

# Appendix E

## Capacity Analysis

Existing (2005/2006) Conditions Roadway Segment LOS Summary - Orange County

Roadway From	To	# of Lanes	Classification	Count Source	Station ID	Year	AADT	DDHV	LOS	LOS Capacities				
										A	B	C	D	E
S.R. 429 C.R. 437A	U.S. 441 (Orange Blossom Tr.)	4LD	Freeway ≥ 2 mi.	FDOT	667	2005	19,100	1,200	A	1,270	2,110	2,940	3,580	3,980
U.S. 441 (Orange Blossom Tr.)	C.R. 435 (Park Ave.)	4LD	State-Class II	FDOT	5096	2005	52,000	2,680	F	0	220	1,360	1,710	1,800
S.R. 436 (Semoran Blvd.)	S.R. 429 (Western Beltway)	4LD	State-Class II	FDOT	5099	2005	41,000	2,110	F	0	220	1,360	1,710	1,800
C.R. 435 (Park Ave.)	C.R. 437 (Plymouth Sorrento Rd.)	4LD	State-Class I	HNTB	n/a	2006	35,890	1,850	D	250	1,530	1,810	1,860	1,860
S.R. 429 (Western Beltway)	Ponkan Rd.	4LD	State-Class I	HNTB	n/a	2006	30,680	1,580	C	240	1,470	1,730	1,810	1,810
C.R. 437 (Plymouth Sorrento Rd.)	Sadler Ave.	4LD	State-Class I	FDOT	84	2005	28,000	1,440	B	240	1,470	1,730	1,810	1,810
Ponkan Rd.	S.R. 46	4LD	State-Class I	FDOT	642	2005	25,000	1,290	B	240	1,470	1,730	1,810	1,810
Sadler Ave.														
S.R. 436 (Semoran Blvd.)	Piedmont-Wekiva Rd.	6LD	State-Class II	FDOT	295	2005	36,000	1,850	C	0	340	2,110	2,570	2,710
U.S. 441 (Orange Blossom Tr.)	Seminole County Line	6LD	State-Class I	FDOT	5	2005	54,000	2,780	D	380	2,330	2,720	2,790	2,790
Piedmont-Wekiva Rd.														
C.R. 435 (Rock Springs Rd.)	Votaw Rd.	4LD	Non-State Major	Orange	426	2005	24,650	1,520	D	0	0	1,120	1,620	1,720
U.S. 441 (Orange Blossom Tr.)	Welch Rd.	4LD	Non-State Major	Orange	21	2005	21,510	1,330	D	0	0	1,120	1,620	1,720
Votaw Rd.	Ponkan Rd.	2LU	Non-State Major	Orange	19	2005	20,660	1,270	F	0	0	480	760	810
Welch Rd.	Kelly Park Rd.	2LU	Non-State Major	Orange	18	2005	12,460	770	E	0	0	480	760	810
Ponkan Rd.	Lake County Line	2LU	Non-State Major	Orange	17	2003	7,540	470	C	0	0	480	760	810
Kelly Park Rd.														
C.R. 437 (Plymouth-Sorrento Rd.)	Ponkan Rd.	2LU	Non-State Major	HNTB	n/a	2006	8,750	540	D	0	0	480	760	810
U.S. 441 (Orange Blossom Tr.)	Kelly Park Rd.	2LU	Non-State Major	HNTB	n/a	2006	8,190	510	D	0	0	480	760	810
Ponkan Rd.	Lake County Line	2LU	Non-State Major	HNTB	n/a	2006	8,270	510	D	0	0	370	720	770
Kelly Park Rd.														
Round Lake Rd.	Sadler Ave.	2LU	Non-State Other	Orange	8	2005	2,080	130	C	0	0	230	490	630
Ponkan Rd.	Kelly Park Rd.	2LU	Non-State Other	Orange	8	2005	2,080	130	C	0	0	230	490	630
Sadler Ave.	Ondich Rd.	2LU	Non-State Other	Orange	6	2005	2,900	180	C	0	0	230	490	630
Kelly Park Rd.	Lake County Line	2LU	Non-State Other	Orange	6	2005	2,900	180	C	0	0	230	490	630
Ondich Rd.														
Ponkan Rd.	Round Lake Rd.	2LU	Non-State Other	Orange	13	2005	3,760	230	C	0	0	250	530	660
U.S. 441 (Orange Blossom Tr.)	C.R. 437 (Plymouth-Sorrento Rd.)	2LU	Non-State Other	HNTB	n/a	2006	3,860	240	C	0	0	250	530	660
Round Lake Rd.	C.R. 435 (Rock Springs Rd.)	2LU	Non-State Other	HNTB	n/a	2006	3,340	210	C	0	0	250	530	660
C.R. 437 (Plymouth-Sorrento Rd.)														
Kelly Park Rd.	C.R. 437 (Plymouth-Sorrento Rd.)	2LU	Non-State Other	HNTB	n/a	2006	2,730	170	C	0	0	230	490	630
Round Lake Rd.	C.R. 435 (Rock Springs Rd.)	2LU	Non-State Other	HNTB	n/a	2006	3,940	240	C	0	0	250	530	660
C.R. 437 (Plymouth-Sorrento Rd.)														
Sadler Ave.	U.S. 441 (Orange Blossom Tr.)	2LU	Non-State Other	Orange	324	2005	4,110	250	C	0	0	250	530	660
Lake County Line	Round Lake Rd.	2LU	Non-State Other	Orange	3	2005	1,870	120	C	0	0	230	490	630
U.S. 441 (Orange Blossom Tr.)														
Ondich Rd.	C.R. 437 (Plymouth-Sorrento Rd.)	2LU	Non-State Other	HNTB	n/a	2005	630	40	C	0	0	230	490	630
Round Lake Rd.														
Haas Rd.	C.R. 435 (Mt Plymouth Rd.)	2LU	Non-State Other	HNTB	n/a	2005	560	30	C	0	0	230	490	630
C.R. 437 (Plymouth-Sorrento Rd.)														
Lester Rd.	C.R. 435 (Rock Springs Rd.)	2LU	Non-State Other	HNTB	n/a	2005	1,190	70	C	0	0	250	530	660
C.R. 437 (Plymouth-Sorrento Rd.)														
Yothers Rd.	C.R. 437 (Plymouth-Sorrento Rd.)	2LU	Non-State Other	HNTB	n/a	2005	630	40	C	0	0	250	530	660
U.S. 441 (Orange Blossom Tr.)														

Note: Capacities are taken from FDOT 2002 Quality/Level of Service Handbook for Urban and Transitioning areas where appropriate.

Existing (2005/2006) Conditions Roadway Segment LOS Summary - Lake County

Roadway From	To	# of Lanes	Classification	Count Source	Station ID	Year	AADT	DDHV	LOS	LOS Capacities				
										A	B	C	D	E
U.S. 441 (Orange Blossom Tr) S.R. 46	C.R. 44B	4LD	State-Class I	FDOT	499	2005	34,500	1,780	C	250	1,530	1,810	1,860	1,860
S.R. 46														
C.R. 500A (Highland St.)	U.S. 441 (Orange Blossom Tr.)	2LU	State-Class I	Lake	89	2006	6,190	320	C	0	220	720	860	890
U.S. 441 (Orange Blossom Tr.) Round Lake Rd.	Round Lake Rd.	2LU	State-Class I	FDOT	501	2005	9,900	510	C	0	210	690	820	860
Round Lake Rd.	C.R. 437 (Plymouth Sorrento Rd.)	2LU	State-Class I	HNTB	n/a	2006	11,050	570	C	0	210	690	820	860
C.R. 437 (Plymouth Sorrento Rd.)	C.R. 435 (Mt. Plymouth Rd.)	2LU	State-Class I	HNTB	n/a	2006	16,400	840	E	0	210	690	820	860
C.R. 435 (Mt. Plymouth Rd.)	C.R. 46A	2LU	State-Class I	HNTB	n/a	2006	16,150	830	E	0	210	690	820	860
C.R. 46A	Lake County Line	2LU	State-Class I	HNTB	n/a	2006	23,720	1,220	F	0	210	690	820	860
S.R. 44 S.R. 19	C.R. 46A	2LD	State-Class I	FDOT	500	2005	10,100	520	C	0	210	690	820	860
C.R. 437 (Plymouth-Sorrento Rd.) Lake County Line	S.R. 46	2LU	Non-State Major	HNTB	n/a	2006	8,110	540	D	0	0	370	720	770
S.R. 46	S.R. 44	2LU	Non-State Major	HNTB	n/a	2006	9,820	650	D	0	0	370	720	770
C.R. 435 (Rock Springs Rd.) Lake County Line	S.R. 46	2LU	Non-State Major	HNTB	n/a	2006	8,930	590	D	0	0	480	760	810
C.R. 46A S.R. 44	S.R. 46	2LU	Non-State Major	HNTB	n/a	2006	8,260	550	D	0	0	370	720	770
C.R. 433 S.R. 46	South of S.R. 46	2LU	Non-State Other	HNTB	n/a	2005	1,660	110	C	0	0	230	490	630
Round Lake Rd. Lake County Line	S.R. 46	2LU	Non-State Other	HNTB	n/a	2006	2,920	190	C	0	0	230	490	630
S.R. 46	Wolf Branch Rd.	2LU	Non-State Other	HNTB	n/a	2006	2,430	160	C	0	0	230	490	630
Wolf Branch Rd. U.S. 441 (Orange Blossom Tr.)	Round Lake Rd.	2LU	Non-State Other	Lake	129	2006	7,170	480	D	0	0	230	490	630
Round Lake Rd.	C.R. 437 (Plymouth-Sorrento Rd.)	2LU	Non-State Other	Lake	148	2006	3,870	260	D	0	0	230	490	630
Wekiva River Rd. S.R. 46	South of S.R. 46	2LU	Non-State Other	HNTB	n/a	2006	1,800	120	C	0	0	250	530	660

Note: Capacities are taken from FDOT 2002 Quality/Level of Service Handbook for Urban and Transitioning areas where appropriate.

Existing (2005/2006) Conditions Roadway Segment LOS Summary - Seminole County

Roadway From	To	# of Lanes	Classification	Count Source	Station ID	Year	AADT	DDHV	LOS	LOS Capacities				
										A	B	C	D	E
Interstate 4														
S.R. 436 (Altamonte Dr.)	S.R. 434	6LD	Freeway < 2 mi.	FDOT	267	2005	137,000	5,740	E	1,780	2,890	4,180	5,410	6,150
S.R. 434	Lake Mary Blvd.	6LD	Freeway ≥ 2 mi.	FDOT	343	2005	133,750	5,610	E	1,970	3,260	4,550	5,530	6,150
Lake Mary Blvd.	C.R. 46A / S.R. 417 (Central Florida)	6LD	Freeway ≥ 2 mi.	FDOT	268	2005	124,000	5,200	D	1,970	3,260	4,550	5,530	6,150
C.R. 46A / S.R. 417 (Central Florida)	S.R. 46 (1st St.)	6LD	Freeway < 2 mi.	FDOT	286	2005	88,000	4,020	C	1,780	2,890	4,180	5,410	6,150
S.R. 46 (1st St.)	U.S. 17/92	6LD	Freeway < 2 mi.	FDOT	266	2005	112,500	4,890	D	1,780	2,890	4,180	5,410	6,150
S.R. 417														
North of Interstate I-4	Interstate 4	2LD	Jninterrupted Flow	Tpke	n/a	2006	13,530	840	D	100	340	670	950	1,300
Interstate 4	Rinehart Rd.	6LD	Freeway < 2 mi.	Tpke	n/a	2006	25,380	1,140	A	1,780	2,890	4,180	5,410	6,150
Rinehart Rd.	C.R. 46A	6LD	Freeway ≥ 2 mi.	Tpke	n/a	2006	33,490	1,600	A	1,970	3,260	4,550	5,530	6,150
S.R. 46														
Lake County Line	Longwood Markham Rd.	2LU	State-Class I	HNTB	n/a	2006	23,290	1,200	F	0	220	720	860	890
Longwood-Markham Rd.	Lake Markham Rd.	2LU	State-Class I	HNTB	n/a	2006	22,040	1,130	F	0	220	720	860	890
Lake Markham Rd.	C.R. 431 (Orange Blvd.)	2LU	State-Class I	HNTB	n/a	2006	23,900	1,230	F	0	220	720	860	890
C.R. 431 (Orange Blvd.)	Lake Forest Blvd.	4LD	State-Class II	HNTB	n/a	2006	27,520	1,420	D	0	220	1,360	1,710	1,800
Lake Forest Blvd.	International Pkwy.	4LD	State-Class II	HNTB	n/a	2006	33,050	1,700	D	0	220	1,360	1,710	1,800
International Pkwy.	Oregon St/Wayside Dr	4LD	State-Class II	HNTB	n/a	2006	30,220	1,560	D	0	220	1,360	1,710	1,800
Oregon St/Wayside Dr	Interstate 4	4LD	State-Class II	HNTB	n/a	2006	35,520	1,830	F	0	220	1,360	1,710	1,800
Interstate 4	Town Center Blvd	6LD	State-Class II	HNTB	n/a	2006	45,770	2,360	D	0	340	2,110	2,570	2,710
Town Center Blvd	C.R. 431B (Rinehart Rd.)	6LD	State-Class II	HNTB	n/a	2006	29,800	1,530	C	0	340	2,110	2,570	2,710
C.R. 431B (Rinehart Rd.)	C.R. 15 (Monroe Rd./Upsala Rd.)	6LD	State-Class II	HNTB	n/a	2006	27,800	1,430	C	0	340	2,110	2,570	2,710
S.R. 436 (Semoran Blvd.)														
Seminole County Line	S.R. 434	6LD	State-Class II	FDOT	114	2005	56,000	2,880	F	0	340	2,110	2,570	2,710
S.R. 434	Interstate 4	8LD	State-Class II	FDOT	113	2005	56,000	2,880	D	0	440	2,790	3,330	3,500
Interstate 4	Palm Springs Rd.	8LD	State-Class II	FDOT	123	2005	70,500	3,630	F	0	440	2,790	3,330	3,500
C.R. 46A														
Orange Blvd.	International Pkwy.	4LD	Non-State Major	HNTB	n/a	2006	13,710	910	C	0	0	1,120	1,620	1,720
International Pkwy.	Colonial Center Pkwy.	4LD	Non-State Major	HNTB	n/a	2006	28,180	1,870	F	0	0	1,120	1,620	1,720
Colonial Center Pkwy.	I-4	4LD	Non-State Major	Tpke	n/a	2005	35,480	2,350	F	0	0	1,120	1,620	1,720
I-4	Rinehart Rd	4LD	Non-State Major	Tpke	n/a	2005	34,400	2,280	F	0	0	1,120	1,620	1,720
Rinehart Rd	C.R. 15 (Country Club Road)	4LD	Non-State Major	Tpke	n/a	2005	20,700	1,370	D	0	0	1,120	1,620	1,720
C.R. 431 (Orange Blvd.)														
C.R. 46A	Wayside Dr.	2LU	Non-State Major	Seminole	202	2005	8,810	580	D	0	0	480	760	810
Wayside Dr.	S.R. 46	2LU	Non-State Major	HNTB	n/a	2006	5,430	360	C	0	0	480	760	810
S.R. 46	I-4	2LU	Non-State Major	HNTB	n/a	2006	5,270	350	C	0	0	480	760	810
Rinehart Rd														
Anderson Lane	CR 46A	4LD	Non-State Major	Tpke	n/a	2005	27,200	1,800	F	0	0	1,120	1,620	1,720
CR 46A	Towne Center Blvd	4LD	Non-State Major	Tpke	n/a	2005	18,700	1,240	D	0	0	1,120	1,620	1,720
Towne Center Blvd	SR 417	4LD	Non-State Major	Tpke	n/a	2005	16,940	1,120	C	0	0	1,120	1,620	1,720
SR 417	St Johns Pkwy	4LD	Non-State Major	Tpke	n/a	2005	13,220	880	C	0	0	1,120	1,620	1,720
St Johns Pkwy	SR 46	4LD	Non-State Major	Tpke	n/a	2005	11,500	760	C	0	0	1,120	1,620	1,720
International Parkway														
Lake Mary Blvd.	C.R. 46A	4LD	Non-State Major	HNTB	n/a	2006	16,200	1,070	C	0	0	1,120	1,620	1,720
C.R. 46A	Wayside Dr.	4LD	Non-State Major	HNTB	n/a	2006	10,910	720	C	0	0	1,120	1,620	1,720
Wayside Dr.	S.R. 46	4LD	Non-State Major	HNTB	n/a	2006	6,060	400	C	0	0	1,120	1,620	1,720
Markham Road														
Longwood-Markham Rd.	Markham Woods Rd.	2LU	Non-State Major	Seminole	169	2005	5,080	340	C	0	0	480	760	810
Markham Woods Rd.	Orange Blvd.	2LU	Non-State Major	Seminole	167	2005	4,240	280	C	0	0	480	760	810
Longwood-Markham Rd.														
S.R. 46	C.R. 46A	2LU	Non-State Major	HNTB	n/a	2006	2,900	190	C	0	0	480	760	810
Wekiva Park Dr.														
North of S.R. 46	S.R. 46	2LU	Non-State Other	HNTB	n/a	2006	290	20	C	0	0	250	530	660
Lake Markham Rd.														
S.R. 46	C.R. 46A (Markham Rd.)	2LU	Non-State Other	HNTB	n/a	2006	1,330	90	C	0	0	250	530	660
Lake Forest Blvd														
SR 46	Shoreline Circle	2LD	Non-State Other	HNTB	n/a	2006	7,800	520	D	0	0	250	530	660
N Oregon Street														
North of S.R. 46	S.R. 46	4LD	Non-State Other	HNTB	n/a	2006	8,680	580	C	0	0	580	1,140	1,320
Wayside Drive														
South of S.R. 46	S.R. 46	2LU	Non-State Other	HNTB	n/a	2006	2,800	190	C	0	0	250	530	660

**TABLE 4 - 7  
GENERALIZED PEAK HOUR DIRECTIONAL VOLUMES FOR FLORIDA'S  
URBANIZED AREAS\***

UNINTERRUPTED FLOW HIGHWAYS						FREEWAYS					
Level of Service						Interchange spacing ≥ 2 mi. apart					
Lanes Divided	A	B	C	D	E	Lanes	A	B	C	D	E
1 Undivided	100	340	670	950	1,300	2	1,270	2,110	2,940	3,580	3,980
2 Divided	1,060	1,720	2,500	3,230	3,670	3	1,970	3,260	4,550	5,530	6,150
3 Divided	1,600	2,590	3,740	4,840	5,500	4	2,660	4,410	6,150	7,480	8,320
						5	3,360	5,560	7,760	9,440	10,480
						6	4,050	6,710	9,360	11,390	12,650
STATE TWO-WAY ARTERIALS						Interchange spacing < 2 mi. apart					
Class I (>0.00 to 1.99 signalized intersections per mile)						Level of Service					
Lanes Divided	A	B	C	D	E	Lanes	A	B	C	D	E
1 Undivided	**	220	720	860	890	2	1,130	1,840	2,660	3,440	3,910
2 Divided	250	1,530	1,810	1,860	***	3	1,780	2,890	4,180	5,410	6,150
3 Divided	380	2,330	2,720	2,790	***	4	2,340	3,940	5,700	7,380	8,380
4 Divided	490	3,030	3,460	3,540	***	5	3,080	4,990	7,220	9,340	10,620
						6	3,730	6,040	8,740	11,310	12,850
Class II (2.00 to 4.50 signalized intersections per mile)						BICYCLE MODE					
Level of Service						(Note: Level of service for the bicycle mode in this table is based on roadway geometrics at 40 mph posted speed and traffic conditions, not number of bicyclists using the facility.) (Multiply motorized vehicle volumes shown below by number of directional roadway lanes to determine maximum service volumes.)					
Lanes Divided	A	B	C	D	E	Paved Shoulder/ Bicycle Lane Coverage					
1 Undivided	**	100	590	810	850	0-49%	**	**	170	720	>720
2 Divided	**	220	1,360	1,710	1,800	50-84%	**	130	210	>210	***
3 Divided	**	340	2,110	2,570	2,710	85-100%	160	380	>380	***	***
4 Divided	**	440	2,790	3,330	3,500						
Class III (more than 4.5 signalized intersections per mile and not within primary city central business district of an urbanized area over 750,000)						PEDESTRIAN MODE					
Level of Service						(Note: Level of service for the pedestrian mode in this table is based on roadway geometrics at 40 mph posted speed and traffic conditions, not the number of pedestrians using the facility.) (Multiply motorized vehicle volumes shown below by number of directional roadway lanes to determine maximum service volumes.)					
Lanes Divided	A	B	C	D	E	Level of Service					
1 Undivided	**	**	280	660	810	Sidewalk Coverage	A	B	C	D	E
2 Divided	**	**	650	1,510	1,720	0-49%	**	**	**	330	810
3 Divided	**	**	1,020	2,330	2,580	50-84%	**	**	**	520	990
4 Divided	**	**	1,350	3,070	3,330	85-100%	**	120	590	>590	***
Class IV (more than 4.5 signalized intersections per mile and within primary city central business district of an urbanized area over 750,000)						BUS MODE (Scheduled Fixed Route)					
Level of Service						(Buses per hour)					
Lanes Divided	A	B	C	D	E	Level of Service					
1 Undivided	**	**	270	720	780	Sidewalk Coverage	A	B	C	D	E
2 Divided	**	**	650	1,580	1,660	0-84%	**	>5	≥4	≥3	≥2
3 Divided	**	**	1,000	2,390	2,490	85-100%	>6	>4	≥3	≥2	≥1
4 Divided	**	**	1,350	3,130	3,250						
NON-STATE ROADWAYS						ARTERIAL/NON-STATE ROADWAY ADJUSTMENTS					
Major City/County Roadways						DIVIDED/UNDIVIDED					
Level of Service						(alter corresponding volumes by the indicated percent)					
Lanes Divided	A	B	C	D	E	Lanes	Median	Left Turns	Lanes	Adjustment Factors	
1 Undivided	**	**	480	760	810	1	Divided	Yes		+5%	
2 Divided	**	**	1,120	1,620	1,720	1	Undivided	No		-20%	
3 Divided	**	**	1,740	2,450	2,580	Multi	Undivided	Yes		-5%	
						Multi	Undivided	No		-25%	
Other Signalized Roadways (signalized intersection analysis)						ONE WAY FACILITIES					
Level of Service						Increase corresponding volume 20%					
Lanes Divided	A	B	C	D	E						
1 Undivided	**	**	250	530	660						
2 Divided	**	**	580	1,140	1,320						
Source: Florida Department of Transportation Systems Planning Office 605 Suwannee Street, MS 19 Tallahassee, FL 32399-0450 <a href="http://www11.myflorida.com/planning/systems/sm/los/default.htm">http://www11.myflorida.com/planning/systems/sm/los/default.htm</a> 02/22/02											
*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. Values shown are hourly directional volumes for levels of service and are for the automobile/truck modes unless specifically stated. Level of service letter grade thresholds are probably not comparable across modes and, therefore, cross modal comparisons should be made with caution. Furthermore, combining levels of service of different modes into one overall roadway level of service is not recommended. To convert to annual average daily traffic volumes, these volumes must be divided by appropriate D and K factors. The table's input value defaults and level of service criteria appear on the following page. Calculations are based on planning applications of the Highway Capacity Manual, Bicycle LOS Model, Pedestrian LOS Model and Transit Capacity and Quality of Service Manual, respectively for the automobile/truck, bicycle, pedestrian and bus modes. **Cannot be achieved using table input value defaults. ***Not applicable for that level of service letter grade. For automobile/truck modes, volumes greater than level of service D become F because intersection capacities have been reached. For bicycle and pedestrian modes, the level of service letter grade (including F) is not achievable, because there is no maximum vehicle volume threshold using table input value defaults.											

**TABLE 4 - 8**  
**GENERALIZED PEAK HOUR DIRECTIONAL VOLUMES FOR FLORIDA'S**  
**AREAS TRANSITIONING INTO URBANIZED AREAS OR**  
**AREAS OVER 5,000 NOT IN URBANIZED AREAS\***

UNINTERRUPTED FLOW HIGHWAYS						FREEWAYS						
		Level of Service						Level of Service				
Lanes	Divided	A	B	C	D	E	Lanes	A	B	C	D	E
1	Undivided	100	330	620	870	1,200	2	1,290	2,130	2,890	3,420	3,800
2	Divided	980	1,590	2,300	2,980	3,390	3	2,000	3,290	4,460	5,280	5,870
3	Divided	1,470	2,390	3,460	4,470	5,080	4	2,700	4,450	6,030	7,140	7,940
							5	3,400	5,600	7,610	9,010	10,010
STATE TWO-WAY ARTERIALS						BICYCLE MODE						
Class I (>0.00 to 1.99 signalized intersections per mile)						(Note: Level of service for the bicycle mode in this table is based on roadway geometrics at 40 mph posted speed and traffic conditions, not number of bicyclists using the facility.) (Multiply motorized vehicle volumes shown below by number of directional roadway lanes to determine maximum service volumes.)						
		Level of Service										
Lanes	Divided	A	B	C	D							E
1	Undivided	**	210	690	820	860	Paved Shoulder/ Bicycle Lane Coverage 0-49%      **      100      170      720      >720 50-84%      **      130      210      >210      *** 85-100%      170      380      >380      ***      ***					
2	Divided	240	1,470	1,730	1,810	***						
3	Divided	370	2,260	2,600	2,710	***						
Class II (2.00 to 4.50 signalized intersections per mile)						PEDESTRIAN MODE						
Class II (2.00 to 4.50 signalized intersections per mile)						(Note: Level of service for the pedestrian mode in this table is based on roadway geometric at 40 mph posted speed and traffic conditions, not number of pedestrians using the facility.) (Multiply motorized vehicle volumes shown by number of directional roadway lanes to determine maximum service volumes.)						
		Level of Service										
Lanes	Divided	A	B	C	D							E
1	Undivided	**	**	560	760	810	Sidewalk Coverage 0-49%      **      **      **      330      810 50-84%      **      **      **      520      990 85-100%      **      120      590      >590      ***					
2	Divided	**	200	1,290	1,620	1,700						
3	Divided	**	320	2,000	2,430	2,560						
Class III (more than 4.5 signalized intersections per mile)						ARTERIAL/NON-STATE ROADWAY ADJUSTMENTS						
Class III (more than 4.5 signalized intersections per mile)						DIVIDED/UNDIVIDED						
		Level of Service				Lanes      Median      Left Turn Lanes      Adjustment Factors						
Lanes	Divided	A	B	C	D	E	1      Divided      Yes      +5% 1      Undivided      No      -20% Multi      Undivided      Yes      -5% Multi      Undivided      No      -25%					
1	Undivided	**	**	260	620	770	ONE-WAY FACILITIES  Increase corresponding volume 20%.					
2	Divided	**	**	620	1,440	1,630						
3	Divided	**	**	970	2,220	2,450						
NON-STATE ROADWAYS												
Major City/County Roadways												
		Level of Service										
Lanes	Divided	A	B	C	D	E						
1	Undivided	**	**	370	720	770						
2	Divided	**	**	870	1,550	1,630						
3	Divided	**	**	1,360	2,330	2,450						
Other Signalized Roadways (signalized intersection analysis)												
		Level of Service										
Lanes	Divided	A	B	C	D	E						
1	Undivided	**	**	230	490	630						
2	Divided	**	**	540	1,070	1,270						
Source:		Florida Department of Transportation				02/22/02						
		Systems Planning Office										
		605 Suwannee Street, MS 19										
		Tallahassee, FL 32399-0450										
		<a href="http://www11.myflorida.com/planning/systems/sm/los/default.htm">http://www11.myflorida.com/planning/systems/sm/los/default.htm</a>										
*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. Values shown are hourly two-way volumes for levels of service and are for the automobile/truck modes unless specifically stated. Level of service letter grade thresholds are probably not comparable across modes and, therefore, cross modal comparisons should be made with caution. Furthermore, combining levels of service of different modes into one overall roadway level of service is not recommended. The table's input value defaults and level of service criteria appear on the following page. Calculations are based on planning applications of the Highway Capacity Manual, Bicycle LOS Model and Pedestrian LOS Model, respectively for the automobile/truck, bicycle and pedestrian modes. **Cannot be achieved using table input value defaults. ***Not applicable for the level of service letter grade. For automobile/truck modes, volumes greater than level of service D become F because intersection capacities have been reached. For bicycle and pedestrian modes, the level of service letter grade (including F) is not achievable, because there is no maximum vehicle volume threshold using table input value defaults.												

**TABLE 4 - 9  
GENERALIZED PEAK HOUR DIRECTIONAL VOLUMES FOR FLORIDA'S  
RURAL UNDEVELOPED AREAS AND CITIES OR  
DEVELOPED AREAS LESS THAN 5,000 POPULATION\***

RURAL UNDEVELOPED AREAS						CITIES OR RURAL DEVELOPED AREAS LESS THAN 5000						
<b>FREEWAYS</b>						<b>FREEWAYS</b>						
Level of Service						Level of Service						
Lanes	A	B	C	D	E	Lanes	A	B	C	D	E	
2	1,220	2,020	2,740	3,240	3,600	2	1,220	2,020	2,740	3,240	3,600	
3	1,890	3,110	4,230	5,000	5,560	3	1,890	3,110	4,230	5,000	5,560	
4	2,560	4,210	5,720	6,770	7,520	4	2,560	4,210	5,720	6,770	7,520	
<b>UNINTERRUPTED FLOW HIGHWAYS</b>						<b>UNINTERRUPTED FLOW HIGHWAYS</b>						
Level of Service						Level of Service						
Lanes Divided	A	B	C	D	E	Lanes Divided	A	B	C	D	E	
1 Undivided	120	250	410	650	1,060	1 Undivided	120	350	600	820	1,120	
2 Divided	940	1,540	2,200	2,830	3,140	2 Divided	950	1,540	2,230	2,890	3,280	
3 Divided	1,410	2,310	3,330	4,240	4,710	3 Divided	1,430	2,310	3,350	4,330	4,920	
<b>PASSING LANE ADJUSTMENTS</b>						<b>INTERRUPTED FLOW ARTERIALS</b>						
(alter corresponding two-lane LOS A-D volumes indicated percent)						Level of Service						
Passing Lane Spacing					Adjustment Factors	Level of Service						
5 mi.					+25%	Lanes Divided	A	B	C	D	E	
10 mi.					+10%	1 Undivided	**	120	590	740	800	
						2 Divided	**	290	1,360	1,570	1,660	
						3 Divided	**	450	2,100	2,360	2,500	
<b>ISOLATED SIGNALIZED INTERSECTIONS</b>						<b>NON-STATE SIGNALIZED ROADWAYS</b>						
Level of Service						(signalized intersection analysis)						
Lanes	A	B	C	D	E	Lanes	A	B	C	D	E	
1	**	100	430	580	650	1	**	**	100	410	540	
2	**	160	940	1,240	1,360	<b>BICYCLE MODE</b>						
3	**	240	1,460	1,910	2,320	(Note: Level of service for the bicycle mode in this table is based on roadway geometrics at 45 mph posted speed and traffic conditions, not number of bicyclists using the facility.) (Multiply motorized vehicle volumes shown below by number of directional roadway lanes to determine maximum service volumes.)						
<b>BICYCLE MODE</b>						Level of Service						
(Note: Level of service for the bicycle mode in this table is based on roadway geometrics at 55 mph posted speed and traffic conditions, not number of bicyclists using the facility.) (Multiply motorized vehicle volumes shown below by directional roadway lanes to determine maximum service volume.)						Paved Shoulder/ Bicycle Lane	A	B	C	D	E	
Paved Shoulder/ Bicycle Lane	A	B	C	D	E	Coverage	0-49%	**	**	150	370	>370
Coverage	0-49%	**	**	**	340	50-84%	**	**	110	180	930	>930
50-84%	**	**	**	**	950	85-100%	150	210	>210	***	***	
85-100%	**	**	210	>210	***	<b>PEDESTRIAN MODE</b>						
(Note: Level of service for the pedestrian mode in this table is based on roadway geometric at 45 mph posted speed and traffic conditions, not number of pedestrian using the facility.) (Multiply motorized vehicle volumes shown by number of directional roadway lanes to determine maximum service volumes.)						Level of Service						
(Note: Level of service for the pedestrian mode in this table is based on roadway geometric at 45 mph posted speed and traffic conditions, not number of pedestrian using the facility.) (Multiply motorized vehicle volumes shown by number of directional roadway lanes to determine maximum service volumes.)						Sidewalk Coverage	A	B	C	D	E	
(Note: Level of service for the pedestrian mode in this table is based on roadway geometric at 45 mph posted speed and traffic conditions, not number of pedestrian using the facility.) (Multiply motorized vehicle volumes shown by number of directional roadway lanes to determine maximum service volumes.)						0-49%	**	**	**	240	760	
(Note: Level of service for the pedestrian mode in this table is based on roadway geometric at 45 mph posted speed and traffic conditions, not number of pedestrian using the facility.) (Multiply motorized vehicle volumes shown by number of directional roadway lanes to determine maximum service volumes.)						50-84%	**	**	**	430	960	
(Note: Level of service for the pedestrian mode in this table is based on roadway geometric at 45 mph posted speed and traffic conditions, not number of pedestrian using the facility.) (Multiply motorized vehicle volumes shown by number of directional roadway lanes to determine maximum service volumes.)						85-100%	**	**	500	>500	***	
02/22/02						<b>NON-FREEWAY AND SIGNALIZED INTERSECTION ANALYSES DIVIDED/UNDIVIDED ADJUSTMENTS</b>						
Source: Florida Department of Transportation Systems Planning Office 605 Suwannee Street, MS 19 Tallahassee, FL 32399-0450						(alter corresponding volumes by the indicated percent)						
<a href="http://www11.myflorida.com/planning/systems/csm/los/default.htm">http://www11.myflorida.com/planning/systems/csm/los/default.htm</a>						Lanes	Median	Left Turn Lanes	Adjustment Factors			
<small>*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. Values shown are two-way annual average daily volumes (based on K<sub>100</sub> factors) for levels of service and are for the automobile/truck modes unless specifically stated. Level of service letter grade thresholds are probably not comparable across modes and, therefore, cross modal comparisons should be made with caution. Furthermore, combining levels of service of different modes into one overall roadway level of service is not recommended. The table's input value defaults and level of service criteria appear on the following page. Calculations are based on planning applications of the Highway Capacity Manual, Bicycle LOS Model, and Pedestrian LOS Model, respectively for the automobile/truck, bicycle and pedestrian modes. **Cannot be achieved using table input value defaults. ***Not applicable for the level of service letter grade. For bicycle and pedestrian modes, the level of service letter grade (including F) is not achievable, because there is no maximum vehicle volume threshold using table input value defaults.</small>						1	Divided	Yes	+5%			
<small>*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. Values shown are two-way annual average daily volumes (based on K<sub>100</sub> factors) for levels of service and are for the automobile/truck modes unless specifically stated. Level of service letter grade thresholds are probably not comparable across modes and, therefore, cross modal comparisons should be made with caution. Furthermore, combining levels of service of different modes into one overall roadway level of service is not recommended. The table's input value defaults and level of service criteria appear on the following page. Calculations are based on planning applications of the Highway Capacity Manual, Bicycle LOS Model, and Pedestrian LOS Model, respectively for the automobile/truck, bicycle and pedestrian modes. **Cannot be achieved using table input value defaults. ***Not applicable for the level of service letter grade. For bicycle and pedestrian modes, the level of service letter grade (including F) is not achievable, because there is no maximum vehicle volume threshold using table input value defaults.</small>						1	Undivided	No	-20%			
<small>*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. Values shown are two-way annual average daily volumes (based on K<sub>100</sub> factors) for levels of service and are for the automobile/truck modes unless specifically stated. Level of service letter grade thresholds are probably not comparable across modes and, therefore, cross modal comparisons should be made with caution. Furthermore, combining levels of service of different modes into one overall roadway level of service is not recommended. The table's input value defaults and level of service criteria appear on the following page. Calculations are based on planning applications of the Highway Capacity Manual, Bicycle LOS Model, and Pedestrian LOS Model, respectively for the automobile/truck, bicycle and pedestrian modes. **Cannot be achieved using table input value defaults. ***Not applicable for the level of service letter grade. For bicycle and pedestrian modes, the level of service letter grade (including F) is not achievable, because there is no maximum vehicle volume threshold using table input value defaults.</small>						Multi	Undivided	Yes	-5%			
<small>*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. Values shown are two-way annual average daily volumes (based on K<sub>100</sub> factors) for levels of service and are for the automobile/truck modes unless specifically stated. Level of service letter grade thresholds are probably not comparable across modes and, therefore, cross modal comparisons should be made with caution. Furthermore, combining levels of service of different modes into one overall roadway level of service is not recommended. The table's input value defaults and level of service criteria appear on the following page. Calculations are based on planning applications of the Highway Capacity Manual, Bicycle LOS Model, and Pedestrian LOS Model, respectively for the automobile/truck, bicycle and pedestrian modes. **Cannot be achieved using table input value defaults. ***Not applicable for the level of service letter grade. For bicycle and pedestrian modes, the level of service letter grade (including F) is not achievable, because there is no maximum vehicle volume threshold using table input value defaults.</small>						Multi	Undivided	No	-25%			

Ramp Description	Number of lanes on freeway	Number of lanes on ramp	Ramp Volume	PHF	T%	f <sub>hw</sub>	Et	Er	Pt	Pr	fp	Vp (pc/hr)
EB CD Rd. (East of I-4) Off Ramps to SR 46 & I-4 EB	3	1	430	0.92	9%	0.957	1.5	1.2	9%	0%	1	488
I-4 EB Off Ramp to US 17/92	4	1	660	0.92	9%	0.957	1.5	1.2	9%	0%	1	750
I-4 EB Off Ramp to US 17/92 (No-Build)	4	1	620	0.92	9%	0.957	1.5	1.2	9%	0%	1	704



I-4 Location	Ramp Description	Number of lanes on freeway-approaching Diverge Area	Number of lanes on Leg	Volume (approaching Diverge area)	PHF	T%	f <sub>hw</sub>	f <sub>p</sub>	V <sub>p</sub> (pc/hr)	V <sub>f</sub> (pc/hr/ln)	Density (pc/mi/ln)	LOS
SR 417 Interchange	I-4 EB Off Ramp to SR 417 & SR 46 - Freeway	4	4	4,340	0.92	9.49%	0.955	1	4,941	1,235	3.4	A
	I-4 EB Off Ramp to SR 417 & SR 46 - Ramp	4	2	1,390	0.92	9.49%	0.955	1	1,583	791	2.2	A
	I-4 WB Off Ramp to SR 417 & CR 46A - Freeway	4	3	4,650	0.92	9.49%	0.955	1	5,294	1,765	4.8	A
	I-4 WB Off Ramp to SR 417 & CR 46A - Ramp	3	2	1,700	0.92	9.49%	0.955	1	1,936	968	3.5	A
	CD Rd. (West of I-4) Off Ramp to SR 417 EB - CD Road	3	3	2,330	0.92	9.49%	0.955	1	2,653	884	3.2	A
	CD Rd. (West of I-4) Off Ramp to SR 417 EB - Ramp	3	2	910	0.92	9.49%	0.955	1	1,036	518	1.9	A
US 17/92 Interchange	I-4 EB Off Ramp to US 17/92 (No-Build) - Freeway	4	4	5,410	0.92	9.49%	0.955	1	6,159	1,540	4.2	A
	I-4 EB Off Ramp to US 17/92 (No-Build) - Ramp	4	1	620	0.92	9.49%	0.955	1	706	706	1.9	A
	I-4 EB Off Ramp to US 17/92 (Build) - Freeway	4	4	5,650	0.92	9.49%	0.955	1	6,433	1,608	4.4	A
I-4 EB CD	I-4 EB Off Ramp to US 17/92 (Build) - Ramp	4	1	660	0.92	9.49%	0.955	1	751	751	2.0	A
	EB CD Rd. (East of I-4) Off Ramps to SR 46 & I-4 EB - Freeway	3	3	1,380	0.92	9.49%	0.955	1	1,571	524	1.9	A
	EB CD Rd. (East of I-4) Off Ramps to SR 46 & I-4 EB - Ramp	3	1	430	0.92	9.49%	0.955	1	490	490	1.8	A

I-4 Location	Ramp Description	Number of lanes on freeway-approaching Merge Area	Number of lanes on Leg	Freeway Volume (approaching Merge area)	Ramp Volume approaching merge area	PHF	T%	$f_w$	$f_p$	Vf Total Freeway Demand Upstream of Merge (pc/h)	V12 Total Approaching Volume (pc/h)	Vr (pc/h) Total Ramp Volume	Vr12(pc/h) Total Flow Entering Ramp Influence Area	V Total Freeway Flow
CR 46A Interchange	I-4 WB On Ramp from CD Rd. (West of I-4)	3	2	3,390	2,140	0.92	9.49%	0.955	1	3,860	2,326	2,436	4,763	6,296
	I-4 WB On Ramp from CD Rd. (West of I-4) - No-Build	3	2	3,480	2,120	0.92	9.49%	0.955	1	3,962	2,388	2,414	4,802	6,376
US 17/92 Interchange	I-4 WB On Ramp from US 17/92	3	2	4,990	660	0.92	9.49%	0.955	1	5,681	3,424	751	4,176	6,433
	I-4 WB On Ramp from US 17/92 - No-Build	3	2	4,790	620	0.92	9.49%	0.955	1	5,454	3,287	706	3,993	6,159

Ramp Description	Number of lanes on freeway	Number of lanes on ramp	Ramp Volume	PHF	T%	$f_{hv}$	$E_t$	$E_r$	$P_t$	$P_r$	$f_p$	$V_p$ (pc/hr)
EB CD Rd. (East of I-4) Off Ramps to SR 46 & I-4 EB	3	1	690	0.92	9%	0.957	1.5	1.2	9%	0%	1	784
I-4 EB Off Ramp to US 17/92	4	1	940	0.92	9%	0.957	1.5	1.2	9%	0%	1	1,068
I-4 EB Off Ramp to US 17/92 (No-Build)	4	1	830	0.92	9%	0.957	1.5	1.2	9%	0%	1	943

I-4 Location	Ramp Description	Number of lanes on freeway-approaching Diverge Area	Number of lanes on Leg	Volume (approaching Diverge area)	PHF	T%	f <sub>hw</sub>	f <sub>p</sub>	V <sub>p</sub> (pc/hr)	V <sub>f</sub> (pc/hr/ln)	Density (pc/mi/ln)	LOS
SR 417 Interchange	I-4 EB Off Ramp to SR 417 & SR 46 - Freeway	4	4	4,480	0.92	9.49%	0.955	1	5,101	1,275	3.5	A
	I-4 EB Off Ramp to SR 417 & SR 46 - Ramp	4	2	1,730	0.92	9.49%	0.955	1	1,970	985	2.7	A
	I-4 WB Off Ramp to SR 417 & CR 46A - Freeway	4	3	5,210	0.92	9.49%	0.955	1	5,932	1,977	5.4	A
	I-4 WB Off Ramp to SR 417 & CR 46A - Ramp	3	2	2,460	0.92	9.49%	0.955	1	2,801	1,400	5.1	A
	CD Rd. (West of I-4) Off Ramp to SR 417 EB - CD Road	3	3	3,080	0.92	9.49%	0.955	1	3,484	1,161	4.2	A
	CD Rd. (West of I-4) Off Ramp to SR 417 EB - Ramp	3	2	1,230	0.92	9.49%	0.955	1	1,400	700	2.5	A
US 17/92 Interchange	I-4 EB Off Ramp to US 17/92 (No-Build) - Freeway	4	4	6,120	0.92	9.49%	0.955	1	6,968	1,742	4.7	A
	I-4 EB Off Ramp to US 17/92 (No-Build) - Ramp	4	1	830	0.92	9.49%	0.955	1	945	945	2.6	A
	I-4 EB Off Ramp to US 17/92 (Build) - Freeway	4	4	6,390	0.92	9.49%	0.955	1	7,275	1,819	5.0	A
	I-4 EB Off Ramp to US 17/92 (Build) - Ramp	4	1	940	0.92	9.49%	0.955	1	1,070	1,070	2.9	A
I-4 EB CD	EB CD Rd. (East of I-4) Off Ramps to SR 46 & I-4 EB - Freeway	3	3	1,830	0.92	9.49%	0.955	1	2,084	695	2.5	A
	EB CD Rd. (East of I-4) Off Ramps to SR 46 & I-4 EB - Ramp	3	1	690	0.92	9.49%	0.955	1	786	786	2.9	A

I-4 Location	Ramp Description	Number of lanes on freeway-approaching Merge Area	Number of lanes on Leg	Freeway Volume (approaching Merge area)	Ramp Volume approaching merge area	PHF	T%	$f_{wv}$	$f_p$	Vf Total Freeway Demand Upstream of Merge (pc/h)	V12 Total Approaching Volume (pc/h)	Vr (pc/h) Total Ramp Volume	Vr12(pc/h) Total Flow Entering Ramp Influence Area	V Total Freeway Flow
CR 46A Interchange	I-4 WB On Ramp from CD Rd. (West of I-4)	3	2	3,340	2,660	0.92	9.49%	0.955	1	3,803	2,292	3,028	5,320	6,831
	I-4 WB On Ramp from CD Rd. (West of I-4) - No-Build	3	2	3,530	2,630	0.92	9.49%	0.955	1	4,019	2,422	2,994	5,417	7,013
US 17/92 Interchange	I-4 WB On Ramp from US 17/92	3	2	5,450	940	0.92	9.49%	0.955	1	6,205	3,740	1,070	4,810	7,275
	I-4 WB On Ramp from US 17/92 - No-Build	3	2	5,290	830	0.92	9.49%	0.955	1	6,023	3,630	945	4,575	6,968

Ramp Description	Number of lanes on freeway	Number of lanes on ramp	Ramp Volume	PHF	T%	$f_{hw}$	$E_t$	$E_r$	$P_t$	$P_r$	$f_p$	$V_p$ (pc/hr)
EB CD Rd. (East of I-4) Off Ramps to SR 46 & I-4 EB	3	1	940	0.92	9%	0.957	1.5	1.2	9%	0%	1	1,068
I-4 EB Off Ramp to US 17/92	4	1	1,220	0.92	9%	0.957	1.5	1.2	9%	0%	1	1,386
I-4 EB Off Ramp to US 17/92 (No-Build)	4	1	1,040	0.92	9%	0.957	1.5	1.2	9%	0%	1	1,181

I-4 Location	Ramp Description	Number of lanes on freeway-approaching Diverge Area	Number of lanes on Leg	Volume (approaching Diverge area)	PHF	T%	f <sub>hw</sub>	f <sub>p</sub>	V <sub>p</sub> (pc/hr)	V <sub>f</sub> (pc/hr/ln)	Density (pc/mi/ln)	LOS
SR 417 Interchange	I-4 EB Off Ramp to SR 417 & SR 46 - Freeway	4	4	4,610	0.92	9.49%	0.955	1	5,249	1,312	3.6	A
	I-4 EB Off Ramp to SR 417 & SR 46 - Ramp	4	2	2,070	0.92	9.49%	0.955	1	2,357	1,178	3.2	A
	I-4 WB Off Ramp to SR 417 & CR 46A - Freeway	4	3	5,760	0.92	9.49%	0.955	1	6,558	2,186	6.0	A
	I-4 WB Off Ramp to SR 417 & CR 46A - Ramp	3	2	3,220	0.92	9.49%	0.955	1	3,666	1,833	6.7	A
	CD Rd. (West of I-4) Off Ramp to SR 417 EB - CD Road	3	3	3,790	0.92	9.49%	0.955	1	4,315	1,438	5.2	A
	CD Rd. (West of I-4) Off Ramp to SR 417 EB - Ramp	3	2	1,550	0.92	9.49%	0.955	1	1,765	882	3.2	A
US 17/92 Interchange	I-4 EB Off Ramp to US 17/92 (No-Build) - Freeway	4	4	6,830	0.92	9.49%	0.955	1	7,776	1,944	5.3	A
	I-4 EB Off Ramp to US 17/92 (No-Build) - Ramp	4	1	1,040	0.92	9.49%	0.955	1	1,184	1,184	3.2	A
	I-4 EB Off Ramp to US 17/92 (Build) - Freeway	4	4	7,130	0.92	9.49%	0.955	1	8,118	2,029	5.5	A
	I-4 EB Off Ramp to US 17/92 (Build) - Ramp	4	1	1,220	0.92	9.49%	0.955	1	1,389	1,389	3.8	A
I-4 EB CD	EB CD Rd. (East of I-4) Off Ramps to SR 46 & I-4 EB - Freeway	3	3	2,280	0.92	9.49%	0.955	1	2,596	865	3.1	A
	EB CD Rd. (East of I-4) Off Ramps to SR 46 & I-4 EB - Ramp	3	1	940	0.92	9.49%	0.955	1	1,070	1,070	3.9	A

I-4 Location	Ramp Description	Number of lanes on freeway-approaching Merge Area	Number of lanes on Leg	Freeway Volume (approaching Merge area)	Ramp Volume approaching merge area	PHF	T%	$f_w$	$f_p$	Vf Total Freeway Demand Upstream of Merge (pc/h)	V12 Total Approaching Volume (pc/h)	Vr (pc/h) Total Ramp Volume	Vr12(pc/h) Total Flow Entering Ramp Influence Area	V Total Freeway Flow
CR 46A Interchange	I-4 WB On Ramp from CD Rd. (West of I-4)	3	2	3,270	3,180	0.92	9.49%	0.955	1	3,723	2,244	3,821	5,864	7,344
	I-4 WB On Ramp from CD Rd. (West of I-4) - No-Build	3	2	3,590	3,130	0.92	9.49%	0.955	1	4,087	2,463	3,564	6,027	7,651
US 17/92 Interchange	I-4 WB On Ramp from US 17/92	3	2	5,910	1,220	0.92	9.49%	0.955	1	6,729	4,055	1,389	5,444	8,118
	I-4 WB On Ramp from US 17/92 - No-Build	3	2	5,790	1,040	0.92	9.49%	0.955	1	6,592	3,973	1,184	5,157	7,776