TRAFFIC MODELING SUMMARY REPORT

Northeast Gateway: Welaunee Boulevard

Project Development and Environment Study

Leon County, Florida

November 2019

Prepared For:

BLUEPRINT INTERGOVERNMENTAL AGENCY

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EXECUTIVE SUMMARY

The purpose of this Traffic Modeling Summary Report is to outline the assumptions, methodologies, analyses, and findings from the traffic modeling component of the Project Traffic Analysis Report (PTAR) for the Northeast Gateway: Welaunee Boulevard Project Development and Environment (PD&E) Study.

Phase I of the Northeast Gateway project, as originally defined, is to evaluate extending Welaunee Boulevard from its existing termini, east of Fleischmann Road, to the northeast over I-10. In addition, Phase I of the project includes an extension of Shamrock Street South eastward from Centerville Road to connect at an intersection with the Welaunee Boulevard extension. Following direction from the Blueprint Intergovernmental Agency Board at their September 5th, 2019 meeting, the parameters of the traffic modeling efforts were expanded, and additional corridors beyond the project as it was originally defined were evaluated.

To perform the traffic modeling, the Capital Region Transportation Planning Agency Model (CRTPA Model 2007) was used as the framework for developing a study-specific model that best represents the existing and future conditions within the northeast area.

Initially, 17 logical and feasible modeling corridors were screened to determine whether each was feasible for Phase I of the Northeast Gateway project. Following this initial screening, four modeling corridors were determined to remain feasible and were carried further for evaluation, which included Corridor 1, 2, 3, and 4 as shown in **Figure 3** on page 10 of this report. In addition to these four, the No Build Scenario was also carried forward for evaluation as it remains a required alternative throughout the PD&E process.

The remaining five corridors were analyzed for Opening Year 2025, Interim Year 2035, and Design Year 2045 utilizing various industry proven methods. The performance of each corridor was evaluated based on the ability to meet the purpose and need of the project as well as the ability to best preserve neighborhoods and residential areas. Based on these evaluations, the description and performance of each corridor is detailed in **Table I** on the following page.

The traffic modeling performed for this PD&E study is one of several tools that will be used as part of the comprehensive traffic analysis being conducted for this study. The next step in the traffic component of this study is to perform a detailed analysis of traffic conditions by forecasting future traffic volumes and evaluating segment and intersection operations on a daily and peak hour basis. These analyses will aid in the development of recommendations on roadway and intersection elements, such as lane geometry, turn lane locations, and lengths as well as intersection control and configurations.

Table I. Descriptions and Performance of Modeling Corridor

Modeling Corridor	Description	Performance
No Build Scenario	The No Build Scenario represents the existing roadway network without the proposed improvements associated with the Northeast Gateway project.	The No Build Scenario does not meet the purpose and need of the project and provides no benefit to the existing roadway network in Opening Year 2025 and through Design Year 2045.
1	Corridor 1 is a combination of Corridors 2 and 3. This corridor is an extension of Welaunee Boulevard from its existing termini, east of Fleischmann Road, to the northeast over I-10 to connect at the existing intersection of Centerville Road and Roberts Road. In addition, this corridor includes extending Shamrock Street South eastward from Centerville Road to connect at an intersection with the Welaunee Boulevard extension. This corridor may include a realignment of the western end of Roberts Road and a connection to Pimlico Drive, north of Montford Middle School.	Corridor 1 meets the purpose and need of the project and provides the most significant benefit to the existing roadway network in Opening Year 2025 and through Design Year 2045.
2	Corridor 2 is the original Phase I of the Northeast Gateway project. This corridor extends Welaunee Boulevard from its existing termini, east of Fleischmann Road, to the northeast over I-10. In addition, this includes an extension of Shamrock Street South eastward from Centerville Road to connect at an intersection with the Welaunee Boulevard extension.	Corridor 2 meets the purpose and need of the project and provides benefit to the existing roadway network in Opening Year 2025 and through Design Year 2045.
3	Corridor 3 is an extension of Welaunee Boulevard from its existing termini, east of Fleischmann Road, to the northeast over I-10 to connect at the existing intersection of Centerville Road and Roberts Road. This corridor may include a realignment of the western end of Roberts Road and a connection to Pimlico Drive, north of Montford Middle School.	Corridor 3 meets the purpose and need of the project and provides significant benefit to the existing roadway network in Opening Year 2025 and through Design Year 2045.
4	Corridor 4 is an extension of Welaunee Boulevard eastward from its existing termini, east of Fleischmann Road, to connect with an extension of Thornton Road. This corridor does not cross over I-10.	Corridor 4 meets the purpose and need of the project and provides limited benefit to the roadway network in Opening Year 2025 and an even more limited benefit in Interim Year 2035. This corridor does not meet the purpose and need of the project in Design Year 2045.

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INTRODUCTION

The purpose of this Traffic Modeling Summary Report is to outline the assumptions, methodologies, analyses, and findings from the traffic modeling component of the Project Traffic Analysis Report (PTAR) for the Northeast Gateway: Welaunee Boulevard Project Development and Environment (PD&E) Study.

The traffic modeling component of this PD&E study is the first step in the comprehensive traffic analysis that is being conducted as part of this study. While traffic modeling is a natural component in the progression of a PD&E study, through project coordination and public feedback, the Blueprint Intergovernmental Agency Board provided direction at their September 5th, 2019 meeting to expand the parameters of the traffic modeling efforts, which allowed the project team to evaluate additional corridors beyond the project as it was originally defined. This led to the development and evaluation of various logical and feasible roadway network scenarios, which were developed and evaluated utilizing the tools and methodologies outlined in this report.

Project Description

Phase I of the Northeast Gateway project, as originally defined, is to evaluate extending Welaunee Boulevard from its existing termini, east of Fleischmann Road, to the northeast over I-10. In addition, Phase I of the project includes an extension of Shamrock Street South eastward from Centerville Road to connect at an intersection with the Welaunee Boulevard extension.

Purpose and Need

The purpose of the project is to improve regional mobility and enhance connectivity for motorized and non-motorized users. In addition, the Northeast Gateway will reduce transportation pressures on surrounding roadways resulting from existing, ongoing, and proposed development on adjacent properties.

The project is needed to provide an alternative route for existing users of Centerville and Miccosukee Roads—two scenic roadways that are locally protected and designated as Canopy Roads. Ongoing and proposed development of the 7,000-acre Welaunee Critical Area Plan, which is nearly entirely located between Centerville and Miccosukee Roads, will result in increased congestion on these two Canopy Roadways, should a new transportation facility not be developed. In addition, the project is anticipated to provide relief to U.S. 319 (Thomasville Road) and U.S. 90 (Mahan Drive)—the first phase of a new regional gateway into Tallahassee.

TRAVEL DEMAND MODELING

What is a Travel Demand Model?

A travel demand model is a planning tool that utilizes computer programs to replicate real-world travel patterns and forecasts future travel needs. Travel demand modeling includes elements such as roadway networks and land use data within a Transportation Analysis Zone (TAZ). Land use data associated with each TAZ includes socioeconomic data, such as population and employment data, to calculate the expected demand on surrounding transportation facilities.

In general, a travel demand model operates based on the assumption that a trip will default to the quickest and most direct route to its destination based on travel time and roadway characteristics. It should be noted that traffic modeling provides a macroscopic view of forecasted daily traffic volumes and patterns, which may vary from actual daily traffic volumes and patterns. Forecasted daily traffic volumes represent total trips and do not distinguish between passenger cars and heavy vehicles nor do they distinguish mode choice, such as vehicle driver versus a transit rider.

Base Travel Demand Model

The Capital Region Transportation Planning Agency Model (CRTPA Model 2007) was used as the basis and framework to model and evaluate various land use and roadway network scenarios within the surrounding area of influence as part of the traffic modeling efforts.

The CRTPA 2007 Model is the adopted base year travel demand model for Florida's Capital Region and contains the roadway network and socioeconomic dataset associated with the 2035 Existing + Committed (E+C) scenario. The E+C scenario represents the existing roadway network with the addition of future roadways and developments that have been committed to. For the traffic modeling performed for this PD&E study, the E+C scenario was used as the basis for developing a robust, study-specific model.

Within the framework of this base model, additional modeling inputs such as roadway facility type, area type, and laneage have been established. Maps depicting these attributes are shown in **Appendix A.** Daily model traffic volumes for the 2007 Base Year model, without any modifications, are shown in **Appendix B**.

Development of a Study-Specific Model

As previously mentioned, the 2035 E+C scenario was used as the basis for developing a study-specific model to perform the traffic modeling for this study and has been modified as detailed below.

Analysis Years

Traffic modeling analyses were conducted for Opening Year 2025, Interim Year 2035, and Design Year 2045. Since 2035 was the latest year within the model, the socioeconomic data associated with the 2035 E+C scenario was extrapolated to develop the dataset for 2045. To obtain datasets for 2025 and 2035, the data associated with the 2007 Base Year model and 2045 Design Year model was interpolated.

The 2025, 2035, and 2045 datasets obtained through interpolation and extrapolation were considered raw datasets, as they were further modified based on the assumptions outlined in the sections below.

Roadway Network Assumptions

The roadway network from the 2035 E+C scenario was retained for the 2025, 2035, and 2045 modeling scenarios and included additional potential future roadways that may be privately or publicly funded by an organization other than Blueprint Intergovernmental Agency.

In the 2025 modeling scenario, an extension of Dempsey Mayo Road was included that extends from Miccosukee Road to Centerville Road.

In the 2035 and 2045 modeling scenarios, extensions of Dempsey Mayo Road, Edenfield Road, and Thornton Road were included. The Edenfield Road and Thornton Road extensions extends from Miccosukee Road to the proposed Welaunee Boulevard. In addition, both 2035 and 2045 modeling scenarios were evaluated with and without a potential future interchange at I-10 and Welaunee Boulevard.

Land Use Assumptions

The socioeconomic data associated with the 2035 E+C scenario was used as the basis for developing socioeconomic datasets for the 2025, 2035, and 2045 modeling scenarios. As previously mentioned, the raw dataset for 2045 was extrapolated while the others were obtained through interpolation. Additional modifications made to these raw datasets were developed in coordination with the Tallahassee-Leon County Planning Department (TLCPD) and landowners in the area.

Further modifications to the raw datasets were made within the immediate project area and surrounding area of influence, such as the Welaunee area. **Figure 1** depicts the Welaunee area, which is commonly referred to as the Toe, Heel, and Arch. The Toe refers to the area south of I-10 bounded by Miccosukee Road, Fleischmann Road, and Centerville Road. The Heel refers to the area north of I-10, near the I-10 and U.S. 90 (Mahan Drive) interchange, bounded by Mahan Road and Miccosukee Road. The Arch refers to the area north of I-10 bounded by Centerville Road, Roberts Road, and Crump Road.

Table 1 through **Table 3** shows the socioeconomic data associated with each zone that has been modified. Modified socioeconomic data is listed by TAZ. **Figure 2** depicts the TAZ boundaries and respective TAZ number. The values within these tables represent the number of single-family dwelling units, multi-family dwelling units, and total employees within each zone. A single-family dwelling unit is considered a detached, single-family home. A multi-family dwelling unit is considered a building that is designed to house several families, such as an apartment building. Total employees represent the non-residential land uses within a zone.

Additional noteworthy areas that were reviewed and incorporated into these modeling efforts included major ongoing and approved planned developments in the vicinity of Bannerman Road as well as anticipated growth at Roberts Elementary School and Montford Middle School.

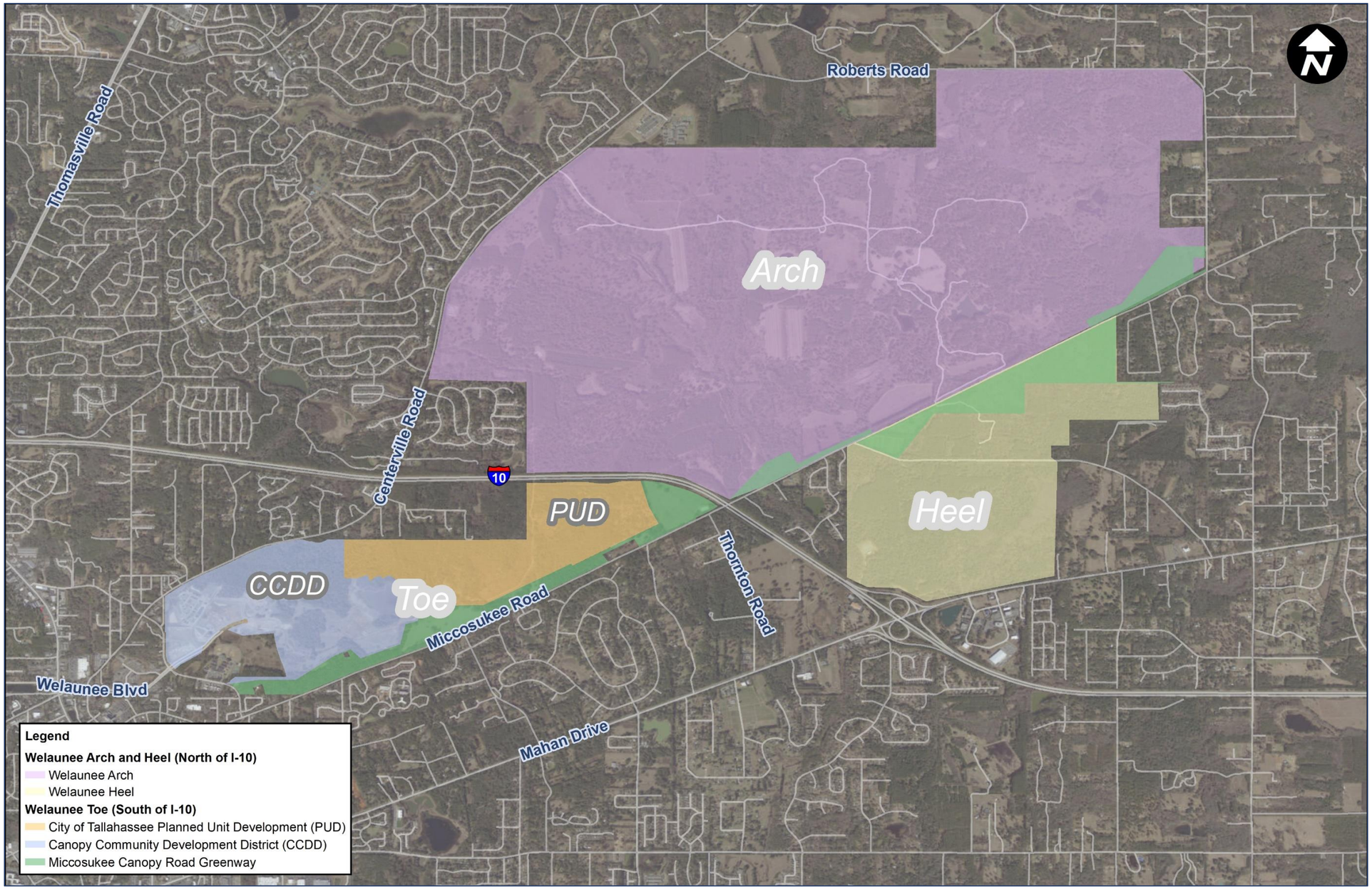


Figure 1. Welaunee Area

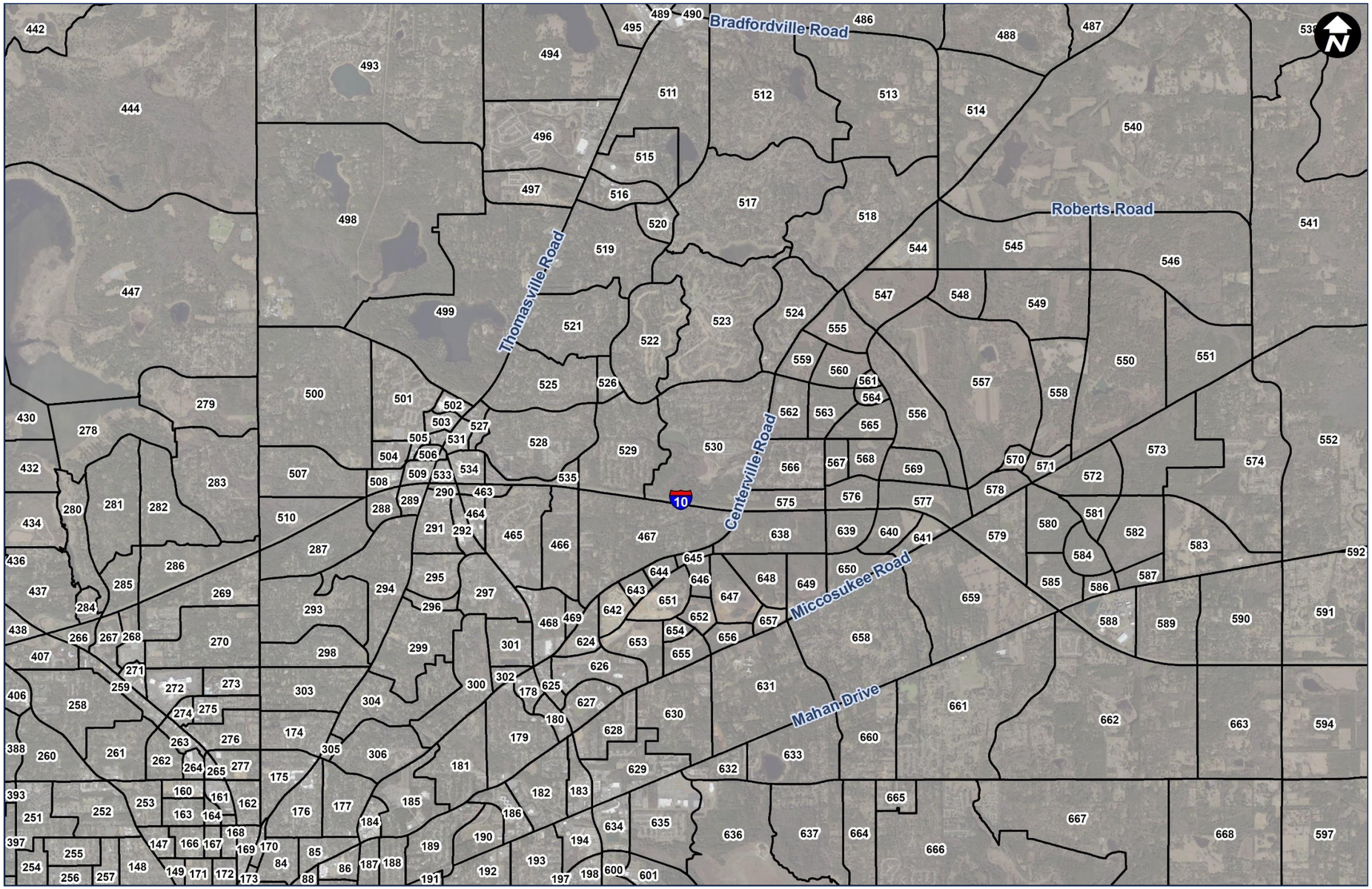


Figure 2. Transportation Analysis Zone (TAZ) Map

Table 1. Welaunee Toe 2025, 2035, and 2045 Modified Land Use Data

Transportation Analysis Zone (TAZ)	2025			2035			2045		
	Single-Family Dwelling Units	Multifamily Dwelling Units	Total Employees	Single-Family Dwelling Units	Multifamily Dwelling Units	Total Employees	Single-Family Dwelling Units	Multifamily Dwelling Units	Total Employees
Canopy Community Development District (CCDD)									
642	69	68	126	81	119	172	92	169	216
643	160	0	10	193	0	6	225	0	0
644	24	0	9	35	0	5	45	0	0
645	0	0	7	0	0	4	0	0	0
646	16	0	13	23	0	7	30	0	0
647	2	0	63	3	0	31	3	0	0
651	71	0	103	77	141	181	83	282	258
652	425	0	93	511	0	97	596	0	100
653	1	98	103	2	93	224	2	87	345
654	17	0	6	24	0	3	30	0	0
655	29	2	17	39	2	9	48	2	0
Subtotal	*814*	*168*	*550*	*984*	*354*	*736*	*1,154*	*540*	*919*
City of Tallahassee Planned Unit Development (PUD)									
639	0	0	0	63	63	133	194	194	408
640	0	0	0	91	91	100	280	279	307
641	0	0	0	0	0	0	1	0	0
648	0	0	0	0	0	0	252	0	43
649	0	0	0	0	0	0	189	0	28
650	0	0	0	35	35	15	210	207	87
Subtotal	*0*	*0*	*0*	*189*	*188*	*247*	*1,126*	*680*	*873*
TOTAL	**814**	**168**	**550**	**1,173**	**542**	**983**	**2,280**	**1,220**	**1,792**

Table 2. Welaunee Heel 2025, 2035, and 2045 Modified Land Use Data

Transportation Analysis Zone (TAZ)	2025			2035			2045		
	Single-Family Dwelling Units	Multifamily Dwelling Units	Total Employees	Single-Family Dwelling Units	Multifamily Dwelling Units	Total Employees	Single-Family Dwelling Units	Multifamily Dwelling Units	Total Employees
572	0	0	0	0	0	63	0	0	125
573	0	0	0	1	0	85	1	0	169
580	0	0	0	0	0	56	0	0	113
581	0	0	0	0	0	28	0	0	54
582	0	0	0	1	0	75	1	0	150
584	0	0	0	0	0	34	0	0	67
585	0	0	5	131	113	201	261	156	396
586	0	0	0	0	0	14	0	0	28
587	0	0	0	1	0	21	2	0	41
TOTAL	**0**	**0**	**5**	**133**	**113**	**575**	**265**	**156**	**1143**

Table 3. Welaunee Arch 2025, 2035, and 2045 Modified Land Use Data

Transportation Analysis Zone (TAZ)	2025			2035			2045		
	Single-Family Dwelling Units	Multifamily Dwelling Units	Total Employees	Single-Family Dwelling Units	Multifamily Dwelling Units	Total Employees	Single-Family Dwelling Units	Multifamily Dwelling Units	Total Employees
545	7	0	0	7	0	-1	7	0	2
546	24	0	0	24	0	-3	24	0	5
547	0	0	0	0	0	0	0	0	0
548	0	0	0	0	0	0	0	0	0
549	0	0	0	0	0	0	0	0	0
550	0	0	0	0	0	0	0	0	1
551	0	0	0	0	0	0	0	0	0
555	0	0	0	0	0	0	125	0	0
556	0	0	0	0	0	0	635	0	0
557	0	0	0	0	0	0	400	0	0
558	0	0	0	0	0	0	183	0	30
559	0	0	0	0	0	0	101	0	131
560	0	0	0	0	0	0	100	0	217
561	0	0	0	0	0	0	50	0	13
562	0	0	5	0	0	0	376	0	0
563	0	0	0	0	0	0	330	0	0
564	0	0	0	0	0	0	50	0	0
565	0	0	0	0	0	0	325	0	0
567	0	0	0	0	0	0	175	0	0
568	0	0	0	63	0	50	250	0	199
569	0	0	0	88	0	56	350	0	224
570	0	0	0	0	0	0	50	0	21
571	0	0	0	0	0	0	50	0	37
576	0	0	0	25	125	91	101	500	363
577	0	0	0	38	125	128	152	500	513
578	0	0	0	0	0	0	0	0	0
TOTAL	**31**	**0**	**5**	**244**	**250**	**321**	**3,834**	**1,000**	**1,756**

MODELING CORRIDORS

No Build Scenario

A No Build Scenario was evaluated, which represents the existing roadway network without the proposed improvements associated with the Northeast Gateway. The No Build Scenario remains a viable alternative throughout the PD&E process. Forecasted traffic volumes associated with the No Build Scenario for 2025, 2035, and 2045 are shown in **Appendix C**. The No Build Scenario was utilized as the basis for comparison of all corridors.

Initial Screening of Corridors

For the traffic modeling efforts, 17 initial modeling corridors were developed and screened. These corridors were logical and feasible roadways that enhanced connectivity within the existing roadway network and included various routes and connections throughout the northeast. General alignments for each modeling corridor can be found in **Appendix D**. Each modeling corridor was screened to determine whether the corridor was feasible for Phase I of the Northeast Gateway project.

Feasible Corridors

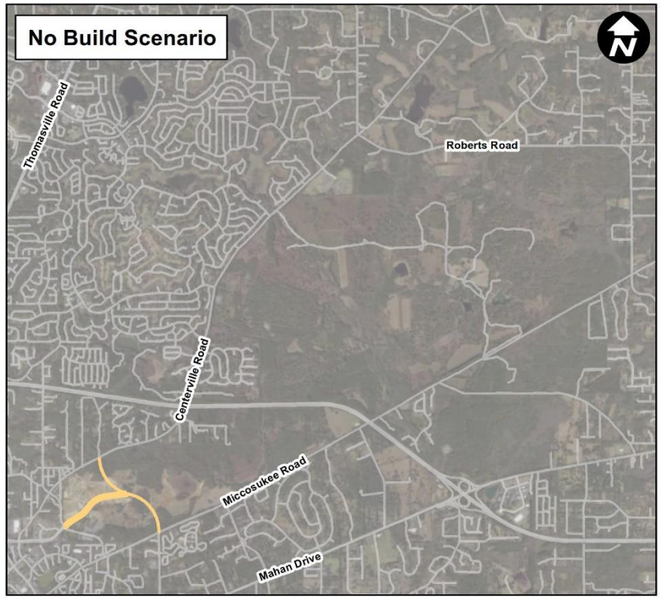
Following the initial screening of modeling corridors, four corridors remain feasible for Phase I of the Northeast Gateway in addition to the No Build Scenario. **Table 4** lists the remaining corridors that underwent further study and evaluation, which are also depicted in **Figure 3**.

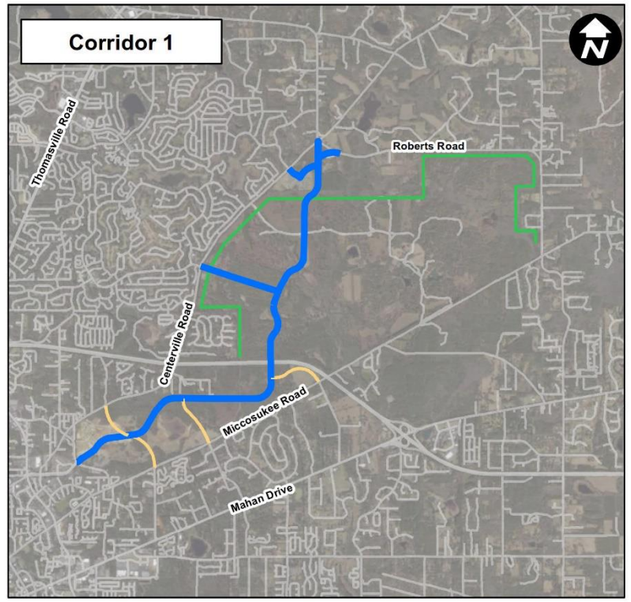
Table 4. Descriptions of Feasible Corridors

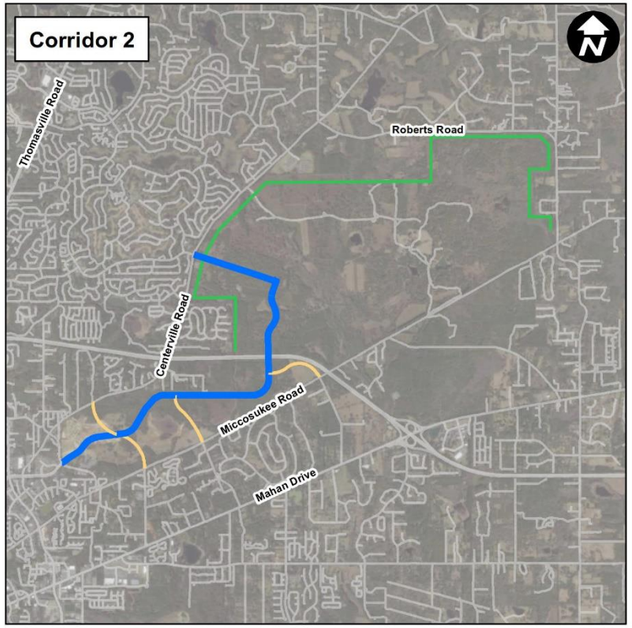
Modeling Corridor	Description
No Build Scenario	The No Build Scenario represents the existing roadway network without the proposed improvements associated with the Northeast Gateway project.
1	Corridor 1 is a combination of Corridors 2 and 3. This corridor is an extension of Welaunee Boulevard from its existing termini, east of Fleischmann Road, to the northeast over I-10 to connect at the existing intersection of Centerville Road and Roberts Road. In addition, this corridor includes extending Shamrock Street South eastward from Centerville Road to connect at an intersection with the Welaunee Boulevard extension. This corridor may include a realignment of the western end of Roberts Road and a connection to Pimlico Drive, north of Montford Middle School.
2	Corridor 2 is the original Phase I of the Northeast Gateway project. This corridor extends Welaunee Boulevard from its existing termini, east of Fleischmann Road, to the northeast over I-10. In addition, this includes an extension of Shamrock Street South eastward from Centerville Road to connect at an intersection with the Welaunee Boulevard extension.
3	Corridor 3 is an extension of Welaunee Boulevard from its existing termini, east of Fleischmann Road, to the northeast over I-10 to connect at the existing intersection of Centerville Road and Roberts Road. This corridor may include a realignment of the western end of Roberts Road and a connection to Pimlico Drive, north of Montford Middle School.
4	Corridor 4 is an extension of Welaunee Boulevard eastward from its existing termini, east of Fleischmann Road, to connect with an extension of Thornton Road. This corridor does not cross over I-10.

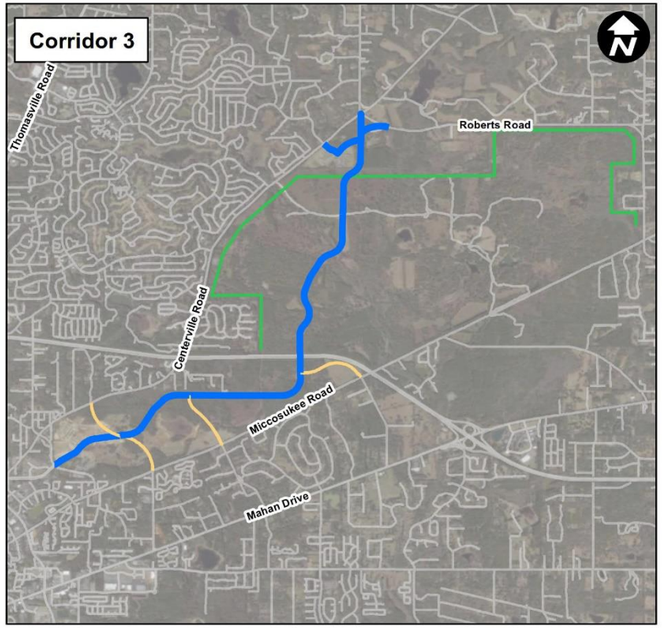
Legend

- Potential Phase I Road (Funded by Blueprint)
- Potential Future Road (Not Funded by Blueprint)
- Proposed Welaunee Greenway









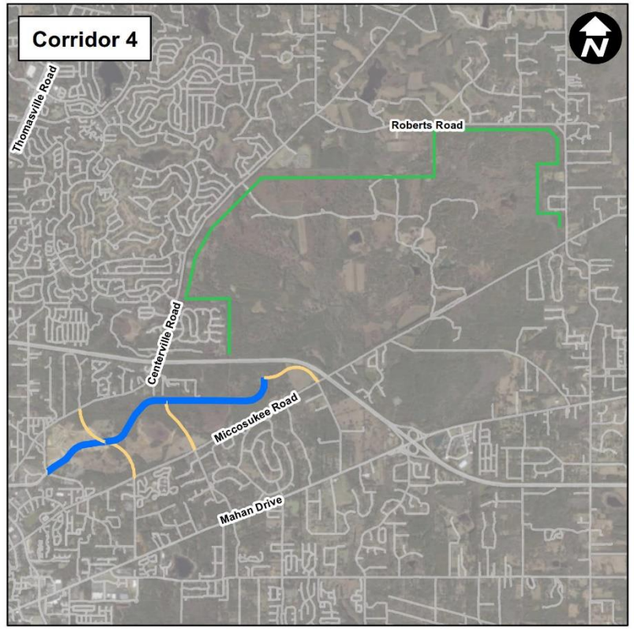


Figure 3. Study Corridors

EVALUATION OF FEASIBLE CORRIDORS

Study Area

The modeling study area extends beyond the immediate project area and includes an evaluation of 29 roadways that serve the northeast area. The study area is bounded to west by Thomasville Road and Capital Circle NE, to the north by Bradfordville Road and Pisgah Church Road, to the east by Proctor Road and Crump Road, and to the south by Mahan Drive. **Figure 4** depicts the roadways studied and evaluated as part of the traffic modeling analyses.

Since the travel demand model is a regional model, these segments include major roadways such as arterials and collectors, but do not include local roads such as residential streets, as these are not within the model. An arterial is a major thoroughfare with the primary purpose of moving traffic from one location to another. The characteristics of arterials may vary slightly depending on whether the roadway is classified as a principal or minor arterial as well as an urban or rural arterial. For example, Thomasville Road is classified as a principle arterial while Centerville Road is classified as a minor arterial. A collector is intended to serve as the primary connection between local roads and arterials. The characteristics of collectors may also vary depending on whether the roadway is classified as a major or minor collector. For example, Killarney Way and Thornton Road are classified as major collectors while McLaughlin Drive and Edenfield Road are classified as minor collectors.

To provide additional context, a typical trip that sets out to reach a freeway will begin on a local road, continue to a collector road then an arterial, which would provide access to a freeway. For more detail on the functional classification of roadways in the northeast area, including those studied, the City of Tallahassee's Roadway Functional Classification map can be found in **Appendix E**.

Evaluation Criteria

Criteria was developed to evaluate each feasible corridor from both a regional and local perspective. Primary evaluation criterion was based on a corridor's ability to satisfy the purpose and need of the project, which includes providing regional mobility, relieving surrounding roadway facilities, protecting the Canopy Roads, enhancing connectivity, and providing support for a potential future interchange at I-10 and Welaunee Boulevard. Secondary evaluation criterion was based on a corridor's ability to preserve neighborhoods and residential areas by improving the balance and distribution of traffic.

Evaluation Methods and Findings

To determine a corridor's ability to meet the criteria defined above, several evaluation methods were employed to ensure that the findings were based on a wholistic approach. The findings of each corridor are presented both numerically and graphically and are detailed in **Table 5**. As previously mentioned, the traffic modeling analyses are performed through a model to model comparison. Therefore, all corridors were evaluated in comparison to the No Build Scenario for the respective year being analyzed. For example, forecasted daily model volumes for 2025 Corridor 1 were evaluated in comparison to the forecasted daily model volumes for the 2025 No Build Scenario. Forecasted daily model volumes for the 2025, 2035, and 2045 No Build Scenarios can be found in **Appendix C**.

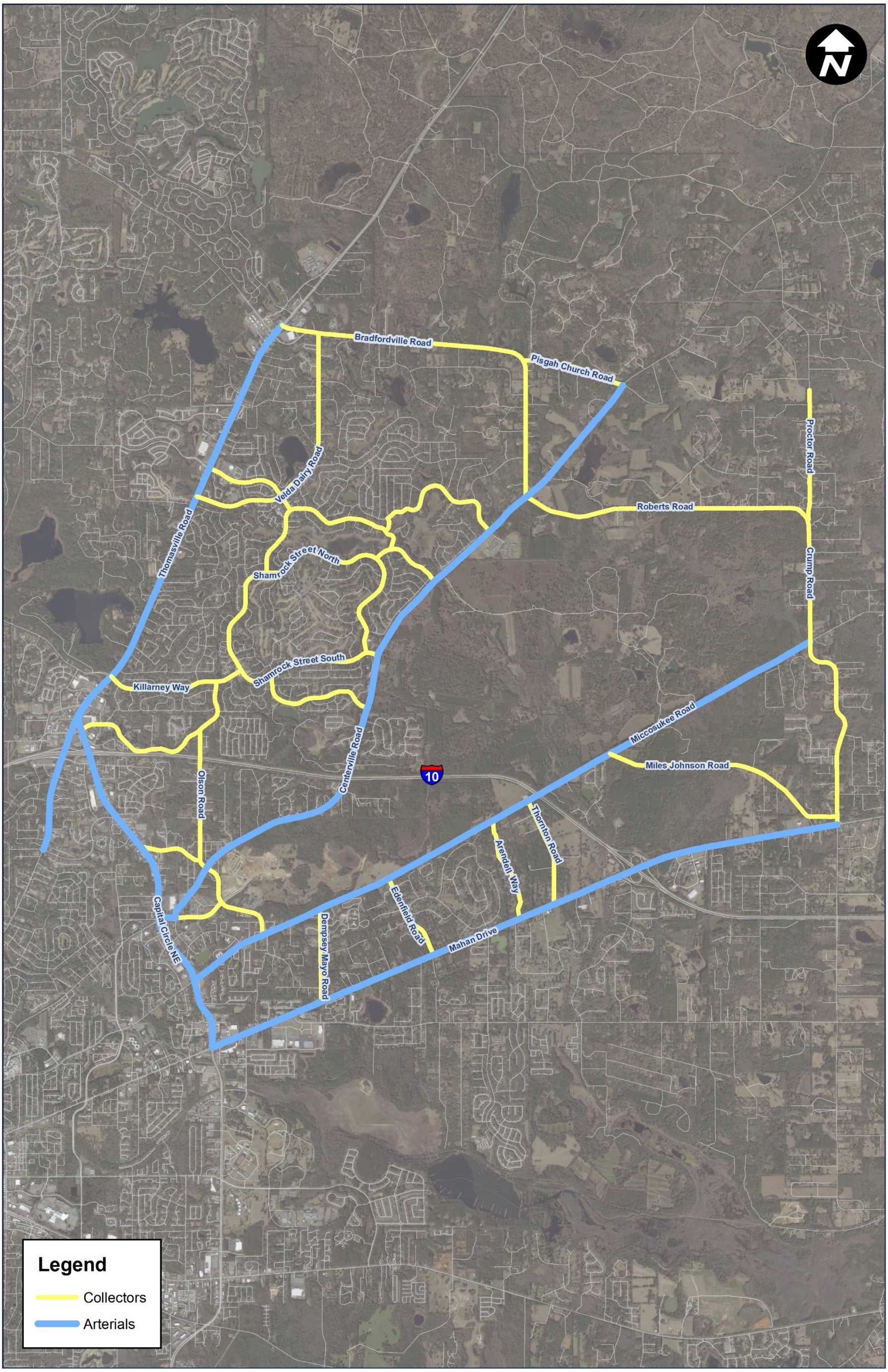


Figure 4. Modeling Roadways Studied

Table 5. Feasible Corridor Evaluation Methods

Evaluation Method	Evaluation Years	Description of Evaluation Method	Evaluation Method Metrics	Format	Location of Method Results
Quantitative Evaluation	2025 2035 2045	This evaluation method represents the net change between forecasted daily model volumes for an individual corridor and the No Build Scenario for that respective year. The purpose of this method is to estimate the potential future change in traffic patterns resulting from each corridor.	This evaluation method is presented in a color-coded table format, which shows forecasted daily model volumes by roadway segment, and is color-coded based on whether a roadway segment increases, decreases, or stays the same in comparison to the No Build Scenario. In this table, yellow signifies an increase and green signifies a decrease or no change in forecasted daily model volumes along the respective segment.	Table	**Appendix F**
Quantitative Evaluation	2025 2035 2045	This evaluation method is similar to the evaluation method presented above but is presented in a map format over an aerial background. This evaluation method represents the net change between forecasted daily model volumes for an individual corridor and the No Build Scenario for that respective year. The purpose of this method is to estimate the potential future change in traffic patterns resulting from each corridor.	This evaluation method is presented in a color-coded map format, which shows forecasted daily model volumes by roadway segment, and is color-coded based on whether a roadway segment increases, decreases, or stays the same in comparison to the No Build Scenario. In this map, yellow signifies an increase, bright green signifies a decrease, and dark green signifies a decrease or no change in forecasted daily model volumes along the respective segment.	Map	**Appendix G**
Qualitative Evaluation	2025 2035 2045	This evaluation method goes a step further than the quantitative evaluation method by evaluating the estimated impact associated with the net change between forecasted daily model volumes for an individual corridor and the No Build Scenario for that respective year. The purpose of this method is to estimate the potential significance behind future changes in traffic patterns resulting from each corridor.	This evaluation method is presented in a color-coded map format, which shows forecasted daily model volumes by roadway segment. In contrast, this method is color-coded based on whether a corridor has no to low impact or a moderate impact on a roadway segment in comparison to the No Build Scenario. In this map, yellow signifies a moderate impact and green signifies no to low impact. A moderate impact represents a forecasted daily model volume increase of 5% or more in comparison to the No Build Scenario. A no to low impact represents a forecasted daily model volume decrease or increase of less than 5%.	Map	**Appendix H**
Volume to Capacity Evaluation	2025 2035 2045	This evaluation method builds upon the Quantitative Evaluation by evaluating roadway segments that are overcapacity during the peak hour as they exist today to determine whether an individual corridor shows help to relief segments that have existing deficiencies. The purpose of this method is to estimate the magnitude of benefit to study area roadways with existing deficiencies.	This evaluation method analyzes volume to capacity (v/c), which is the ratio of traffic on a roadway segment to the capacity of that segment. A v/c ratio of 1.0 indicates that a roadway segment is operating at capacity, while a v/c ratio of less than 1.0 indicates that a roadway segment is operating below capacity. In summary, this evaluation method is presented in a color-coded table format, which shows forecasted daily model volumes by roadway segment, and is color-coded based on whether a roadway segment increases, decreases, stays the same in comparison to the No Build Scenario as well as whether the segment has a v/c of 1.0 or greater and decreases or has a v/c of 1.0 or greater and increases. In this table, yellow signifies an increase, green signifies a decrease or no change, bright green signifies a segment that has an existing deficiency and is relieved, and red signifies a segment that has an existing deficiency but is not relieved.	Table	**Appendix I**

Utilizing the criteria and methods outlined above, a traffic modeling summary matrix was developed to summarize the performance of the No Build Scenario and the four feasible corridors in 2025, 2035, and 2025, which is depicted in **Figure 5**.

Traffic Modeling Summary Matrix

Criteria	Opening Year 2025 Modeling Corridor					Interim Year 2035 Modeling Corridor					Design Year 2045 Modeling Corridor				
	No Build Scenario	1	2	3	4	No Build Scenario	1	2	3	4	No Build Scenario	1	2	3	4
Evaluation of Primary Arterials															
Relieves Centerville Road	—	✓	✓	✓	✓	—	✓	—	✓	✓	—	✓	—	✓	✓
Relieves Miccosukee Road	—	✓	✓	✓	✓	—	✓	✓	✓	✓	—	✓ ✓	✓ ✓	✓ ✓	✓
Relieves Thomasville Road	—	✓ ✓	✓	✓ ✓	✓	—	✓ ✓	✓	✓ ✓	✓ ✓	—	✓	✓	✓	—
Relieves Mahan Drive	—	✓	✓	✓	✓	—	✓ ✓	✓	✓	✓	—	✓ ✓	✓ ✓	✓ ✓	✓ ✓
Potential for a Future I-10 Interchange	—	✓	✓	✓	—	—	✓	✓	✓	—	—	✓	✓	✓	—
Evaluation of Secondary Arterials and Noteworthy Connectors															
Relieves Killearn Estates Roadways	—	✓ ✓	✓	✓ ✓	✓	—	✓ ✓	—	✓ ✓	✓	—	✓ ✓	✓	✓ ✓	—
Relieves Killearn Center Boulevard	—	✓ ✓	✓ ✓	✓ ✓	✓ ✓	—	✓ ✓	✓ ✓	✓ ✓	—	—	✓ ✓	✓ ✓	✓ ✓	✓
Relieves Olson Road	—	✓	✓	✓	✓	—	✓	✓	—	—	—	✓ ✓	✓	✓	—

Figure 5. Traffic Modeling Summary Matrix

PEER REVIEW AND ADDITIONAL COORDINATION

Peer Review

As part of the traffic modeling efforts performed for this study, independent peer reviews of the modeling methodology, assumptions, input parameters, and results were conducted by Michael-Baker International and HNTB to ensure a reasonable, holistic approach was employed consistent with industry standards.

Additional Coordination

In addition to the independent peer review, ongoing coordination has occurred with Leon County Government, City of Tallahassee, Hopping Green & Sams (legal representatives for Powerhouse, Inc.), Dantin Consulting (engineering representative for Killearn Homes Association), and Keep It Rural.

It should be noted that the parties mentioned above include only those that have been coordinated with directly regarding the traffic modeling component of this PD&E study. Further coordination with stakeholders and City and County leadership as well as community engagement opportunities occurred and will continue to take place as the project progresses.

SUMMARY

Based on the extensive traffic modeling analyses performed for this PD&E study, **Table 6** details the performance of each corridor.

The traffic modeling performed for this PD&E study is one of several tools that will be utilized in the comprehensive traffic analysis being conducted for this study. The next step in the traffic component of this study is to perform a detailed analysis of traffic conditions by forecasting future traffic volumes and evaluating segment and intersection operations on a daily and peak hour basis. These analyses will aid in the development of recommendations on roadway and intersection elements, such as turn lane locations and lengths as well as intersection configurations.

Table 6. Summary of the Performance of Feasible Corridors

Modeling Corridor	Description	Performance
No Build Scenario	The No Build Scenario represents the existing roadway network without the proposed improvements associated with the Northeast Gateway project.	The No Build Scenario does not meet the purpose and need of the project and provides no benefit to the existing roadway network in Opening Year 2025 and through Design Year 2045.
1	Corridor 1 is a combination of Corridors 2 and 3. This corridor is an extension of Welaunee Boulevard from its existing termini, east of Fleischmann Road, to the northeast over I-10 to connect at the existing intersection of Centerville Road and Roberts Road. In addition, this corridor includes extending Shamrock Street South eastward from Centerville Road to connect at an intersection with the Welaunee Boulevard extension. This corridor may include a realignment of the western end of Roberts Road and a connection to Pimlico Drive, north of Montford Middle School.	Corridor 1 meets the purpose and need of the project and provides the most significant benefit to the existing roadway network in Opening Year 2025 and through Design Year 2045.
2	Corridor 2 is the original Phase I of the Northeast Gateway project. This corridor extends Welaunee Boulevard from its existing termini, east of Fleischmann Road, to the northeast over I-10. In addition, this includes an extension of Shamrock Street South eastward from Centerville Road to connect at an intersection with the Welaunee Boulevard extension.	Corridor 2 meets the purpose and need of the project and provides benefit to the existing roadway network in Opening Year 2025 and through Design Year 2045.
3	Corridor 3 is an extension of Welaunee Boulevard from its existing termini, east of Fleischmann Road, to the northeast over I-10 to connect at the existing intersection of Centerville Road and Roberts Road. This corridor may include a realignment of the western end of Roberts Road and a connection to Pimlico Drive, north of Montford Middle School.	Corridor 3 meets the purpose and need of the project and provides significant benefit to the existing roadway network in Opening Year 2025 and through Design Year 2045.
4	Corridor 4 is an extension of Welaunee Boulevard eastward from its existing termini, east of Fleischmann Road, to connect with an extension of Thornton Road. This corridor does not cross over I-10.	Corridor 4 meets the purpose and need of the project and provides limited benefit to the roadway network in Opening Year 2025 and an even more limited benefit in Interim Year 2035. This corridor does not meet the purpose and need of the project in Design Year 2045.

APPENDIX A:

MODELED ROADWAY FACILITY TYPE, AREA TYPE, AND NUMBER OF LANES

N

Legend

Facility Type

- Freeways and Expressways (10-19)
- Divided Arterials (20-29)
- Undivided Arterials (30-39)
- Collectors (40-49)
- Centroid Connectors (50-59)
- One-Way Facilities (60-69)
- Ramps (70-79)
- HOV Facilities (80-89)
- Toll Facilities (90-99)

Northeast Gateway: Welaunee Boulevard PD&E Study
From Fleischmann Road to Centerville Road at Shamrock Street
Leon County, Florida

Modeling Inputs: Facility Type

Note: 2025 Corridor 1 modeling network shown.

Legend

Area Type

- CBD Areas (10-19)
- CBD Fringe Areas (20-29)
- CBD Residential Areas (30 - 39)
- OBD Areas (40 - 49)
- Rural Areas (50 - 59)

Northeast Gateway: Welaunee Boulevard PD&E Study
From Fleischmann Road to Centerville Road at Shamrock Street
Leon County, Florida

Modeling Inputs: Area Type

Note: 2025 Corridor 1 modeling network shown.

Legend

Lanes Per Direction

1

2

3

4

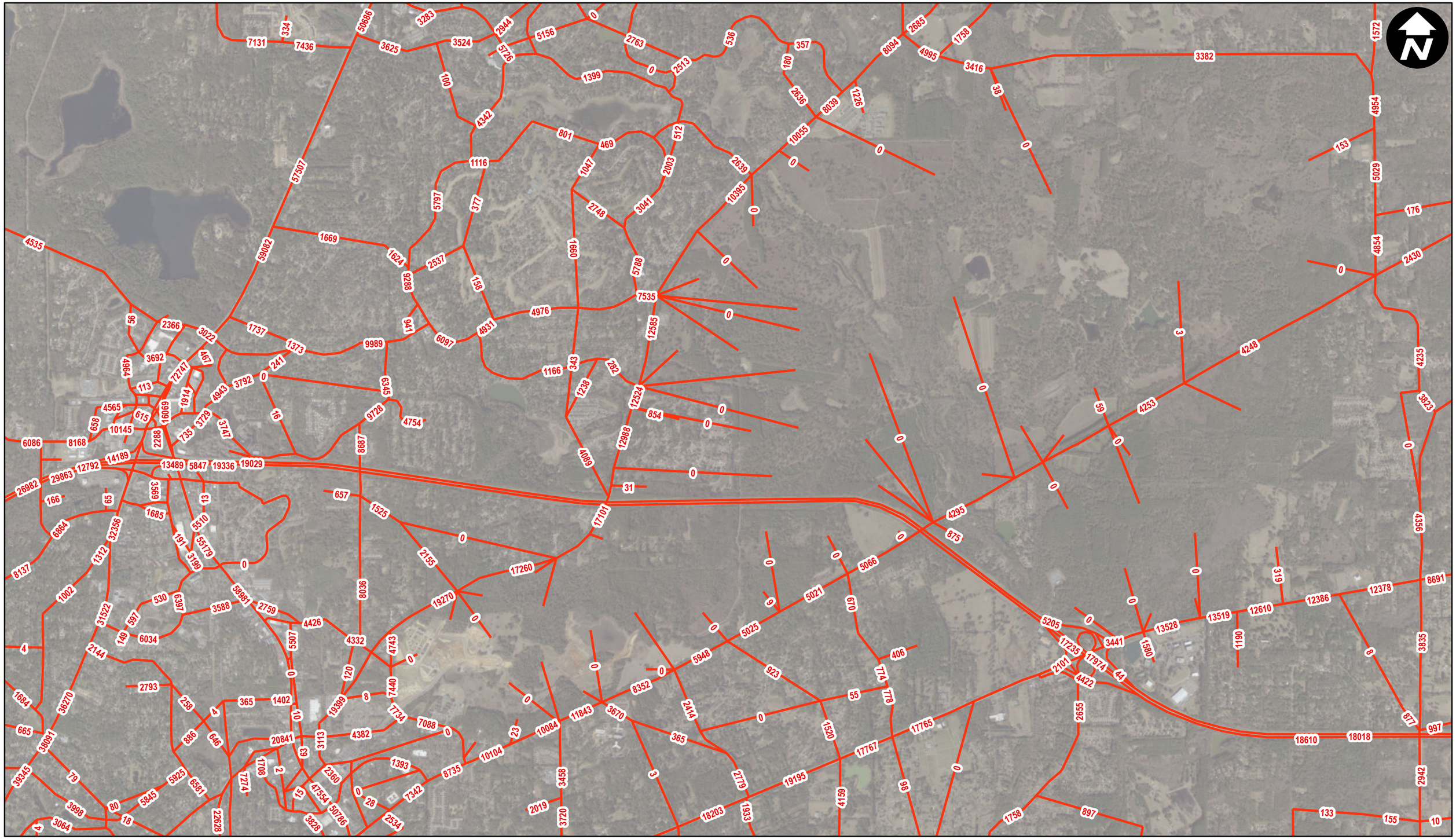
Northeast Gateway: Welaunee Boulevard PD&E Study
From Fleischmann Road to Centerville Road at Shamrock Street
Leon County, Florida

Modeling Inputs: Number of Lanes

Note: 2025 Corridor 1 modeling network shown.

APPENDIX B:

2007 BASE YEAR MODEL VOLUMES



Northeast Gateway: Welaunee Boulevard PD&E Study
From Fleischmann Road to Centerville Road at Shamrock Street
Leon County, Florida

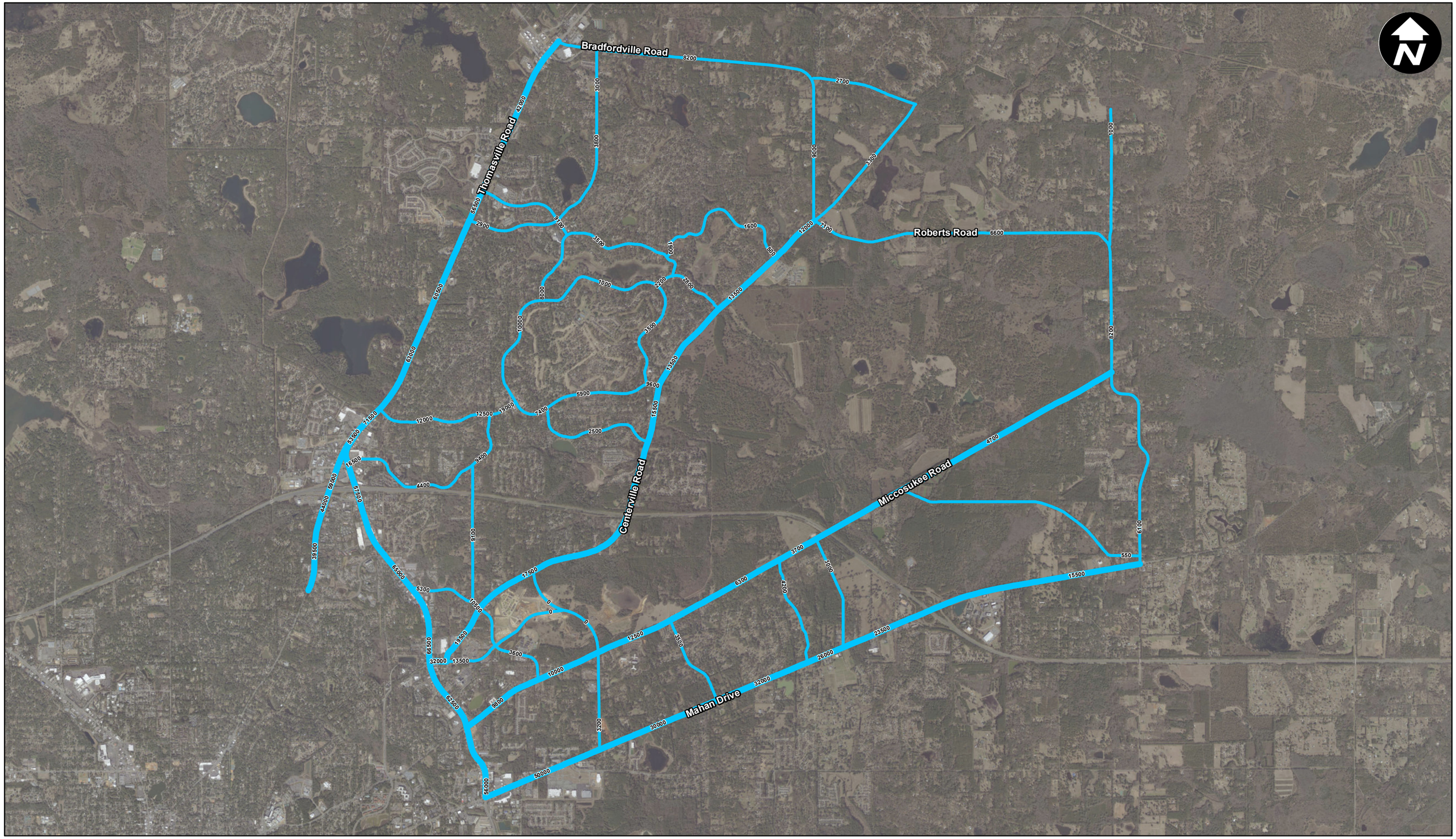
2007 Base Network

Model Scenario Information

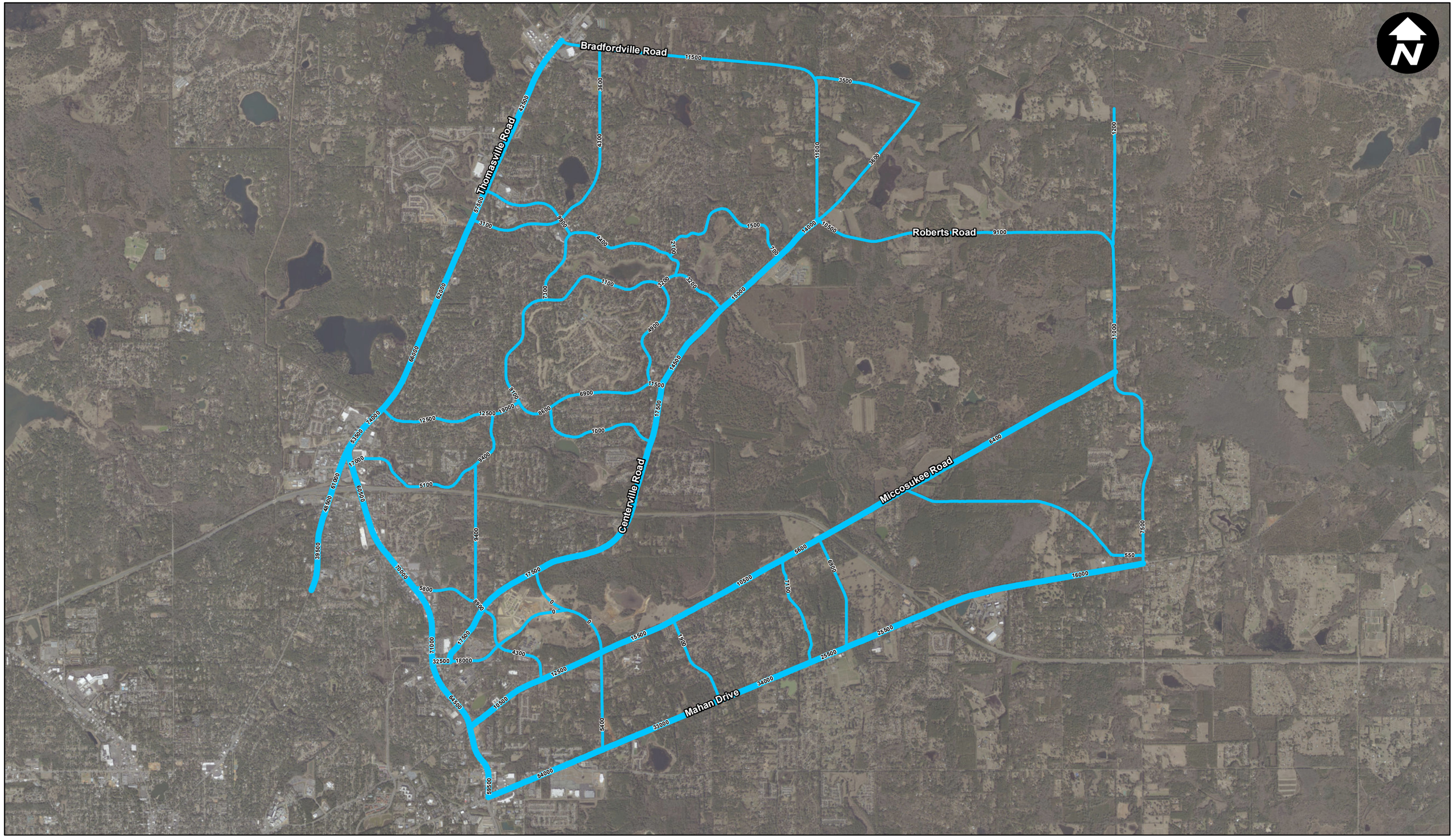
Year: 2007
Name: Base Network
Capacity: N/A

APPENDIX C:

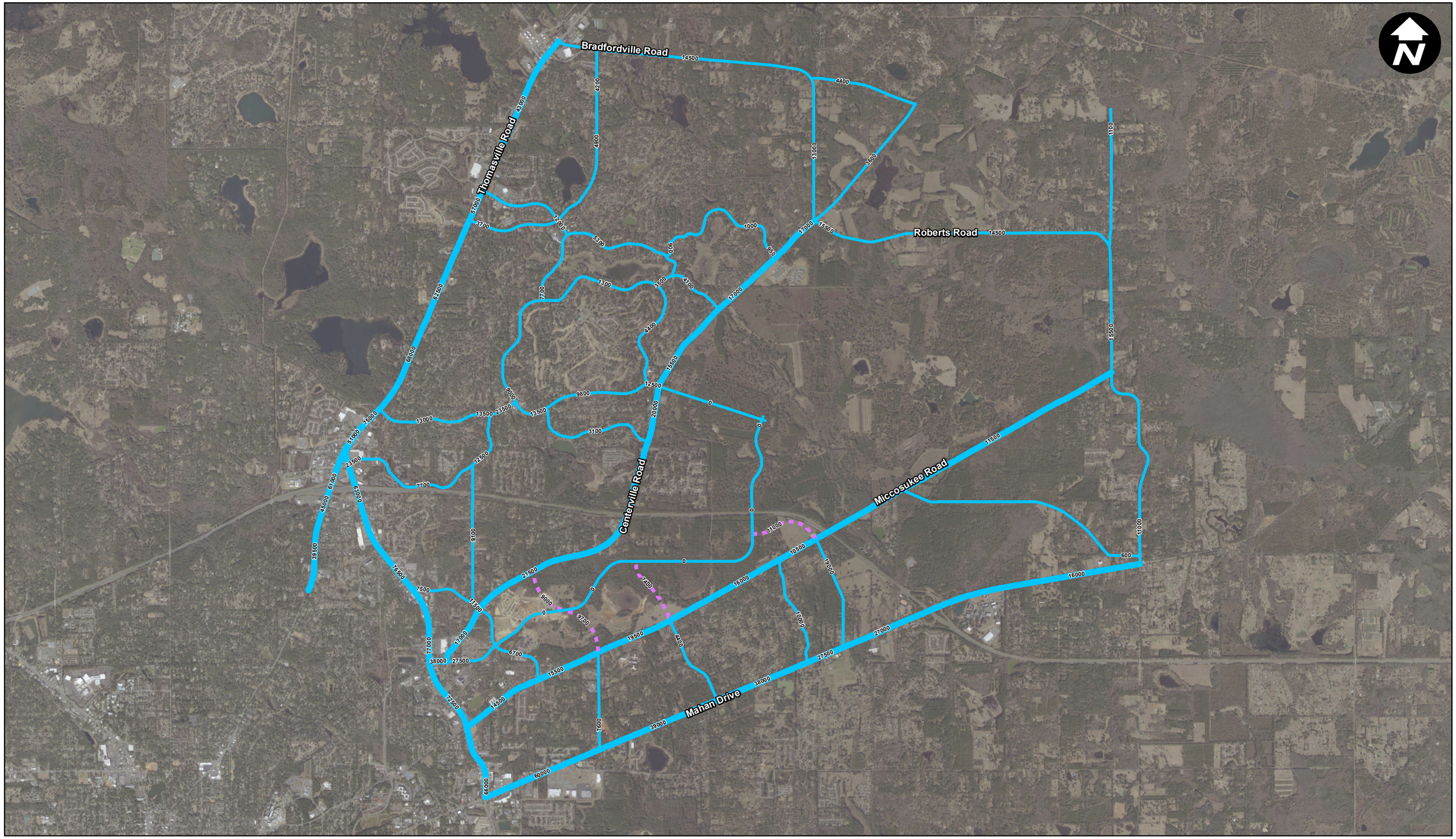
2025, 2035, AND 2045 NO BUILD SCENARIO FUTURE DAILY MODEL VOLUMES



Northeast Gateway: Welaunee Boulevard PD&E Study **From Fleischmann Road to Centerville Road at Shamrock Street** **Leon County, Florida**	**Modeling Corridors** **Future Traffic Volumes**	**Modeling Information** **Year:** 2025 **Name:** No Build Scenario



Northeast Gateway: Welaunee Boulevard PD&E Study **From Fleischmann Road to Centerville Road at Shamrock Street** **Leon County, Florida**	**Modeling Corridors** **Future Traffic Volumes**	**Modeling Information** **Year:** 2035 **Name:** No Build Scenario

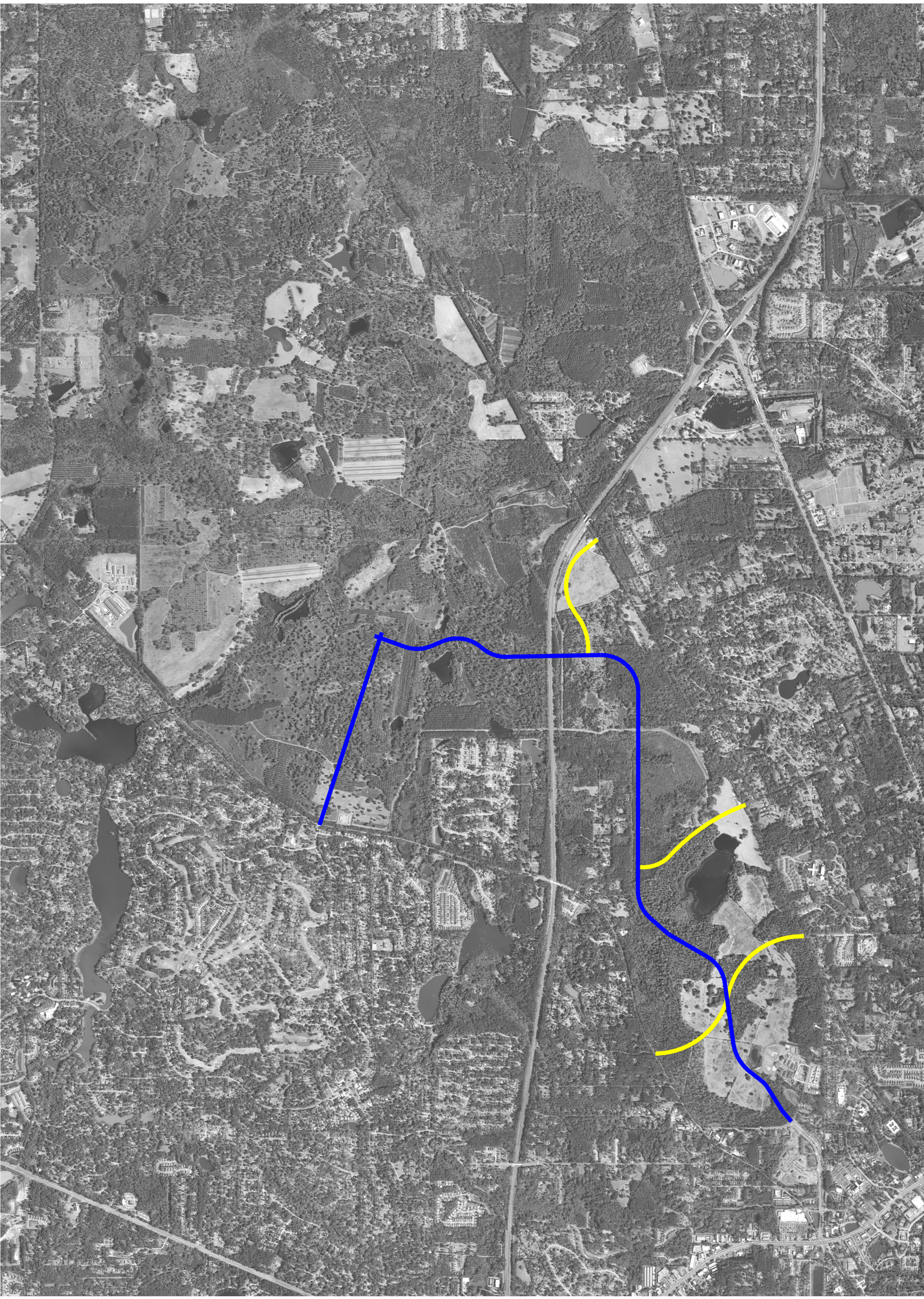


Northeast Gateway: Welaunee Boulevard PD&E Study **From Fleischmann Road to Centerville Road at Shamrock Street** **Leon County, Florida**	**Modeling Corridors** **Future Traffic Volumes**	**Modeling Information** **Year:** 2045 **Name:** No Build Scenario

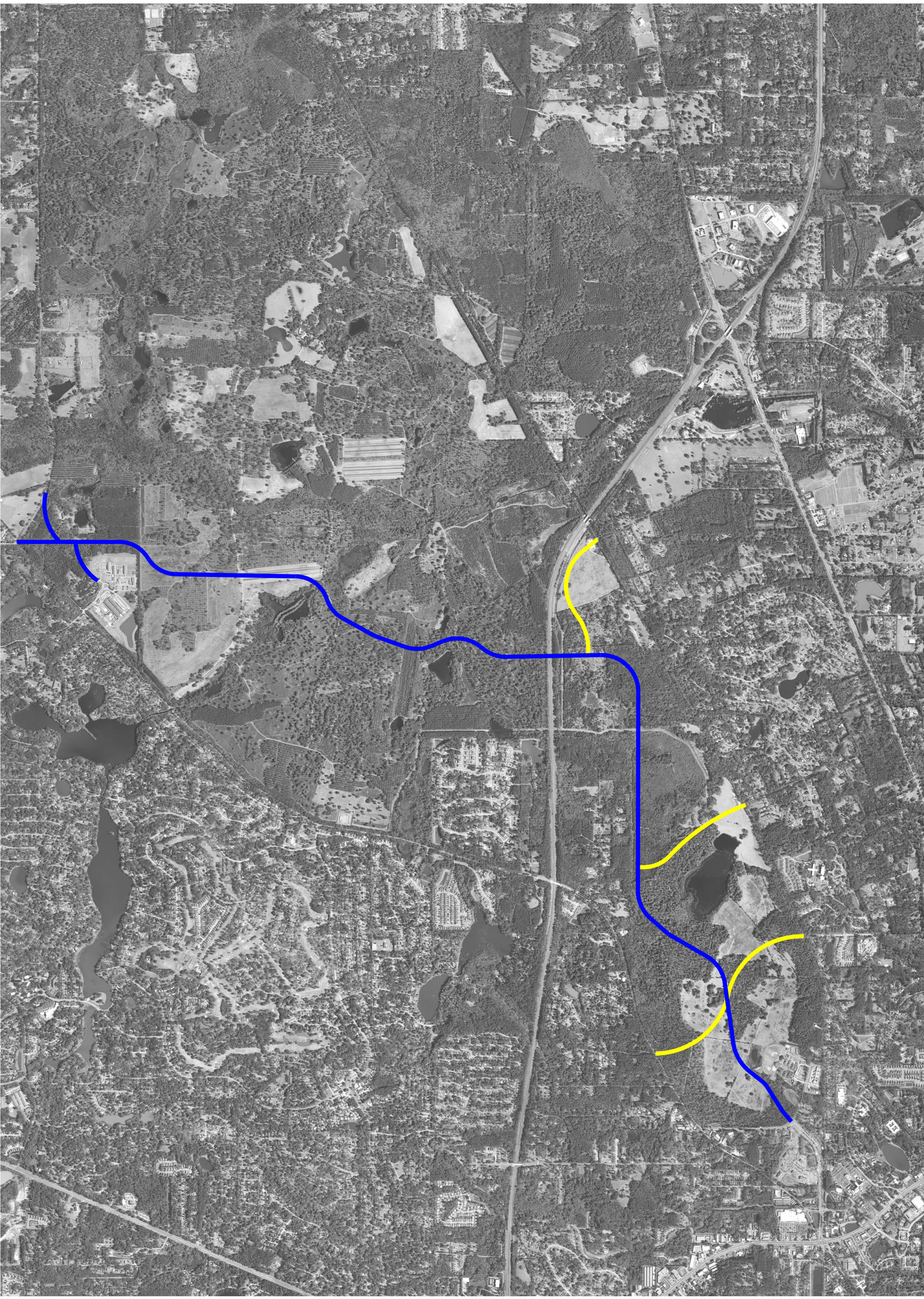
APPENDIX D:

INITIAL 17 MODELING CORRIDORS

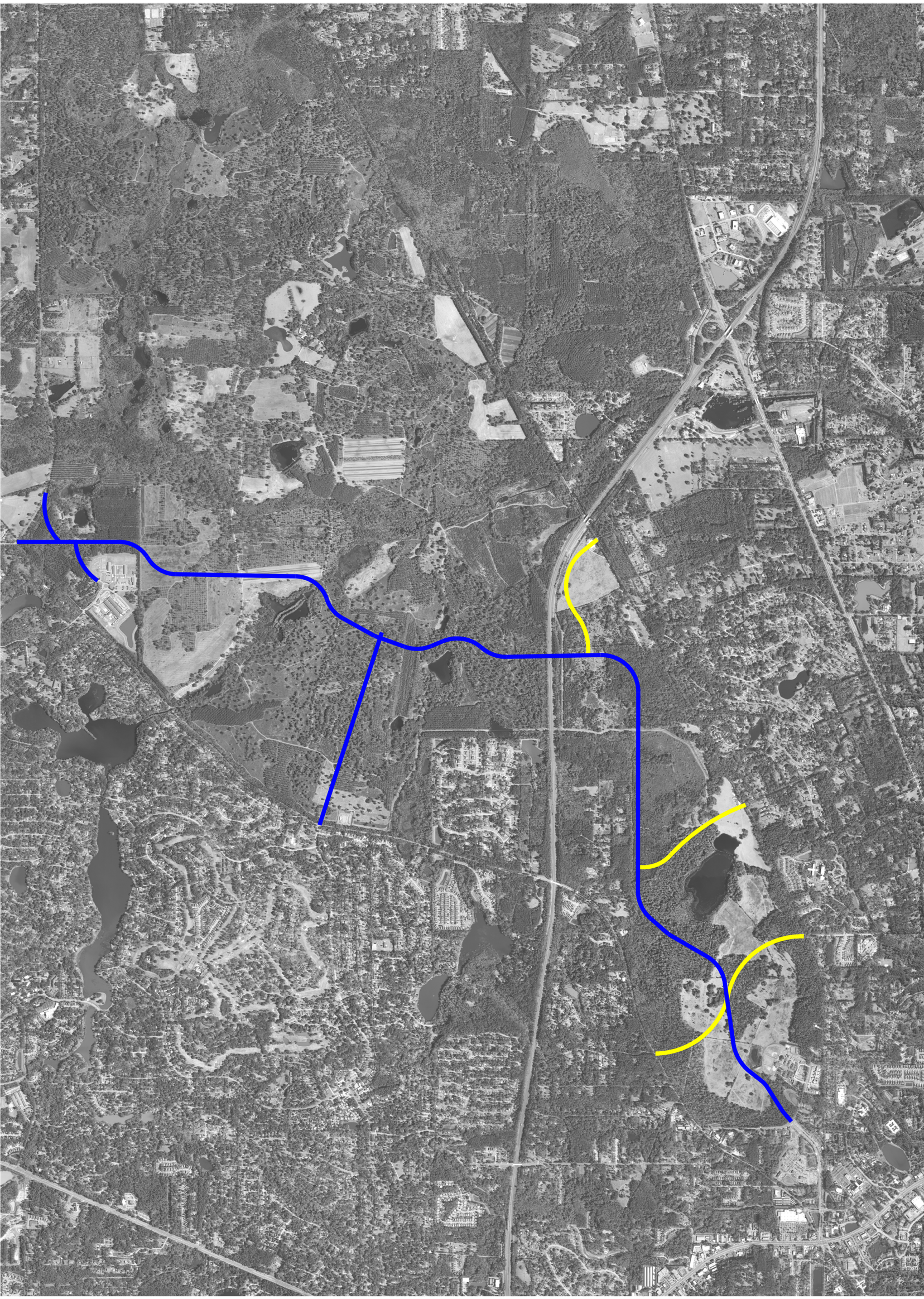
Corridor 1



Corridor 2



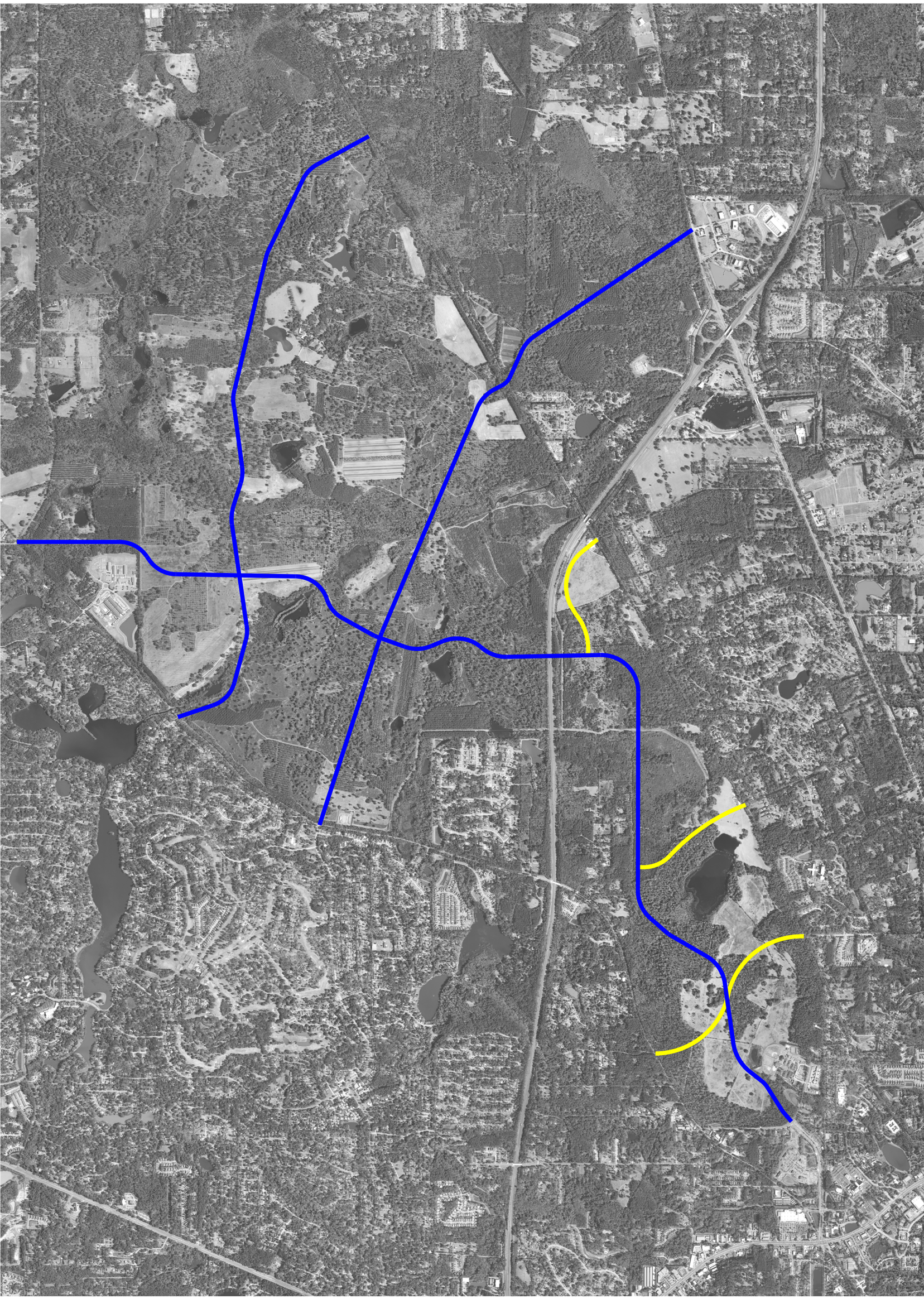
Corridor 3



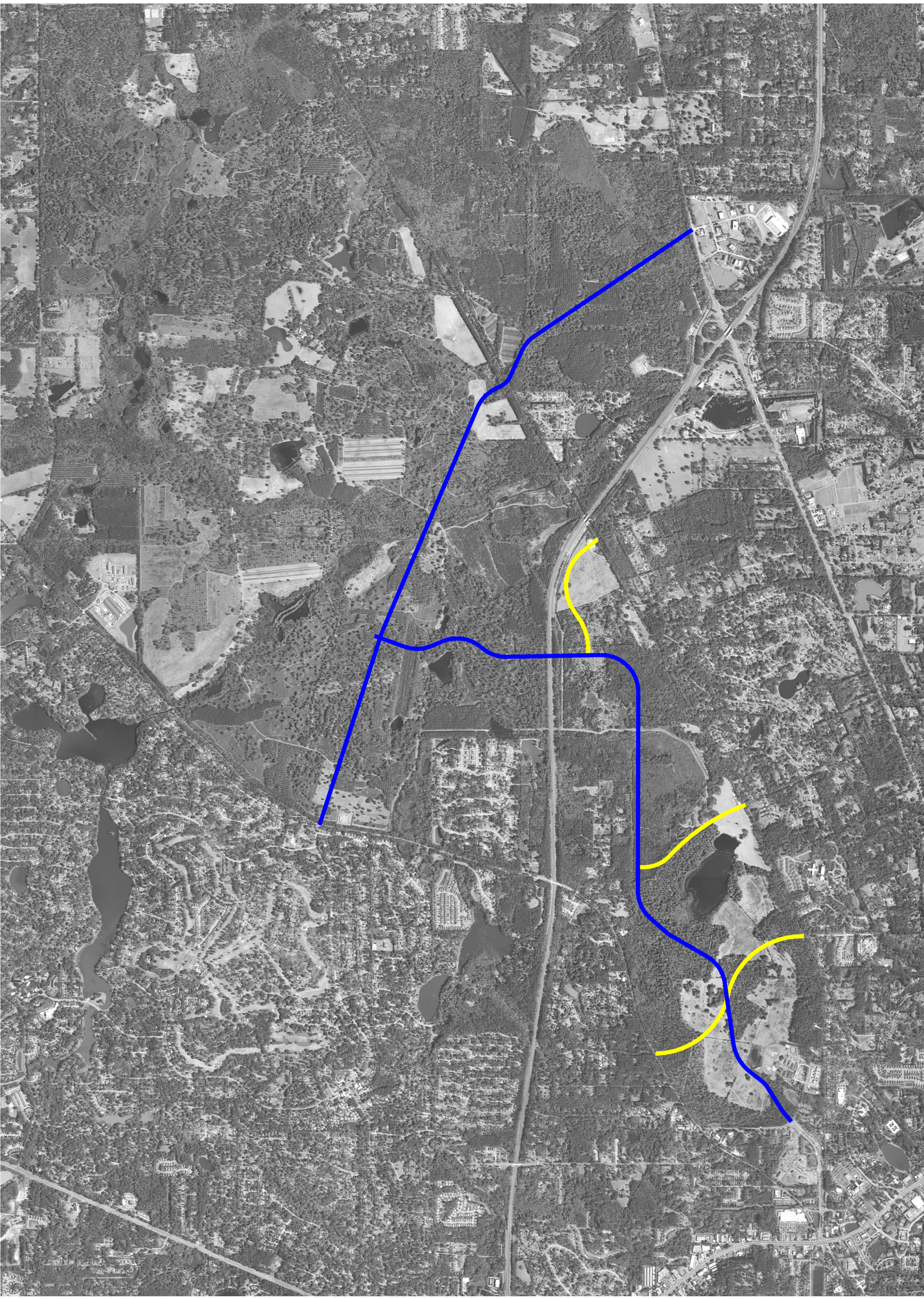
Corridor 4



Corridor 5



Corridor 6



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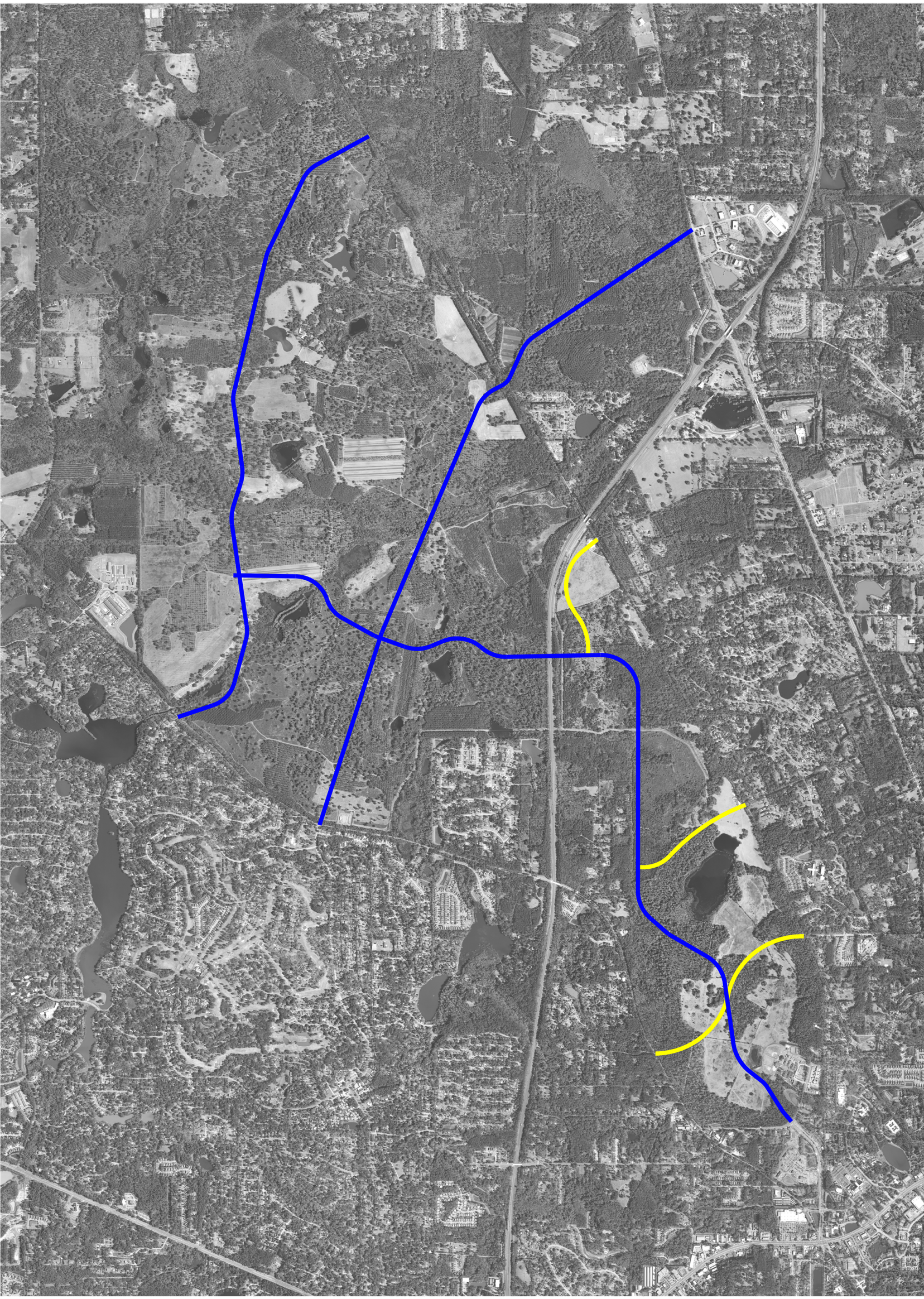

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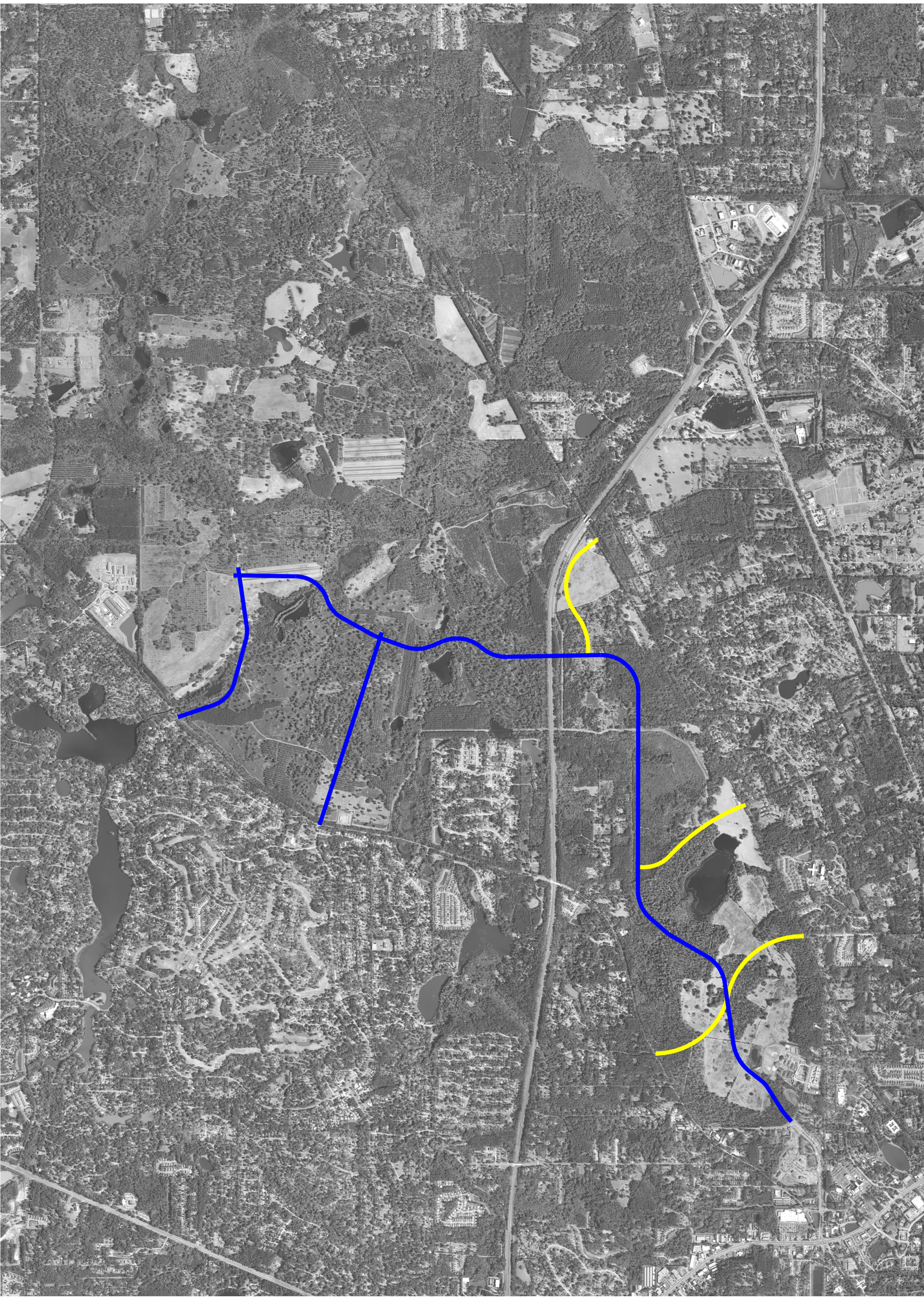

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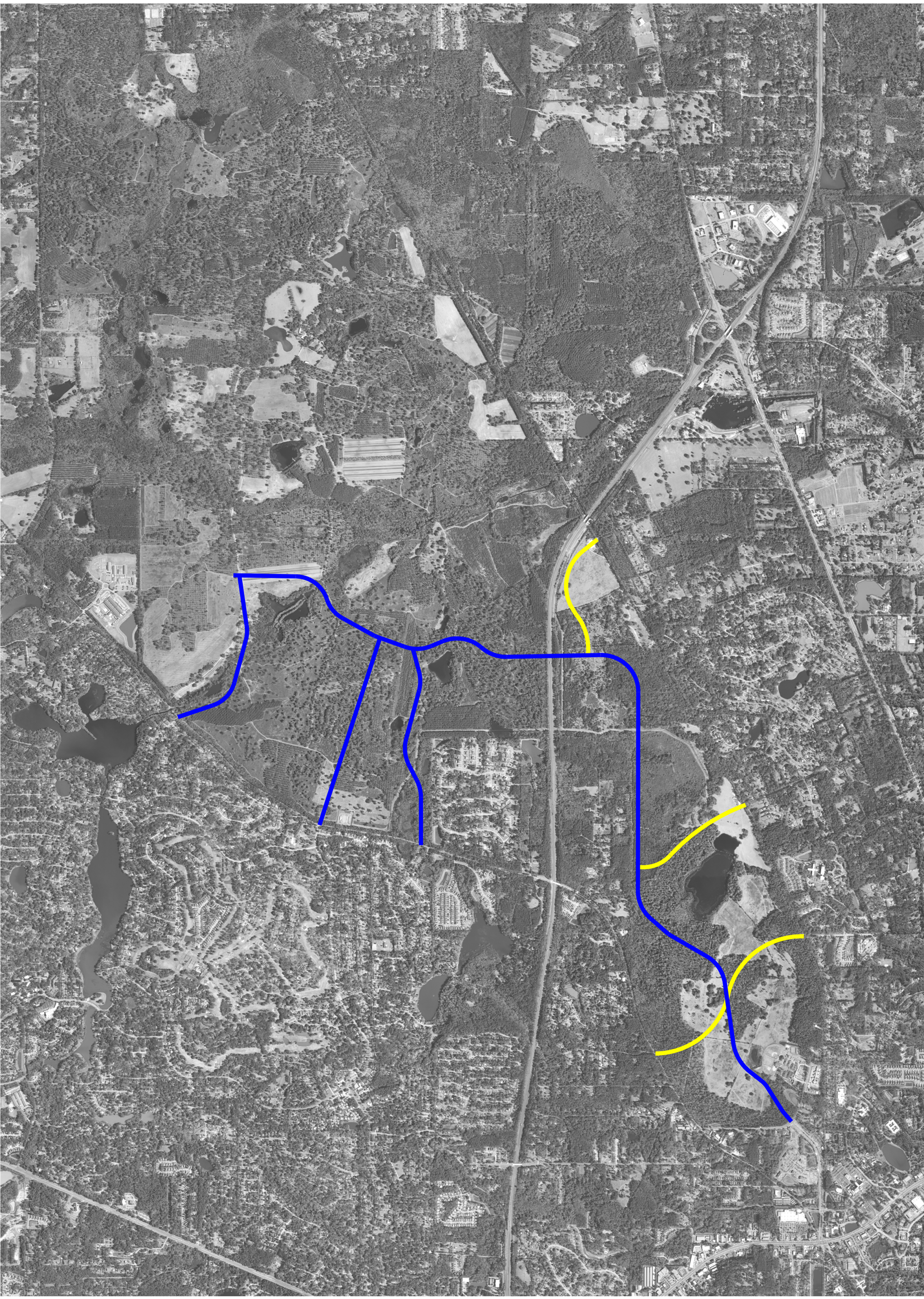
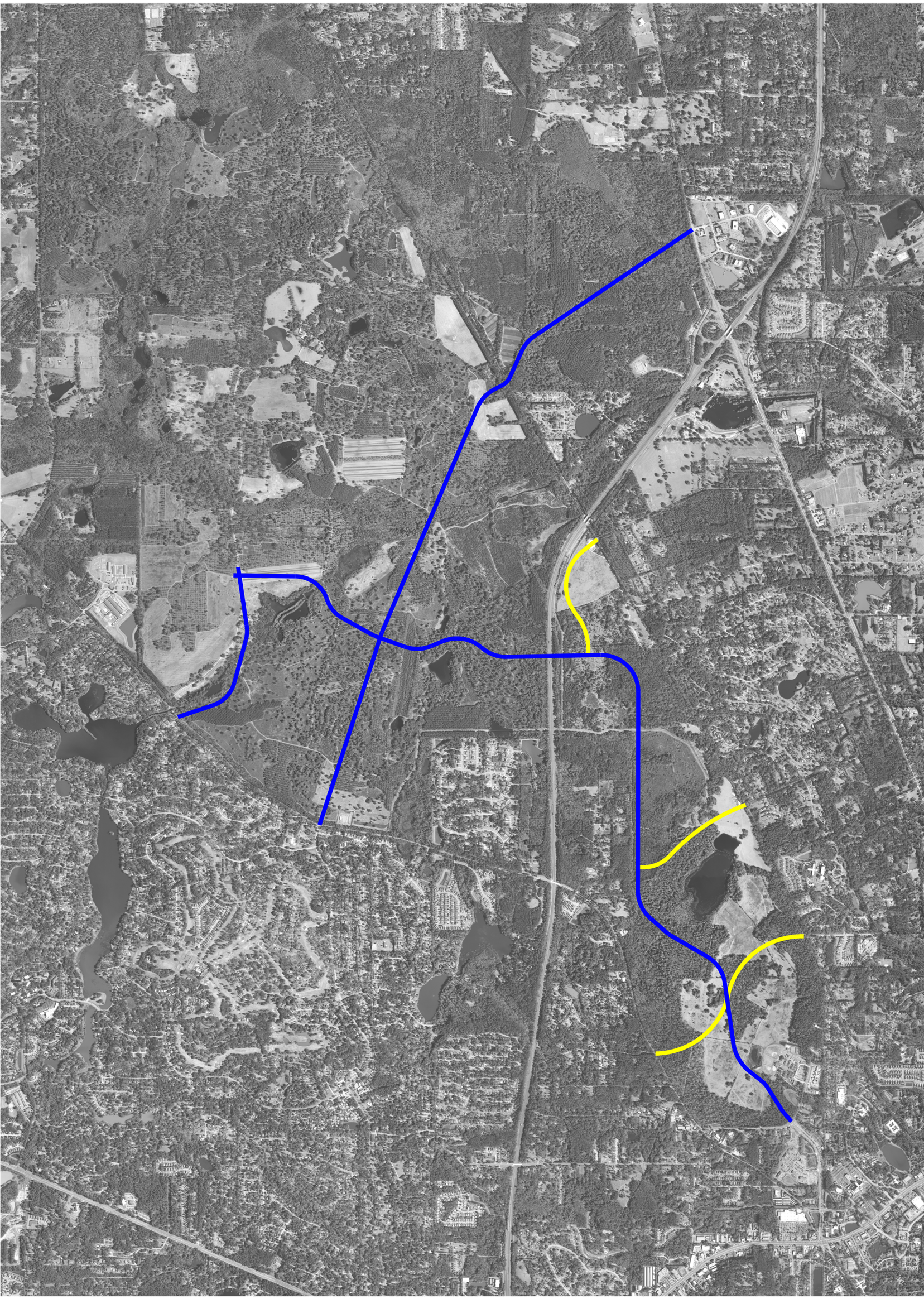


Corridor 10



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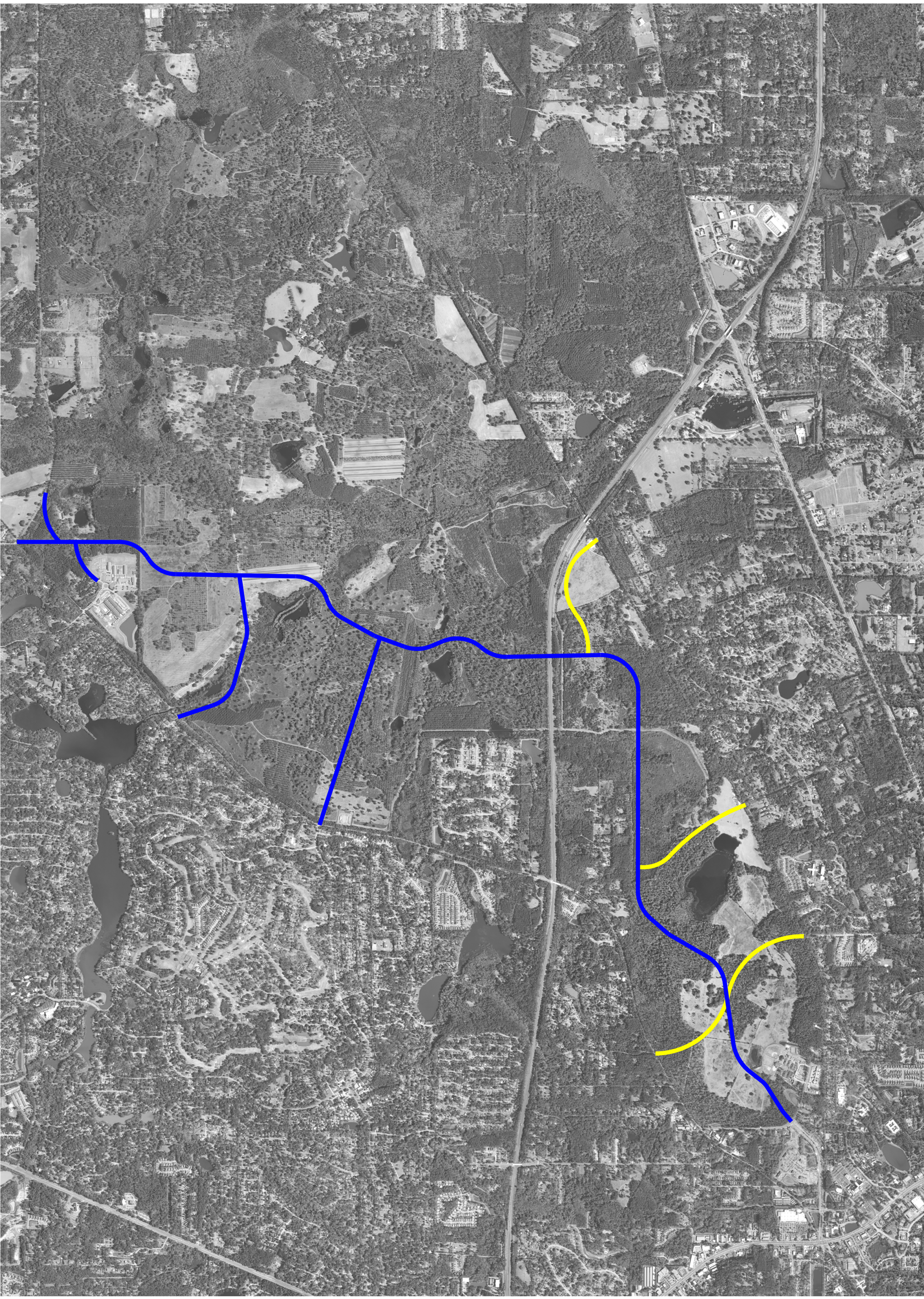

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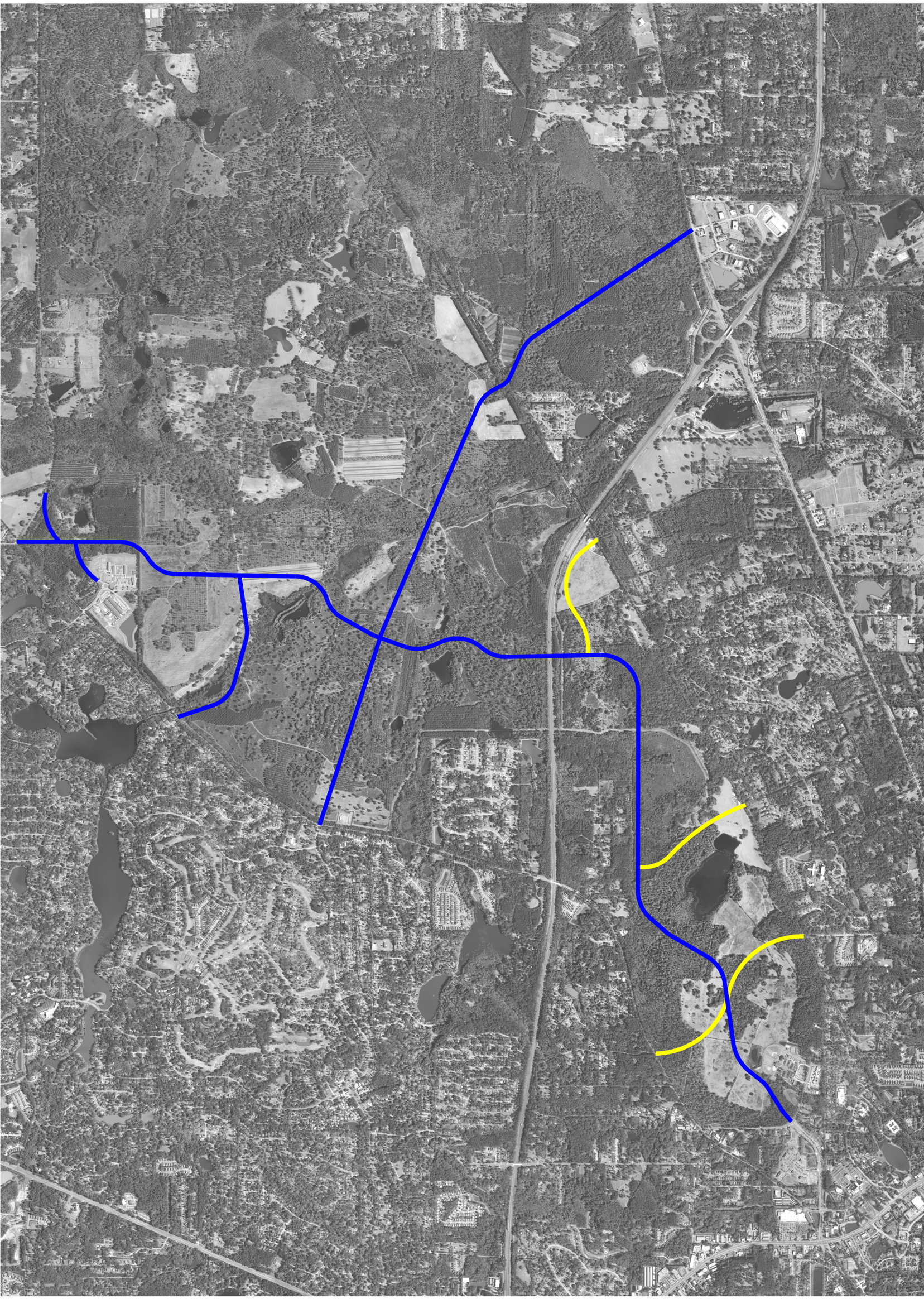

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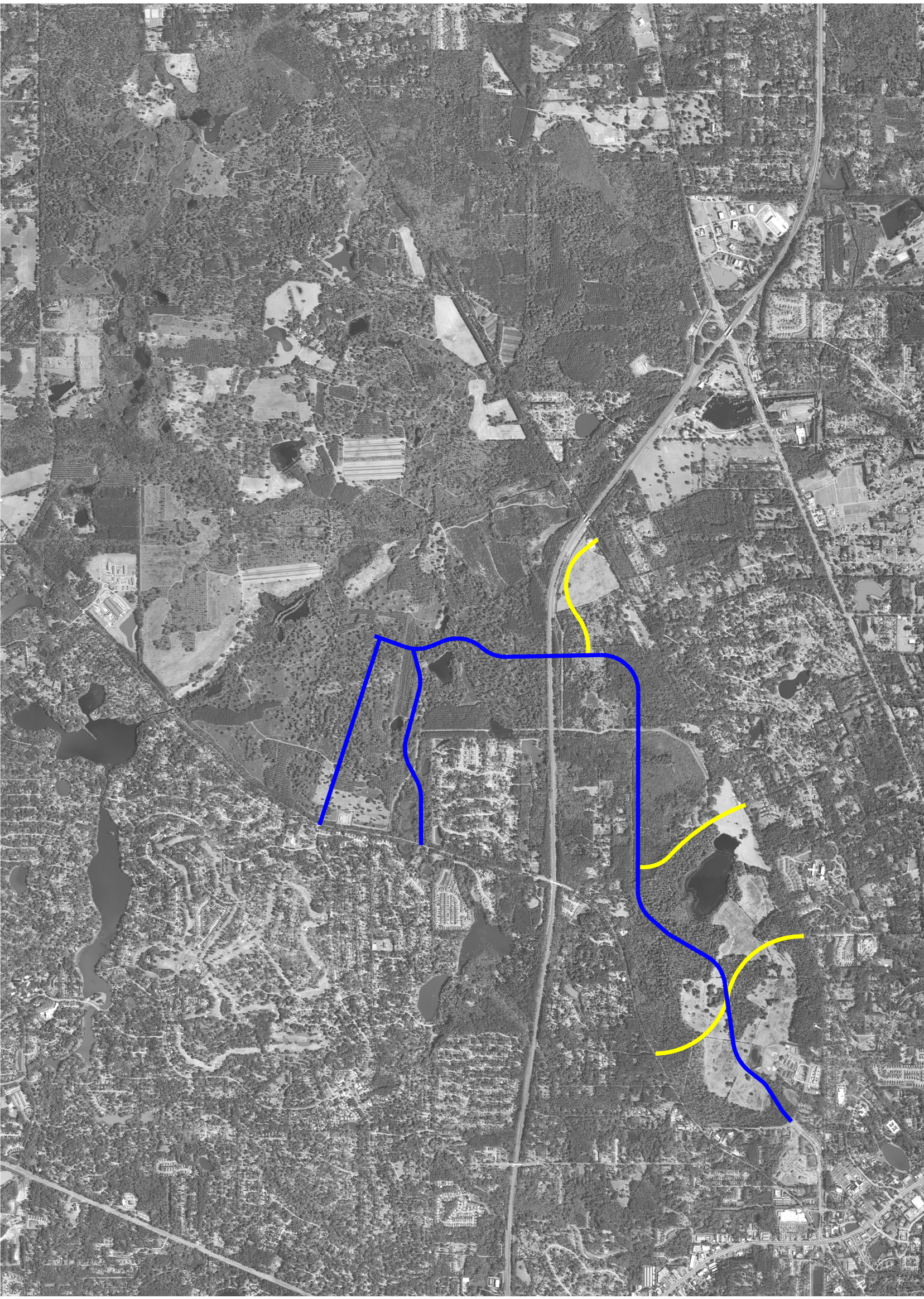

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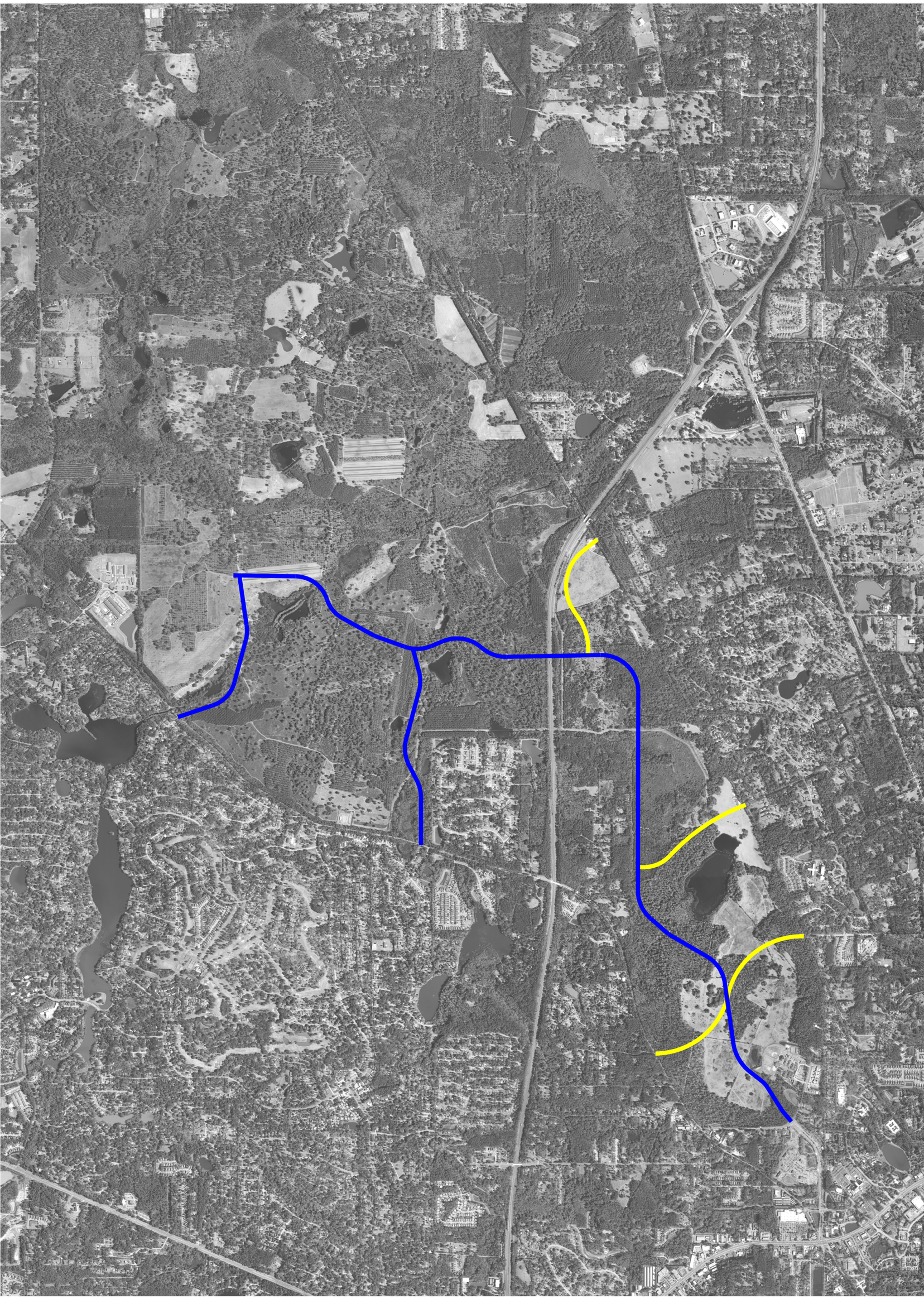
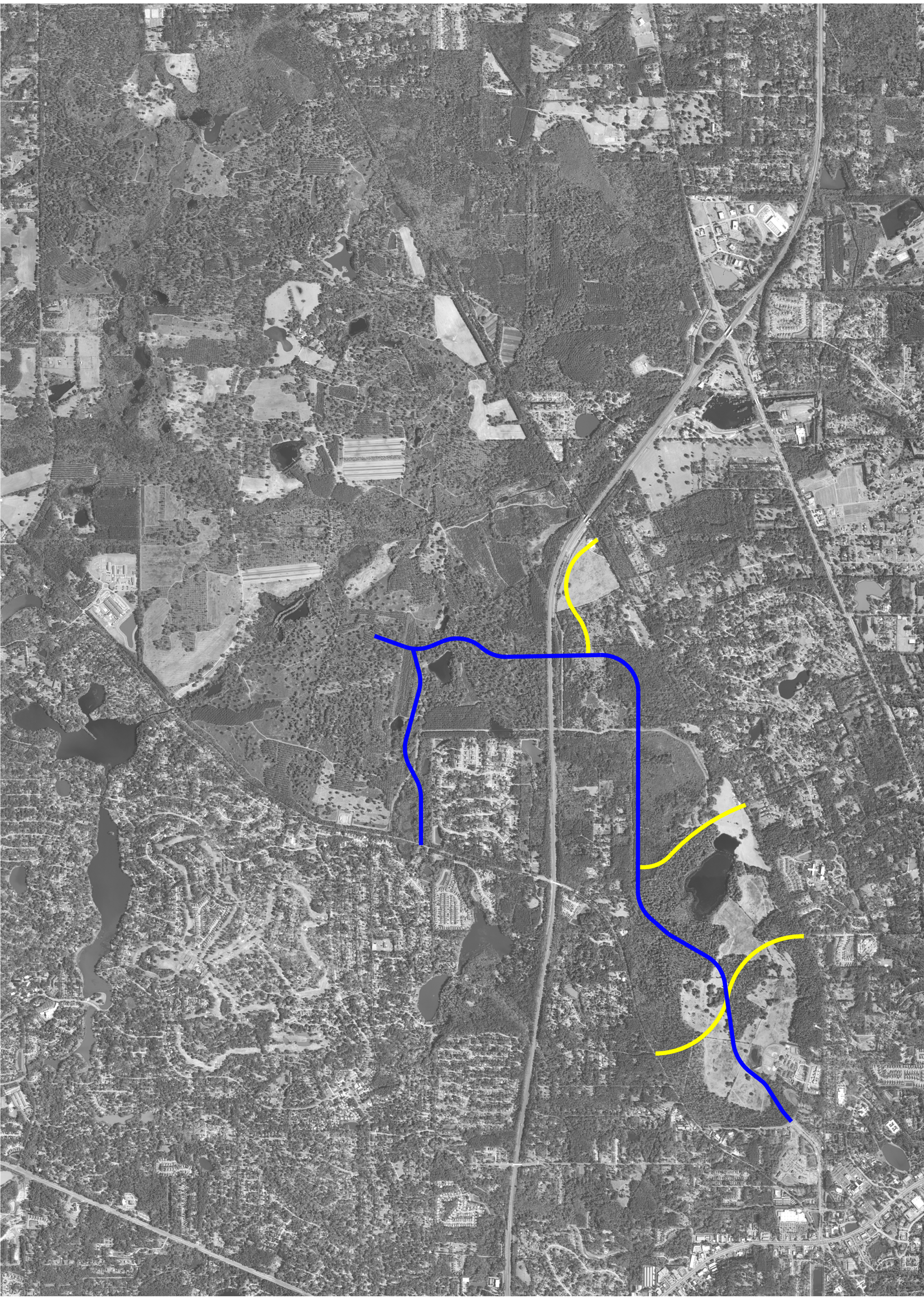


Corridor 15



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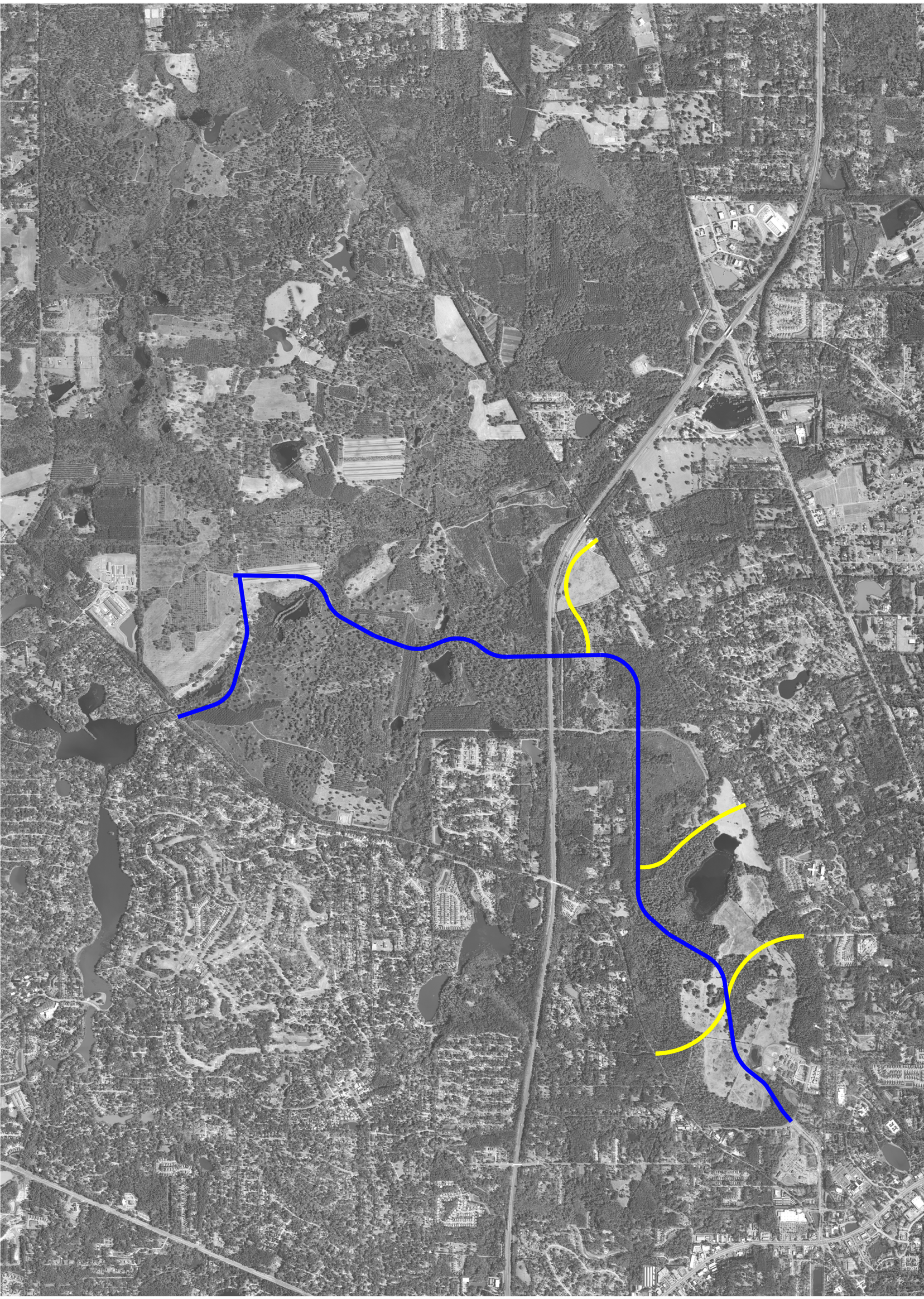

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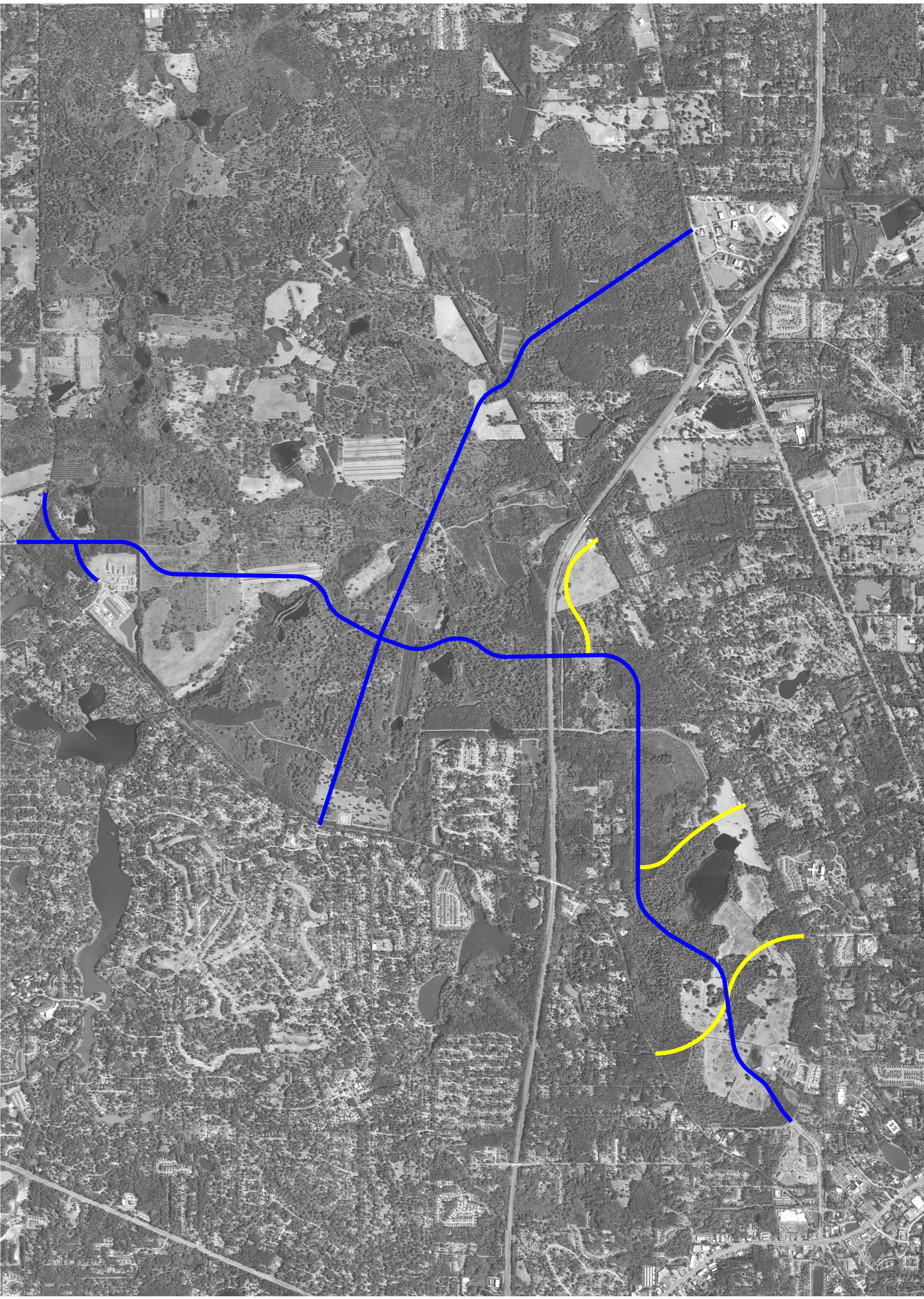
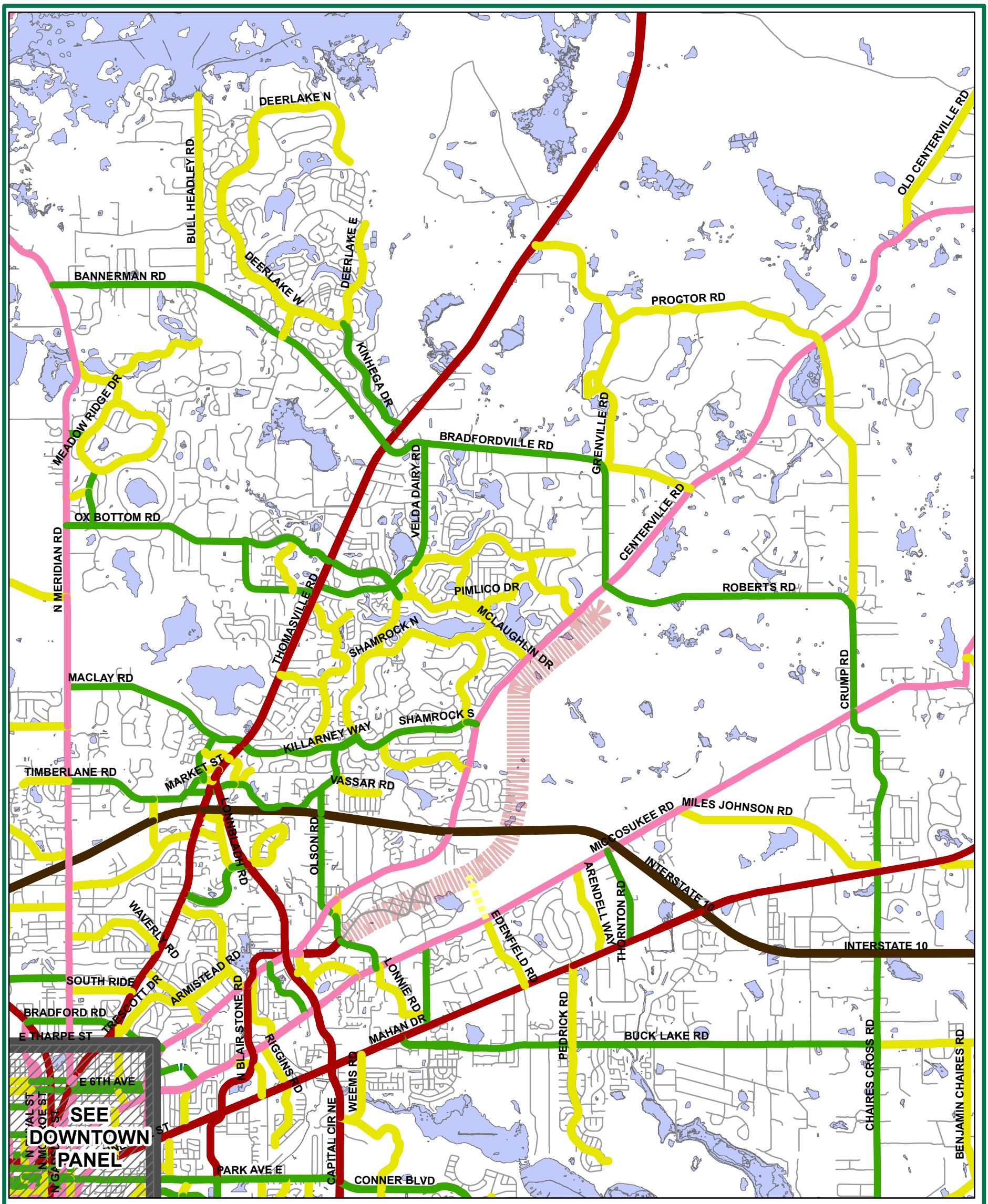


APPENDIX E:

CITY OF TALLHASSEE'S ROADWAY FUNCTIONAL CLASSIFICATION MAP



ROADWAY FUNCTIONAL CLASSIFICATION

TALLAHASSEE URBAN AREA

NORTHEAST

Effective date: 12/24/2010

Legend

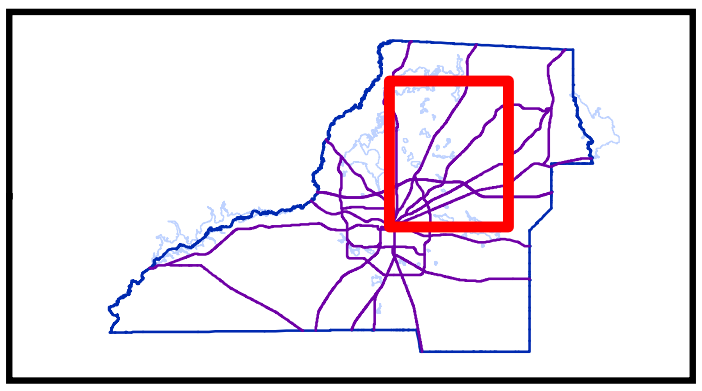
GIS Function Class Layer

Function Class

- Minor Collector
- Major Collector
- Minor Arterial
- Principle Arterial
- PA_Limited Access
- Proposed Local
- Proposed Minor Collector
- Proposed Major Collector
- Proposed Minor Arterial
- Proposed Principle Arterial

Reference Features

- Unclassified
- Water Features



General Location Map

Date Printed: Jan. 5, 2011

APPENDIX F:

QUANTITATIVE EVALUATION (TABLE FORM)

Green = Decreases or No Change
Yellow = Increases

	Future Traffic Pattern Changes for Evaluation Matrix for Opening Year 2025					
	Roadway and Limits	2025 No Build Scenario	AADT by Modeling Corridor			
			1	2	3	4
	Arendell Way					
	Miccosukee Road to Mahan Drive	4,200	4,200	4,300	4,200	4,300
	Bradfordville Road					
	Thomasville Road to Pigsah Church Road	8,200	9,300	9,200	9,300	9,200
	Pigsah Church Road to Centerville Road	9,000	9,000	8,600	9,000	8,600
	Capital Circle NE					
	Mahan Drive to Miccosukee Road	56,000	60,000	60,500	60,000	60,500
	Miccosukee Road to Centerville Road	62,500	62,000	65,500	62,500	64,000
	Centerville Road to Lonnbladh Road	66,500	67,000	69,500	68,000	69,000
	Lonnbladh Road to Hermitage Boulevard	65,000	66,000	67,500	66,000	66,500
	Hermitage Boulevard to Thomasville Road	57,500	56,500	58,000	58,000	57,500
PRIMARY	**Centerville Road**					
	Capital Circle NE to Welaunee Boulevard	32,000	32,500	31,500	33,000	32,000
	Welaunee Boulevard to Olson Road	19,500	18,000	20,500	19,500	18,000
	Olson Road to Charleston Road	17,500	15,000	17,500	16,000	17,500
	Charleston Road to Shamrock Street	15,500	13,500	16,500	14,000	16,500
	Shamrock Street to McLaughlin Drive	13,500	11,000	13,500	11,000	14,000
	McLaughlin Drive to Pimlico Drive	13,500	8,500	13,500	8,500	13,500
	Pimlico Drive to Bradfordville Road	12,000	7,000	12,500	7,100	12,500
	Bradfordville Road to Pisgah Church Road	3,300	3,800	3,200	3,800	3,100
	Clarecastle Way					
	Pimlico Drive to N. Shannon Lake Drive	1,900	3,500	2,400	3,500	1,900
	Crump Road					
	Mahan Drive to Miccosukee Road	6,100	5,800	5,900	5,800	5,900
	Miccosukee Road to Roberts Road	8,200	6,800	7,400	6,800	7,500
	Dempsey Mayo Road					
	Mahan Drive to Miccosukee Road	3,200	3,600	3,300	3,600	3,200
	Miccosukee Road to Welaunee Boulevard		7,200	6,600	7,200	4,000
	Welaunee Boulevard to Centerville Road		8,300	7,100	7,000	7,100
	Edenfield Road					
	Mahan Drive to Miccosukee Road	3,500	3,500	3,300	3,500	3,800
	Miccosukee Road to Welaunee Boulevard					3,100
	Fleischmann Road					
	Miccosukee Road to Centerville Road	3,600	3,500	4,500	3,400	4,800
	Gardenview Way					
	Shamrock Street South to Centerville Road	2,500	800	750	800	850
	Kerry Forest Parkway					
	Thomasville Road to Shannon Lakes North	9,100	8,500	8,600	8,300	9,000
	Killarney Way					
	Thomasville Road to Kilkenny Drive	12,000	11,500	12,500	12,000	12,500
	Kilkenny Drive to Raymond Diehl Road	12,500	11,500	12,500	12,000	12,500
	Raymond Diehl Road to Shamrock Street South	19,000	17,000	18,500	17,000	18,500
	Lonnbladh Road					
	Capital Circle NE to Olson Road	5,300	5,200	5,400	5,100	5,100
PRIMARY	**Mahan Drive**					
	Capital Circle NE to Dempsey Mayo Road	50,000	51,500	52,500	52,000	52,000
	Dempsey Mayo Road to Edenfield Road	30,000	26,000	26,500	26,000	26,000
	Edenfield Road to Arendell Way	32,000	28,500	29,000	28,000	28,500
	Arendell Way to Thornton Road	26,000	24,000	24,500	23,500	24,000
	Thornton Road to Summit Lake Drive	23,500	22,000	22,000	21,500	22,000
	Summit Lake Drive to Crump Road	15,500	15,500	16,000	15,500	15,500
	McLaughlin Drive					
	Shamrock Street North to E. Shannon Lakes Drive	2,200	1,700	2,700	2,000	2,000
	E. Shannon Lakes Drive to Centerville Road	2,800	5,000	2,700	4,700	3,000
PRIMARY	**Miccosukee Road**					
	Capital Circle NE to Fleischmann Road	9,800	11,000	11,000	11,000	11,500
	Fleischmann Road to Dempsey Mayo Road	10,000	12,500	13,000	12,500	12,500
	Dempsey Mayo Road to Edenfield Road	12,500	11,000	10,500	11,000	9,000
	Edenfield Road to Arendell Way	6,300	5,900	5,800	5,800	6,000
	Arendell Way to Thornton Road	3,700	3,400	3,600	3,500	3,500
	Thornton Road to Crump Road	4,700	2,800	3,900	3,700	4,400
	Miles Johnson Road					
	Miccosukee Road to Crump Road	550	550	550	550	550
	Olson Road					
	Centerville Road to Lonnbladh Road	10,500	8,800	9,700	8,900	10,500
	Lonnbladh Road to Raymond Diehl Road	9,100	9,500	10,000	9,300	9,200
	Pimlico Drive					
	Clarecastle Way to Santa Anita Drive	1,600	2,100	1,500	2,100	1,300
	Santa Anita Drive to Centerville Road	500	450	450	450	500
	Centerville Road to Welaunee Boulevard		1,100		1,100	
	Pisgah Church Road					
	Bradfordville Road to Centerville Road	2,700	2,700	2,700	2,700	2,700

Green = Decreases or No Change
Yellow = Increases

Future Traffic Pattern Changes for Evaluation Matrix for Opening Year 2025					
Roadway and Limits	2025 No Build Scenario	AADT by Modeling Corridor			
		1	2	3	4
Proctor Road					
Crump Road to Centerville Road	1,000	1,000	1,100	1,000	1,100
Raymond Diehl Road					
Capital Circle NE to Village Square Boulevard	16,500	16,000	16,000	16,000	16,500
Village Square Boulevard to Delaney Drive	13,000	12,000	12,000	12,500	12,000
Delaney Drive to Olson Road	4,400	3,700	3,600	3,700	3,700
Olson Road to Killarney Way	9,400	8,100	9,000	8,200	8,900
Roberts Road					
Centerville Road to Realignment	7,100		7,400		7,400
Realignment of Roberts Road		6,900		6,900	
Realignment to Crump Road	6,600	5,200	5,700	5,200	5,700
Shamrock Street					
W. Shannon Lakes Drive to McLaughlin Drive (North)	1,000	1,100	1,100	1,100	1,000
McLaughlin Drive to Shamrock Street South (East)	3,500	3,300	4,000	3,500	3,200
Killarney Way to W. Shannon Lakes Drive (West)	10,000	9,000	9,800	9,300	10,000
Killarney Way to Gardenview Way (South)	7,400	6,500	7,100	6,500	7,000
Gardenview Way to Shamrock Street East (South)	5,900	5,200	5,700	5,100	5,600
Shamrock Street East to Centerville Road (South)	9,600	9,200	10,000	9,500	9,500
Centerville Road to Welaunee Boulevard (Extension)		100	450		
Shannon Lakes Drive					
Kerry Forest Parkway to McLaughlin Drive (North)	3,500	4,400	3,700	4,400	3,400
Shamrock Street North to Kerry Forest Parkway (West)	8,000	6,700	7,600	7,000	7,900
Thomasville Road					
Hermitage Boulevard to Metropolitan Boulevard	39,500	37,500	36,000	37,500	37,500
Metropolitan Boulevard to I-10 Westbound Ramp	44,000	41,500	40,000	41,500	42,000
I-10 Westbound Ramp to Killearn Center Boulevard	59,000	56,500	58,000	53,000	56,500
Killearn Center Boulevard to Village Square Boulevard	53,500	49,500	53,500	50,000	51,500
Village Square Boulevard to Killarney Way	71,500	71,000	72,000	71,000	72,500
Killarney Way to High Grove Road	63,000	63,000	63,000	62,500	63,500
High Grove Road to Velda Dairy Road	60,500	58,000	58,000	58,000	58,500
Velda Dairy Road to Kerry Forest Parkway	56,500	52,000	51,500	51,500	52,500
Kerry Forest Parkway to Bradfordville Road	42,000	41,500	41,000	41,500	41,500
Thornton Road					
Mahan Drive to Miccosukee Road	3,000	2,400	2,400	2,400	2,400
Miccosukee Road to Welaunee Boulevard					750
Velda Dairy Road					
Thomasville Road to Kerry Forest Parkway	2,900	2,800	3,000	2,800	2,500
Kerry Forest Parkway to Kimmer Rowe Drive	3,800	3,900	4,000	3,800	3,800
Kimmer Rowe Drive to Bradfordville Road	3,000	3,100	3,200	3,100	3,100
Welaunee Boulevard					
Centerville Road to Fleischmann Road	13,500	16,500	12,000	15,000	14,500
Fleischmann Road to Dempsey Mayo Road		11,500	5,600	10,000	5,700
Dempsey Mayo Road to Edenfield Road		7,300	1,300	7,400	4,100
Edenfield Road to Thornton Road		6,900	750	6,700	750
Thornton Road to Gardenview Way		6,600	450	6,500	
Gardenview Way to Shamrock Street		6,600	450	6,400	
Shamrock Street to McLaughlin Drive		6,400		6,400	
McLaughlin Drive to Pimlico Drive		6,400		6,400	
Pimlico Drive to Bradfordville Road		9,300		9,200	

PRIMARY

Sum of Green Segments (Decreases or No Change)	58	46	58	54
Sum of Yellow Segments (Increases)	19	31	19	23

Green = Decreases or No Change
Yellow = Increases

	Future Traffic Pattern Changes Evaluation Matrix for Interim Year 2035					
	Roadway and Limits	2035 No Build Scenario	AADT by Modeling Corridor			
			1	2	3	4
	Arendell Way					
	Miccosukee Road to Mahan Drive	7,100	7,900	7,500	7,600	7,000
	Bradfordville Road					
	Thomasville Road to Pigsah Church Road	11,500	12,500	11,000	12,500	11,500
	Pigsah Church Road to Centerville Road	11,000	12,500	11,000	13,000	11,000
	Capital Circle NE					
	Mahan Drive to Miccosukee Road	59,500	63,500	64,000	63,500	65,000
	Miccosukee Road to Centerville Road	64,500	66,000	65,500	65,500	69,000
	Centerville Road to Lonnbladh Road	71,000	68,500	70,000	70,000	72,000
	Lonnbladh Road to Hermitage Boulevard	70,000	68,500	69,000	69,000	70,000
	Hermitage Boulevard to Thomasville Road	60,500	57,500	58,000	56,500	59,500
PRIMARY	**Centerville Road**					
	Capital Circle NE to Welaunee Boulevard	32,500	33,000	33,000	35,500	33,500
	Welaunee Boulevard to Olson Road	17,500	19,000	16,500	17,000	17,500
	Olson Road to Charleston Road	17,500	15,000	16,000	15,000	17,500
	Charleston Road to Shamrock Street	17,500	13,500	17,000	13,500	17,000
	Shamrock Street to McLaughlin Drive	14,500	12,500	18,500	10,500	14,000
	McLaughlin Drive to Pimlico Drive	15,000	9,200	16,000	9,300	14,500
	Pimlico Drive to Bradfordville Road	14,000	7,600	15,000	8,400	13,500
	Bradfordville Road to Pisgah Church Road	3,600	4,600	3,500	4,600	3,000
	Clarecastle Way					
	Pimlico Drive to N. Shannon Lake Drive	2,100	3,800	3,000	3,400	1,600
	Crump Road					
	Mahan Drive to Miccosukee Road	7,500	6,200	6,900	6,200	7,500
	Miccosukee Road to Roberts Road	11,000	6,000	7,700	6,100	10,500
	Dempsey Mayo Road					
	Mahan Drive to Miccosukee Road	5,400	5,600	5,200	5,800	4,900
	Miccosukee Road to Welaunee Boulevard		6,300	5,900	5,800	4,300
	Welaunee Boulevard to Centerville Road		7,600	10,000	8,400	9,300
	Edenfield Road					
	Mahan Drive to Miccosukee Road	1,900	3,300	3,500	4,100	4,400
	Miccosukee Road to Welaunee Boulevard		3,500	3,700	4,100	5,000
	Fleischmann Road					
	Miccosukee Road to Centerville Road	4,300	3,400	4,400	4,400	5,200
	Gardenview Way					
	Shamrock Street South to Centerville Road	1,000	900	950	900	1,000
	Kerry Forest Parkway					
	Thomasville Road to Shannon Lakes North	9,900	9,700	9,900	9,500	9,200
	Killarney Way					
	Thomasville Road to Kilkenny Drive	12,500	11,500	13,000	12,000	13,000
	Kilkenny Drive to Raymond Diehl Road	12,500	11,500	11,500	12,000	13,000
	Raymond Diehl Road to Shamrock Street South	19,000	17,500	18,500	17,500	20,000
	Lonnbladh Road					
	Capital Circle NE to Olson Road	5,800	6,300	6,900	6,400	6,300
PRIMARY	**Mahan Drive**					
	Capital Circle NE to Dempsey Mayo Road	54,000	53,500	55,000	55,000	56,500
	Dempsey Mayo Road to Edenfield Road	33,000	26,500	27,000	27,000	27,500
	Edenfield Road to Arendell Way	34,000	29,500	30,500	30,500	31,000
	Arendell Way to Thornton Road	25,500	23,000	23,500	23,000	24,000
	Thornton Road to Summit Lake Drive	25,500	24,500	25,500	24,500	24,000
	Summit Lake Drive to Crump Road	16,000	15,000	15,500	15,000	16,000
	McLaughlin Drive					
	Shamrock Street North to E. Shannon Lakes Drive	3,200	2,400	3,400	2,300	2,700
	E. Shannon Lakes Drive to Centerville Road	3,200	5,800	4,600	5,800	2,800
PRIMARY	**Miccosukee Road**					
	Capital Circle NE to Fleischmann Road	10,500	13,000	12,500	10,000	13,000
	Fleischmann Road to Dempsey Mayo Road	12,500	13,000	12,500	13,000	13,500
	Dempsey Mayo Road to Edenfield Road	15,500	10,000	9,400	10,000	11,000
	Edenfield Road to Arendell Way	10,500	7,400	7,200	7,400	9,100
	Arendell Way to Thornton Road	5,600	5,400	5,000	4,700	5,200
	Thornton Road to Crump Road	6,400	4,500	4,100	4,400	6,900
	Miles Johnson Road					
	Miccosukee Road to Crump Road	550	550	550	550	550
	Olson Road					
	Centerville Road to Lonnbladh Road	8,900	8,600	10,500	9,000	9,700
	Lonnbladh Road to Raymond Diehl Road	9,400	9,900	8,100	9,700	9,800
	Pimlico Drive					
	Clarecastle Way to Santa Anita Drive	1,500	2,200	1,800	2,200	1,200
	Santa Anita Drive to Centerville Road	700	400	400	800	550
	Centerville Road to Welaunee Boulevard		1,100		1,100	
	Pisgah Church Road					
	Bradfordville Road to Centerville Road	3,500	3,500	3,500	3,500	3,500

Green = Decreases or No Change
Yellow = Increases

Future Traffic Pattern Changes Evaluation Matrix for Interim Year 2035					
Roadway and Limits	2035 No Build Scenario	AADT by Modeling Corridor			
		1	2	3	4
Proctor Road					
Crump Road to Centerville Road	1,200	1,100	1,300	1,100	1,700
Raymond Diehl Road					
Capital Circle NE to Village Square Boulevard	17,000	16,500	17,000	17,000	18,000
Village Square Boulevard to Delaney Drive	14,000	12,500	13,000	13,000	14,500
Delaney Drive to Olson Road	5,100	4,100	5,000	3,900	4,600
Olson Road to Killarney Way	9,400	8,300	9,000	8,300	9,800
Roberts Road					
Centerville Road to Realignment	10,500		5,700		9,600
Realignment of Roberts Road		6,200		6,300	
Realignment to Crump Road	9,100	4,400	7,500	4,500	8,000
Shamrock Street					
W. Shannon Lakes Drive to McLaughlin Drive (North)	1,100	1,200	1,200	1,200	1,100
McLaughlin Drive to Shamrock Street South (East)	4,900	4,700	5,700	4,100	4,600
Killarney Way to W. Shannon Lakes Drive (West)	9,100	8,900	9,700	9,300	10,000
Killarney Way to Gardenview Way (South)	8,600	7,500	8,100	7,100	8,600
Gardenview Way to Shamrock Street East (South)	6,900	6,300	6,700	5,600	6,800
Shamrock Street East to Centerville Road (South)	11,500	11,500	12,500	10,000	11,000
Centerville Road to Welaunee Boulevard (Extension)		4,800	7,600		
Shannon Lakes Drive					
Kerry Forest Parkway to McLaughlin Drive (North)	4,400	5,700	6,000	5,300	3,900
Shamrock Street North to Kerry Forest Parkway (West)	7,300	6,800	7,700	7,200	7,600
PRIMARY					
Thomasville Road					
Hermitage Boulevard to Metropolitan Boulevard	39,500	39,500	40,000	39,000	39,000
Metropolitan Boulevard to I-10 Westbound Ramp	48,500	44,000	39,500	44,500	43,500
I-10 Westbound Ramp to Killearn Center Boulevard	61,000	59,000	57,000	59,000	59,000
Killearn Center Boulevard to Village Square Boulevard	53,500	51,500	53,000	51,500	51,000
Village Square Boulevard to Killarney Way	74,000	71,500	73,000	71,500	73,500
Killarney Way to High Grove Road	66,000	64,000	65,000	63,500	65,500
High Grove Road to Velda Dairy Road	62,000	59,000	59,000	58,500	60,000
Velda Dairy Road to Kerry Forest Parkway	57,500	52,500	52,500	52,000	52,500
Kerry Forest Parkway to Bradfordville Road	42,500	41,500	41,500	41,000	41,500
Thornton Road					
Mahan Drive to Miccosukee Road	6,900	8,000	8,300	8,500	5,400
Miccosukee Road to Welaunee Boulevard		8,700	7,700	7,200	2,400
Velda Dairy Road					
Thomasville Road to Kerry Forest Parkway	3,100	2,800	2,700	2,700	3,200
Kerry Forest Parkway to Kimmer Rowe Drive	4,300	4,300	4,700	4,100	4,200
Kimmer Rowe Drive to Bradfordville Road	3,600	3,200	3,900	3,300	3,500
Welaunee Boulevard					
Centerville Road to Fleischmann Road	18,000	21,500	21,500	23,500	19,500
Fleischmann Road to Dempsey Mayo Road		18,000	18,000	19,500	13,000
Dempsey Mayo Road to Edenfield Road		15,000	9,900	17,500	9,600
Edenfield Road to Thornton Road		12,000	6,100	13,500	4,000
Thornton Road to Gardenview Way		17,000	8,900	15,500	
Gardenview Way to Shamrock Street		15,500	7,500	14,000	
Shamrock Street to McLaughlin Drive		11,000		14,000	
McLaughlin Drive to Pimlico Drive		11,000		14,000	
Pimlico Drive to Bradfordville Road		14,500		16,000	

Sum of Green Segments (Decreases or No Change)	56	47	53	53
Sum of Yellow Segments (Increases)	21	30	24	24

Green = Decreases or No Change
Yellow = Increases

	Future Traffic Pattern Changes Evaluation Matrix for Design Year 2045					
	Roadway and Limits	2045 No Build Scenario	AADT by Modeling Corridor			
			1	2	3	4
	Arendell Way					
	Miccosukee Road to Mahan Drive	10,000	10,000	9,700	9,900	9,500
	Bradfordville Road					
	Thomasville Road to Pigsah Church Road	14,500	15,500	14,500	15,500	14,500
	Pigsah Church Road to Centerville Road	13,000	16,000	14,000	16,000	9,400
	Capital Circle NE					
	Mahan Drive to Miccosukee Road	66,000	73,500	74,000	71,500	73,000
	Miccosukee Road to Centerville Road	72,500	78,500	78,500	78,000	73,500
	Centerville Road to Lonnbladh Road	77,000	71,000	72,500	73,000	77,000
	Lonnbladh Road to Hermitage Boulevard	76,500	71,000	73,000	73,500	77,500
	Hermitage Boulevard to Thomasville Road	63,000	60,000	61,000	61,000	64,500
PRIMARY	**Centerville Road**					
	Capital Circle NE to Welaunee Boulevard	38,000	40,500	42,000	46,500	39,000
	Welaunee Boulevard to Olson Road	17,000	18,000	19,500	20,500	19,000
	Olson Road to Charleston Road	21,500	17,000	18,500	20,000	21,500
	Charleston Road to Shamrock Street	20,000	15,500	17,000	16,500	21,000
	Shamrock Street to McLaughlin Drive	15,500	14,000	20,000	12,500	15,000
	McLaughlin Drive to Pimlico Drive	17,000	10,500	17,500	13,000	15,000
	Pimlico Drive to Bradfordville Road	17,000	9,500	17,000	13,000	15,000
	Bradfordville Road to Pisgah Church Road	3,600	4,500	3,400	4,500	2,700
	Clarecastle Way					
	Pimlico Drive to N. Shannon Lake Drive	900	3,000	1,900	2,000	1,000
	Crump Road					
	Mahan Drive to Miccosukee Road	11,000	6,700	9,200	9,200	11,000
	Miccosukee Road to Roberts Road	15,500	9,000	10,500	9,300	15,000
	Dempsey Mayo Road					
	Mahan Drive to Miccosukee Road	7,600	9,000	8,400	8,600	7,800
	Miccosukee Road to Welaunee Boulevard		9,600	9,000	9,100	5,900
	Welaunee Boulevard to Centerville Road		9,400	9,700	9,000	13,000
	Edenfield Road					
	Mahan Drive to Miccosukee Road	4,400	5,300	5,200	5,100	5,400
	Miccosukee Road to Welaunee Boulevard		6,800	7,400	6,700	7,000
	Fleischmann Road					
	Miccosukee Road to Centerville Road	6,700	5,300	5,200	5,500	6,000
	Gardenview Way					
	Shamrock Street South to Centerville Road	3,100	1,200	1,200	1,700	3,200
	Kerry Forest Parkway					
	Thomasville Road to Shannon Lakes North	12,000	11,500	12,000	11,500	11,500
	Killarney Way					
	Thomasville Road to Kilkenny Drive	13,000	13,500	13,000	12,500	14,500
	Kilkenny Drive to Raymond Diehl Road	13,500	13,500	13,000	12,000	15,000
	Raymond Diehl Road to Shamrock Street South	23,500	20,500	21,000	19,500	23,500
	Lonnbladh Road					
	Capital Circle NE to Olson Road	7,500	8,200	9,000	9,700	8,600
PRIMARY	**Mahan Drive**					
	Capital Circle NE to Dempsey Mayo Road	60,000	59,000	57,500	58,000	58,500
	Dempsey Mayo Road to Edenfield Road	39,000	28,500	28,500	29,000	29,000
	Edenfield Road to Arendell Way	38,000	31,500	31,500	32,000	32,500
	Arendell Way to Thornton Road	27,500	23,500	23,000	24,000	23,500
	Thornton Road to Summit Lake Drive	27,000	26,500	26,000	26,500	27,000
	Summit Lake Drive to Crump Road	16,000	15,000	15,000	15,000	16,000
	McLaughlin Drive					
	Shamrock Street North to E. Shannon Lakes Drive	3,500	2,400	4,500	2,800	3,700
	E. Shannon Lakes Drive to Centerville Road	4,100	6,600	5,100	6,400	3,700
PRIMARY	**Miccosukee Road**					
	Capital Circle NE to Fleischmann Road	14,500	13,500	14,500	14,500	16,500
	Fleischmann Road to Dempsey Mayo Road	15,500	14,000	15,000	15,000	16,000
	Dempsey Mayo Road to Edenfield Road	19,500	12,000	13,000	13,000	15,000
	Edenfield Road to Arendell Way	16,000	10,000	11,000	10,500	14,000
	Arendell Way to Thornton Road	10,500	7,000	7,200	6,600	9,900
	Thornton Road to Crump Road	11,500	6,200	7,300	5,400	11,500
	Miles Johnson Road					
	Miccosukee Road to Crump Road	600	600	600	600	600
	Olson Road					
	Centerville Road to Lonnbladh Road	11,500	11,500	12,500	12,500	12,000
	Lonnbladh Road to Raymond Diehl Road	9,100	8,200	8,700	8,700	9,200
	Pimlico Drive					
	Clarecastle Way to Santa Anita Drive	1,000	1,900	1,400	1,600	1,000
	Santa Anita Drive to Centerville Road	950	550	600	1,100	850
	Centerville Road to Welaunee Boulevard		1,400		1,400	
	Pisgah Church Road					
	Bradfordville Road to Centerville Road	4,400	4,200	4,300	4,200	4,300

Green = Decreases or No Change
Yellow = Increases

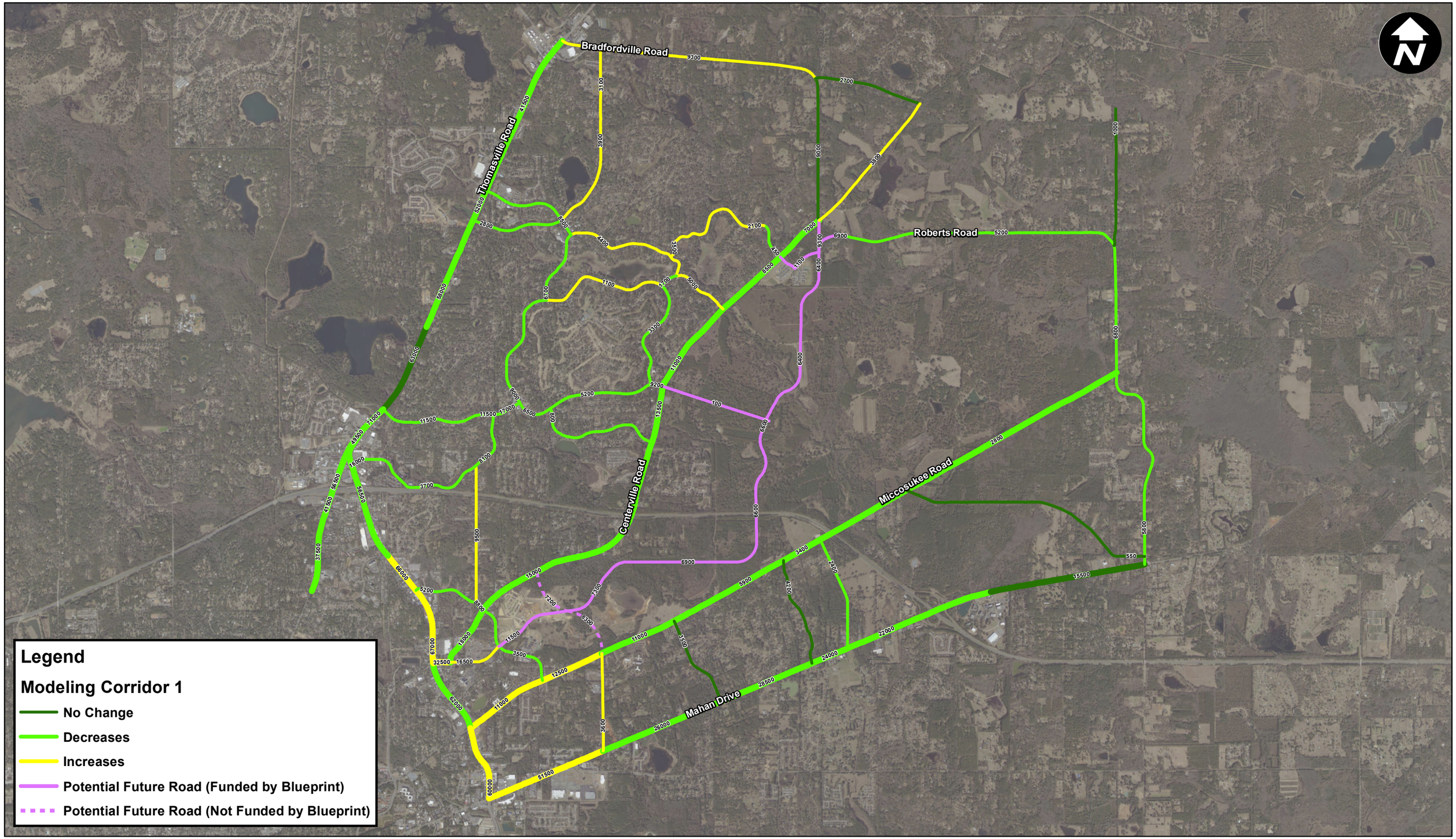
Future Traffic Pattern Changes Evaluation Matrix for Design Year 2045					
Roadway and Limits	2045 No Build Scenario	AADT by Modeling Corridor			
		1	2	3	4
Proctor Road					
Crump Road to Centerville Road	1,100	1,200	1,700	1,200	1,900
Raymond Diehl Road					
Capital Circle NE to Village Square Boulevard	23,500	17,500	18,500	18,500	24,000
Village Square Boulevard to Delaney Drive	16,500	14,000	14,500	14,500	16,000
Delaney Drive to Olson Road	7,700	5,300	6,000	6,100	6,400
Olson Road to Killarney Way	12,500	9,300	10,500	10,500	11,500
Roberts Road					
Centerville Road to Realignment	15,500		9,700		14,000
Realignment of Roberts Road		9,000		9,200	
Realignment to Crump Road	14,500	7,200	7,900	7,400	12,500
Shamrock Street					
W. Shannon Lakes Drive to McLaughlin Drive (North)	1,300	1,300	1,400	1,400	1,200
McLaughlin Drive to Shamrock Street South (East)	4,400	4,800	6,700	4,100	4,900
Killarney Way to W. Shannon Lakes Drive (West)	9,000	8,600	9,400	9,200	8,400
Killarney Way to Gardenview Way (South)	13,500	11,500	11,000	9,700	14,000
Gardenview Way to Shamrock Street East (South)	9,800	9,900	9,300	7,500	9,900
Shamrock Street East to Centerville Road (South)	12,500	15,500	16,500	11,500	13,000
Centerville Road to Welaunee Boulevard (Extension)		11,500	15,000		
Shannon Lakes Drive					
Kerry Forest Parkway to McLaughlin Drive (North)	5,300	6,900	7,700	6,300	5,300
Shamrock Street North to Kerry Forest Parkway (West)	7,700	7,000	7,700	7,400	6,900
Thomasville Road					
Hermitage Boulevard to Metropolitan Boulevard	39,500	41,000	40,500	40,500	40,500
Metropolitan Boulevard to I-10 Westbound Ramp	45,000	46,000	45,500	45,000	45,000
I-10 Westbound Ramp to Killearn Center Boulevard	61,000	58,000	59,500	59,000	63,500
Killearn Center Boulevard to Village Square Boulevard	51,000	51,500	52,000	52,000	52,000
Village Square Boulevard to Killarney Way	75,000	75,000	74,500	74,000	78,000
Killarney Way to High Grove Road	68,000	66,500	66,500	66,500	70,000
High Grove Road to Velda Dairy Road	62,500	60,000	60,000	60,000	62,500
Velda Dairy Road to Kerry Forest Parkway	57,000	52,500	52,000	53,000	54,000
Kerry Forest Parkway to Bradfordville Road	43,000	41,000	41,000	41,000	42,000
Thornton Road					
Mahan Drive to Miccosukee Road	19,000	11,000	11,000	10,500	10,000
Miccosukee Road to Welaunee Boulevard		11,500	11,000	10,500	9,200
Velda Dairy Road					
Thomasville Road to Kerry Forest Parkway	3,700	3,300	3,800	3,100	3,800
Kerry Forest Parkway to Kimmer Rowe Drive	4,900	4,300	5,600	4,500	5,100
Kimmer Rowe Drive to Bradfordville Road	4,200	3,400	4,700	3,800	4,600
Welaunee Boulevard					
Centerville Road to Fleischmann Road	27,500	38,000	36,500	34,500	31,000
Fleischmann Road to Dempsey Mayo Road		35,500	33,000	32,000	28,000
Dempsey Mayo Road to Edenfield Road		43,500	31,500	36,500	24,000
Edenfield Road to Thornton Road		30,500	27,000	30,500	13,500
Thornton Road to Gardenview Way		30,500	25,500	28,000	
Gardenview Way to Shamrock Street		22,500	16,500	18,000	
Shamrock Street to McLaughlin Drive		12,000		15,000	
McLaughlin Drive to Pimlico Drive		12,000		15,000	
Pimlico Drive to Bradfordville Road		15,500		18,500	

PRIMARY

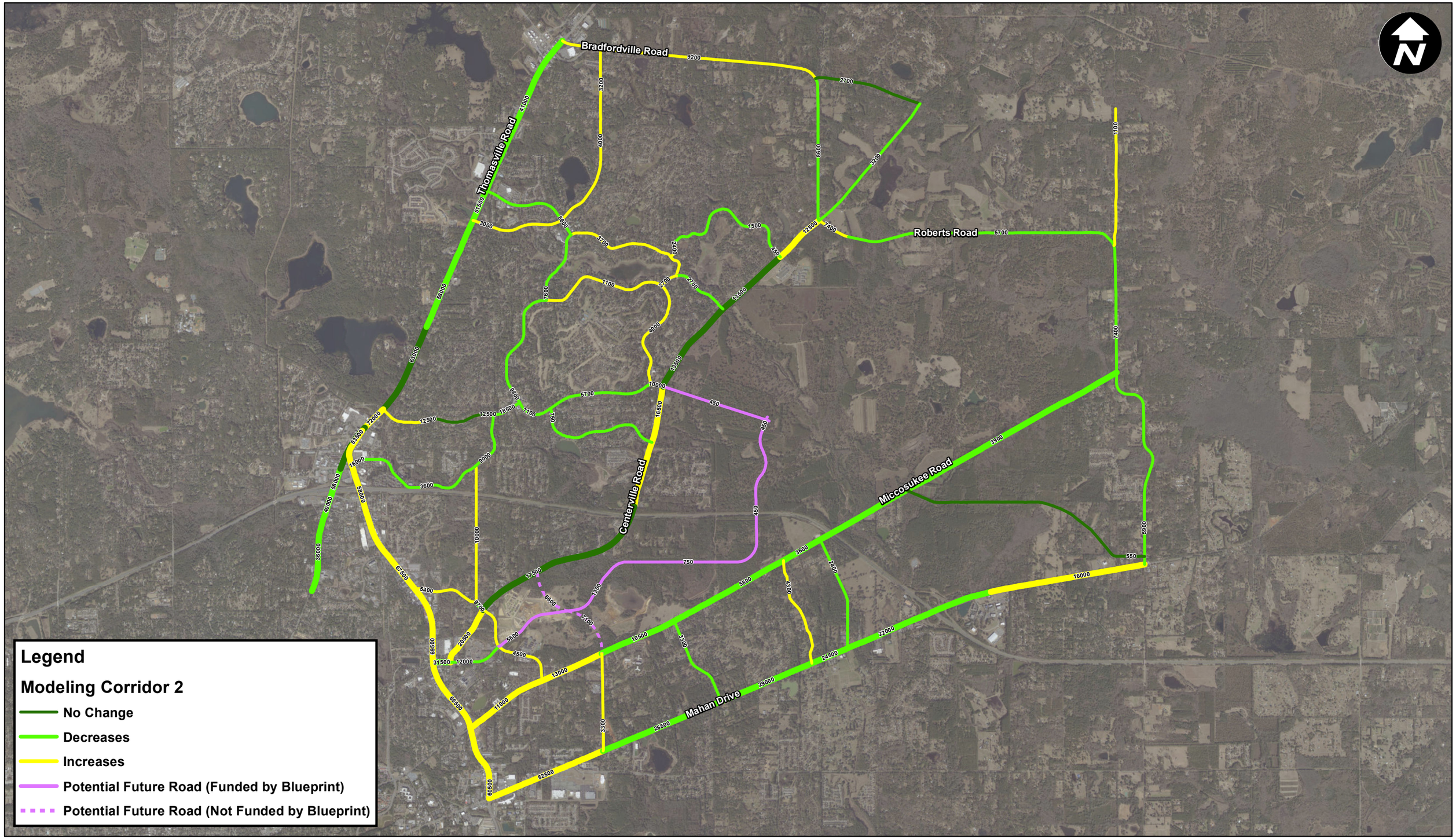
Sum of Green Segments (Decreases or No Change)	54	49	55	43
Sum of Yellow Segments (Increases)	23	28	22	34

APPENDIX G:

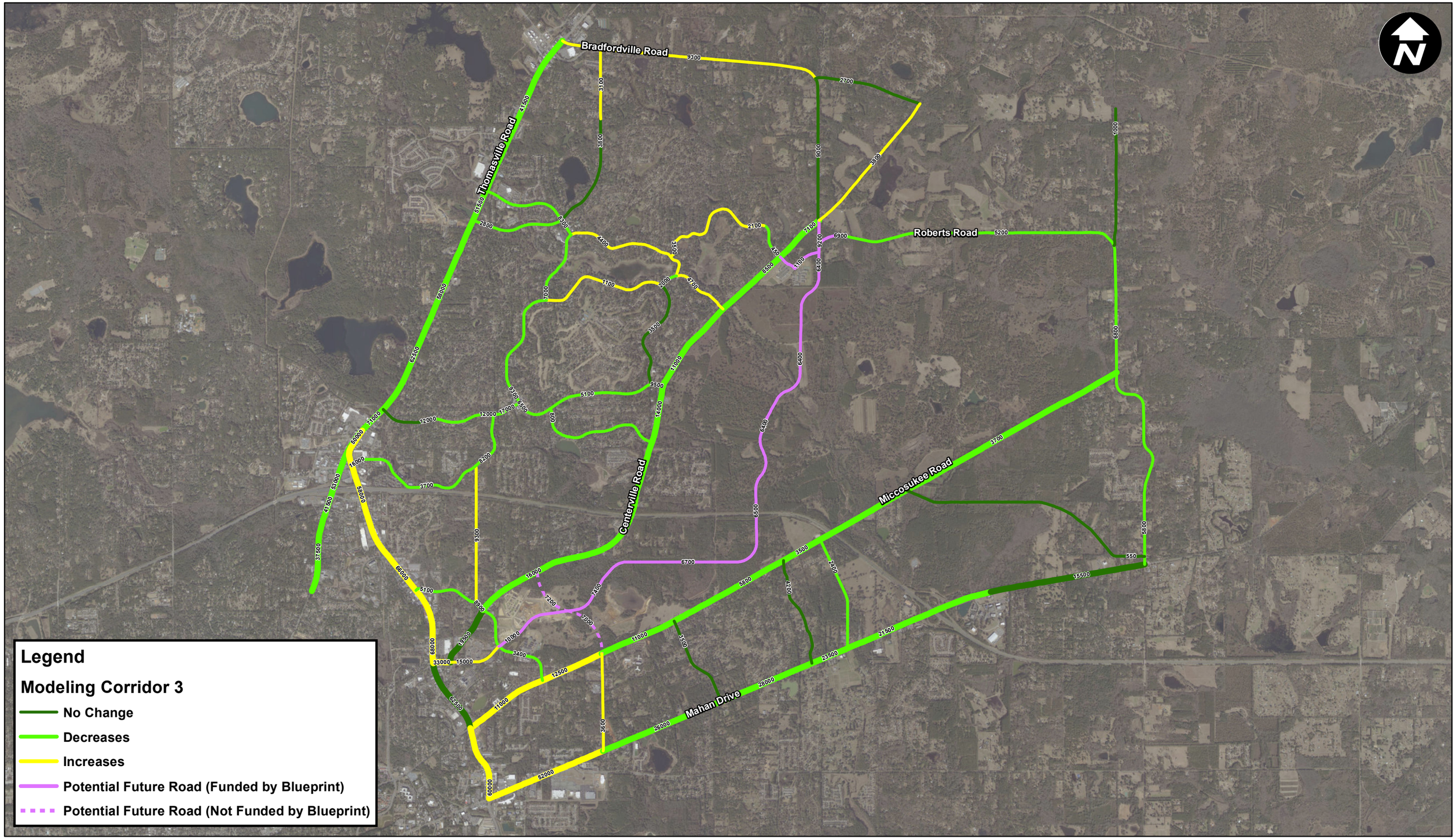
QUANTITATIVE EVALUATION (MAP FORM)



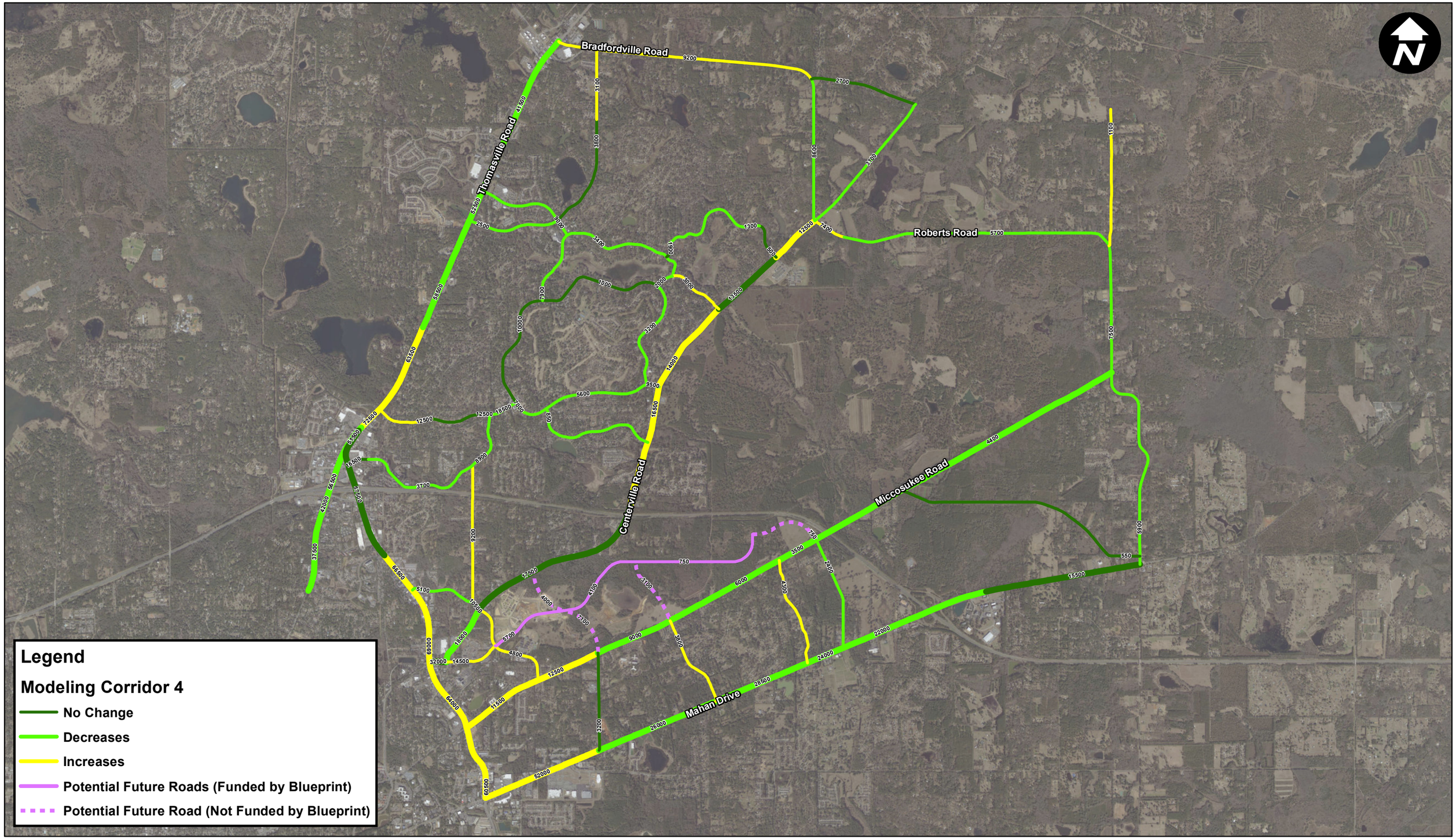
Northeast Gateway: Welaunee Boulevard PD&E Study **From Fleischmann Road to Centerville Road at Shamrock Street** **Leon County, Florida**	**Modeling Corridors** **Future Traffic Pattern Changes**	**Modeling Information** **Year:** 2025 **Name:** Corridor 1



Northeast Gateway: Welaunee Boulevard PD&E Study **From Fleischmann Road to Centerville Road at Shamrock Street** **Leon County, Florida**	**Modeling Corridors** **Future Traffic Pattern Changes**	**Modeling Information** **Year:** 2025 **Name:** Corridor 2



Northeast Gateway: Welaunee Boulevard PD&E Study **From Fleischmann Road to Centerville Road at Shamrock Street** **Leon County, Florida**	**Modeling Corridors** **Future Traffic Pattern Changes**	**Modeling Information** **Year:** 2025 **Name:** Corridor 3



Legend

Modeling Corridor 4

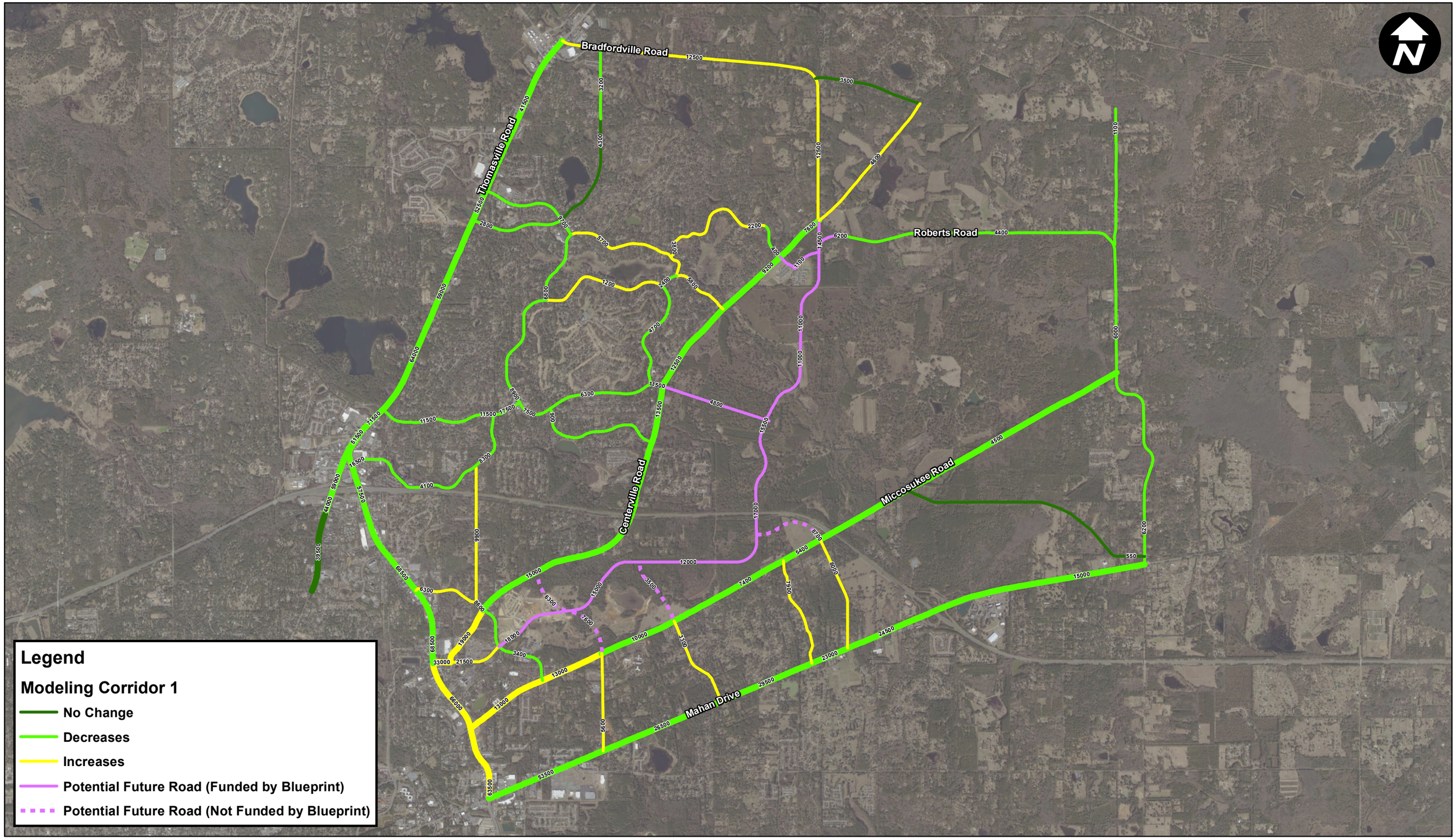
- No Change
- Decreases
- Increases
- Potential Future Roads (Funded by Blueprint)
- Potential Future Road (Not Funded by Blueprint)

Northeast Gateway: Welaunee Boulevard PD&E Study
From Fleischmann Road to Centerville Road at Shamrock Street
Leon County, Florida

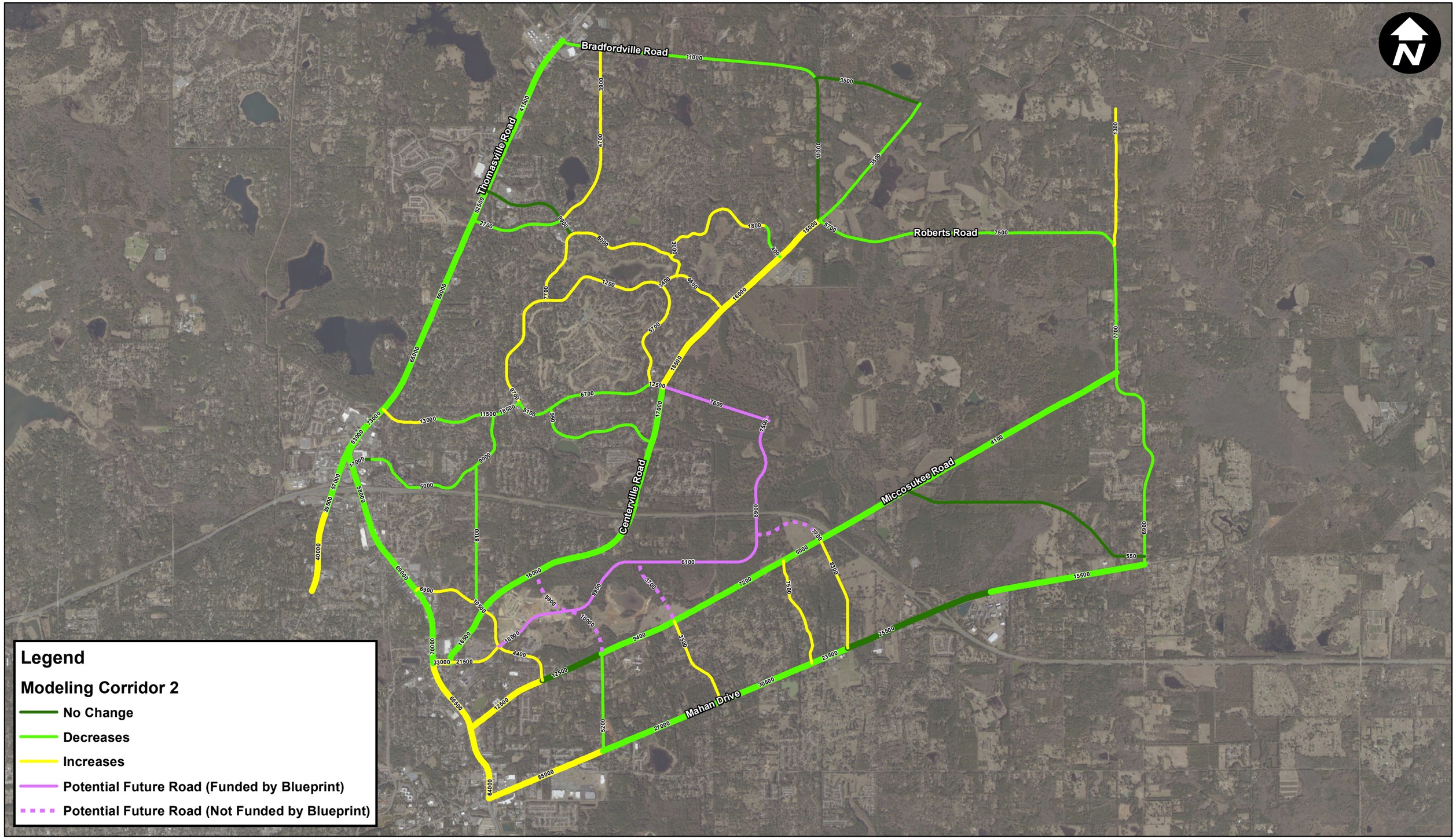
Modeling Corridors
Future Traffic Pattern Changes

Modeling Information

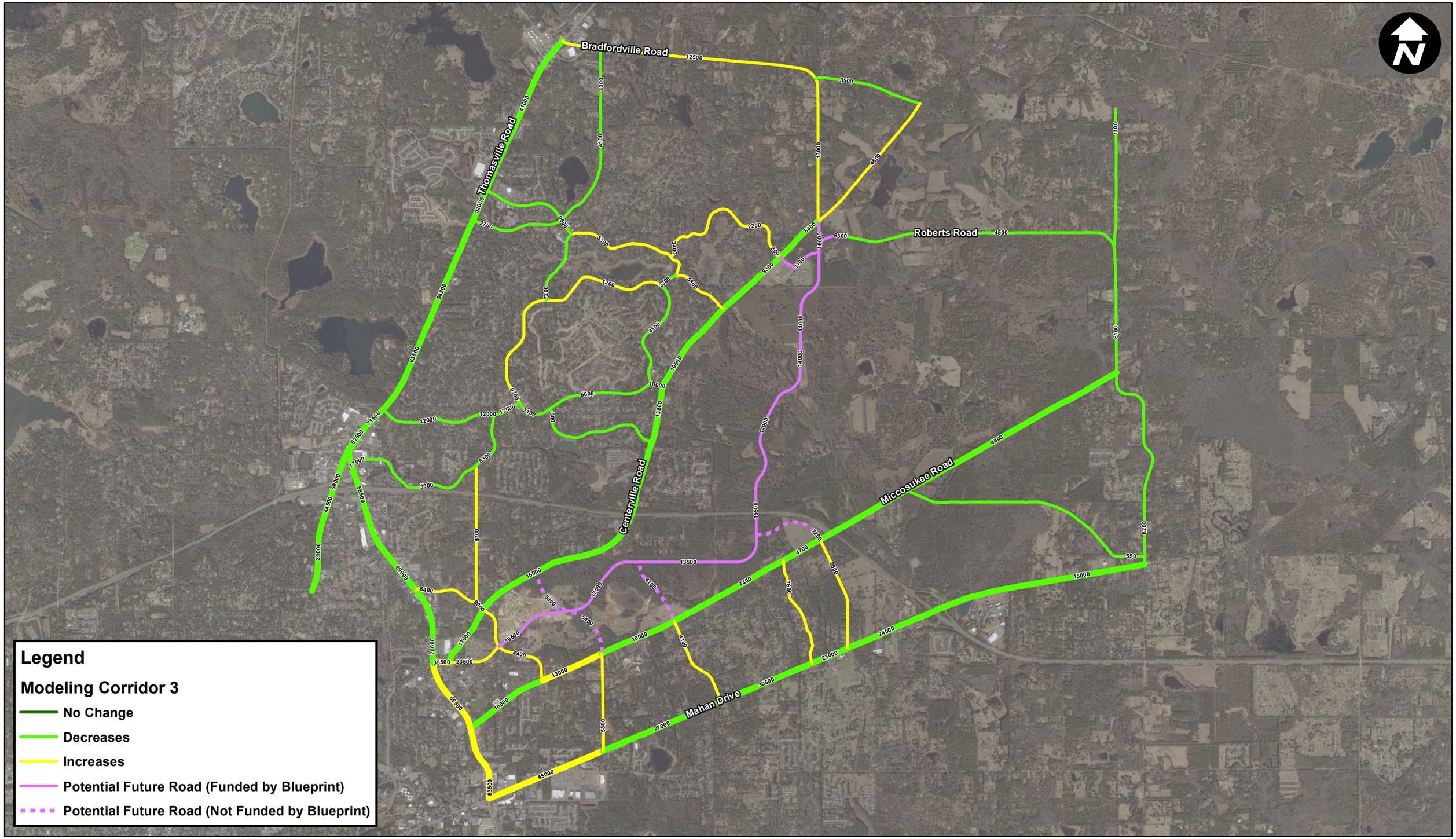
Year: 2025
Name: Corridor 4



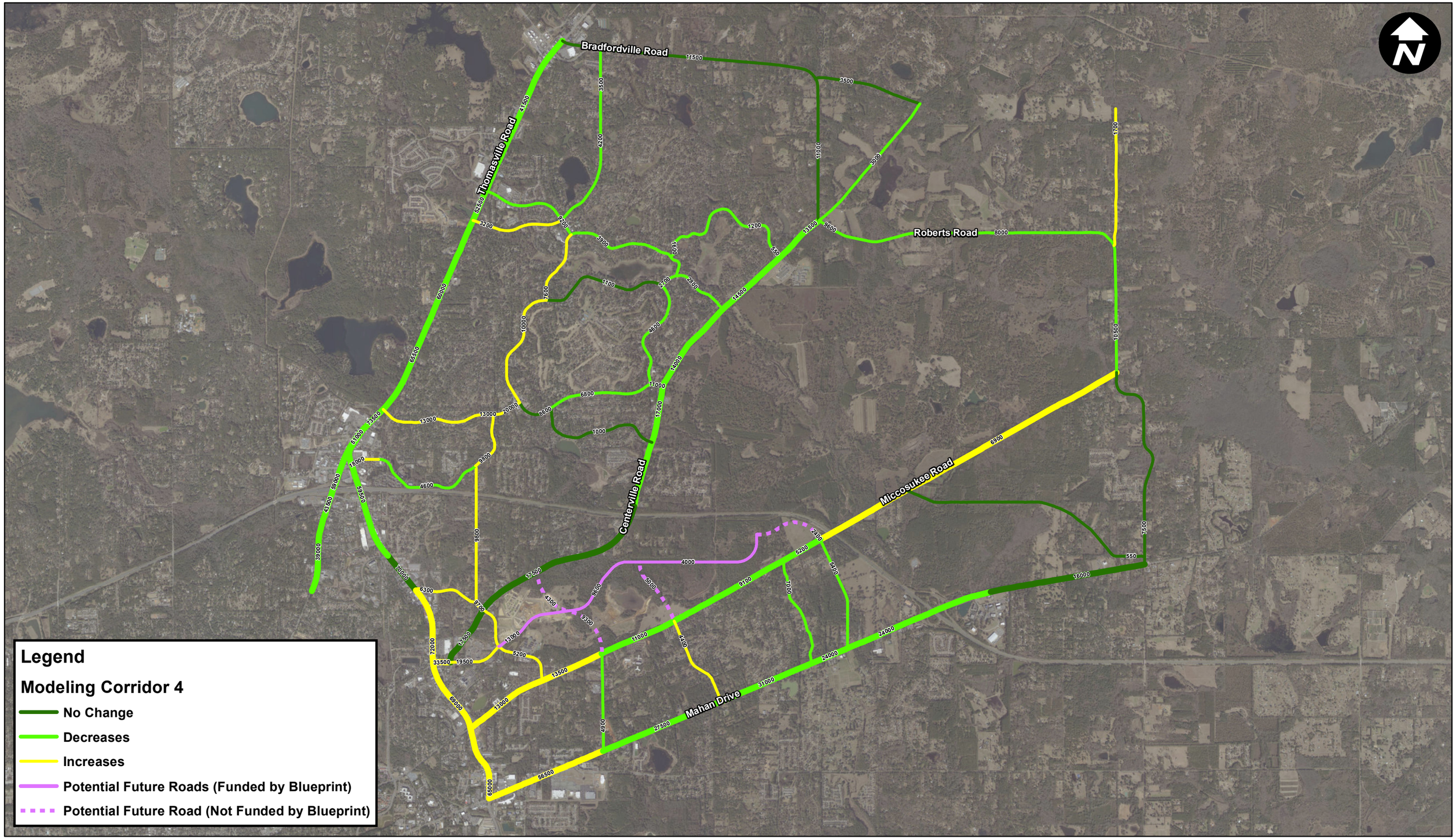
Northeast Gateway: Welaunee Boulevard PD&E Study **From Fleischmann Road to Centerville Road at Shamrock Street** **Leon County, Florida**	**Modeling Corridors** **Future Traffic Pattern Changes**	**Modeling Information** **Year:** 2035 **Name:** Corridor 1



Northeast Gateway: Welaunee Boulevard PD&E Study **From Fleischmann Road to Centerville Road at Shamrock Street** **Leon County, Florida**	**Modeling Corridors** **Future Traffic Pattern Changes**	**Modeling Information** **Year:** 2035 **Name:** Corridor 2



Northeast Gateway: Welaunee Boulevard PD&E Study **From Fleischmann Road to Centerville Road at Shamrock Street** **Leon County, Florida**	**Modeling Corridors** **Future Traffic Pattern Changes**	**Modeling Information** **Year:** 2035 **Name:** Corridor 3

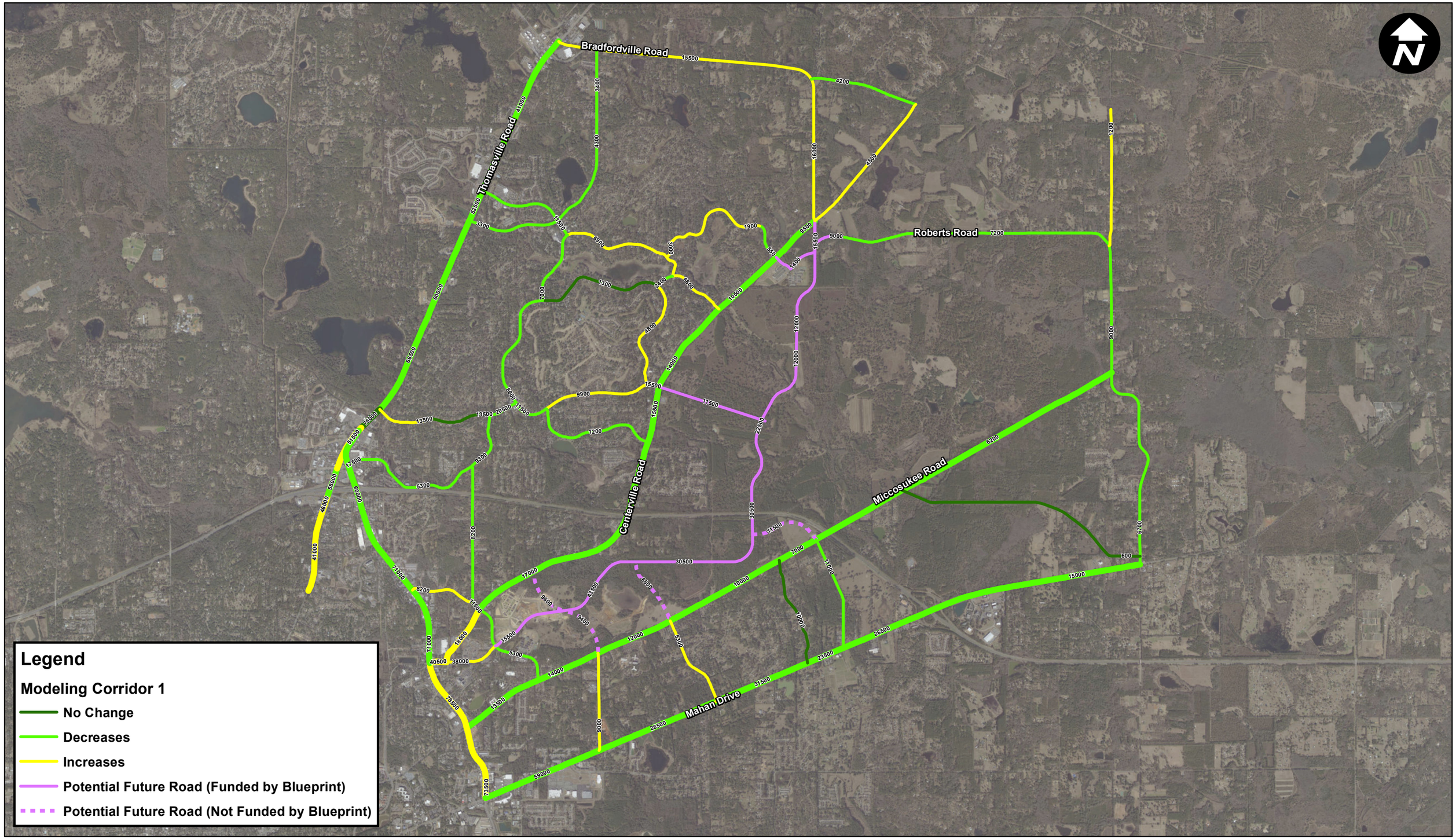


Northeast Gateway: Welaunee Boulevard PD&E Study
From Fleischmann Road to Centerville Road at Shamrock Street
Leon County, Florida

Modeling Corridors
Future Traffic Pattern Changes

Modeling Information

Year: 2035
Name: Corridor 4

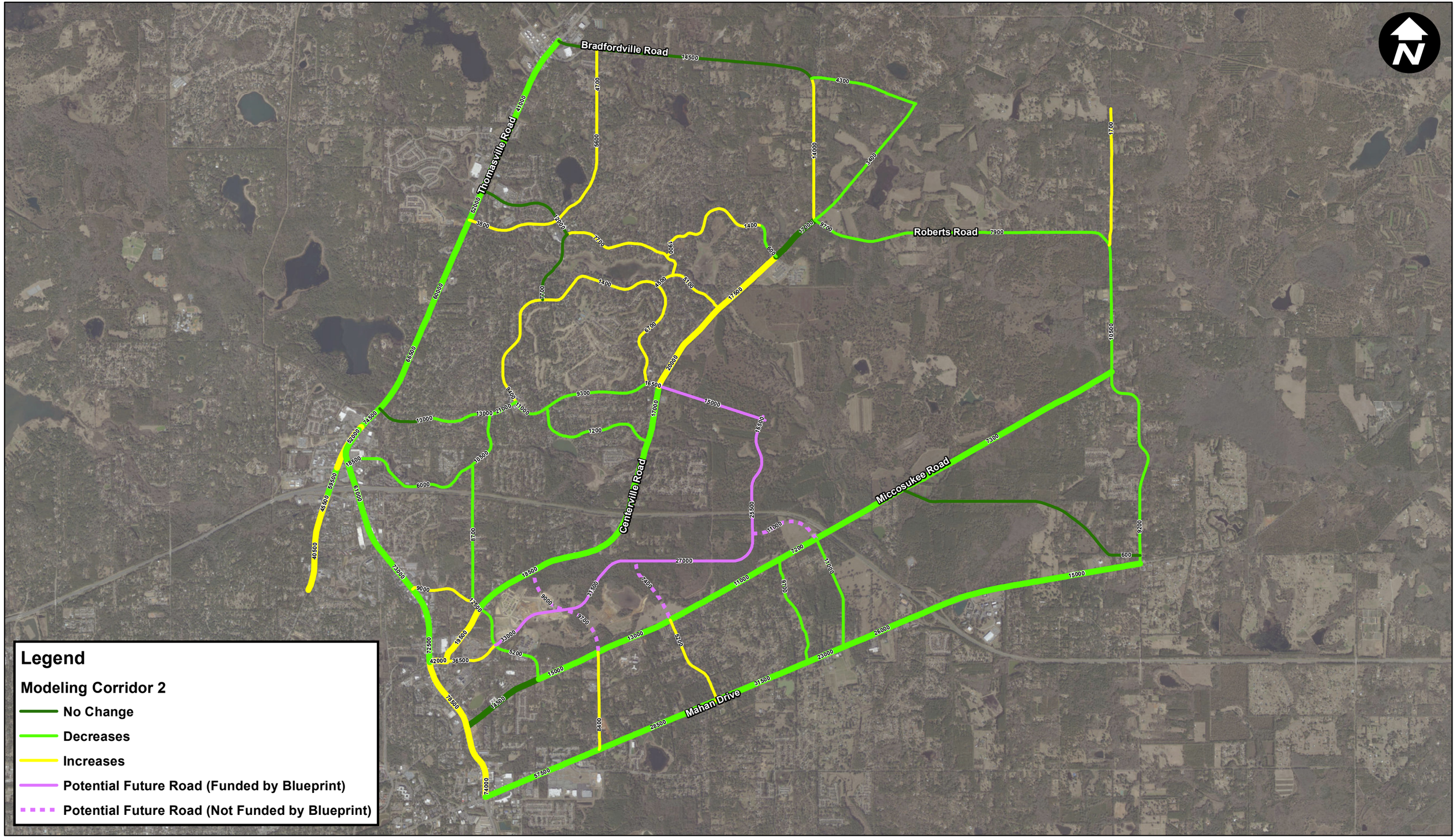


Northeast Gateway: Welaunee Boulevard PD&E Study
From Fleischmann Road to Centerville Road at Shamrock Street
Leon County, Florida

Modeling Corridors
Future Traffic Pattern Changes

Modeling Information

Year: 2045
Name: Corridor 1

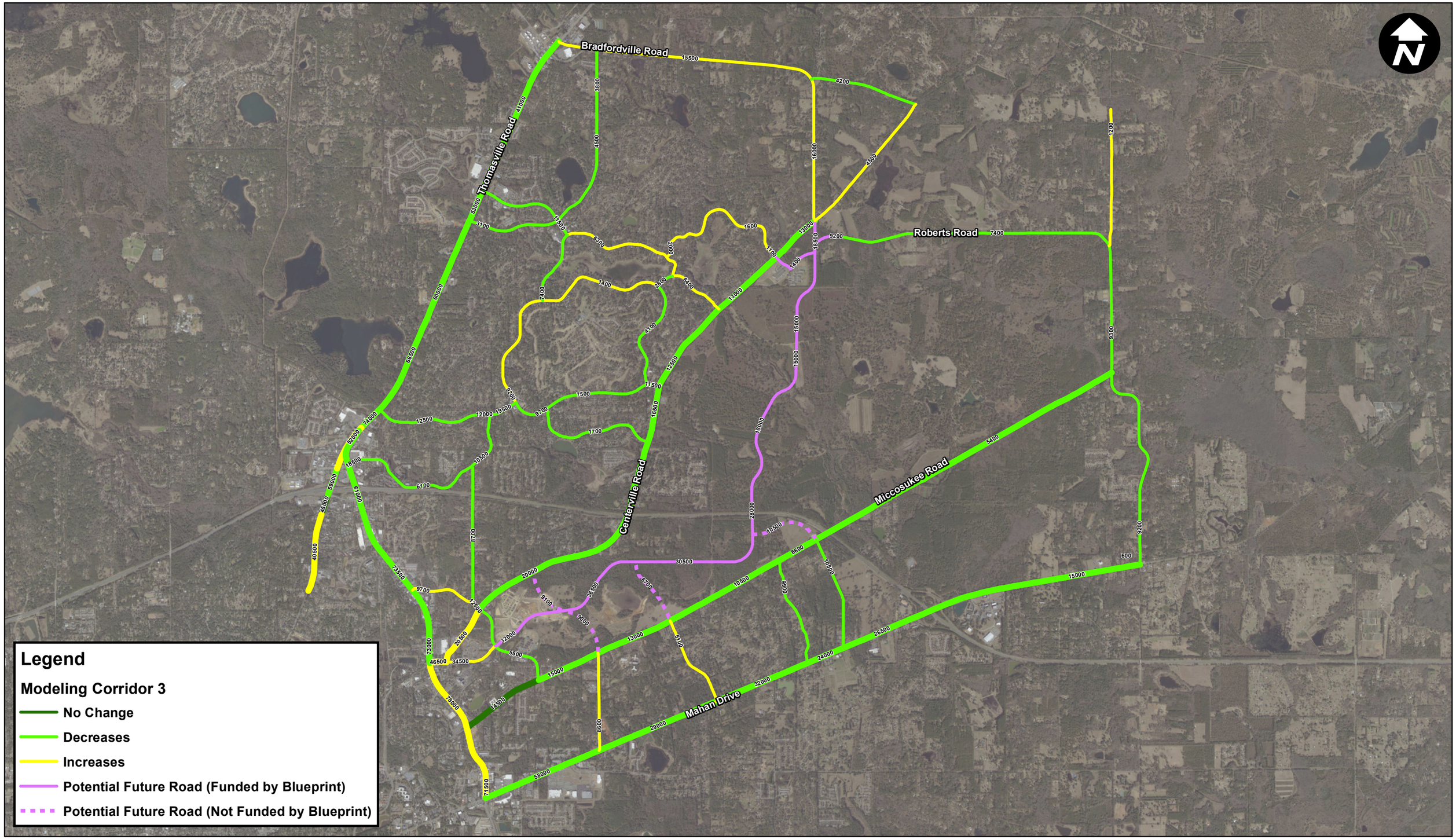


Northeast Gateway: Welaunee Boulevard PD&E Study
From Fleischmann Road to Centerville Road at Shamrock Street
Leon County, Florida

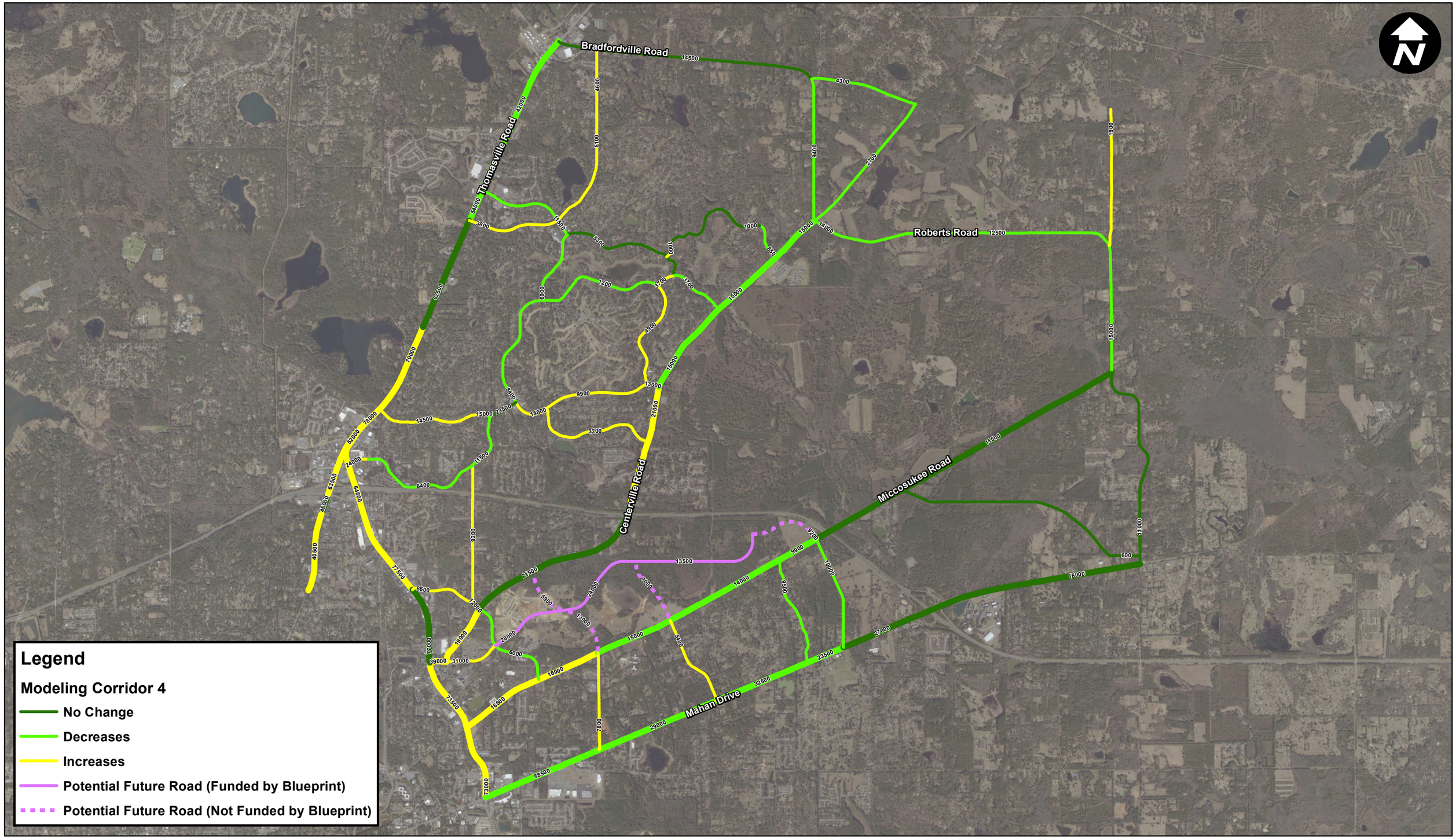
Modeling Corridors
Future Traffic Pattern Changes

Modeling Information

Year: 2045
Name: Corridor 2



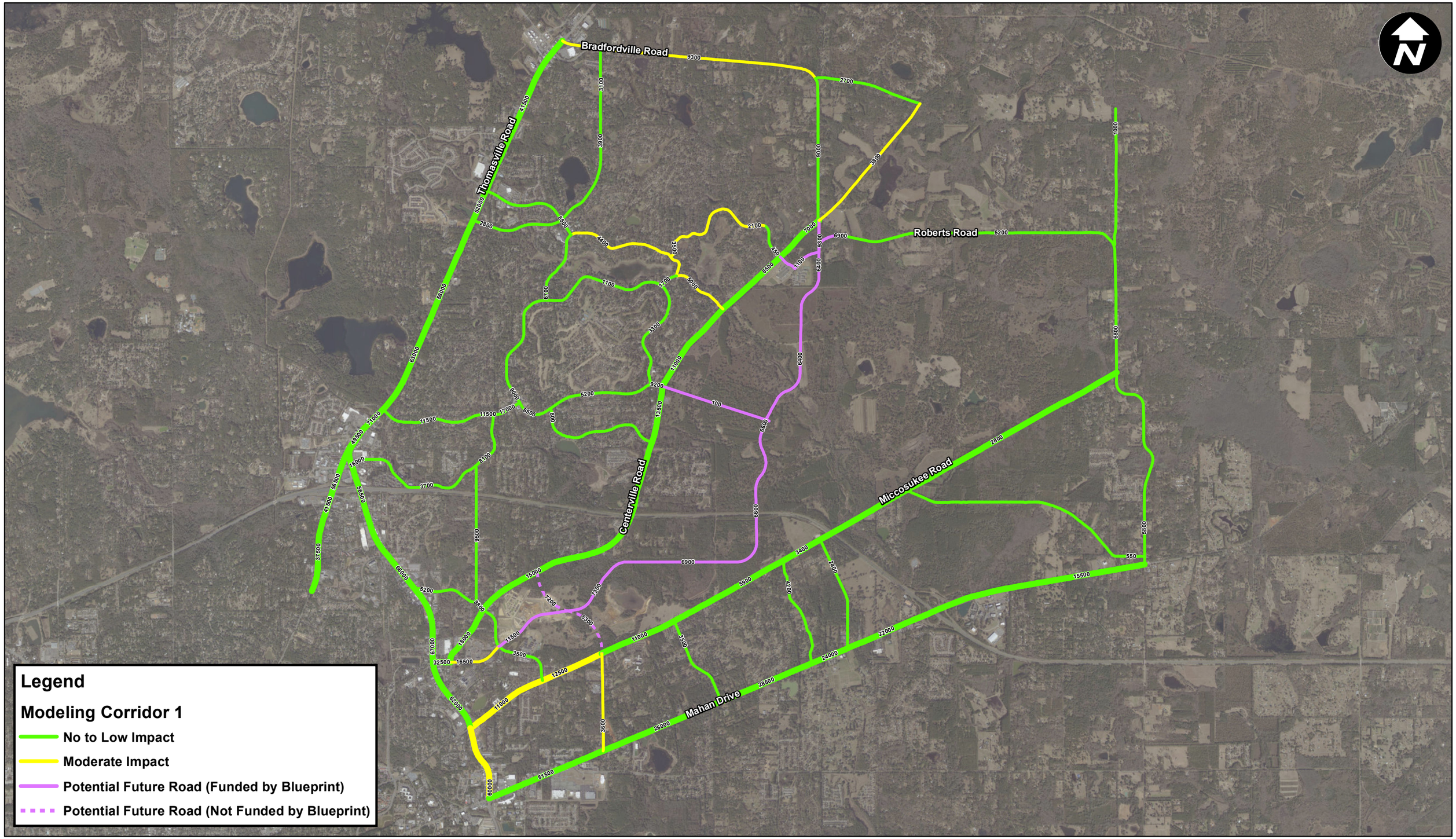
Northeast Gateway: Welaunee Boulevard PD&E Study **From Fleischmann Road to Centerville Road at Shamrock Street** **Leon County, Florida**	**Modeling Corridors** **Future Traffic Pattern Changes**	**Modeling Information** **Year:** 2045 **Name:** Corridor 3



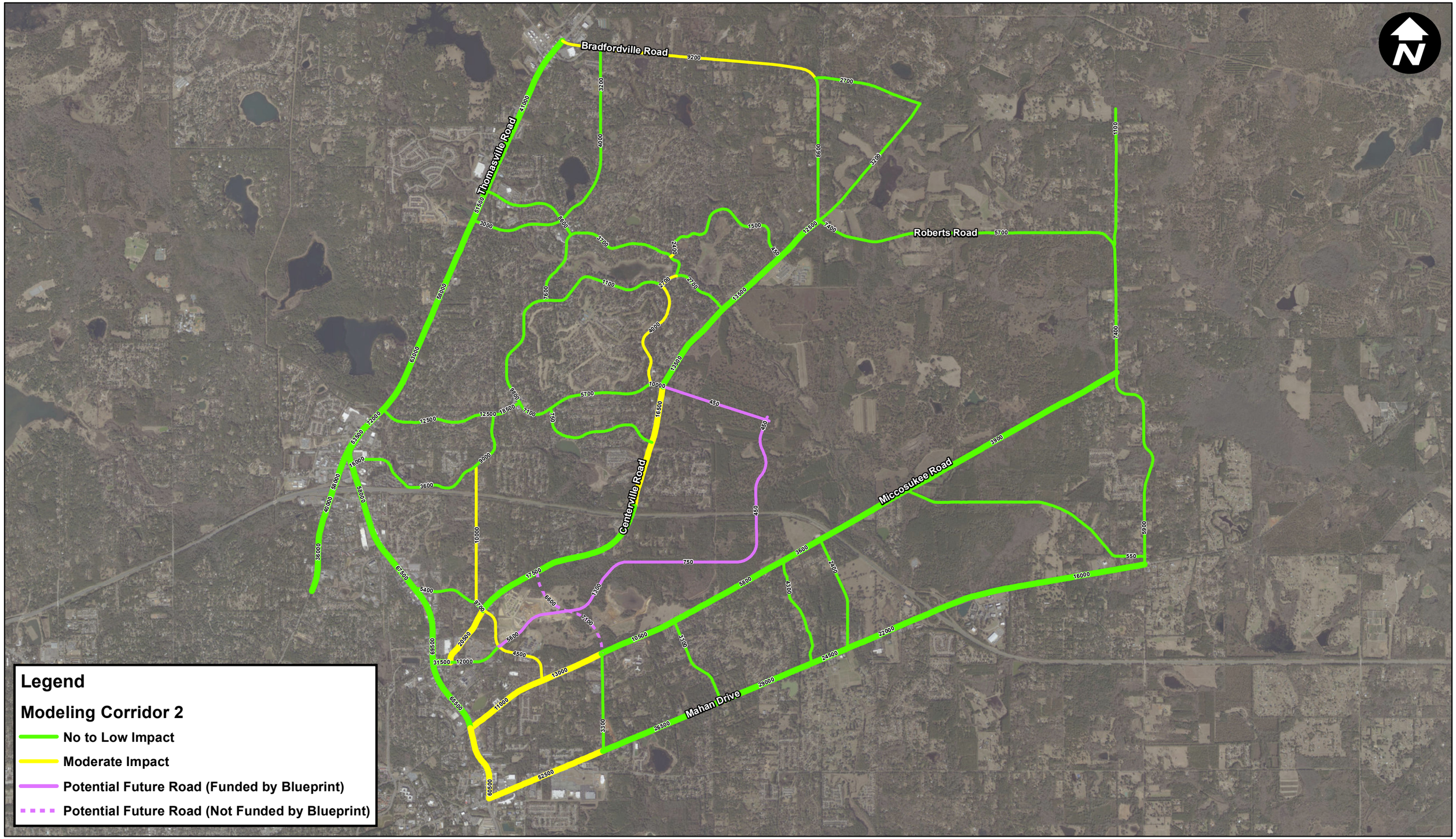
Northeast Gateway: Welaunee Boulevard PD&E Study **From Fleischmann Road to Centerville Road at Shamrock Street** **Leon County, Florida**	**Modeling Corridors** **Future Traffic Pattern Changes**	**Modeling Information** **Year:** 2045 **Name:** Corridor 4

APPENDIX H:

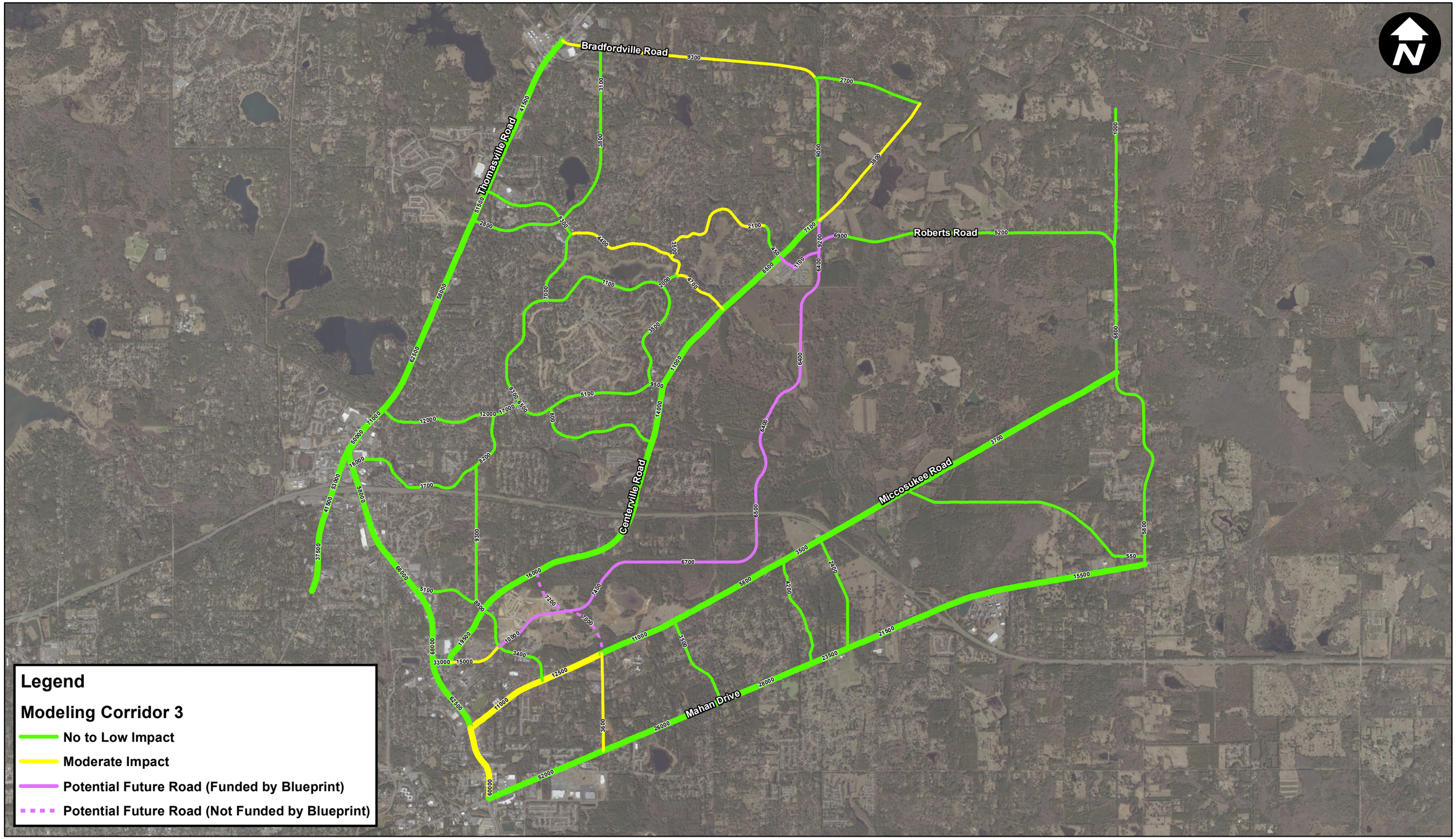
QUALITATIVE EVALUATION (MAP FORM)



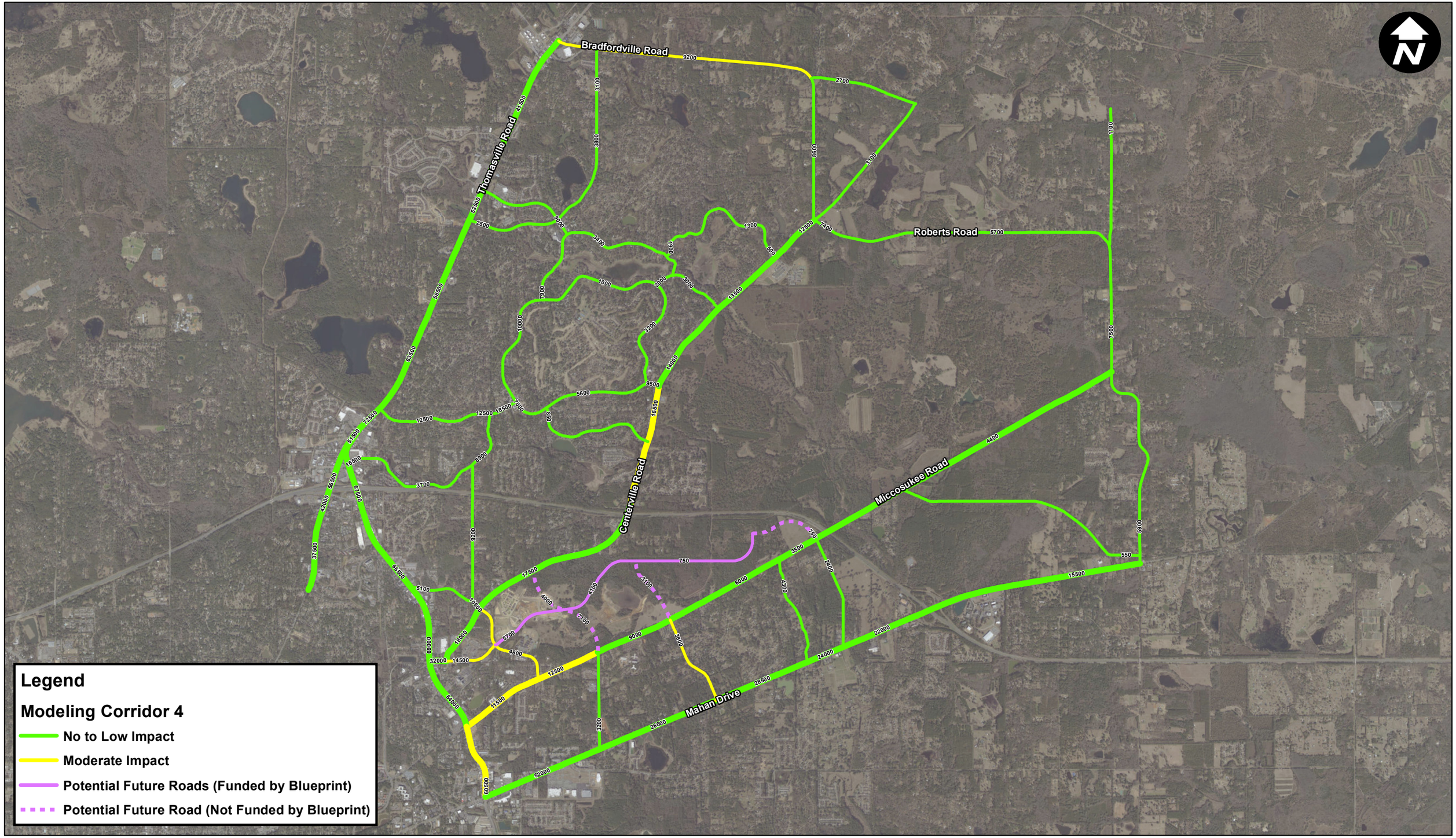
Northeast Gateway: Welaunee Boulevard PD&E Study **From Fleischmann Road to Centerville Road at Shamrock Street** **Leon County, Florida**	**Modeling Corridors** **Future Traffic Impacts**	**Modeling Information** **Year:** 2025 **Name:** Corridor 1



Northeast Gateway: Welaunee Boulevard PD&E Study **From Fleischmann Road to Centerville Road at Shamrock Street** **Leon County, Florida**	**Modeling Corridors** **Future Traffic Impacts**	**Modeling Information** **Year:** 2025 **Name:** Corridor 2



Northeast Gateway: Welaunee Boulevard PD&E Study **From Fleischmann Road to Centerville Road at Shamrock Street** **Leon County, Florida**	**Modeling Corridors** **Future Traffic Impacts**	**Modeling Information** **Year:** 2025 **Name:** Corridor 3

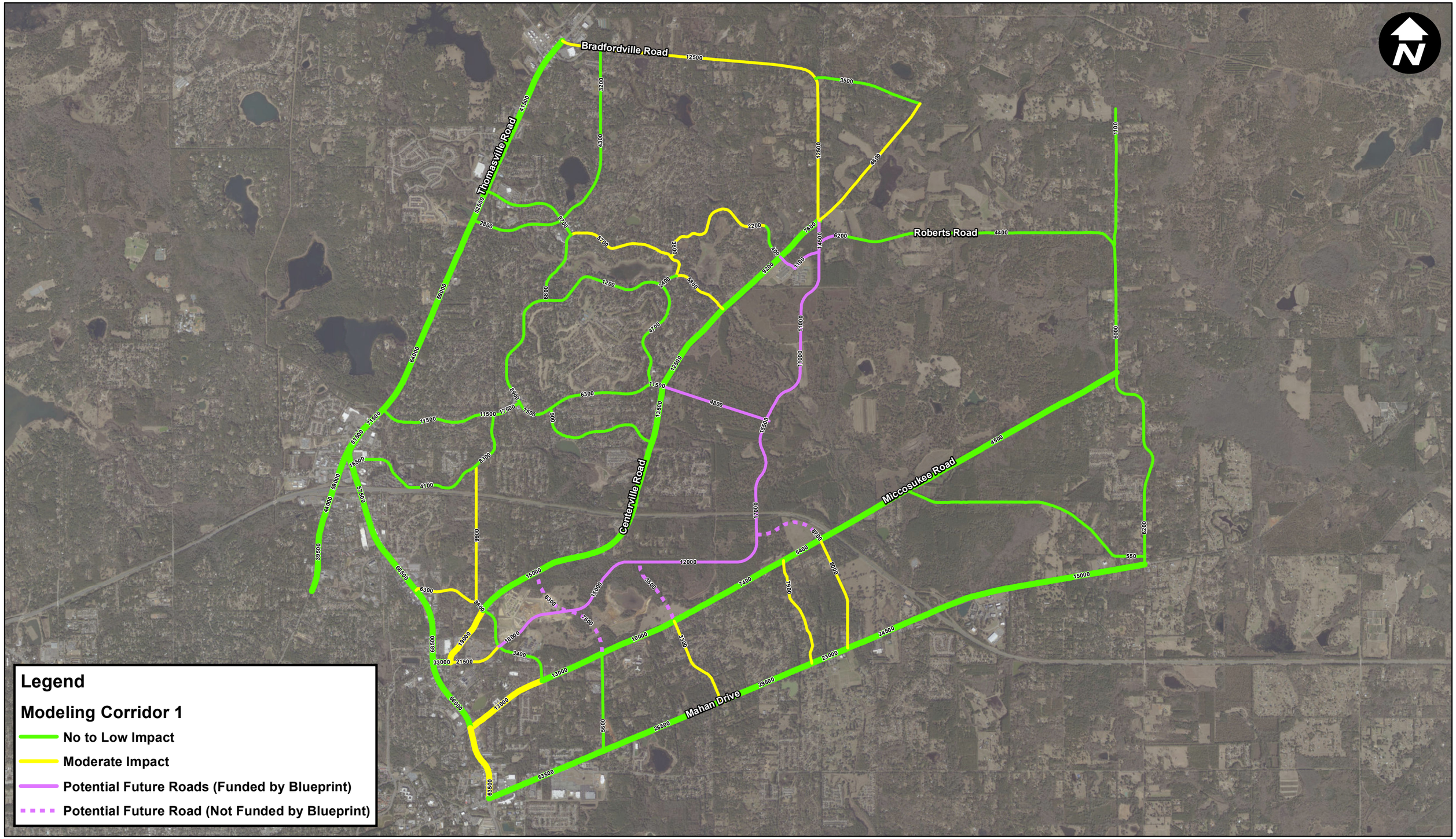


Northeast Gateway: Welaunee Boulevard PD&E Study
From Fleischmann Road to Centerville Road at Shamrock Street
Leon County, Florida

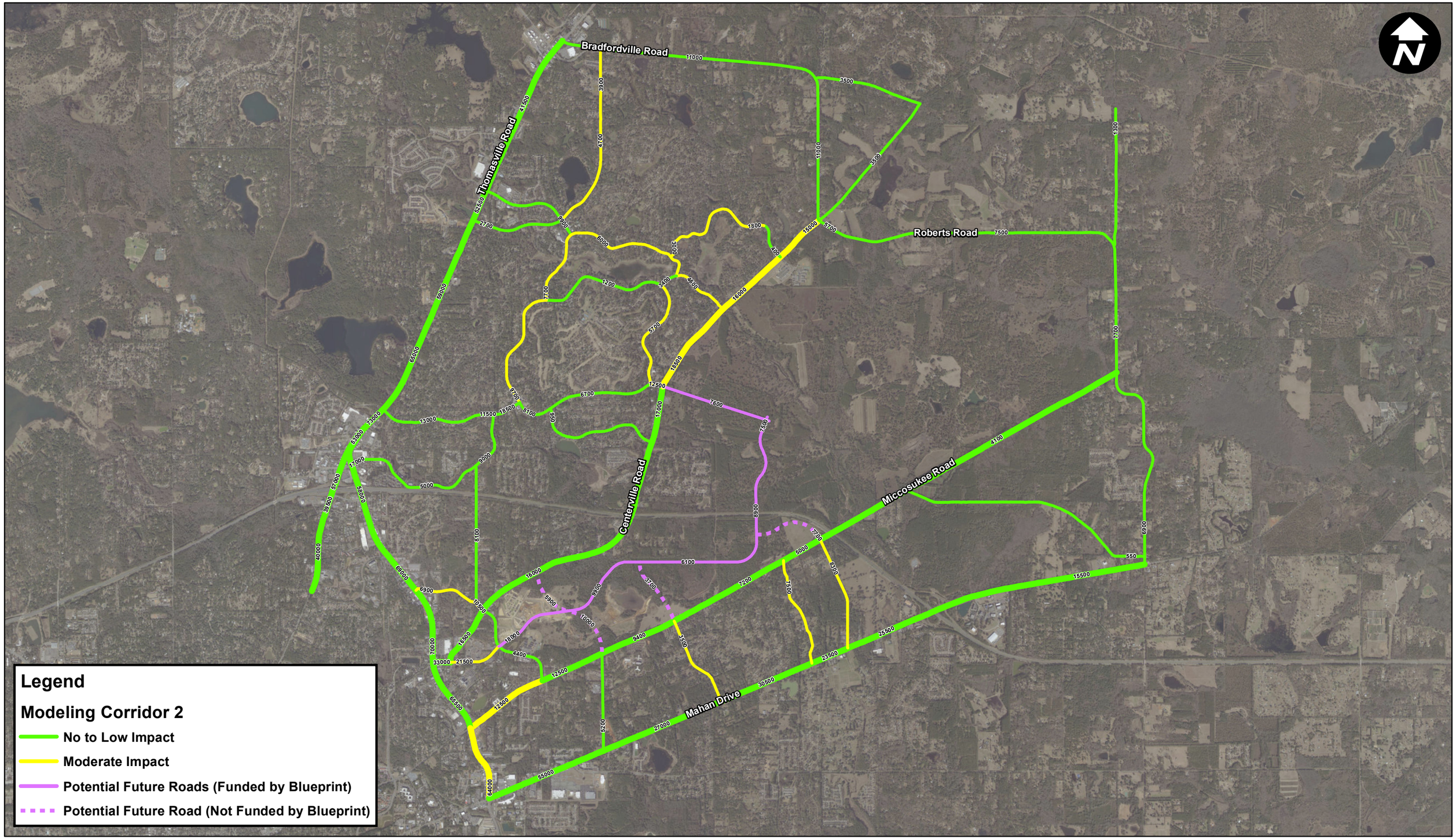
Modeling Corridors
Future Traffic Impacts

Modeling Information

Year: 2025
Name: Corridor 4



Northeast Gateway: Welaunee Boulevard PD&E Study **From Fleischmann Road to Centerville Road at Shamrock Street** **Leon County, Florida**	**Modeling Corridors** **Future Traffic Impacts**	**Modeling Information** **Year:** 2035 **Name:** Corridor 1



Legend

Modeling Corridor 2

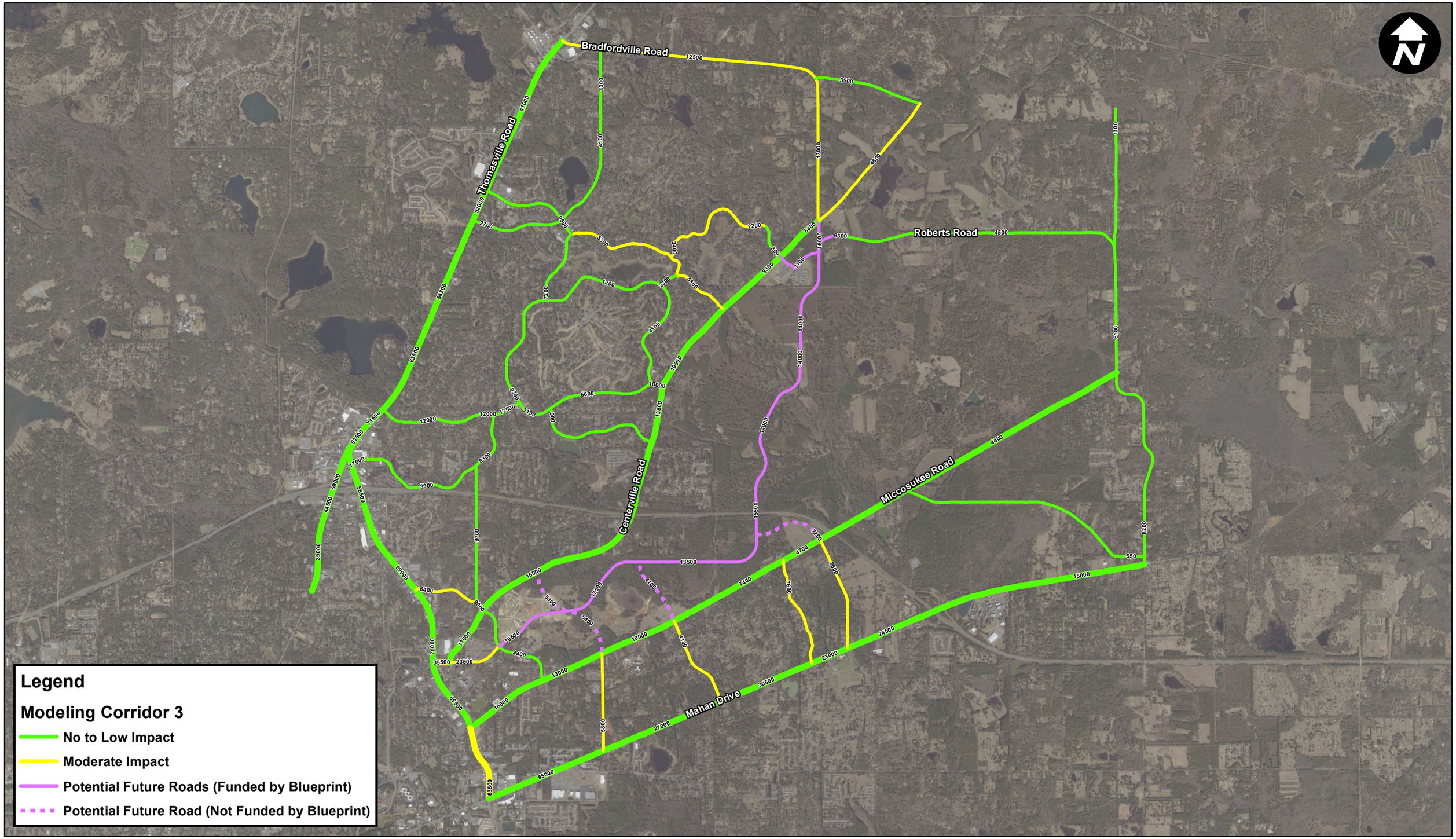
- No to Low Impact
- Moderate Impact
- Potential Future Roads (Funded by Blueprint)
- Potential Future Road (Not Funded by Blueprint)

Northeast Gateway: Welaunee Boulevard PD&E Study
From Fleischmann Road to Centerville Road at Shamrock Street
Leon County, Florida

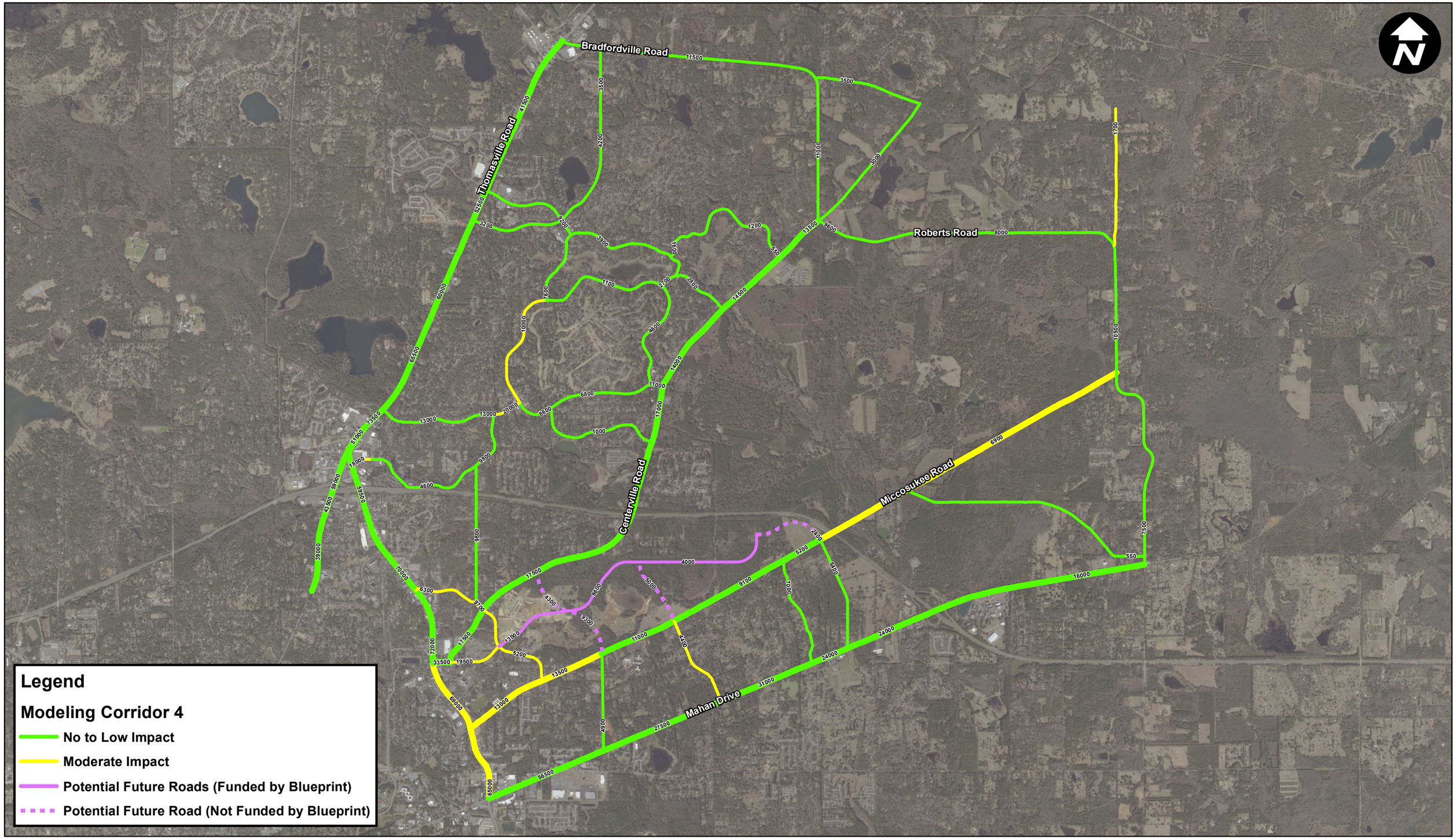
Modeling Corridors
Future Traffic Impacts

Modeling Information

Year: 2035
Name: Corridor 2



Northeast Gateway: Welaunee Boulevard PD&E Study **From Fleischmann Road to Centerville Road at Shamrock Street** **Leon County, Florida**	**Modeling Corridors** **Future Traffic Impacts**	**Modeling Information** **Year:** 2035 **Name:** Corridor 3

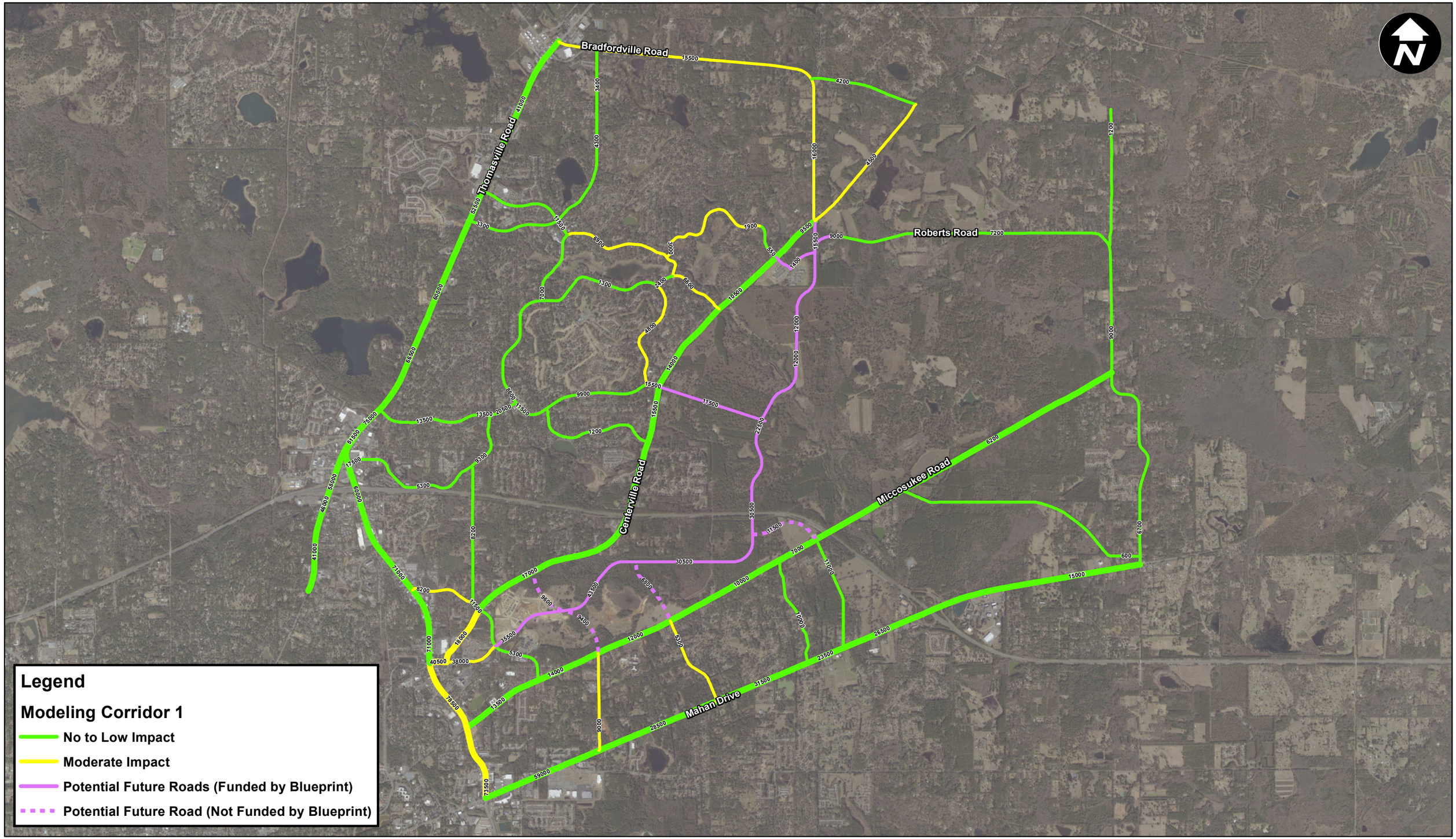


Northeast Gateway: Welaunee Boulevard PD&E Study
From Fleischmann Road to Centerville Road at Shamrock Street
Leon County, Florida

Modeling Corridors
Future Traffic Impacts

Modeling Information

Year: 2035
Name: Corridor 4

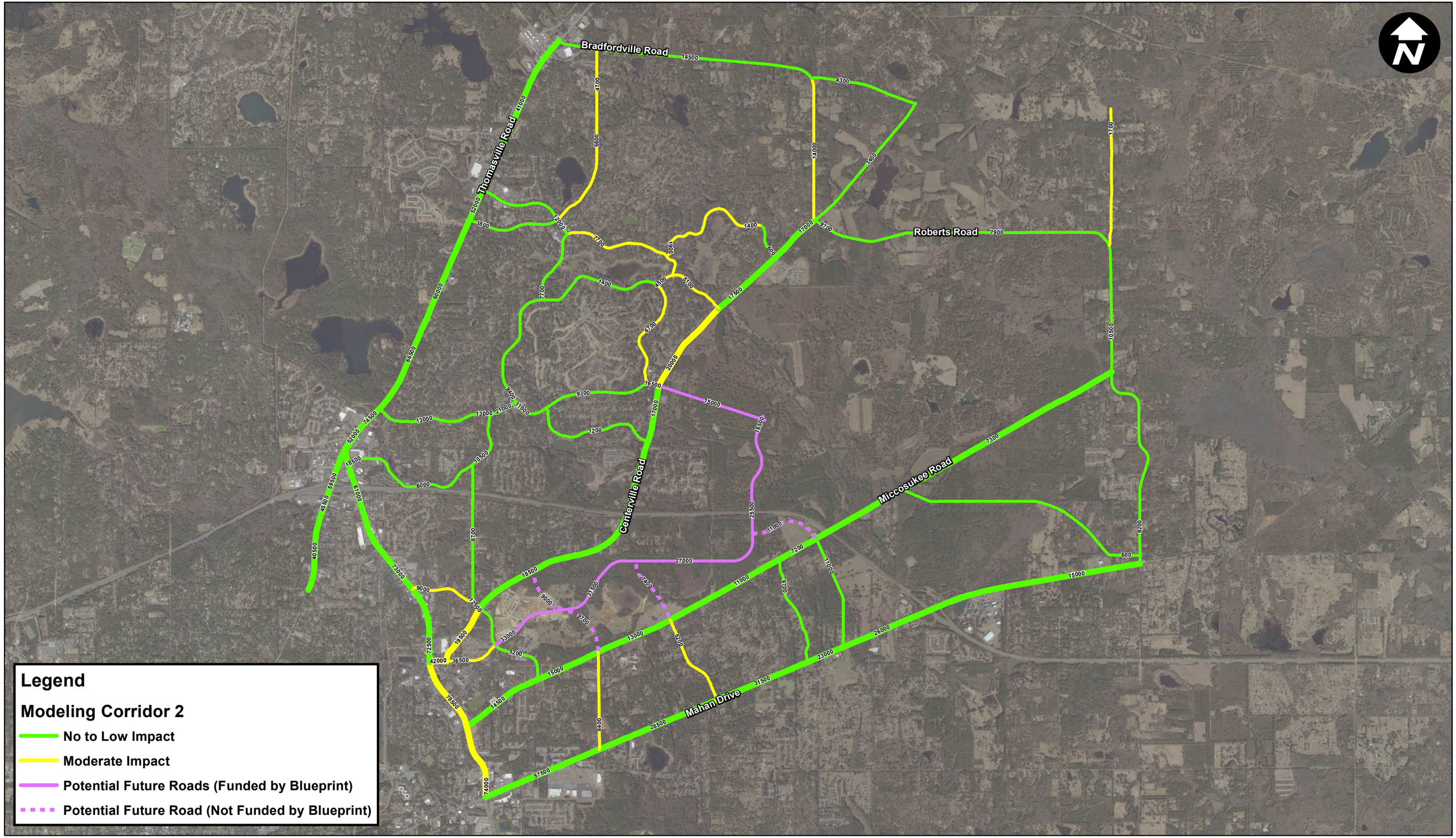


Northeast Gateway: Welaunee Boulevard PD&E Study
From Fleischmann Road to Centerville Road at Shamrock Street
Leon County, Florida

Modeling Corridors
Future Traffic Impacts

Modeling Information

Year: 2045
Name: Corridor 1

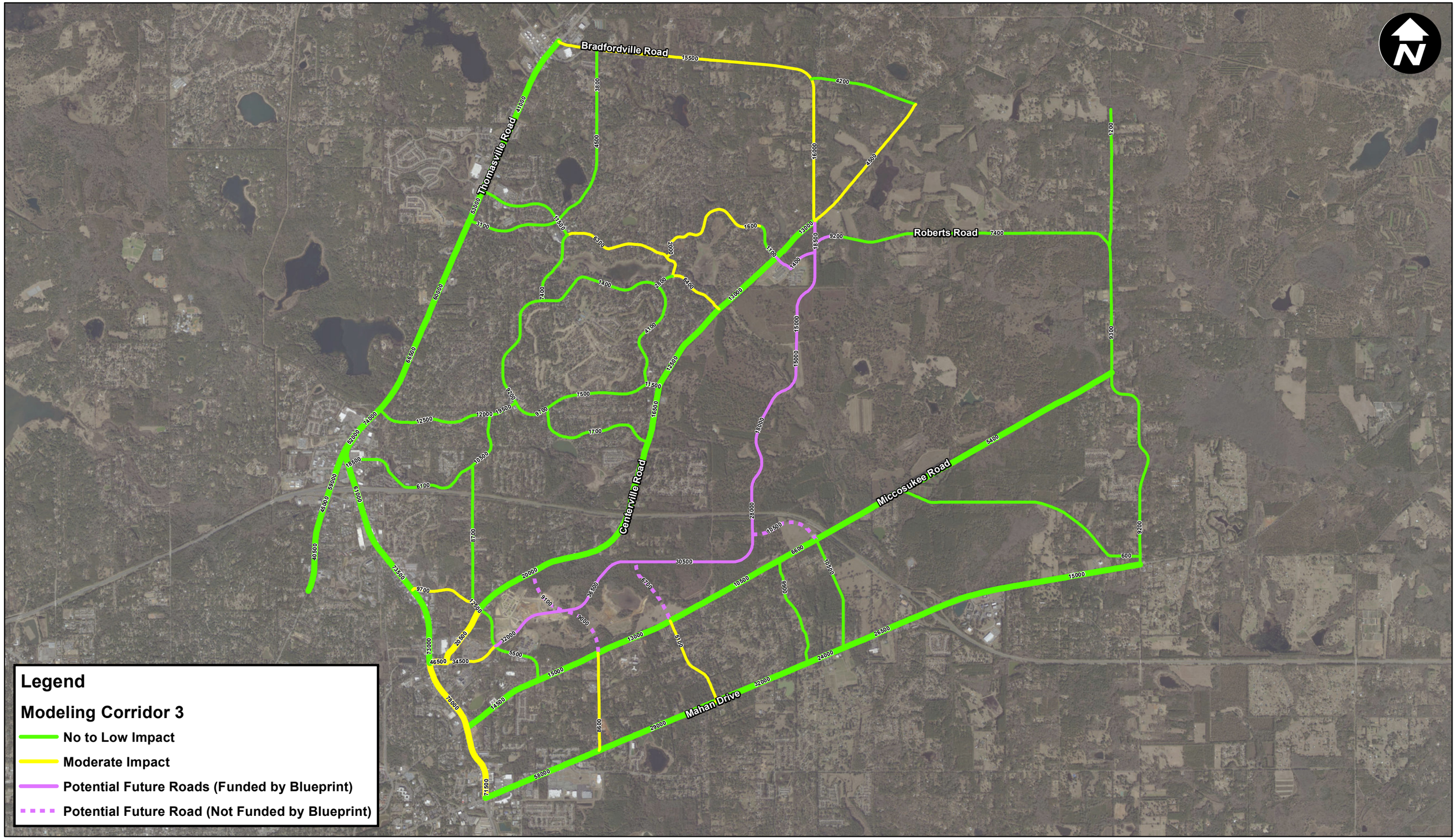


Northeast Gateway: Welaunee Boulevard PD&E Study
From Fleischmann Road to Centerville Road at Shamrock Street
Leon County, Florida

Modeling Corridors
Future Traffic Impacts

Modeling Information

Year: 2045
Name: Corridor 2

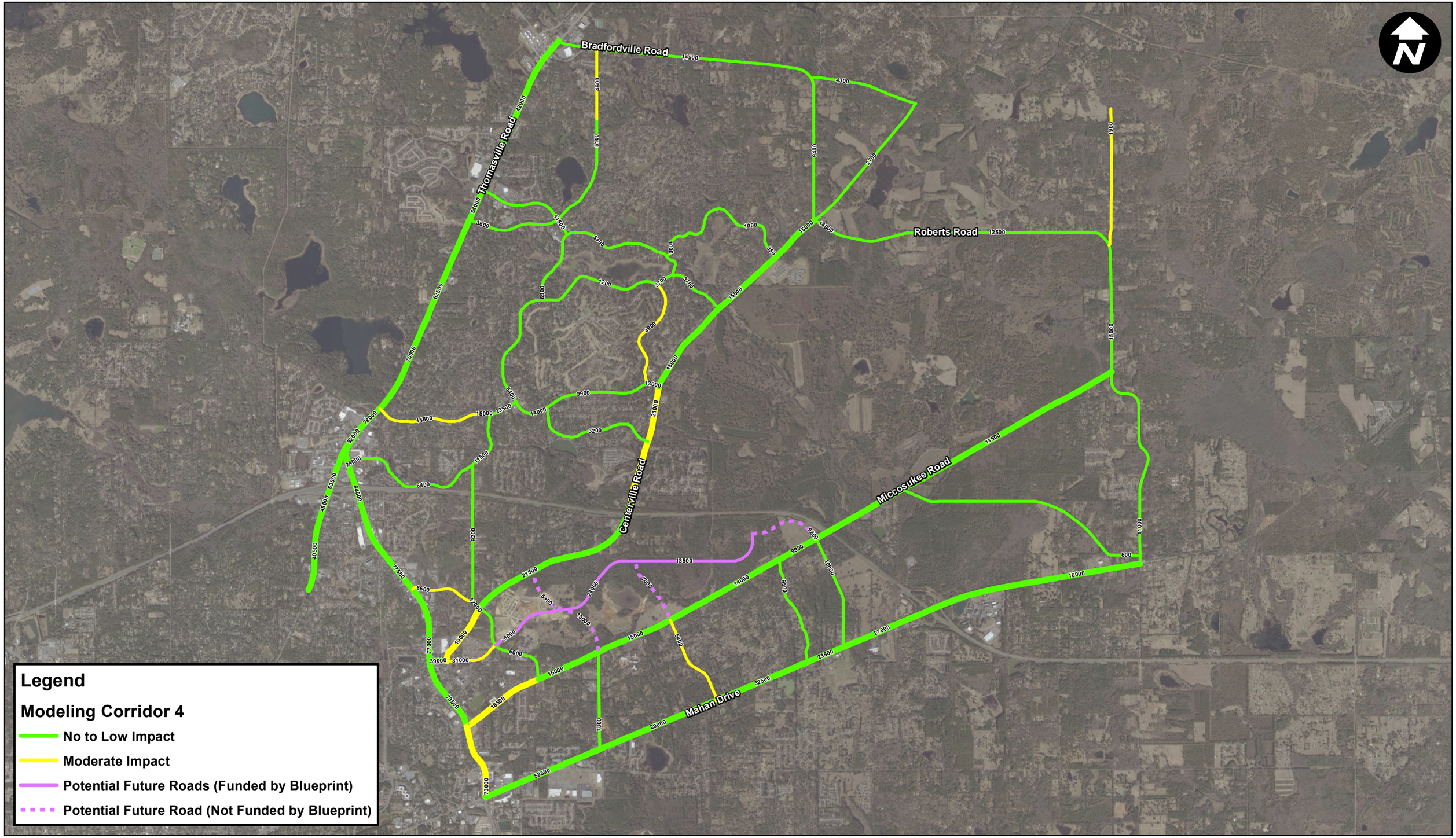


Northeast Gateway: Welaunee Boulevard PD&E Study
From Fleischmann Road to Centerville Road at Shamrock Street
Leon County, Florida

Modeling Corridors
Future Traffic Impacts

Modeling Information

Year: 2045
Name: Corridor 3



Northeast Gateway: Welaunee Boulevard PD&E Study **From Fleischmann Road to Centerville Road at Shamrock Street** **Leon County, Florida**	**Modeling Corridors** **Future Traffic Impacts**	**Modeling Information** **Year:** 2045 **Name:** Corridor 4

APPENDIX I:

VOLUME TO CAPACITY EVALUATION (TABLE FORM)

Green = Decreases or No Change

Yellow = Increases

Bright Green = A segment with a V/C Ratio Greater Than 1 Decreases

Red = A Segment with a V/C Ratio Greater Than 1 Increases

	Volume to Capacity Evaluation Matrix for Opening Year 2025					
	Roadway and Limits	2025 No Build Scenario	AADT by Modeling Corridor			
			1	2	3	4
	Arendell Way					
	Miccosukee Road to Mahan Drive	4,200	4,200	4,300	4,200	4,300
	Bradfordville Road					
	Thomasville Road to Pigsah Church Road	8,200	9,300	9,200	9,300	9,200
	Pigsah Church Road to Centerville Road	9,000	9,000	8,600	9,000	8,600
	Capital Circle NE					
	Mahan Drive to Miccosukee Road	56,000	60,000	60,500	60,000	60,500
	Miccosukee Road to Centerville Road	62,500	62,000	65,500	62,500	64,000
	Centerville Road to Lonnbladh Road	66,500	67,000	69,500	68,000	69,000
	Lonnbladh Road to Hermitage Boulevard	65,000	66,000	67,500	66,000	66,500
	Hermitage Boulevard to Thomasville Road	57,500	56,500	58,000	58,000	57,500
PRIMARY	**Centerville Road**					
	Capital Circle NE to Welaunee Boulevard	32,000	32,500	31,500	33,000	32,000
	Welaunee Boulevard to Olson Road	19,500	18,000	20,500	19,500	18,000
	Olson Road to Charleston Road	17,500	15,000	17,500	16,000	17,500
	Charleston Road to Shamrock Street	15,500	13,500	16,500	14,000	16,500
	Shamrock Street to McLaughlin Drive	13,500	11,000	13,500	11,000	14,000
	McLaughlin Drive to Pimlico Drive	13,500	8,500	13,500	8,500	13,500
	Pimlico Drive to Bradfordville Road	12,000	7,000	12,500	7,100	12,500
	Bradfordville Road to Pisgah Church Road	3,300	3,800	3,200	3,800	3,100
	Clarecastle Way					
	Pimlico Drive to N. Shannon Lake Drive	1,900	3,500	2,400	3,500	1,900
	Crump Road					
	Mahan Drive to Miccosukee Road	6,100	5,800	5,900	5,800	5,900
	Miccosukee Road to Roberts Road	8,200	6,800	7,400	6,800	7,500
	Dempsey Mayo Road					
	Mahan Drive to Miccosukee Road	3,200	3,600	3,300	3,600	3,200
	Miccosukee Road to Welaunee Boulevard		7,200	6,600	7,200	4,000
	Welaunee Boulevard to Centerville Road		8,300	7,100	7,000	7,100
	Edenfield Road					
	Mahan Drive to Miccosukee Road	3,500	3,500	3,300	3,500	3,800
	Miccosukee Road to Welaunee Boulevard					3,100
	Fleischmann Road					
	Miccosukee Road to Centerville Road	3,600	3,500	4,500	3,400	4,800
	Gardenview Way					
	Shamrock Street South to Centerville Road	2,500	800	750	800	850
	Kerry Forest Parkway					
	Thomasville Road to Shannon Lakes North	9,100	8,500	8,600	8,300	9,000
	Killarney Way					
	Thomasville Road to Kilkenny Drive	12,000	11,500	12,500	12,000	12,500
	Kilkenny Drive to Raymond Diehl Road	12,500	11,500	12,500	12,000	12,500
	Raymond Diehl Road to Shamrock Street South	19,000	17,000	18,500	17,000	18,500
	Lonnbladh Road					
	Capital Circle NE to Olson Road	5,300	5,200	5,400	5,100	5,100
PRIMARY	**Mahan Drive**					
	Capital Circle NE to Dempsey Mayo Road	50,000	51,500	52,500	52,000	52,000
	Dempsey Mayo Road to Edenfield Road	30,000	26,000	26,500	26,000	26,000
	Edenfield Road to Arendell Way	32,000	28,500	29,000	28,000	28,500
	Arendell Way to Thornton Road	26,000	24,000	24,500	23,500	24,000
	Thornton Road to Summit Lake Drive	23,500	22,000	22,000	21,500	22,000
	Summit Lake Drive to Crump Road	15,500	15,500	16,000	15,500	15,500
	McLaughlin Drive					
	Shamrock Street North to E. Shannon Lakes Drive	2,200	1,700	2,700	2,000	2,000
	E. Shannon Lakes Drive to Centerville Road	2,800	5,000	2,700	4,700	3,000
PRIMARY	**Miccosukee Road**					
	Capital Circle NE to Fleischmann Road	9,800	11,000	11,000	11,000	11,500
	Fleischmann Road to Dempsey Mayo Road	10,000	12,500	13,000	12,500	12,500
	Dempsey Mayo Road to Edenfield Road	12,500	11,000	10,500	11,000	9,000
	Edenfield Road to Arendell Way	6,300	5,900	5,800	5,800	6,000
	Arendell Way to Thornton Road	3,700	3,400	3,600	3,500	3,500
	Thornton Road to Crump Road	4,700	2,800	3,900	3,700	4,400
	Miles Johnson Road					
	Miccosukee Road to Crump Road	550	550	550	550	550
	Olson Road					
	Centerville Road to Lonnbladh Road	10,500	8,800	9,700	8,900	10,500
	Lonnbladh Road to Raymond Diehl Road	9,100	9,500	10,000	9,300	9,200
	Pimlico Drive					
	Clarecastle Way to Santa Anita Drive	1,600	2,100	1,500	2,100	1,300
	Santa Anita Drive to Centerville Road	500	450	450	450	500
	Centerville Road to Welaunee Boulevard		1,100		1,100	

Green = Decreases or No Change

Yellow = Increases

Bright Green = A segment with a V/C Ratio Greater Than 1 Decreases

Red = A Segment with a V/C Ratio Greater Than 1 Increases

Volume to Capacity Evaluation Matrix for Opening Year 2025					
Roadway and Limits	2025 No Build Scenario	AADT by Modeling Corridor			
		1	2	3	4
Pisgah Church Road					
Bradfordville Road to Centerville Road	2,700	2,700	2,700	2,700	2,700
Proctor Road					
Crump Road to Centerville Road	1,000	1,000	1,100	1,000	1,100
Raymond Diehl Road					
Capital Circle NE to Village Square Boulevard	16,500	16,000	16,000	16,000	16,500
Village Square Boulevard to Delaney Drive	13,000	12,000	12,000	12,500	12,000
Delaney Drive to Olson Road	4,400	3,700	3,600	3,700	3,700
Olson Road to Killarney Way	9,400	8,100	9,000	8,200	8,900
Roberts Road					
Centerville Road to Realignment	7,100		7,400		7,400
Realignment of Roberts Road		6,900		6,900	
Realignment to Crump Road	6,600	5,200	5,700	5,200	5,700
Shamrock Street					
W. Shannon Lakes Drive to McLaughlin Drive (North)	1,000	1,100	1,100	1,100	1,000
McLaughlin Drive to Shamrock Street South (East)	3,500	3,300	4,000	3,500	3,200
Killarney Way to W. Shannon Lakes Drive (West)	10,000	9,000	9,800	9,300	10,000
Killarney Way to Gardenview Way (South)	7,400	6,500	7,100	6,500	7,000
Gardenview Way to Shamrock Street East (South)	5,900	5,200	5,700	5,100	5,600
Shamrock Street East to Centerville Road (South)	9,600	9,200	10,000	9,500	9,500
Centerville Road to Welaunee Boulevard (Extension)		100	450		
Shannon Lakes Drive					
Kerry Forest Parkway to McLaughlin Drive (North)	3,500	4,400	3,700	4,400	3,400
Shamrock Street North to Kerry Forest Parkway (West)	8,000	6,700	7,600	7,000	7,900
PRIMARY					
Thomasville Road					
Hermitage Boulevard to Metropolitan Boulevard	39,500	37,500	36,000	37,500	37,500
Metropolitan Boulevard to I-10 Westbound Ramp	44,000	41,500	40,000	41,500	42,000
I-10 Westbound Ramp to Killearn Center Boulevard	59,000	56,500	58,000	53,000	56,500
Killearn Center Boulevard to Village Square Boulevard	53,500	49,500	53,500	50,000	51,500
Village Square Boulevard to Killarney Way	71,500	71,000	72,000	71,000	72,500
Killarney Way to High Grove Road	63,000	63,000	63,000	62,500	63,500
High Grove Road to Velda Dairy Road	60,500	58,000	58,000	58,000	58,500
Velda Dairy Road to Kerry Forest Parkway	56,500	52,000	51,500	51,500	52,500
Kerry Forest Parkway to Bradfordville Road	42,000	41,500	41,000	41,500	41,500
Thornton Road					
Mahan Drive to Miccosukee Road	3,000	2,400	2,400	2,400	2,400
Miccosukee Road to Welaunee Boulevard					750
Velda Dairy Road					
Thomasville Road to Kerry Forest Parkway	2,900	2,800	3,000	2,800	2,500
Kerry Forest Parkway to Kimmer Rowe Drive	3,800	3,900	4,000	3,800	3,800
Kimmer Rowe Drive to Bradfordville Road	3,000	3,100	3,200	3,100	3,100
Welaunee Boulevard					
Centerville Road to Fleischmann Road	13,500	16,500	12,000	15,000	14,500
Fleischmann Road to Dempsey Mayo Road		11,500	5,600	10,000	5,700
Dempsey Mayo Road to Edenfield Road		7,300	1,300	7,400	4,100
Edenfield Road to Thornton Road		6,900	750	6,700	750
Thornton Road to Gardenview Way		6,600	450	6,500	
Gardenview Way to Shamrock Street		6,600	450	6,400	
Shamrock Street to McLaughlin Drive		6,400		6,400	
McLaughlin Drive to Pimlico Drive		6,400		6,400	
Pimlico Drive to Bradfordville Road		9,300		9,200	

Sum of Bright Green Segments (Decreases and Existing & Committed V/C Ratio is Greater Than 1)	7	4	6	4
Sum of Green Segments (Decreases or No Change)	51	42	52	50
Sum of Yellow Segments (Increases)	14	25	13	18
Sum of Yellow Segments (Increases and Existing & Committed V/C Ratio is Greater Than 1)	5	6	6	5

Green = Decreases or No Change
Yellow = Increases
Bright Green = A segment with a V/C Ratio Greater Than 1 Decreases
Red = A Segment with a V/C Ratio Greater Than 1 Increases

	Volume to Capacity Evaluation Matrix for Interim Year 2035					
	Roadway and Limits	2035 No Build Scenario	AADT by Modeling Corridor			
			1	2	3	4
	Arendell Way					
	Miccosukee Road to Mahan Drive	7,100	7,900	7,500	7,600	7,000
	Bradfordville Road					
	Thomasville Road to Pigsah Church Road	11,500	12,500	11,000	12,500	11,500
	Pigsah Church Road to Centerville Road	11,000	12,500	11,000	13,000	11,000
	Capital Circle NE					
	Mahan Drive to Miccosukee Road	59,500	63,500	64,000	63,500	65,000
	Miccosukee Road to Centerville Road	64,500	66,000	65,500	65,500	69,000
	Centerville Road to Lonnbladh Road	71,000	68,500	70,000	70,000	72,000
	Lonnbladh Road to Hermitage Boulevard	70,000	68,500	69,000	69,000	70,000
	Hermitage Boulevard to Thomasville Road	60,500	57,500	58,000	56,500	59,500
PRIMARY	**Centerville Road**					
	Capital Circle NE to Welaunee Boulevard	32,500	33,000	33,000	35,500	33,500
	Welaunee Boulevard to Olson Road	17,500	19,000	16,500	17,000	17,500
	Olson Road to Charleston Road	17,500	15,000	16,000	15,000	17,500
	Charleston Road to Shamrock Street	17,500	13,500	17,000	13,500	17,000
	Shamrock Street to McLaughlin Drive	14,500	12,500	18,500	10,500	14,000
	McLaughlin Drive to Pimlico Drive	15,000	9,200	16,000	9,300	14,500
	Pimlico Drive to Bradfordville Road	14,000	7,600	15,000	8,400	13,500
	Bradfordville Road to Pisgah Church Road	3,600	4,600	3,500	4,600	3,000
	Clarecastle Way					
	Pimlico Drive to N. Shannon Lake Drive	2,100	3,800	3,000	3,400	1,600
	Crump Road					
	Mahan Drive to Miccosukee Road	7,500	6,200	6,900	6,200	7,500
	Miccosukee Road to Roberts Road	11,000	6,000	7,700	6,100	10,500
	Dempsey Mayo Road					
	Mahan Drive to Miccosukee Road	5,400	5,600	5,200	5,800	4,900
	Miccosukee Road to Welaunee Boulevard		6,300	5,900	5,800	4,300
	Welaunee Boulevard to Centerville Road		7,600	10,000	8,400	9,300
	Edenfield Road					
	Mahan Drive to Miccosukee Road	1,900	3,300	3,500	4,100	4,400
	Miccosukee Road to Welaunee Boulevard		3,500	3,700	4,100	5,000
	Fleischmann Road					
	Miccosukee Road to Centerville Road	4,300	3,400	4,400	4,400	5,200
	Gardenview Way					
	Shamrock Street South to Centerville Road	1,000	900	950	900	1,000
	Kerry Forest Parkway					
	Thomasville Road to Shannon Lakes North	9,900	9,700	9,900	9,500	9,200
	Killarney Way					
	Thomasville Road to Kilkenny Drive	12,500	11,500	13,000	12,000	13,000
	Kilkenny Drive to Raymond Diehl Road	12,500	11,500	11,500	12,000	13,000
	Raymond Diehl Road to Shamrock Street South	19,000	17,500	18,500	17,500	20,000
	Lonnbladh Road					
	Capital Circle NE to Olson Road	5,800	6,300	6,900	6,400	6,300
PRIMARY	**Mahan Drive**					
	Capital Circle NE to Dempsey Mayo Road	54,000	53,500	55,000	55,000	56,500
	Dempsey Mayo Road to Edenfield Road	33,000	26,500	27,000	27,000	27,500
	Edenfield Road to Arendell Way	34,000	29,500	30,500	30,500	31,000
	Arendell Way to Thornton Road	25,500	23,000	23,500	23,000	24,000
	Thornton Road to Summit Lake Drive	25,500	24,500	25,500	24,500	24,000
	Summit Lake Drive to Crump Road	16,000	15,000	15,500	15,000	16,000
	McLaughlin Drive					
	Shamrock Street North to E. Shannon Lakes Drive	3,200	2,400	3,400	2,300	2,700
	E. Shannon Lakes Drive to Centerville Road	3,200	5,800	4,600	5,800	2,800
PRIMARY	**Miccosukee Road**					
	Capital Circle NE to Fleischmann Road	10,500	13,000	12,500	10,000	13,000
	Fleischmann Road to Dempsey Mayo Road	12,500	13,000	12,500	13,000	13,500
	Dempsey Mayo Road to Edenfield Road	15,500	10,000	9,400	10,000	11,000
	Edenfield Road to Arendell Way	10,500	7,400	7,200	7,400	9,100
	Arendell Way to Thornton Road	5,600	5,400	5,000	4,700	5,200
	Thornton Road to Crump Road	6,400	4,500	4,100	4,400	6,900
	Miles Johnson Road					
	Miccosukee Road to Crump Road	550	550	550	550	550
	Olson Road					
	Centerville Road to Lonnbladh Road	8,900	8,600	10,500	9,000	9,700
	Lonnbladh Road to Raymond Diehl Road	9,400	9,900	8,100	9,700	9,800
	Pimlico Drive					
	Clarecastle Way to Santa Anita Drive	1,500	2,200	1,800	2,200	1,200
	Santa Anita Drive to Centerville Road	700	400	400	800	550
	Centerville Road to Welaunee Boulevard		1,100		1,100	

Green = Decreases or No Change

Yellow = Increases

Bright Green = A segment with a V/C Ratio Greater Than 1 Decreases

Red = A Segment with a V/C Ratio Greater Than 1 Increases

Volume to Capacity Evaluation Matrix for Interim Year 2035

Roadway and Limits	2035 No Build Scenario	AADT by Modeling Corridor			
		1	2	3	4
Pisgah Church Road					
Bradfordville Road to Centerville Road	3,500	3,500	3,500	3,500	3,500
Proctor Road					
Crump Road to Centerville Road	1,200	1,100	1,300	1,100	1,700
Raymond Diehl Road					
Capital Circle NE to Village Square Boulevard	17,000	16,500	17,000	17,000	18,000
Village Square Boulevard to Delaney Drive	14,000	12,500	13,000	13,000	14,500
Delaney Drive to Olson Road	5,100	4,100	5,000	3,900	4,600
Olson Road to Killarney Way	9,400	8,300	9,000	8,300	9,800
Roberts Road					
Centerville Road to Realignment	10,500		5,700		9,600
Realignment of Roberts Road		6,200		6,300	
Realignment to Crump Road	9,100	4,400	7,500	4,500	8,000
Shamrock Street					
W. Shannon Lakes Drive to McLaughlin Drive (North)	1,100	1,200	1,200	1,200	1,100
McLaughlin Drive to Shamrock Street South (East)	4,900	4,700	5,700	4,100	4,600
Killarney Way to W. Shannon Lakes Drive (West)	9,100	8,900	9,700	9,300	10,000
Killarney Way to Gardenview Way (South)	8,600	7,500	8,100	7,100	8,600
Gardenview Way to Shamrock Street East (South)	6,900	6,300	6,700	5,600	6,800
Shamrock Street East to Centerville Road (South)	11,500	11,500	12,500	10,000	11,000
Centerville Road to Welaunee Boulevard (Extension)		4,800	7,600		
Shannon Lakes Drive					
Kerry Forest Parkway to McLaughlin Drive (North)	4,400	5,700	6,000	5,300	3,900
Shamrock Street North to Kerry Forest Parkway (West)	7,300	6,800	7,700	7,200	7,600
Thomasville Road					
Hermitage Boulevard to Metropolitan Boulevard	39,500	39,500	40,000	39,000	39,000
Metropolitan Boulevard to I-10 Westbound Ramp	48,500	44,000	39,500	44,500	43,500
I-10 Westbound Ramp to Killearn Center Boulevard	61,000	59,000	57,000	59,000	59,000
Killearn Center Boulevard to Village Square Boulevard	53,500	51,500	53,000	51,500	51,000
Village Square Boulevard to Killarney Way	74,000	71,500	73,000	71,500	73,500
Killarney Way to High Grove Road	66,000	64,000	65,000	63,500	65,500
High Grove Road to Velda Dairy Road	62,000	59,000	59,000	58,500	60,000
Velda Dairy Road to Kerry Forest Parkway	57,500	52,500	52,500	52,000	52,500
Kerry Forest Parkway to Bradfordville Road	42,500	41,500	41,500	41,000	41,500
Thornton Road					
Mahan Drive to Miccosukee Road	6,900	8,000	8,300	8,500	5,400
Miccosukee Road to Welaunee Boulevard		8,700	7,700	7,200	2,400
Velda Dairy Road					
Thomasville Road to Kerry Forest Parkway	3,100	2,800	2,700	2,700	3,200
Kerry Forest Parkway to Kimmer Rowe Drive	4,300	4,300	4,700	4,100	4,200
Kimmer Rowe Drive to Bradfordville Road	3,600	3,200	3,900	3,300	3,500
Welaunee Boulevard					
Centerville Road to Fleischmann Road	18,000	21,500	21,500	23,500	19,500
Fleischmann Road to Dempsey Mayo Road		18,000	18,000	19,500	13,000
Dempsey Mayo Road to Edenfield Road		15,000	9,900	17,500	9,600
Edenfield Road to Thornton Road		12,000	6,100	13,500	4,000
Thornton Road to Gardenview Way		17,000	8,900	15,500	
Gardenview Way to Shamrock Street		15,500	7,500	14,000	
Shamrock Street to McLaughlin Drive		11,000		14,000	
McLaughlin Drive to Pimlico Drive		11,000		14,000	
Pimlico Drive to Bradfordville Road		14,500		16,000	

PRIMARY

Sum of Bright Green Segments (Decreases and Existing & Committed V/C Ratio is Greater Than 1)	9	8	9	4
Sum of Green Segments (Decreases or No Change)	47	39	44	49
Sum of Yellow Segments (Increases)	18	27	21	18
Sum of Yellow Segments (Increases and Existing & Committed V/C Ratio is Greater Than 1)	3	3	3	6

Green = Decreases or No Change

Yellow = Increases

Bright Green = A segment with a V/C Ratio Greater Than 1 Decreases

Red = A Segment with a V/C Ratio Greater Than 1 Increases

	Volume to Capacity Evaluation Matrix for Design Year 2045					
	Roadway and Limits	2045 No Build Scenario	AADT by Modeling Corridor			
			1	2	3	4
	Arendell Way					
	Miccosukee Road to Mahan Drive	10,000	10,000	9,700	9,900	9,500
	Bradfordville Road					
	Thomasville Road to Pigsah Church Road	14,500	15,500	14,500	15,500	14,500
	Pigsah Church Road to Centerville Road	13,000	16,000	14,000	16,000	9,400
	Capital Circle NE					
	Mahan Drive to Miccosukee Road	66,000	73,500	74,000	71,500	73,000
	Miccosukee Road to Centerville Road	72,500	78,500	78,500	78,000	73,500
	Centerville Road to Lonnbladh Road	77,000	71,000	72,500	73,000	77,000
	Lonnbladh Road to Hermitage Boulevard	76,500	71,000	73,000	73,500	77,500
	Hermitage Boulevard to Thomasville Road	63,000	60,000	61,000	61,000	64,500
PRIMARY	**Centerville Road**					
	Capital Circle NE to Welaunee Boulevard	38,000	40,500	42,000	46,500	39,000
	Welaunee Boulevard to Olson Road	17,000	18,000	19,500	20,500	19,000
	Olson Road to Charleston Road	21,500	17,000	18,500	20,000	21,500
	Charleston Road to Shamrock Street	20,000	15,500	17,000	16,500	21,000
	Shamrock Street to McLaughlin Drive	15,500	14,000	20,000	12,500	15,000
	McLaughlin Drive to Pimlico Drive	17,000	10,500	17,500	13,000	15,000
	Pimlico Drive to Bradfordville Road	17,000	9,500	17,000	13,000	15,000
	Bradfordville Road to Pisgah Church Road	3,600	4,500	3,400	4,500	2,700
	Clarecastle Way					
	Pimlico Drive to N. Shannon Lake Drive	900	3,000	1,900	2,000	1,000
	Crump Road					
	Mahan Drive to Miccosukee Road	11,000	6,700	9,200	9,200	11,000
	Miccosukee Road to Roberts Road	15,500	9,000	10,500	9,300	15,000
	Dempsey Mayo Road					
	Mahan Drive to Miccosukee Road	7,600	9,000	8,400	8,600	7,800
	Miccosukee Road to Welaunee Boulevard		9,600	9,000	9,100	5,900
	Welaunee Boulevard to Centerville Road		9,400	9,700	9,000	13,000
	Edenfield Road					
	Mahan Drive to Miccosukee Road	4,400	5,300	5,200	5,100	5,400
	Miccosukee Road to Welaunee Boulevard		6,800	7,400	6,700	7,000
	Fleischmann Road					
	Miccosukee Road to Centerville Road	6,700	5,300	5,200	5,500	6,000
	Gardenview Way					
	Shamrock Street South to Centerville Road	3,100	1,200	1,200	1,700	3,200
	Kerry Forest Parkway					
	Thomasville Road to Shannon Lakes North	12,000	11,500	12,000	11,500	11,500
	Killarney Way					
	Thomasville Road to Kilkenny Drive	13,000	13,500	13,000	12,500	14,500
	Kilkenny Drive to Raymond Diehl Road	13,500	13,500	13,000	12,000	15,000
	Raymond Diehl Road to Shamrock Street South	23,500	20,500	21,000	19,500	23,500
	Lonnbladh Road					
	Capital Circle NE to Olson Road	7,500	8,200	9,000	9,700	8,600
PRIMARY	**Mahan Drive**					
	Capital Circle NE to Dempsey Mayo Road	60,000	59,000	57,500	58,000	58,500
	Dempsey Mayo Road to Edenfield Road	39,000	28,500	28,500	29,000	29,000
	Edenfield Road to Arendell Way	38,000	31,500	31,500	32,000	32,500
	Arendell Way to Thornton Road	27,500	23,500	23,000	24,000	23,500
	Thornton Road to Summit Lake Drive	27,000	26,500	26,000	26,500	27,000
	Summit Lake Drive to Crump Road	16,000	15,000	15,000	15,000	16,000
	McLaughlin Drive					
	Shamrock Street North to E. Shannon Lakes Drive	3,500	2,400	4,500	2,800	3,700
	E. Shannon Lakes Drive to Centerville Road	4,100	6,600	5,100	6,400	3,700
PRIMARY	**Miccosukee Road**					
	Capital Circle NE to Fleischmann Road	14,500	13,500	14,500	14,500	16,500
	Fleischmann Road to Dempsey Mayo Road	15,500	14,000	15,000	15,000	16,000
	Dempsey Mayo Road to Edenfield Road	19,500	12,000	13,000	13,000	15,000
	Edenfield Road to Arendell Way	16,000	10,000	11,000	10,500	14,000
	Arendell Way to Thornton Road	10,500	7,000	7,200	6,600	9,900
	Thornton Road to Crump Road	11,500	6,200	7,300	5,400	11,500
	Miles Johnson Road					
	Miccosukee Road to Crump Road	600	600	600	600	600
	Olson Road					
	Centerville Road to Lonnbladh Road	11,500	11,500	12,500	12,500	12,000
	Lonnbladh Road to Raymond Diehl Road	9,100	8,200	8,700	8,700	9,200
	Pimlico Drive					
	Clarecastle Way to Santa Anita Drive	1,000	1,900	1,400	1,600	1,000
	Santa Anita Drive to Centerville Road	950	550	600	1,100	850
	Centerville Road to Welaunee Boulevard		1,400		1,400	

Green = Decreases or No Change

Yellow = Increases

Bright Green = A segment with a V/C Ratio Greater Than 1 Decreases

Red = A Segment with a V/C Ratio Greater Than 1 Increases

Volume to Capacity Evaluation Matrix for Design Year 2045

	Roadway and Limits	2045 No Build Scenario	AADT by Modeling Corridor			
			1	2	3	4
PRIMARY	**Pisgah Church Road**					
	Bradfordville Road to Centerville Road	4,400	4,200	4,300	4,200	4,300
	Proctor Road					
	Crump Road to Centerville Road	1,100	1,200	1,700	1,200	1,900
	Raymond Diehl Road					
	Capital Circle NE to Village Square Boulevard	23,500	17,500	18,500	18,500	24,000
	Village Square Boulevard to Delaney Drive	16,500	14,000	14,500	14,500	16,000
	Delaney Drive to Olson Road	7,700	5,300	6,000	6,100	6,400
	Olson Road to Killarney Way	12,500	9,300	10,500	10,500	11,500
	Roberts Road					
	Centerville Road to Realignment	15,500		9,700		14,000
	Realignment of Roberts Road		9,000		9,200	
	Realignment to Crump Road	14,500	7,200	7,900	7,400	12,500
	Shamrock Street					
	W. Shannon Lakes Drive to McLaughlin Drive (North)	1,300	1,300	1,400	1,400	1,200
	McLaughlin Drive to Shamrock Street South (East)	4,400	4,800	6,700	4,100	4,900
	Killarney Way to W. Shannon Lakes Drive (West)	9,000	8,600	9,400	9,200	8,400
	Killarney Way to Gardenview Way (South)	13,500	11,500	11,000	9,700	14,000
	Gardenview Way to Shamrock Street East (South)	9,800	9,900	9,300	7,500	9,900
	Shamrock Street East to Centerville Road (South)	12,500	15,500	16,500	11,500	13,000
	Centerville Road to Welaunee Boulevard (Extension)		11,500	15,000		
	Shannon Lakes Drive					
	Kerry Forest Parkway to McLaughlin Drive (North)	5,300	6,900	7,700	6,300	5,300
	Shamrock Street North to Kerry Forest Parkway (West)	7,700	7,000	7,700	7,400	6,900
	Thomasville Road					
	Hermitage Boulevard to Metropolitan Boulevard	39,500	41,000	40,500	40,500	40,500
	Metropolitan Boulevard to I-10 Westbound Ramp	45,000	46,000	45,500	45,000	45,000
	I-10 Westbound Ramp to Killearn Center Boulevard	61,000	58,000	59,500	59,000	63,500
	Killearn Center Boulevard to Village Square Boulevard	51,000	51,500	52,000	52,000	52,000
	Village Square Boulevard to Killarney Way	75,000	75,000	74,500	74,000	78,000
	Killarney Way to High Grove Road	68,000	66,500	66,500	66,500	70,000
	High Grove Road to Velda Dairy Road	62,500	60,000	60,000	60,000	62,500
	Velda Dairy Road to Kerry Forest Parkway	57,000	52,500	52,000	53,000	54,000
	Kerry Forest Parkway to Bradfordville Road	43,000	41,000	41,000	41,000	42,000
	Thornton Road					
	Mahan Drive to Miccosukee Road	19,000	11,000	11,000	10,500	10,000
	Miccosukee Road to Welaunee Boulevard		11,500	11,000	10,500	9,200
	Velda Dairy Road					
	Thomasville Road to Kerry Forest Parkway	3,700	3,300	3,800	3,100	3,800
	Kerry Forest Parkway to Kimmer Rowe Drive	4,900	4,300	5,600	4,500	5,100
	Kimmer Rowe Drive to Bradfordville Road	4,200	3,400	4,700	3,800	4,600
	Welaunee Boulevard					
	Centerville Road to Fleischmann Road	27,500	38,000	36,500	34,500	31,000
	Fleischmann Road to Dempsey Mayo Road		35,500	33,000	32,000	28,000
	Dempsey Mayo Road to Edenfield Road		43,500	31,500	36,500	24,000
	Edenfield Road to Thornton Road		30,500	27,000	30,500	13,500
	Thornton Road to Gardenview Way		30,500	25,500	28,000	
	Gardenview Way to Shamrock Street		22,500	16,500	18,000	
	Shamrock Street to McLaughlin Drive		12,000		15,000	
	McLaughlin Drive to Pimlico Drive		12,000		15,000	
	Pimlico Drive to Bradfordville Road		15,500		18,500	

Sum of Bright Green Segments (Decreases and Existing & Committed V/C Ratio is Greater Than 1)	8	8	9	2
Sum of Green Segments (Decreases or No Change)	46	41	46	41
Sum of Yellow Segments (Increases)	20	25	19	26
Sum of Yellow Segments (Increases and Existing & Committed V/C Ratio is Greater Than 1)	3	3	3	8