0.78	C	880	0.80	C	SR	PA
US HWY 92	WILLIAMS RD	PINE ST	2	U	1.54	45	D	12,400	632	17,700	0.70	C	880	0.72	C	SR	PA
US HWY 92	PINE ST	KINGSWAY RD	2	U	1.03	45	D	9,600	489	17,700	0.54	C	880	0.56	C	SR	PA
US HWY 92	KINGSWAY RD	MCINTOSH RD	2	U	2.13	45	D	9,600	489	16,200	0.59	C	800	0.61	C	SR	PA
US HWY 92	MCINTOSH RD	FORBES RD	2	U	3.57	55	D	10,250	522	16,200	0.63	C	800	0.65	C	SR	PA
US HWY 92	FORBES RD	TURKEY CREEK RD	2	U	0.72	55	D	13,800	703	16,200	0.85	C	800	0.88	C	SR	PA
US HWY 92	TURKEY CREEK RD	WALTER DR	2	U	0.79	45	D	12,622	643	16,200	0.78	C	800	0.80	C	SR	PA
US HWY 92	PARK ST	COUNTY LINE RD	2	U	3.05	55	D	10,200	520	16,200	0.63	C	800	0.65	C	SR	PA
VETERANS EXPWY	INDEPENDENCE PKWY	MEMORIAL HWY	8	F	0.35	45	D	76,300	3888	164,200	0.46	B	7490	0.52	B	SR	PA
VETERANS EXPWY	MEMORIAL HWY	ANDERSON RAMP	8	F	3.53	55	D	76,192	3883	164,200	0.46	B	7490	0.52	B	SR	PA
VETERANS EXPWY	ANDERSON RAMP	GUNN HWY	8	F	3.13	55	D	64,350	3279	164,200	0.39	B	7490	0.44	B	SR	PA
VETERANS EXPWY	GUNN HWY	EHRLICH RD	6	F	0.94	60	D	55,000	2803	123,600	0.44	B	5620	0.50	B	SR	PA
VETERANS EXPWY	EHRLICH RD	HUTCHINSON RD	6	F	1.92	55	D	51,800	2640	123,600	0.42	B	5620	0.47	B	SR	PA
VETERANS EXPWY	HUTCHINSON RD	SUNCOAST PKWY	6	F	1.62	55	D	57,400	2925	123,600	0.46	B	5620	0.52	B	SR	PA
VETERANS EXPWY	SUNCOAST PKWY	DALE MABRY HWY	4	F	3.02	55	D	12,500	637	83,200	0.15	B	3740	0.17	B	SR	PA
VETERANS FRONTAGE N	INDEPENDENCE PKWY	HILLSBOROUGH AVE	2	O	1.38	50	D	4,275	218	23,880	0.18	C	1200	0.18	C	SR	PA
VETERANS FRONTAGE S	MEMORIAL HWY	HILLSBOROUGH AVE	2	O	1.02	35	D	4,050	206	23,880	0.17	C	1200	0.17	C	SR	PA

APPENDICES

Appendix A: Legend of Variables Used in the Roadway LOS Report

Appendix B: Summary of Operating Conditions

Appendix C: FDOT 2020 Generalized Tables

Appendix A: Legend of Variables Used in the Roadway LOS Report

The following legend provides a definition or description for each variable in the 2020 Level of Service Report.

On Street	From	To	Lane No	Lane Type	Length	Speed Limit	LOS Std	AADT	Peak Hour Pk Dir Vol	Daily MSV	Daily v/c Ratio	Pk Hr Pk Dir MSV	Pk Hr Pk Dir v/c Ratio	Jurisdiction	Local Func Class

On Street	The common name assigned to the road segment (street name)
From	The cross street or location at which the segment begins
To	The cross street or location at which the segment ends
Lane No	Number of lanes per direction
Lane Type	U - undivided, D - divided, O - one way, F - freeway
Length	Length of the segment in miles
Speed Limit	Current posted speed limit of the segment
LOS Std	Standard Level of Service for the particular roadway as adopted and documented in the Hillsborough County Comprehensive Plan.
AADT	Average Annual Daily Traffic - The AADT is the number of vehicles that travel on a specified segment of a road on an average day. For segments with multiple counts, the highest number was generally used. For aggregated segments, traffic counts may be weighted according to the length of each individual link and may not match a specific count
Peak Hour Pk Dir Vol	Peak Hour Peak Direction Volume - Where count info was available, this is a measured value. Otherwise, it was determined by (AADT x K x Directional Factor)
Daily MSV	Maximum Service Volume (Daily Capacity) - The maximum rate of flow at which vehicles can traverse a point or uniform segment roadway and maintain the performance standard as measured by speed for interrupted flow facilities and V/C ratio for uninterrupted flow facilities during the daily (AADT) period.
Daily v/c Ratio	Volume over Capacity - AADT Volume to capacity of the roadway. V/C greater than 1.0 indicates a roadway exceeds the available capacity
Pk Hr Pk Dir MSV	Peak Hour Peak Direction Maximum Service Volume (Capacity)
Pk Hr Pk Dir v/c Ratio	Volume over Capacity - PM Peak Hour Directional Volume to capacity of the roadway
Jurisdiction	Regulating authority of the segment.
Local Func Class	Local Functional Class - The assignment of roads into systems according to the character of service they provide in relation to the road network The abbreviations are: PA - Principal Arterial, A - Arterial, C - Collector

Note that the relationship between v/c (volume to capacity) and LOS (level of service) is not an exact one

The level of service thresholds vary greatly based on the facility type

For example, Boyette Rd from Balm Riverview to Bell Shoals is defined as a Class 1 County arterial

Pk Hr Pk Dir LOS D MSV = 1900 and LOS C MSV = 1815

Therefore w a peak hour peak dir vol of 1748, LOS = C (1748 is below the LOS C threshold of 1815)

Even though the v/c ratio is high (1748/1900 = 0.92)

Countryway, from Linebaugh to Citrus Park is defined as a County collector

Pk Hr Pk Dir LOS D MSV = 1549 and LOS C MSV = 694

Therefore w a peak hour peak dir vol of 983, LOS = D (983 is above the LOS C threshold of 694)

Even though the v/c ratio is lower than Boyette (983/1549 = 0.0.63)

Appendix B: Summary of Operating Conditions

LOS REPORT SUMMARY OF OPERATING CONDITIONS

Total Lane-Mileage

		% of Total
County Roads	1678.76	55.3%
State Roads	1356.56	44.7%
	3035.32	

Vehicle Miles Travelled (VMT) - Daily

		% of Total
County Roads	7,836,782	36.2%
State Roads (inc interstate)	13,838,732	63.8%
	21,675,514	

VMT - Peak Hour Peak Direction

		% of Total
County Roads	400,650	36.2%
State Roads	705,235	63.8%
	1,105,885	

Lane Mileage of Failed facilities - Daily Condition

		% of jurisdiction miles	% of total miles
County Roads	217.42	13.0%	7.2%
State Roads	272.4	20.1%	9.0%
	489.82		16.1%

VMT of Failed facilities - Daily Condition

		% of jurisdiction VMT	% of total VMT
County Roads	2,241,591	28.6%	10.3%
State Roads	4,899,657	35.4%	22.6%
	7,141,248		32.9%

Lane Mileage of Failed facilities - Peak Hour, Peak Direction Condition

		% of jurisdiction miles	% of total miles
CR Total miles fail	237.32	14.1%	7.8%
SR Total miles fail	342.52	25.2%	11.3%
	579.84		19.1%

		% of jurisdiction VMT	% of total VMT
CR Total VMT fail	118,294	29.5%	10.7%
SR Total VMT fail	297,811	42.2%	26.9%
	416,105		37.6%

SOUTH COUNTY

Lane-Mileage

		% of Total
County Roads	339.74	53.4%
State Roads	295.92	46.6%
	635.66	

Vehicle Miles Travelled (VMT) - Daily

		% of Total
County Roads	1,452,749	35.8%
State Roads (inc interstate)	2,600,549	64.2%
	4,053,298	

VMT - Peak Hour Peak Direction

		% of Total
County Roads	74,156	35.9%
State Roads	132,525	64.1%
	206,681	

Lane Mileage of Failed facilities - Daily Condition

		% of jurisdiction miles	% of total miles
County Roads	55	16.2%	8.7%
State Roads	0	0.0%	0.0%
	55		8.7%

VMT of Failed facilities - Daily Condition

		% of jurisdiction VMT	% of total VMT
County Roads	630,416	43.4%	15.6%
State Roads	0	0.0%	0.0%
	630,416		15.6%

Lane Mileage of Failed facilities - Peak Hour, Peak Direction Condition

		% of jurisdiction miles	% of total miles
CR Total miles fail	49.28	14.5%	7.8%
SR Total miles fail	37.98	12.8%	6.0%
	87.26		13.7%

		% of jurisdiction VMT	% of total VMT
CR Total VMT fail	28,522	38.5%	13.8%
SR Total VMT fail	30,453	23.0%	14.7%
	58,975		28.5%

Appendix C: FDOT Generalized Tables

TABLE 1 Generalized **Annual Average Daily** Volumes for Florida's Urbanized Areas

January 2020

INTERRUPTED FLOW FACILITIES

STATE SIGNALIZED ARTERIALS

Class I (40 mph or higher posted speed limit)

Lanes	Median	B	C	D	E
2	Undivided	*	16,800	17,700	**
4	Divided	*	37,900	39,800	**
6	Divided	*	58,400	59,900	**
8	Divided	*	78,800	80,100	**

Class II (35 mph or slower posted speed limit)

Lanes	Median	B	C	D	E
2	Undivided	*	7,300	14,800	15,600
4	Divided	*	14,500	32,400	33,800
6	Divided	*	23,300	50,000	50,900
8	Divided	*	32,000	67,300	68,100

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
2	Divided	Yes	No	+5%
2	Undivided	No	No	-20%
Multi	Undivided	Yes	No	-5%
Multi	Undivided	No	No	-25%
–	–	–	Yes	+ 5%

One-Way Facility Adjustment

Multiply the corresponding two-directional volumes in this table by 0.6

BICYCLE MODE[2]

(Multiply 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%	*	2,900	7,600	19,700
50-84%	2,100	6,700	19,700	>19,700
85-100%	9,300	19,700	>19,700	**

PEDESTRIAN MODE[2]

(Multiply 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%	*	*	2,800	9,500
50-84%	*	1,600	8,700	15,800
85-100%	3,800	10,700	17,400	>19,700

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 FACILITIES

FREEWAYS

Core Urbanized

Lanes	B	C	D	E
4	47,600	66,400	83,200	87,300
6	70,100	97,800	123,600	131,200
8	92,200	128,900	164,200	174,700
10	115,300	158,900	203,600	218,600
12	136,500	192,400	246,200	272,900

Urbanized

Lanes	B	C	D	E
4	45,900	62,700	75,600	85,400
6	68,900	93,900	113,600	128,100
8	91,900	125,200	151,300	170,900
10	115,000	156,800	189,300	213,600

Freeway Adjustments

Auxiliary Lanes Present in Both Directions	Ramp Metering
+ 20,000	+ 5%

UNINTERRUPTED FLOW HIGHWAYS

Lanes	Median	B	C	D	E
2	Undivided	11,700	18,000	24,200	32,600
4	Divided	36,300	52,600	66,200	75,300
6	Divided	54,600	78,800	99,400	113,100

Uninterrupted Flow Highway Adjustments

Lanes	Median	Exclusive left lanes	Adjustment factors
2	Divided	Yes	+5%
Multi	Undivided	Yes	-5%
Multi	Undivided	No	-25%

[1]Values shown are presented as two-way annual average daily 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 HCM 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 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 Implementation Office
https://www.fdot.gov/planning/systems/

TABLE 2

Generalized **Annual Average Daily** Volumes for Florida's Transitioning Areas **and** Areas Over 5,000 Not In Urbanized Areas[1]

January 2020

INTERRUPTED FLOW FACILITIES

STATE SIGNALIZED ARTERIALS

Class I (40 mph or higher posted speed limit)

Lanes	Median	B	C	D	E
2	Undivided	*	14,400	16,200	**
4	Divided	*	34,000	35,500	**
6	Divided	*	52,100	53,500	**

Class II (35 mph or slower posted speed limit)

Lanes	Median	B	C	D	E
2	Undivided	*	6,500	13,300	14,200
4	Divided	*	9,900	28,800	31,600
6	Divided	*	16,000	44,900	47,600

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
2	Divided	Yes	No	+5%
2	Undivided	No	No	-20%
Multi	Undivided	Yes	No	-5%
Multi	Undivided	No	No	-25%
–	–	–	Yes	+ 5%

One-Way Facility Adjustment

Multiply the corresponding two-directional volumes in this table by 0.6

BICYCLE MODE[2]

(Multiply 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%	*	2,600	6,100	19,500
50-84%	1,900	5,500	18,400	>19,500
85-100%	7,500	19,500	>19,500	**

PEDESTRIAN MODE[2]

(Multiply 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%	*	*	2,800	9,400
50-84%	*	1,600	8,600	15,600
85-100%	3,800	10,500	17,100	>19,500

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 FACILITIES

FREEWAYS

Lanes	B	C	D	E
4	45,100	59,000	70,300	72,600
6	65,300	86,600	104,100	108,900
8	85,900	114,500	138,100	145,300
10	101,600	135,600	161,900	181,800

Freeway Adjustments

Auxiliary Lanes Present in Both Directions	Ramp Metering
+ 20,000	+ 5%

UNINTERRUPTED FLOW HIGHWAYS

Lanes	Median	B	C	D	E
2	Undivided	11,300	17,300	23,400	31,600
4	Divided	34,600	49,900	63,000	71,700
6	Divided	51,700	74,800	94,600	107,400

Uninterrupted Flow Highway Adjustments

Lanes	Median	Exclusive left lanes	Adjustment factors
2	Divided	Yes	+5%
Multi	Undivided	Yes	-5%
Multi	Undivided	No	-25%

[1] Values shown are presented as two-way annual average daily 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 HCM 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 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 le 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 Implementation Office
https://www.fdot.gov/planning/systems/

TABLE 3

Generalized **Annual Average Daily** Volumes for Florida's Rural Undeveloped Areas **and** Developed Areas Less Than 5,000 Population[1]

January 2020

INTERRUPTED FLOW FACILITIES

STATE SIGNALIZED ARTERIALS

Lanes	Median	B	C	D	E
2	Undivided	*	12,900	14,200	**
4	Divided	*	29,300	30,400	**
6	Divided	*	45,200	45,800	**

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
2	Divided	Yes	No	+5%
2	Undivided	No	No	-20%
Multi	Undivided	Yes	No	-5%
Multi	Undivided	No	No	-25%
–	–	–	Yes	+ 5%

One-Way Facility Adjustment

Multiply the corresponding two-directional volumes in this table by 0.6

BICYCLE MODE[2]

(Multiply vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)

Rural Undeveloped

Paved Shoulder/Bicycle Lane Coverage	B	C	D	E
0-49%	*	1,300	2,000	3,200
50-84%	1,000	2,100	3,200	10,600
85-100%	2,600	3,900	18,500	>18,500

Developed Areas

Paved Shoulder/Bicycle Lane Coverage	B	C	D	E
0-49%	*	2,300	4,900	15,600
50-84%	1,700	4,500	13,300	18,500
85-100%	5,900	18,500	>18,500	**

PEDESTRIAN MODE[2]

(Multiply 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%	*	*	2,700	9,200
50-84%	*	1,500	8,400	14,900
85-100%	3,600	10,200	16,700	>19,200

UNINTERRUPTED FLOW FACILITIES

FREEWAYS

Lanes	B	C	D	E
4	34,800	48,000	56,700	63,200
6	48,900	69,000	82,600	94,800
8	62,900	90,400	108,400	126,400

Freeway Adjustments

Auxiliary Lanes Present in Both Directions + 20,000

UNINTERRUPTED FLOW HIGHWAYS

Rural Undeveloped

Lanes	Median	B	C	D	E
2	Undivided	4,600	8,600	14,000	28,500
4	Divided	31,200	44,900	55,700	62,700
6	Divided	46,800	67,600	83,500	94,200

Developed Areas

Lanes	Median	B	C	D	E
2	Undivided	10,300	15,700	21,300	28,500
4	Divided	29,300	42,300	54,000	61,600
6	Divided	44,000	63,600	81,200	92,400

Passing Lane Adjustments

Alter LOS B-D volumes in proportion to the passing lane length to the highway segment length

Uninterrupted Flow Highway Adjustments

Lanes	Median	Exclusive left lanes	Adjustment factors
2	Divided	Yes	+5%
Multi	Undivided	Yes	-5%
Multi	Undivided	No	-25%

[1]Values shown are presented as two-way annual average daily 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 HCM 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 vehicles, not number of bicyclists or pedestrians using the facility.

* 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 Implementation Office
https://www.fdot.gov/planning/systems/

TABLE 4

Generalized **Peak Hour Two-Way** Volumes for Florida's Urbanized Areas[1]

January 2020

INTERRUPTED FLOW FACILITIES

STATE SIGNALIZED ARTERIALS

Class I (40 mph or higher posted speed limit)

Lanes	Median	B	C	D	E
2	Undivided	*	1,510	1,600	**
4	Divided	*	3,420	3,580	**
6	Divided	*	5,250	5,390	**
8	Divided	*	7,090	7,210	**

Class II (35 mph or slower posted speed limit)

Lanes	Median	B	C	D	E
2	Undivided	*	660	1,330	1,410
4	Divided	*	1,310	2,920	3,040
6	Divided	*	2,090	4,500	4,590
8	Divided	*	2,880	6,060	6,130

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
2	Divided	Yes	No	+5%
2	Undivided	No	No	-20%
Multi	Undivided	Yes	No	-5%
Multi	Undivided	No	No	-25%
–	–	–	Yes	+ 5%

One-Way Facility Adjustment

Multiply the corresponding two-directional volumes in this table by 0.6

BICYCLE MODE[2]

(Multiply 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%	*	260	680	1,770
50-84%	190	600	1,770	>1,770
85-100%	830	1,700	>1,770	**

PEDESTRIAN MODE[2]

(Multiply 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%	*	*	250	850
50-84%	*	150	780	1,420
85-100%	340	960	1,560	>1,770

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 FACILITIES

FREEWAYS

Core Urbanized

Lanes	B	C	D	E
4	4,050	5,640	6,800	7,420
6	5,960	8,310	10,220	11,150
8	7,840	10,960	13,620	14,850
10	9,800	13,510	17,040	18,580
12	11,600	16,350	20,930	23,200

Urbanized

Lanes	B	C	D	E
4	4,130	5,640	7,070	7,690
6	6,200	8,450	10,510	11,530
8	8,270	11,270	13,960	15,380
10	10,350	14,110	17,310	19,220

Freeway Adjustments

Auxiliary Lanes Present in Both Directions	Ramp Metering
+ 1,800	+ 5%

UNINTERRUPTED FLOW HIGHWAYS

Lanes	Median	B	C	D	E
2	Undivided	1,050	1,620	2,180	2,930
4	Divided	3,270	4,730	5,960	6,780
6	Divided	4,910	7,090	8,950	10,180

Uninterrupted Flow Highway Adjustments

Lanes	Median	Exclusive left lanes	Adjustment factors
2	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 HCM 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 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 Implementation Office
https://www.fdot.gov/planning/systems/

TABLE 5

Generalized **Peak Hour Two-Way** Volumes for Florida's Transitioning Areas **and** Areas Over 5,000 Not In Urbanized Areas[1]

January 2020

INTERRUPTED FLOW FACILITIES

STATE SIGNALIZED ARTERIALS

Class I (40 mph or higher posted speed limit)

Lanes	Median	B	C	D	E
2	Undivided	*	1,300	1,460	**
4	Divided	*	3,060	3,200	**
6	Divided	*	4,690	4,820	**

Class II (35 mph or slower posted speed limit)

Lanes	Median	B	C	D	E
2	Undivided	*	580	1,200	1,280
4	Divided	*	890	2,590	2,850
6	Divided	*	1,440	4,040	4,280

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
2	Divided	Yes	No	+5%
2	Undivided	No	No	-20%
Multi	Undivided	Yes	No	-5%
Multi	Undivided	No	No	-25%
–	–	–	Yes	+ 5%

One-Way Facility Adjustment

Multiply the corresponding two-directional volumes in this table by 0.6

BICYCLE MODE[2]

(Multiply 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%	*	140	550	1,760
50-84%	170	500	1,650	>1,760
85-100%	670	1,760	>1,760	**

PEDESTRIAN MODE[2]

(Multiply 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%	*	*	250	850
50-84%	*	150	780	1,410
85-100%	340	950	1,540	>1,760

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 FACILITIES

FREEWAYS

Lanes	B	C	D	E
4	4,420	5,780	6,890	7,110
6	6,400	8,490	10,200	10,670
8	8,420	11,220	13,530	14,240
10	9,960	13,290	15,870	17,820

Freeway Adjustments

Auxiliary Lanes Present in Both Directions	Ramp Metering
+ 1,800	+ 5%

UNINTERRUPTED FLOW HIGHWAYS

Lanes	Median	B	C	D	E
2	Undivided	1,020	1,560	2,110	2,840
4	Divided	3,110	4,490	5,670	6,450
6	Divided	4,650	6,730	8,510	9,670

Uninterrupted Flow Highway Adjustments

Lanes	Median	Exclusive left lanes	Adjustment factors
2	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 HCM 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 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 Implementation Office
https://www.fdot.gov/planning/systems/

TABLE 6

Generalized **Peak Hour Two-Way** Volumes for Florida's Rural Undeveloped Areas **and** Developed Areas Less Than 5,000 Population[1]

January 2020

INTERRUPTED FLOW FACILITIES

STATE SIGNALIZED ARTERIALS

Lanes	Median	B	C	D	E
2	Undivided	*	1,220	1,350	**
4	Divided	*	2,790	2,890	**
6	Divided	*	4,300	4,350	**

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
2	Divided	Yes	No	+5%
2	Undivided	No	No	-20%
Multi	Undivided	Yes	No	-5%
Multi	Undivided	No	No	-25%
–	–	–	Yes	+ 5%

One-Way Facility Adjustment

Multiply the corresponding two-directional volumes in this table by 0.6

BICYCLE MODE[2]

(Multiply vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)

Rural Undeveloped

Paved Shoulder/Bicycle Lane Coverage	B	C	D	E
0-49%	*	120	190	300
50-84%	100	200	310	1,010
85-100%	250	370	1,760	>1,760

Developed Areas

Paved Shoulder/Bicycle Lane Coverage	B	C	D	E
0-49%	*	220	460	1,480
50-84%	170	430	1,270	>1,760
85-100%	560	1,760	>1,760	**

PEDESTRIAN MODE[2]

(Multiply 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%	*	*	220	840
50-84%	*	120	780	1,390
85-100%	320	940	1,560	>1,820

UNINTERRUPTED FLOW FACILITIES

FREEWAYS

Lanes	B	C	D	E
4	3,650	5,040	5,950	6,640
6	5,130	7,250	8,670	9,950
8	6,600	9,490	11,380	13,270

Freeway Adjustments

Auxiliary Lanes Present in Both Directions + 1,800

UNINTERRUPTED FLOW HIGHWAYS

Rural Undeveloped

Lanes	Median	B	C	D	E
2	Undivided	440	820	1,330	2,710
4	Divided	2,960	4,270	5,290	5,960
6	Divided	4,450	6,420	7,930	8,950

Developed Areas

Lanes	Median	B	C	D	E
2	Undivided	980	1,490	2,020	2,710
4	Divided	2,780	4,020	5,130	5,850
6	Divided	4,180	6,040	7,710	8,780

Passing Lane Adjustments

Alter LOS B-D volumes in proportion to the passing lane length to the highway segment length

Uninterrupted Flow Highway Adjustments

Lanes	Median	Exclusive left lanes	Adjustment factors
2	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 HCM 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 vehicles, not number of bicyclists or pedestrians using the facility.

* 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 Implementation Office
https://www.fdot.gov/planning/systems/

TABLE 7 Generalized **Peak Hour Directional** Volumes for Florida's Urbanized Areas

January 2020

INTERRUPTED FLOW FACILITIES

STATE SIGNALIZED ARTERIALS

Class I (40 mph or higher posted speed limit)

Lanes	Median	B	C	D	E
1	Undivided	*	830	880	**
2	Divided	*	1,910	2,000	**
3	Divided	*	2,940	3,020	**
4	Divided	*	3,970	4,040	**

Class II (35 mph or slower posted speed limit)

Lanes	Median	B	C	D	E
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 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 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 FACILITIES

FREEWAYS

Core Urbanized

Lanes	B	C	D	E
2	2,230	3,100	3,740	4,080
3	3,280	4,570	5,620	6,130
4	4,310	6,030	7,490	8,170
5	5,390	7,430	9,370	10,220
6	6,380	8,990	11,510	12,760

Urbanized

Lanes	B	C	D	E
2	2,270	3,100	3,890	4,230
3	3,410	4,650	5,780	6,340
4	4,550	6,200	7,680	8,460
5	5,690	7,760	9,520	10,570

Freeway Adjustments

Auxiliary Lane	Ramp Metering
+ 1,000	+ 5%

UNINTERRUPTED FLOW HIGHWAYS

Lanes	Median	B	C	D	E
1	Undivided	580	890	1,200	1,610
2	Divided	1,800	2,600	3,280	3,730
3	Divided	2,700	3,900	4,920	5,600

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 HCM 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 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 Implementation Office
https://www.fdot.gov/planning/systems/

TABLE 8

Generalized **Peak Hour Directional** Volumes for Florida's Transitioning Areas **and** Areas Over 5,000 Not In Urbanized Areas[1]

January 2020

INTERRUPTED FLOW FACILITIES

STATE SIGNALIZED ARTERIALS

Class I (40 mph or higher posted speed limit)

Lanes	Median	B	C	D	E
1	Undivided	*	710	800	**
2	Divided	*	1,740	1,820	**
3	Divided	*	2,670	2,740	**

Class II (35 mph or slower posted speed limit)

Lanes	Median	B	C	D	E
1	Undivided	*	330	680	720
2	Divided	*	500	1,460	1,600
3	Divided	*	810	2,280	2,420

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 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%	*	140	320	1,000
50-84%	100	280	940	>1,000
85-100%	380	1,000	>1,000	**

PEDESTRIAN MODE[2]

(Multiply 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 FACILITIES

FREEWAYS

Lanes	B	C	D	E
2	2,430	3,180	3,790	3,910
3	3,520	4,670	5,610	5,870
4	4,630	6,170	7,440	7,830
5	5,480	7,310	8,730	9,800

Freeway Adjustments

Auxiliary Lane	Ramp Metering
+ 1,000	+ 5%

UNINTERRUPTED FLOW HIGHWAYS

Lanes	Median	B	C	D	E
1	Undivided	560	860	1,160	1,560
2	Divided	1,710	2,470	3,120	3,550
3	Divided	2,560	3,700	4,680	5,320

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 HCM 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 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 Implementation Office
https://www.fdot.gov/planning/systems/

TABLE 9

Generalized **Peak Hour Directional** Volumes for Florida's Rural Undeveloped Areas **and** Developed Areas Less Than 5,000 Population[1]

January 2020

INTERRUPTED FLOW FACILITIES

STATE SIGNALIZED ARTERIALS

Lanes	Median	B	C	D	E
1	Undivided	*	670	740	**
2	Divided	*	1,530	1,580	**
3	Divided	*	2,360	2,400	**

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 vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)

Rural Undeveloped

Paved Shoulder/Bicycle Lane Coverage	B	C	D	E
0-49%	*	70	110	170
50-84%	60	120	180	580
85-100%	140	210	1,000	>1,000

Developed Areas

Paved Shoulder/Bicycle Lane Coverage	B	C	D	E
0-49%	*	120	260	840
50-84%	100	240	720	1,000
85-100%	320	1,000	>1,000	**

PEDESTRIAN MODE[2]

(Multiply 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%	*	*	120	460
50-84%	*	80	430	770
85-100%	180	520	860	>1,000

UNINTERRUPTED FLOW FACILITIES

FREEWAYS

Lanes	B	C	D	E
2	2,010	2,770	3,270	3,650
3	2,820	3,990	4,770	5,470
4	3,630	5,220	6,260	7,300

Freeway Adjustments

Auxiliary Lane
+ 1,000

UNINTERRUPTED FLOW HIGHWAYS

Rural Undeveloped

Lanes	Median	B	C	D	E
1	Undivided	240	450	730	1,490
2	Divided	1,630	2,350	2,910	3,280
3	Divided	2,450	3,530	4,360	4,920

Developed Areas

Lanes	Median	B	C	D	E
1	Undivided	540	820	1,110	1,490
2	Divided	1,530	2,210	2,820	3,220
3	Divided	2,300	3,320	4,240	4,830

Passing Lane Adjustments

Alter LOS B-D volumes in proportion to the passing lane length to the highway segment length

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 HCM 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 vehicles, not number of bicyclists or pedestrians using the facility.

* 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 Implementation Office
https://www.fdot.gov/planning/systems/