



# HILLSBOROUGH COUNTY

## *LEVEL OF SERVICE REPORT*

MARCH 2011

*Prepared by: Development Services Department, Transportation Review*

BOARD OF COUNTY COMMISSIONERS

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Victor D. Crist  
Ken Hagan  
Al Higginbotham  
Lesley "Les" Miller, Jr.  
Sandra L. Murman  
Mark Sharpe



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Michael Merrill

Planning & Infrastructure Services Administrator  
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**Development Services Department**  
**Development Review Division**  
**Transportation Review**

**Vision Statement**

*"To be a professional resource for our customers."*

*The Hillsborough County Development Services Department, Development Review Division strives to be a credible, sought after resource for addressing planning, policy and community transportation needs while providing responsive customer services and professional products.*

**Mission Statement**

*"Setting the path for future mobility."*

*Hillsborough County Development Services Department carries out the Board of County Commissioners mission to provide mobility to our residents, businesses and visitors by developing policies, planning, programming and seeking funds to respond to community transportation needs.*



## Roadway Level of Service (LOS) Report

**Designed for  
Rezoning & Concurrency Reviews**

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## ***DISCLAIMER***

The Development Services Department makes every effort to ensure the accuracy of the information shown in this document; however, makes no warranty or representation, expressed or implied, as to the use, accuracy or interpretation of the data herein. Traffic count data has been collected by persons or agents other than Hillsborough County and cannot be guaranteed by Hillsborough County. This report makes extensive use of statewide default values and is intended for generalized analyses and initial problem identification. It should only be used as a guide and reference, and should be supplemented with a more detailed study, signed and sealed by a professional engineer, to more accurately determine the level of service (LOS) for use in concurrency analyses. As new information becomes available, this report will be updated. Before relying on this data, the user should visit our office located at 601 East Kennedy Boulevard, 20<sup>th</sup> Floor, Tampa, Florida 33602, to review the official records of the agency, and confirm that the data is current.

Development Services Department  
Development Review Division  
Transportation Review



## INTRODUCTION

The *2011 Roadway Level of Service Report* is a comprehensive listing of major roadways and their operating conditions, which provides the current levels of service of roadways based upon recent counts. County road counts were taken December 2010 – January 2011. State roads were counted in September of 2009. This report uses the minimum peak hour, peak direction Level of Service (LOS) standards from the Transportation Element of the adopted Hillsborough County Comprehensive Plan; and has been generated using the current guidelines of the 2009 edition of the Florida Department of Transportation (FDOT) Level of Service (LOS) Generalized Tables and Highway Capacity Manual (HCM). Roadways included in this inventory are regulated arterials and collectors as defined in the Hillsborough County Comprehensive Plan. These are roads located in unincorporated Hillsborough County and are regulated according to the inventory. The regulated roads in the unincorporated areas are part of the Concurrency Management System and are subject to the requirements for public facilities identified in the Hillsborough County Land Development Code.

**In accordance with Sec. 4.02.02 of the Hillsborough County Land Development Code, the FDOT Tables of Generalized Daily Level-of-Service Maximum Volumes will be used to determine initial highway capacities. The measurement of capacity may also be determined by substantiation in the form of engineering studies signed by a licensed Professional Engineer. Traffic analysis techniques must be technically sound and justifiable as determined by the County, and as described in the Concurrency Management System Administrative Procedures Manual.**

This current edition of the *Hillsborough County LOS Report* will provide a basis for Average Annual Daily Traffic (AADT). These counts are to be used in traffic studies for Concurrency Application Review. Any counts, especially those older than two years, can be updated using the above mentioned acceptable traffic analysis techniques, which may include more detailed analysis involving peak hour counts. Alterations to capacity on the State Highway System beyond ranges established by agreement between Hillsborough County and FDOT shall require FDOT review and approval.

***This report makes extensive use of statewide default values and is intended for generalized analysis and initial problem identification. It should only be used as a guide and reference, and should be supplemented with a more detailed study to***

***more accurately determine LOS for use in concurrency analyses, except where indicated that a detailed analysis has been provided. As new information becomes available, this report will be updated.***

**Determining Available Roadway Capacity** - The County's Adequate Public Facilities Ordinance, Part 4.02.00 of the Land Development Code, requires that there be sufficient roadway capacity to accommodate development before building certificates are issued. This Hillsborough County *Roadway Level of Service Report* will be used to determine initial highway volumes and capacities. The report does not account for all trips from projects that have received certificates of capacities, but have not received their certificates of occupancy. These trips are considered to be reserved on the roadway network. The applicant should meet with Staff to receive up-to- date information on approved development to determine vested trips.

This report consists of County Roads, State Roads, and Appendices:

**County Roads:** Provides the LOS for all of the major roadways within Unincorporated Hillsborough County as well as several major county-maintained roadways located in the cities of Tampa, Plant City, and Temple Terrace.

**State Roads:** Provides LOS for all roadways that are part of the State Highway System within unincorporated Hillsborough County.

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

Appendix B – Definition of Level of Service (LOS)

Appendix C – Level of Service (LOS) Standards, High Transit Roadways and Updated Regulated Roads

Appendix D – Hillsborough County Planning Areas

Appendix E – FDOT 2010 Generalized Tables

Any questions regarding this report, generated capacities, LOS or other data as presented should be directed to Transportation Review of the Hillsborough County Development Services Department. The user is encouraged to obtain and review a detailed printout of the *Transportation Technical Memorandum* by visiting:

<http://www.hillsboroughcounty.org/publicworks/engineering/manuals/transtechnicalmanual/ttm.cfm>.

It is also recommended that users check the Florida Department of Transportation's (FDOT) Generalized LOS Tables as defined in the 2009 edition of FDOT's *LOS Handbook* and the *Highway Capacity Manual*.

MARCH 2011

**LOS A** represents the best operating conditions and is considered free flow. Individual users are virtually unaffected by the presence of others in the traffic.

## COUNTY ROADWAYS



**HILLSBOROUGH COUNTY  
AUTOMOBILE LEVEL OF SERVICE REPORT**  
**COUNTY ROADWAYS**

**THE FORMAT OF THIS REPORT IS  
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REZONINGS AND CONCURRENCY REVIEWS**

Roadway (From/To)	Plan Area	Reg	FC	Road Type	Spd Lmt	LOS Std.	Len (mi)	Sig/Mi	AADT	Daily Cap	Peak Hr Dir Vol	Peak Hr Dir Cap	V/C Ratio	LOS	Cap Avail
131ST AVE: (NEBRASKA AVE -to-30TH ST)	USF	Y	C	2U	45	E	1.54	2.60	6,552 *	15,390	393	817	0.48	C	Y
12TH ST/INTERCHANGE: (US 41-to-SHELL POINT)	RU	Y	C	2U	40	D	1.70	1.18	2,822	14,440	149	760	0.20	B	Y
14TH ST: (19TH AVE NW-to-SHELL POINT)	RU	Y	C	2U	40	D	1.00	2.00	904	13,015	49	694	0.07	C	Y
15TH ST: (FOWLER AVE -to-FLETCHER AVE)	USF	Y	C	2U	45	D	.99	2.02	8,296	14,440	422	770	0.55	C	Y
19TH AVE NW: (EG SIMMONS PARK -to-US HWY 41)	RU	Y	C	2U	45	D	2.32	0.86	2,058 *	14,440	114	760	0.15	B	Y
19TH AVE NE: (US HWY 41-TO-30TH ST)	RU	Y	MA	2U	45	D	2.25	0.44	2,700 *	14,440	160	760	0.21	B	Y
19TH AVE NE: (30TH ST-to-CYPRESS VILLAGE DRIVE)	RU/SCC	Y	MA	2U	50	D	1.00	1.00	4,762 *	14,440	227	760	0.30	B	Y
19TH AVE NE: (CYPRESS VILLAGE DRIVE-to-US HWY 301)	SCC	Y	MA	2U	50	D	2.85	0.00	3,870 *	20,045	268	1,064	0.25	B	Y
22ND ST: (CLUB DR-to-BEARSS AVE)	USF	Y	C	2U	45	E	1.42	2.11	9,587 *	15,390	545	817	0.67	D	Y
30TH ST: (SR 674-to-19TH AVE)	RU	Y	C	2U	45	D	1.50	0.67	7,356 *	14,440	437	760	0.58	B	Y
46TH ST: (FLETCHER AVE -to-SKIPPER RD)	USF	Y	C	2U	45	D	.79	1.27	14,760	15,675	755	836	0.90	C	Y
50TH ST: (FOWLER AVE -to-FLETCHER AVE)	USF/T	Y	C	2U	45	E	.99	1.01	10,781	15,675	555	836	0.66	C	Y
56TH ST: (FOWLER AVE -to-FLETCHER AVE)	USF/T	Y	MA	4D	50	D	1.02	0.98	28,078 *	34,865	1,238	1,862	0.67	B	Y
78TH ST: (SR 60/ADAMO DR-to-CAUSEWAY BLVD)	PR	Y	C	4D	45	E	2.08	1.44	25,063 *	34,865	1,407	1,862	0.76	B	Y
78TH ST: (CAUSEWAY BLVD -to-MADISON AVE)	PR	Y	C	2U	45	E	1.61	0.62	11,038	15,675	587	836	0.70	C	Y
78TH ST: (MADISON AVE -to-RIVERVIEW DR)	PR/RV	Y	C	2U	50	D	2.40	0.42	5,605 *	15,675	373	836	0.45	B	Y
ANDERSON RD/HOOVER BLVD:(HILLSBOROUGH AVE-to-WATERS AVE)	TNC/EGL	Y	MA	4D	45	E	2.15	1.40	26,716	34,865	1,866	1,862	1.00	F	N
ANDERSON RD: (WATERS AVE-to-LINEBAUGH AVE)	TNC/EGL	Y	MA	4D	45	E	1.08	1.85	31,127 *	34,865	1,695	1,862	0.91	C	Y
ANDERSON RD: (LINEBAUGH AVE -to-GUNN HWY)	CW	Y	MA	4D	50	D	1.49	0.67	22,645 *	34,865	1,520	1,862	0.82	C	Y
ANDERSON RD: (HILLSBOROUGH AVE -to-HOOVER BLVD)	TNC	Y	MA	2U	45	D	1.05	0.95	12,370	15,675	740	836	0.89	C	Y
APOLLO BEACH BLVD: (SURFSIDE BLVD -to-US HWY 41)	RU	Y	C	4D	45	D	2.49	0.80	15,077 *	34,865	757	1,862	0.41	B	Y
ARMENIA AVE: (SLIGH AVE -to-BUSCH BLVD)	EGL/T	Y	C	2U	45	D	1.59	1.26	16,078	15,675	682	836	0.82	C	Y

**County Roadways**

\* Growth Factor Applied to 2008 AADT

\*\* Capacity and V/C based on 1.2E. LOS based on Generalized Tables

**HILLSBOROUGH COUNTY  
AUTOMOBILE LEVEL OF SERVICE REPORT**  
**COUNTY ROADWAYS**

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Roadway (From/To)	Plan Area	Reg	FC	Road Type	Spd Lmt	LOS Std.	Len (mi)	Sig/Mi	AADT	Daily Cap	Peak Hr Dir Vol	Peak Hr Dir Cap	V/C Ratio	LOS	Cap Avail
ARMENIA AVE: (BUSCH BLVD -to-FLETCHER AVE)	CW/EGL/T	Y	C	2U	45	D	2.59	1.16	8,613 *	15,675	731	836	0.87	C	Y
BALM BOYETTE RD: (CR 672 -to-BOYETTE RD)	RV/SR	Y	C	2U	45	C	4.11	0.00	1,265 *	14,345	82	760	0.11	B	Y
BALM RIVERVIEW RD: (US HWY 301-to-BOYETTE RD )	RV	Y	C	2U	45	D	1.23	0.81	9,751 *	15,675	611	836	0.73	C	Y
BALM RIVERVIEW RD: (BOYETTE RD-to-RHODINE RD)	RV	Y	C	2U	45	D	2.51	0.40	11,410 *	15,675	965	836	1.15	F	N
BALM RIVERVIEW RD: (RHODINE RD -to-BIG BEND RD)	RV	Y	C	2U	45	C	1.55	0.65	8,630 *	13,395	460	713	0.65	C	Y
BALM RIVERVIEW RD: (BIG BEND RD-to-BALM RD )	RV/BA	Y	C	2U	55	C	2.36	0.42	3,448 *	13,395	186	713	0.26	B	Y
BALM WIMAUMA RD: (SR 674 -to-CR 672)	RV	Y	MAC	2U	45	C	3.97	0.25	2,835 *	9,310	139	494	0.28	C	Y
BARRY RD: (HANLEY RD -to-BENJAMIN RD)	TNC	Y	C	2U	45	D	1.29	0.78	5,821 *	15,675	560	836	0.67	C	Y
BEARSS AVE: (BRUCE B DOWNS BLVD -to-NEBRASKA AVE)	USF	Y	MA	4D	45	D	2.37	2.11	51,026	31,540	2,310	1,682	1.37	F	N
BEARSS AVE: (FLORIDA AVE-to-DALE MABRY HWY)	USF	Y	MA	4D	45	D	2.88	2.08	44,644	31,540	1,964	1,682	1.17	F	N
BELL SHOALS RD: (LITHIA PINCREST-to-BLOOMINGDALE AVE)	BR	Y	C	2U	35	D	2.00	1.00	11,558 *	15,675	634	836	0.76	C	Y
BELL SHOALS RD: (BLOOMINGDALE AVE-to-BOYETTE RD)	BLD	Y	C	2U	45	D	2.76	0.72	27,145	15,675	1,300	836	1.56	F	N
BENJAMIN RD: (SLIGH AVE-to-HILLSBOROUGH AVE)	TNC	Y	C	2U	45	D	1.01	1.98	14,472	15,675	781	836	0.93	D	Y
BENJAMIN RD: (SLIGH AVE-to-WATERS AVE)	TNC	Y	C	2U	45	D	1.03	0.97	12,779	15,675	853	836	1.02	F	N
BIG BEND RD: (US HWY 41 -to-I-75)	GB/ABP	Y	MA	4D	55	D	1.70	1.76	28,825 *	34,865	1,270	1,862	0.68	B	Y
BIG BEND RD: (I-75 -to-US HWY 301)	RV	Y	MA	4D	55	D	1.30	0.77	42,086 *	34,865	2,827	1,862	1.52	F	N
BIG BEND RD: (US HWY 301 -to-SUMMERFIELD BLVD)	RV	Y	C	4D	35	D	1.04	0.00	21,938 *	61,085	1,463	3,154	0.46	B	Y
BIG BEND RD: (SUMMERFIELD BLVD -to-BALM RIVERVIEW)	RV	Y	C	2U	55	D	2.12	0.47	11,782 *	15,675	720	836	0.86	C	Y
BLOOMINGDALE AVE: (US HWY 301 -to-KINGS AVE)	BR/RV/BLD	Y	MA	4D	45	D	2.70	0.74	41,329	34,865	2,037	1,862	1.09	F	N
BLOOMINGDALE AVE: (KINGS AVE-to-BELL SHOALS RD)	BR/BLD	Y	MA	4D	45	D	1.50	2.00	56,356 *	31,540	4,071	1,682	2.42	F	N
BLOOMINGDALE AVE: (BELL SHOALS RD-to-LITHIA PINCREST)	BR/BLD	Y	MA	4D	45	D	1.60	2.50	28,175	31,540	1,382	1,682	0.82	D	Y
BLOOMINGDALE AVE: (LITHIA PINCREST -to-LITTLE RD)	BR	Y	C	2U	45	D	1.47	1.36	10,310 *	15,675	624	836	0.75	C	Y

**County Roadways**

\* Growth Factor Applied to 2008 AADT

\*\* Capacity and V/C based on 1.2E. LOS based on Generalized Tables

**HILLSBOROUGH COUNTY  
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**COUNTY ROADWAYS**

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Roadway (From/To)	Plan Area	Reg	FC	Road Type	Spd Lmt	LOS Std.	Len (mi)	Sig/Mi	AADT	Daily Cap	Peak Hr Dir Vol	Peak Hr Dir Cap	V/C Ratio	LOS	Cap Avail
BOY SCOUT RD: (RACE TRACK RD -to-TARPON SPRINGS)	KO	Y	MIC	2U	40	C	3.82	0.00	5,563 *	13,490	346	741	0.47	B	Y
BOYETTE RD: (US HWY 301 -to-MCMULLEN DR)	RV	Y	MA	4D	45	D	1.58	1.27	26,250 *	34,865	1,608	1,862	0.86	C	Y
BOYETTE RD: (MCMULLEN DR -to-BELL SHOALS RD)	RV	Y	MA	2U	45	D	2.02	0.50	28,884 *	15,675	1,419	836	1.70	F	N
BOYETTE RD: (BELL SHOALS RD-to-BALM BOYETTE)	RV/BYT	Y	C	2U	40	D	4.70	0.00	6,239 *	20,045	441	1,064	0.42	C	Y
BOYETTE RD: (BALM BOYETTE-to-LITHIA PINCREST)	BYT/SR	Y	C	2U	40	D	4.65	0.22	2,073 *	14,440	159	760	0.21	B	Y
BROADWAY AVE: (ORIENT RD -to-FALKENBURG)	EL/BR/PR/T	Y	C	2U	45	D	2.38	0.42	15,606	15,675	705	836	0.84	C	Y
BROADWAY AVE: (FALKENBURG -to-LAKEWOOD)	BR/SFN/ EL	Y	C	2U	45	D	1.55	1.29	9,036	15,675	745	836	0.89	C	Y
BROADWAY AVE: (LAKEWOOD -to-M L KING BLVD)	BR/SFN	Y	C	2U	45	D	0.50	2.00	5,897 *	14,440	357	770	0.46	C	Y
BROOKER RD: (BRYAN RD -to-VALRICO RD)	BR	Y	C	2U	45	D	1.51	0.66	4,522 *	15,675	418	836	0.50	B	Y
BRUCE B DOWNS BLVD: (FOWLER AVE-to-FLETCHER AVE)	USF/T	Y	MA	6D	45	E	1.00	5.00	50,174	45,790	1,894	2,442	0.78	D	Y
BRUCE B DOWNS BLVD: (FLETCHER-to-BEARSS AVE)	USF/T	Y	MA	6D	45	E	0.90	5.56	48,355	45,790	2,145	2,442	0.88	D	Y
BRUCE B DOWNS BLVD: (BEARSS AVE -to-TAMPA PALMS BLVD)	USF/T	Y	MA	4D	45	D	2.16	1.85	60,643 *	34,865	3,040	1,862	1.63	F	N
BRUCE B DOWNS BLVD: (TAMPA PALMS BLVD-to-I-75)	USF/T	Y	MA	4D	45	D	2.23	1.35	61,459 *	34,865	2,609	1,862	1.40	F	N
BRUCE B DOWNS BLVD: (I-75 -to-CROSS CREEK BLVD)	USF/T	Y	MA	4D	45	D	1.97	2.03	58,579 *	31,540	2,779	1,682	1.65	F	N
BRUCE B DOWNS BLVD: (CROSS CREEK BLVD -to-COUNTY LINE RD)	HC-NT/T	Y	MA	4D	45	D	1.90	2.11	43,941 *	31,540	1,981	1,682	1.18	F	N
BRYAN RD: (SR 60-to-BLOOMINGDALE)	BR	Y	C	2U	35	D	3.06	0.33	11,409	15,675	709	836	0.85	C	Y
CARLTON LAKE RD: (SR 674 -to-CR 672)	WM/BA/ SR	Y	MAC	2U	45	C	4.01	0.00	933 *	13,490	46	741	0.06	B	Y
CASEY RD: (GUNN HWY-to-S VILLAGE DR)	CW	Y	C	2U	40	D	2.10	0.95	11,742	15,675	1,139	836	1.36	F	N
CASEY RD/DAWNVIEW DR: (EHRLICH RD-to-NORTHDALE BLVD)	CW	Y	C	2U	40	D	1.04	0.96	12,989 *	15,675	773	836	0.93	C	Y
CAUSEWAY BLVD: (US HWY 301-to-FALKENBURG RD)	BR	Y	MA	6D	50	D	0.74	1.35	33,889 *	52,535	1,724	2,793	0.62	B	Y
CAUSEWAY BLVD: (FALKENBURG RD-to-PROVIDENCE RD)	BR	Y	MA	6D	50	D	1.20	2.50	58,594 *	47,785	3,051	2,546	1.20	F	N
CHARLIE GRIFFIN RD: (MUD LAKE RD - to SR 39)	PC/ER	Y	C	2U	50	C	1.20	0.83	2,426 *	13,395	137	713	0.19	B	Y

**County Roadways**

\* Growth Factor Applied to 2008 AADT

\*\* Capacity and V/C based on 1.2E. LOS based on Generalized Tables

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CHARLIE TAYLOR RD: (US 92-to-KNIGHTS GRIFFIN)	ER	N	MIC	2U	50	C	4.11	0.24	2,070*	13,395	103	713	0.15	B	Y
CLAY PIT RD: (WILLIAMS-to-CR579)	SFN	Y	C	2U	40	D	1.00	1.00	5,007	15,675	339	836	0.41	B	Y
COCKROACH BAY RD: (TAMPA BAY-to-US 41)	RU	Y	MIC	2U	50	C	3.10	0.00	1,700	13,490	109	741	0.15	B	Y
CORONET RD: (MEDULLA RD -to-PARK RD)	PC/ER	N	C	2U	45	D	2.48	0.40	5,409	14,440	297	760	0.39	B	Y
COUNTRYWAY BLVD: (HILLSBOROUGH AVE -to-LINEBAUGH AVE)	NWH	Y	C	4D	35	D	3.03	0.66	14,854*	34,865	906	1,862	0.49	B	Y
COUNTRYWAY BLVD: (LINEBAUGH AVE -to-RACE TRACK RD)	NWH	Y	C	4D	45	D	1.22	0.82	17,321*	32,110	989	1,710	0.58	B	Y
COUNTY LINE RD: (DALE MABRY HWY -to-LIVINGSTON AVE)	LU	Y	C	2U	45	C	2.90	0.34	9,997	13,395	584	713	0.82	C	Y
COUNTY LINE RD: (LIVINGSTON AVE -to-BRUCE B DOWNS)	USF/T	Y	MA	2U	45	C	4.54	0.22	14,379*	13,395	766	713	1.08	F	N
COUNTY LINE RD: (SR 60 -to-MEDULLA RD)	PC/ER	Y	C	2U	50	C	3.78	0.26	10,921*	9,310	590	494	1.19	D	N
COUNTY LINE RD: (MEDULLA RD -to-I-4)	PC/ER	Y	C	4D	50	D	3.89	0.51	13,864*	32,110	832	1,710	0.49	B	Y
CR 39: (MANATEE COUNTY -to-SR 674)	WM/SR	Y	MAC	2U	50	C	4.05	0.25	2,859	9,310	185	494	0.37	C	Y
CR 39: (SR 674 -to-CR 672/BALM RD)	SR	Y	MA	2U	50	C	4.00	0.25	3,954*	9,310	225	494	0.46	C	Y
CR 39: (CR 672/BALM RD-to-LITHIA PINCREST)	SR/ER	Y	MA	2U	50	C	6.05	0.17	4,601	9,310	282	494	0.57	C	Y
CR 39: (LITHIA PINCREST-to-SR 60)	SR/ER	Y	MA	2U	50	C	6.49	0.15	9,810*	9,310	492	494	1.00	C	N
CR 579: (I-4-to-M L KING BLVD)	SFN	Y	C	2U	45	D	1.40	0.71	13,533*	15,675	867	836	1.04	F	N
CR 579: (I-4-to-US 301)	TH	Y	C	2U	50	C	4.40	0.91	14,668*	13,395	857	713	1.20	F	N
CR 579: (MANATEE COUNTY -to-SR 674)	SR/WM	Y	MIC	2U	50	C	5.06	0.00	1,193*	13,490	100	741	0.14	B	Y
CR 672 (BALM RD): (US HWY 301-to-BALM RIVERVIEW)	SR/ER	Y	MA	2U	55	D	3.81	0.00	6,891*	20,045	344	1,064	0.32	B	Y
CR 672 (BALM RD): (BALM RIVERVIEW-to-BALM BOYETTE RD)	RV/BA	Y	MA	2U	55	D	1.47	0.00	6,733*	20,045	388	1,064	0.37	B	Y
CR 672 (BALM RD): (BALM BOYETTE RD-to-CR 39)	SR	Y	MA	2U	55	D	6.56	0.00	2,208*	19,000	117	1,045	0.11	B	Y
CRAWLEY RD: (BOY SCOUT RD -to-TARPON SPRINGS)	KO	Y	MIC	2U	45	C	2.94	0.34	1,533*	9,310	129	494	0.26	C	Y
CRENSHAW LAKE RD: (SIMMONS RD -to-US HWY 41)	LU	Y	C	2U	45	D	1.23	0.00	6,782*	20,045	469	1,064	0.44	C	Y

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CROSS CREEK BLVD: (BBDOWNS-to-KINNAN ST)	HC-NT/T	N	C	4D	35	D	1.62	0.62	29,164*	32,110	1,672	1,710	0.98	D	Y
CROSS CREEK BLVD: (KINNAN ST -to-MORRIS BRIDGE RD)	HC-NT/T	N	C	2U	45	D	2.70	0.37	13,165	15,675	941	836	1.13	F	N
CRYSTAL LAKE RD: (SIMMONS RD -to-US HWY 41)	LU	Y	C	2U	45	C	1.12	0.00	4,897*	14,345	278	760	0.37	B	Y
DOVER RD: (ML KING BLVD-to-SYDNEY)	ER/VR	Y	C	2U	45	C	2.02	0.99	5,844*	13,395	335	713	0.47	B	Y
DOVER RD: (SYDNEY RD-to-SR 60)	ER/VR	Y	C	2U	45	D	1.92	0.52	7,861*	12,350	468	656	0.71	C	Y
DOVER RD/LITTLE RD: (SR 60 -to-BLOOMINGDALE AVE)	VR	Y	C	2U	45	D	3.03	0.99	6,707*	15,675	444	836	0.53	B	Y
DUNCAN RD: (BLOOMINGDALE AVE-to-US HWY 301)	RV	N	C	2U	35	D	.45	2.22	9,481*	14,440	587	770	0.76	D	Y
DURANT RD: (LUMSDEN RD -to-DOVER RD/LITTLE RD)	BR/VR	Y	C	2U	45	D	1.12	3.57	8,787	14,440	486	770	0.63	C	Y
DURANT RD: (DOVER RD/LITTLE RD -to-TURKEY CREEK RD)	ER/VR	Y	C	2U	45	C	3.09	0.32	3,295	13,395	136	713	0.19	B	Y
EASTBAY RD: (GIBSONTON-to-SYMMES)	GB	Y	C	2U	45	D	1.00	1.00	10,466*	14,440	820	760	1.08	F	N
EHRLICH RD: (DALE MABRY HWY -to-HUTCHINSON)	CW	Y	MA	4D	45	D	2.27	1.76	36,269	34,865	1,552	1,862	0.83	C	Y
EHRLICH RD: (GUNN HWY-to-HUTCHINSON)	CW/CPV	Y	MA	4D	45	D	1.86	2.15	27,585	31,540	1,270	1,682	0.76	D	Y
FALKENBURG RD: (US HWY 92-to-M L KING BLVD)	EL/SFN	Y	C	2U	45	D	1.00	2.00	9,349	14,440	713	770	0.93	D	Y
FALKENBURG RD: (M L KING BLVD -to-SR 60/ADAMO DR)	BR/EL	Y	MA	4D	45	D	2.58	1.94	24,494	34,865	1,353	1,862	0.73	B	Y
FALKENBURG RD: (SR 60/ADAMO DR -to-CAUSEWAY BLVD)	BR	Y	MA	4D	45	D	1.46	2.05	27,806	31,540	1,849	1,682	1.10	F	N
FALKENBURG RD: (CAUSEWAY BLVD-to-US HWY 301)	BR	Y	MA	4D	45	D	1.15	1.74	13,497*	34,865	642	1,862	0.35	B	Y
FALKENBURG RD: (US HWY 301 -to-EAGLE PALM DR)	RV	Y	C	4D	35	D	2.72	0.37	6,816*	34,865	501	1,862	0.27	B	Y
FISH HAWK BLVD: (BELL SHOALS RD -to-LITHIA PINECREST)	BYT	Y	MA	2U	45	D	4.59	0.44	16,795	14,440	897	760	1.18	F	N
FLETCHER AVE: (BRUCE B DOWNS-to-NEBRASKA AVE)	HC-NT	Y	MA	4D	45	E	1.75	2.86	39,194	40,014	1,262	2,132	** 0.59	C	Y
FLETCHER AVE: (FLORIDA AVE-to-DALE MABRY HWY )	CW	Y	MA	4D	45	D	1.26	5.56	35,664	26,790	1,555	1,425	1.09	E	N
FLETCHER AVE: (BRUCE B DOWNS-to-56TH ST)	USF/T	Y	MA	4D	45	D	1.49	4.03	44,766	31,540	1,812	1,682	1.08	F	N
FLETCHER AVE: (56TH ST -to-I-75)	USF/T/TT	Y	MA	4D	45	D	2.96	1.35	38,533	34,865	2,370	1,862	1.27	F	N

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FORBES RD: (TRAPNELL RD -to-M L KING BLVD)	ER	Y	C	2U	45	C	2.45	1.22	5,555 *	9,310	352	494	0.71	C	Y
FORBES RD: (M L KING BLVD -to-I-4)	ER/PC	Y	C	2U	45	C	1.69	1.18	16,108 *	13,395	940	713	1.32	F	N
FORBES RD: (I-4 -to- THONOTOSASSA RD)	ER	Y	C	2U	45	C	1.38	1.45	3,394	13,395	150	713	0.21	B	Y
FORT KING RD: (MAIN ST -to-KNIGHTS GRIFFIN)	TH	Y	MAC	2U	50	C	1.37	0.00	1,553	14,345	125	760	0.16	B	Y
GEORGE RD: (MEMORIAL HWY -to-HILLSBOROUGH AVE)	TNC	N	C	2U	45	D	1.01	0.99	9,658 *	15,675	588	836	0.70	C	Y
GERACI RD: (SIMMONS RD-to-DALE MABRY HWY)	LU	Y	C	2U	35	C	1.72	0.58	4,709 *	13,395	250	713	0.35	B	Y
GIBSONTON DR: (US HWY 41 -to-I-75)	GB	Y	MA	4D	50	D	2.00	0.50	19,484 *	34,865	897	1,862	0.48	B	Y
GIBSONTON DR: (I-75 -to-US HWY 301)	RV	Y	MA	4D	50	D	1.31	0.76	38,476	34,865	1,994	1,862	1.07	F	N
GORNTO LAKE RD: (CAUSEWAY BLVD-to-PROVIDENCE LAKES BLVD)	BR	Y	C	4D	40	D	0.73	0.00	18,422 *	61,085	1,176	3,154	0.37	B	Y
GRAND REGENCY BLVD: (WOODBERRY RD-to-SR 60)	BR	Y	C	4D	45	D	.97	1.03	9,312 *	34,865	525	1,862	0.28	B	Y
GULF CITY RD: (COCKROACH BAY R -to-US HWY 41)	RU	Y	MIC	2U	50	C	4.24	0.00	1,371	13,490	78	741	0.11	B	Y
GUNN HWY: (DALE MABRY HWY -to-LINEBAUGH AVE)	CW/EGL	Y	MA	4D	45	E	0.30	3.80	33,805	33,345	1,959	1,777	1.10	F	N
GUNN HWY: (LINEBAUGH AVE -to-ANDERSON RD)	CW/EGL	Y	MA	4D	45	E	2.50	2.00	31,289	33,345	1,895	1,777	1.07	F	N
GUNN HWY: (ANDERSON RD-to-VETERANS EXPWY)	CW	Y	MA	4D	45	E	1.65	1.21	34,304	34,865	1,491	1,862	0.80	C	Y
GUNN HWY/CITRUS PARK DR: (VETERANS EXPWY-to-SHELDON RD)	NWH	Y	MA	6D	45	E	0.97	3.09	24,432	50,445	1,195	2,689	0.44	C	Y
GUNN HWY: (CITRUS PARK DR -to-EHRLICH RD)	CPV	Y	MA	2D	45	D	.93	2.15	12,530	15,200	625	810	0.77	C	Y
GUNN HWY: (EHRLICH-to-S MOBLEY)	NWH/CPV	Y	MA	4D	45	D	0.95	3.16	30,830	31,540	1,613	1,682	0.96	D	Y
GUNN HWY: (S MOBLEY-to-VAN DYKE RD)	KO	Y	MA	2U	45	D	3.25	0.92	20,975 *	14,440	1,076	760	1.42	F	N
GUNN HWY: (VAN DYKE RD -to-LUTZ LAKE FERN)	KO	Y	MA	2U	45	D	2.07	0.97	19,032 *	14,440	1,001	760	1.32	F	N
GUNN HWY: (LUTZ LAKE FERN-to-PASCO COUNTY )	KO	Y	MA	2U	45	D	1.44	0.00	12,627	19,000	666	1,045	0.64	C	Y
HABANA AVE: (HILLSBOROUGH AV -to-WATERS AVE)	EGL	Y	C	2U	40	D	2.01	1.00	10,800 *	15,675	854	836	1.02	F	N
HANLEY: (HILLSBOROUGH AVE -to-WILSKY BLVD)	TNC	Y	C	4D	50	E	2.58	2.33	30,490 *	33,345	1,534	1,777	0.86	D	Y

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HANNA AVE: (40TH ST-to-HARNEY)	EL/T	Y	C	2U	45	D	2.04	0.49	12,051 *	15,675	644	836	0.77	C	Y
HARNEY RD: (56TH ST -to-SLIGH AVE)	EL	Y	C	2U	45	D	1.98	1.01	4,359	15,675	297	836	0.36	B	Y
HARNEY RD: (SLIGH AVE-to-MORRIS BRIDGE)	EL	Y	MA	2U	45	D	2.50	0.80	11,888 *	15,675	1,014	836	1.21	F	N
HARNEY RD: (MORRIS BRIDGE-to-US 301)	TH/EL	Y	MA	2U	45	D	2.89	0.00	4,672 *	20,045	364	1,064	0.34	B	Y
HENDERSON RD: (WATERS AVE-to-LINEBAUGH AVE)	TNC/EGL	Y	C	2U	45	D	1.03	0.97	12,721	15,675	969	836	1.16	F	N
HENDERSON RD: (LINEBAUGH AVE-to-GUNN HWY)	CW	Y	C	2U	45	D	1.60	0.63	13,874	15,675	835	836	1.00	D	N
HIGHVIEW RD: (SR 574/MLK-to-WINDHORST RD)	BR	Y	C	2U	40	D	1.50	1.33	8,556 *	15,675	682	836	0.82	C	Y
HIMES AVE: (HILLSBOROUGH AVE -to-BUSCH BLVD)	TNC	Y	MA	2U	45	E	2.74	1.82	15,510	15,675	685	836	0.82	C	Y
HUTCHINSON RD: (EHRLICH RD-to-N MOBLEY RD)	KO/CW	Y	C	2U	45	D	3.23	0.62	9,907	15,675	518	836	0.62	C	Y
JACKSON SPRINGS RD: (HANLEY RD-to-SHELDON RD)	TNC	Y	C	2U	35	D	1.78	2.25	2,766 *	14,440	222	770	0.29	C	Y
JAP TUCKER RD: (TRAPNELL RD -to-JIM JOHNSON RD)	ER	Y	C	2U	50	C	1.00	0.00	4,116 *	14,345	219	760	0.29	B	Y
JOE EBERT RD: (WILLIAMS RD -to-CR 579)	BR	Y	C	2U	40	C	2.00	0.50	3,505 *	13,395	221	713	0.31	B	Y
JOHN MOORE RD: (LUMSDEN RD-to-BLOOMINGDALE AVE )	TNC	Y	C	2U	45	D	2.03	0.49	11,144 *	15,675	753	836	0.90	C	Y
KELLY RD: (MEMORIAL HWY -to-HILLSBOROUGH AVE)	ER	Y	C	2U	45	E	1.01	0.99	8,177 *	15,675	633	836	0.76	C	Y
KEYSVILLE RD: (TURKEY CREEK RD -to-CR 39)	TH	Y	C	2U	45	C	2.64	0.00	2,658 *	13,490	289	741	0.39	B	Y
KEYSVILLE RD: (CR 39 -to-LITHIA PINECREST)	ER/SR	Y	MAC	2U	45	C	4.67	0.00	1,553 *	13,490	100	741	0.14	B	Y
KINGS AVE: (VICTORIA ST-to-SR 60)	BR	Y	C	2U	35	D	.51	1.96	9,504	15,675	514	836	0.62	C	Y
KINGS AVE: (SR 60-to-LUMSDEN RD)	BR	Y	C	4D	45	D	1.01	1.98	23,685 *	34,865	1,264	1,862	0.68	B	Y
KINGS AVE: (LUMSDEN RD -to-BLOOMINGDALE AVE)	BR	Y	C	4D	45	D	2.03	0.99	23,588 *	34,865	1,378	1,862	0.74	B	Y
KINGSWAY RD: (US HWY 92 -to-ML KING BLVD)	SFN	Y	C	2U	40	D	1.64	0.61	10,301 *	15,675	688	836	0.82	C	Y
KINGSWAY RD: (ML KING BLVD -to-SR 60)	BR	Y	C	2U	40	D	3.10	0.65	12,760 *	15,675	616	836	0.74	C	Y
KINGSWAY RD: (US HWY 92-to-THONOTOSASSA RD)	TH/SFN	Y	C	2U	45	C	3.11	0.32	3,283 *	13,395	196	713	0.28	B	Y

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KNIGHTS GRIFFIN RD: (US HWY 301-to-MCINTOSH RD)	TH	Y	MA	2U	50	D	2.64	0.00	3,918*	19,000	228	1,045		0.22	B Y
KNIGHTS GRIFFIN RD: (MCINTOSH RD -to-SR 39)	TH	Y	MA	2U	50	D	6.80	0.00	2,676	19,000	161	1,045		0.15	B Y
KNIGHTS GRIFFIN RD: (SR 39-to-POLK COUNTY)	ER	Y	MA	2U	50	D	5.05	0.00	2,676	19,000	161	1,045		0.15	B Y
KRYCUL AVE: (US HWY 301-to-RIVERVIEW DR)	GB	N	C	2U	40	D	1.06	1.89	9,538*	15,675	653	836		0.78	C Y
LAKE MAGDALENE BLVD: (FLETCHER AVE -to-BEARSS AVE)	CW	Y	C	2U	40	D	1.70	1.18	3,894*	15,675	297	836		0.36	B Y
LAKE MAGDALENE BLVD: (BEARSS AVE -to-FLORIDA AVE)	CW	Y	C	2U	40	D	2.20	0.45	3,167*	15,675	173	836		0.21	B Y
LAKESHORE DR: (WILCOX-to-VAN DYKE)	KO	Y	C	2U	40	C	1.50	0.67	6,252*	13,395	358	713		0.50	B Y
LAKEWOOD DR: (M L KING BLVD-to-CLAY PIT RD)	SFN	Y	C	2U	35	D	0.50	2.00	4,502	14,440	302	770		0.39	C Y
LAKEWOOD DR: (M L KING BLVD-to-SR 60)	BR	Y	C	2U	40	D	3.01	0.66	14,626	15,675	855	836		1.02	F N
LAKEWOOD DR/PROVIDENCE RD : (SR 60-to-LUMSDEN RD)	BR	Y	MA	4D	45	D	1.17	4.27	18,910	31,540	1,235	1,682		0.73	C Y
LAMBRIGHT RD: (ARMENIA AVE -to-DALE MABRY HWY)	EGL	Y	MA	4U	45	D	1.36	0.74	25,918*	27,525	1,686	1,470		1.15	F N
LIGHTFOOT RD: (US HWY 41-to-LONE PALM DR)	RU	Y	MAC	2U	50	C	5.95	0.00	7,319*	13,490	395	741		0.53	B Y
LIGHTFOOT RD: (ARROWSMITH-to-US HWY 301)	RU	Y	MAC	2U	50	C	1.60	0.63	7,319*	9,310	395	494		0.80	C Y
LINEBAUGH AVE: (DALE MABRY HWY -to-ANDERSON RD)	EGL/CW	Y	MA	4D	45	D	2.30	2.17	28,410	31,540	1,361	1,682		0.81	D Y
LINEBAUGH AVE: (ANDERSON RD -to-SHELDON RD)	CW/EGL/TN C/NWH	Y	MA	4D	45	D	2.60	1.15	36,992	34,865	2,394	1,862		1.29	F N
LINEBAUGH AVE: (SHELDON RD -to-COUNTRYWAY BLVD)	NWH	Y	MA	4D	45	D	2.70	1.11	35,346	34,865	1,772	1,862		0.95	C Y
LINEBAUGH AVE: (COUNTRY WAY BLVD -to-RACE TRACK RD)	NWH	Y	MA	2U	45	D	1.50	0.67	19,119*	15,675	1,064	836		1.27	F N
LITHIA PINCREST RD: (SR 60 -to-LUMSDEN RD)	BR	Y	MA	2U	45	D	1.25	1.60	13,165	15,675	598	836		0.72	C Y
LITHIA PINCREST RD: (LUMSDEN RD-to-BLOOMINGDALE AVE)	BR/VR	Y	MA	2U	45	D	2.60	0.77	19,316	15,675	921	836		1.10	F N
LITHIA PINCREST RD: (BLOOMINGDALE AVE -to-FISH HAWK)	BLD/VR/BYT / SR	Y	MA	2U	45	D	3.84	0.27	18,554	15,675	891	836		1.07	F N
LITHIA PINCREST RD: (FISH HAWK -to-CR 39)	BYT/SR	Y	MA	2U	45	D	3.68	0.27	10,652	14,440	469	760		0.62	C Y
LITHIA PINCREST RD: (CR 39 -to-KEYSVILLE RD)	SR	Y	MA	2U	45	D	3.52	0.28	7,616*	12,350	294	656		0.45	C Y

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LITHIA PINECREST RD: (KEYSVILLE RD -to-POLK COUNTY)	SR	Y	MA	2U	45	D	1.98	0.00	3,922	19,000	227	1,045		0.22	B	Y
LIVINGSTON AVE: (BEARSS RD -to-SINCLAIR HILLS DR)	KO/USF	Y	MA	2U	45	E	.79	1.27	23,455 *	14,440	1,506	760		1.98	F	N
LIVINGSTON AVE: (SINCLAIR HILLS DR -to-SUNSET LANE)	LU	Y	MA	2U	45	C	3.48	0.29	3,346	13,395	157	713		0.22	B	Y
LIVINGSTON AVE: (SUNSET LANE -to-COUNTY LINE RD)	LU	Y	MA	2U	45	C	2.10	0.48	15,067 *	13,395	1,042	713		1.46	F	N
LUMSDEN RD: (PROVIDENCE RD -to-KINGS AVE)	BR	Y	MA	6D	45	D	1.48	1.35	40,552 *	52,535	1,894	2,793		0.68	B	Y
LUMSDEN RD: (KINGS AVE -to-LITHIA PINECREST)	BR	Y	MA	4D	45	D	1.47	2.04	34,656	31,540	2,016	1,682		1.20	F	N
LUMSDEN RD: (LITHIA PINECREST -to-VALRICO RD)	BR	Y	C	2U	45	D	2.57	1.56	11,263	15,675	497	836		0.59	C	Y
LUTZ LAKE FERN RD: (US HWY 41-to-DALE MABRY HWY)	LU	Y	C	2U	35	C	1.72	0.58	7,188 *	14,630	418	779		0.54	B	Y
LUTZ LAKE FERN RD: (DALE MABRY HWY-to-SUNCOAST)	LU	Y	MA	2U	50	D	3.00	0.33	12,640	15,675	625	836		0.75	C	Y
LUTZ LAKE FERN RD: (SUNCOAST -to-GUNN HWY)	KO	Y	MA	2U	50	D	3.00	0.33	6,331 *	14,440	317	760		0.42	B	Y
LYNN TURNER: (GUNN HWY -to-EHRLICH RD)	CW	Y	MA	2U	40	D	1.51	0.66	20,509 *	15,675	1,041	836		1.25	F	N
MADISON AVE: (US HWY 41 -to-78TH ST)	PR	Y	MA	2U	45	D	2.06	0.49	13,769 *	15,675	837	836		1.00	F	N
MAIN ST: (US HWY 301 -to-FORT KING RD)	TH	Y	C	2U	45	C	2.45	0.41	5,289 *	13,395	281	713		0.40	B	Y
MANHATTAN AVE: (HENRY -to- HUMPREY ST)	EGL	Y	C	2U	45	D	2.27	0.88	6,489	15,675	427	836		0.51	B	Y
MAYDELL DR: (SR 60-to-CAUSEWAY BLVD)	TH	Y	C	2U	40	D	1.83	0.55	2,773 *	15,675	172	836		0.21	B	Y
MCINTOSH RD: (M L KING BLVD -to-US 92)	ER	Y	C	2U	45	C	1.82	0.00	9,929	14,345	526	760		0.69	C	Y
MCINTOSH RD: (US 92 -to-I-4)	ER	Y	C	2U	45	C	0.47	0.00	17,955	14,345	864	760		1.14	D	N
MCINTOSH RD: (I-4 -to-THONOTOSASSA RD)	TH	Y	C	2U	50	C	1.91	0.00	5,562 *	13,490	373	741		0.50	B	Y
MCINTOSH RD: (THONOTOSASSA RD -to-KNIGHTS GRIFFIN)	TH	Y	C	2U	50	C	2.01	0.00	4,348 *	13,490	238	741		0.32	B	Y
MCINTOSH RD: (KNIGHTS GRIFFIN -to-US HWY 301)	TH	Y	C	2U	50	C	2.06	0.00	4,026 *	13,490	226	741		0.31	B	Y
MCMULLEN RD: (BALM RIVERVIEW-TO-BOYETTE)	RV	Y	C	2U	40	D	1.70	0.59	9,472 *	15,675	441	836		0.53	B	Y
MEDULLA RD: (CORONET RD -to-COUNTY LINE RD)	ER	Y	C	2U	50	C	1.42	0.00	3,279 *	14,345	178	760		0.23	B	Y

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MEMORIAL HWY: (VETERANS EXPWY -to-HILLSBOROUGH AVE)	TNC	Y	MA	4D	45	E	2.64	3.41	24,259	33,345	1,373	1,777	0.77	D	Y	
MILLER RD: (SR 60-to-LITHIA PINECREST)	VR	Y	C	2U	40	D	2.95	0.68	5,309	*	15,675	242	836	0.29	B	Y
MONTAGUE ST: (HILLSBOROUGH AVE -to-WATERS AVE)	NWH	Y	C	2U	45	D	1.93	0.52	3,750	15,675	526	836	0.63	C	Y	
MOORES LAKE RD: (M L KING BLVD -to-US HWY 92)	ER	Y	C	2U	50	C	1.91	0.00	3,181	*	14,345	172	760	0.23	B	Y
MORRIS BRIDGE RD: (TEMPLE TERRACE -to-FOWLER AVE)	EL	Y	C	2U	40	D	1.92	0.52	3,154	*	15,675	217	836	0.26	B	Y
MORRIS BRIDGE RD: (FOWLER AVE -to-FLETCHER AVE)	ER	Y	C	2U	40	D	1.64	0.61	2,603	*	15,675	345	836	0.41	B	Y
MORRIS BRIDGE RD: (I-75 -to-CROSS CREEK BLVD)	ER	Y	MA	2U	40	D	7.33	0.00	15,690	*	20,045	1,503	1,064	1.41	F	N
MORRIS BRIDGE RD: (CROSS CREEK BLVD -to-PASCO COUNTY)	ER/T	Y	MA	2U	45	D	2.51	0.00	10,223	*	20,045	809	1,064	0.76	D	Y
MT CARMEL/FRONT ST: (SEFFNER VALRICO-to-SR 60)	BR	Y	C	2U	30	D	1.00	2.00	8,347	*	14,440	512	770	0.67	C	Y
MT CARMEL: (SR 60-to-LUMSDEN RD)	BR	Y	C	2U	35	D	1.05	0.95	7,718	15,675	386	836	0.46	B	Y	
MUD LAKE RD: (SR 60 -to-ALEXANDER ST)	ER	Y	C	2U	50	C	4.26	0.00	4,593	*	13,490	251	741	0.34	B	Y
MULRENNAN/PEARSON: (SR 60-to-BLOOMINGDALE)	VR	Y	C	2U	40	D	3.04	0.66	7,200	15,675	406	836	0.49	B	Y	
N BOULEVARD: (COUNTRY CLUB DR -to-LAKE MAGDALANE BLVD)	CW	Y	C	2U	40	D	2.82	1.06	7,232	*	15,675	624	836	0.75	C	Y
N MOBLEY: (CRAWLEY RD -to-HUTCHINSON)	KO	Y	C	2U	45	C	0.68	0.00	2,642	*	14,345	131	760	0.17	B	Y
N VILLAGE DR: (DALE MABRY HWY -to-S VILLAGE DR)	CW	Y	C	2U	35	D	1.53	0.65	3,520	*	15,675	247	836	0.30	B	Y
NICHOLS RD: (KEYSVILLE RD -to-POLK COUNTY)	SR	Y	MIC	2U	50	C	2.48	0.00	2,063	13,490	109	741	0.15	B	Y	
NIXON RD: (LINEBAUGH AVE -to-GUNN HWY)	CW	Y	C	2U	45	D	1.17	0.85	5,739	*	15,675	448	836	0.54	B	Y
NORTHDALE BLV: (DALE MABRY HWY-to-NEWKIRK DR)	CW	Y	C	4D	45	D	2.26	1.77	7,670	*	34,865	431	1,862	0.23	B	Y
OAKFIELD DR: (LAKEWOOD DR -to-PARSONS AVE)	BR	Y	C	4D	40	D	1.60	2.50	17,737	*	31,540	1,023	1,682	0.61	C	Y
OLD MEMORIAL HWY: (SHELDON RD -to-SEA FAIRER DR)	NWH	N	C	2U	40	D	1.85	0.00	2,569	*	21,090	146	1,083	0.14	B	Y
OLD MEMORIAL HWY: (MONTAGUE BLVD -to-HILLSBOROUGH AVE)	NWH	N	C	2U	40	D	1.91	0.52	525	*	15,675	115	836	0.14	B	Y
OLD MULBERRY: (TRAPNELL RD -to-MEDULLA RD)	ER	Y	C	2U	50	C	1.01	0.00	4,322	*	13,490	282	741	0.38	B	Y

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ORIENT RD: (SR 60-to-BROADWAY AVE)	EL/T	N	C	2U	45	D	1.00	0.98	11,629 *	15,675	555	836	0.66	C	Y
ORIENT RD: (BROADWAY AVE -to-SLIGH AVE)	EF	Y	C	2U	45	E	3.05	1.31	15,621 *	15,675	652	836	0.78	C	Y
PALM RIVER RD: (US HWY 41 -to-78TH ST)	PR	Y	C	2U	35	E	2.09	0.48	12,523	15,675	632	836	0.76	C	Y
PALM RIVER RD: (78TH ST -to-FALKENBURG RD)	BR/PR	Y	C	2U	45	D	1.97	1.02	13,198 *	15,675	640	836	0.77	C	Y
PARSONS AVE: (US HWY 92 -to-ML KING BLVD)	SFN	Y	MA	2U	40	D	1.62	0.62	10,082 *	15,675	523	836	0.63	C	Y
PARSONS AVE: (ML KING BLVD -to-SR 60)	BR	Y	MA	4D	45	D	3.03	1.65	28,186 *	34,865	1,464	1,862	0.79	B	Y
PARSONS AVE: (SR 60-to-LUMSDEN RD)	BR	Y	C	2U	45	D	1.00	2.00	17,909	14,440	746	770	0.97	D	Y
PATTERSON RD: (RACE TRACK RD -to-TARPON SPRINGS)	USF	Y	MAC	2U	45	C	4.31	0.23	3,749 *	9,310	258	494	0.52	C	Y
PAULS DR: (SR 60-to-LAKWOOD DR )	BR	Y	C	2U	45	D	.99	1.01	5,434 *	15,675	443	836	0.53	B	Y
PROGRESS BLVD: (78TH ST -to-US 301)	PR	Y	MA	2U	45	E	1.40	1.43	21,634 *	15,675	1,464	836	1.75	F	N
PROVIDENCE LAKE BLVD: (GORNTO LAKE RD -to-PROVIDENCE RD)	BR	Y	C	4D	45	E	.57	1.75	6,368 *	34,865	506	1,862	0.27	B	Y
PROVIDENCE RIDGE BLVD: (GORNTO LAKE RD -to-PROVIDENCE RD)	NWH	N	C	2U	35	D	.83	1.20	8,862 *	15,675	130	836	0.16	B	Y
PROVIDENCE RD: (SR 60 -to-LAKWOOD DR)	BR	Y	MA	2U	45	D	.77	2.60	9,806	14,440	525	770	0.68	C	Y
PROVIDENCE RD: (LUMSDEN RD -to-BLOOMINGDALE AVE)	BR	Y	MA	4D	45	D	2.05	1.95	18,088 *	34,865	892	1,862	0.48	B	Y
PROVIDENCE RD: (BLOOMINGDALE AVE -to-RIVERVIEW DR)	RV	Y	C	2U	45	D	1.51	1.32	11,108 *	15,675	519	836	0.62	C	Y
RACE TRACK RD: (HILLSBOROUGH AVE -to-LINEBAUGH AVE)	NWH	Y	MA	2U	45	D	1.55	1.29	17,968	15,675	985	836	1.18	F	N
RACE TRACK RD: (LINEBAUGH AVE -to-COUNTRYWAY BLVD)	NWH	Y	MA	4D	45	D	1.42	0.70	19,454	34,865	1,252	1,862	0.67	B	Y
RACE TRACK RD: (COUNTRYWAY BLVD-to-S MOBLEY RD)	KO	Y	MA	4D	45	D	1.58	0.00	19,789 *	61,085	1,302	3,154	0.41	B	Y
RACE TRACK RD: ( S MOBLEY RD-to-GUNN HWY)	NWH	Y	C	2U	45	C	2.85	0.35	12,136 *	13,395	882	713	1.24	F	N
RHODINE RD: (US HWY 301 -to-BALM RIVERVIEW)	RV	Y	C	2U	45	D	2.03	0.49	2,334 *	15,675	143	836	0.17	B	Y
RHODINE RD: (BALM RIVERVIEW -to-BOYETTE RD)	RV	Y	C	2U	45	D	3.37	0.30	4,751 *	14,440	403	760	0.53	B	Y
RICE RD: (JIM JOHNSON RD -to-CORONET RD)	ER	N	C	2U	45	D	0.75	0.00	3,146 *	20,045	178	1,064	0.17	B	Y

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RIVERVIEW DR: (US HWY 41 -to-PROVIDENCE RD)	RV	Y	C	2U	45	D	4.50	0.44	11,420*	15,675	605	836	0.72	C	Y
S MOBLEY RD: (RACE TRACK RD -to-GUNN HWY)	KO/NWH	Y	C	2U	35	C	2.16	0.46	10,186*	8,800	582	440	1.32	F	N
S VILLAGE DR: (DALE MABRY HWY -to-EHRLICH RD)	CW	Y	C	4D	45	D	2.14	1.87	13,484*	34,865	811	1,862	0.44	B	Y
SAINT CLOUD AVE: (SR 60-to-DURANT RD)	VR	Y	C	2U	40	D	2.03	0.99	5,611*	15,675	342	836	0.41	B	Y
SAM ALLEN RD: (FORBES RD -to-SR 39)	ER	Y	C	2U	45	C	3.52	0.00	4,551*	14,345	257	760	0.34	B	Y
SAM ALLEN RD: (SR 39 -to-WILDER RD)	ER/PC	Y	C	2U	50	C	1.97	0.00	5,307*	14,345	282	760	0.37	B	Y
SEFFNER VALRICO: (WHEELER-to-FRONT ST)	BR	Y	C	2U	40	D	2.20	0.00	4,767*	21,090	276	1,083	0.26	B	Y
SHELDON RD: (HILLSBOROUGH AVE -to-WATERS AVE)	NWH/TNC	Y	MA	4D	45	E	2.06	0.97	47,113	34,865	2,111	1,862	1.13	F	N
SHELDON RD: (WATERS AVE-to-LINEBAUGH AVE)	NWH/TNC	Y	MA	4D	45	E	1.28	1.56	29,489*	34,865	1,531	1,862	0.82	C	Y
SHELDON RD: (LINEBAUGH AVE-to-CITRUS PARK DR)	NWH	Y	MA	4D	45	E	1.40	1.43	36,535	34,865	1,702	1,862	0.91	C	Y
SHELDON RD: (CITRUS PARK DR -to-GUNN HWY)	NWH	Y	MA	4D	45	D	1.06	1.89	22,191*	34,865	910	1,862	0.49	B	Y
SHELL POINT RD: (SEA GRAPE DR-to-US HWY 41)	RU	Y	C	2U	40	D	2.35	0.43	2,421*	14,440	149	760	0.20	B	Y
SHELL POINT RD/21ST: (US 41 -to-SR 674)	RU	Y	C	2U	40	D	2.21	0.45	5,108*	14,440	231	760	0.30	B	Y
SIMMONS RD: (CRENSHAW LAKE-to-CRYSTAL LAKE RD)	LU	Y	C	2U	35	C	1.11	1.80	6,029*	14,630	399	779	0.51	B	Y
SKIPPER RD: (NEBRASKA AVE -to-BEARSS AVE)	USF	Y	C	2U	45	E	.54	1.85	6,422*	15,675	293	836	0.35	B	Y
SKIPPER RD/46th St: (BRUCE B DOWNS-to-FLETCHER AVE)	CW/EGL/T	Y	C	2U	45	D	1.19	1.68	15,083*	15,675	838	836	1.00	F	N
SLIGH AVE/PINECREST MANOR: (DALE MABRY HWY -to-BENJAMIN AVE)	EGL	Y	MA	2U	45	D	2.30	0.43	14,342*	15,675	771	836	0.92	C	Y
SLIGH AVE/43RD ST: (HANNA AVE-to-56TH ST)	EL	Y	C	2U	45	E	1.51	0.66	8,664*	15,675	459	836	0.55	B	Y
SLIGH AVE: (56TH ST -to-US HWY 301)	EL	Y	C	2U	45	D	2.37	0.42	5,383*	15,675	339	836	0.41	B	Y
SLIGH AVE: (US 301-to-WILLIAMS RD)	TH	Y	C	2U	40	C	2.73	0.00	917	14,345	67	760	0.09	B	Y
SMITH-RYALS RD: (SR 60 -to-TRAPNELL RD)	ER	Y	C	2U	50	C	2.10	0.00	1,956*	13,490	115	741	0.16	B	Y
SUMMERFIELD BLVD: (BIG BEND-to-RHODINE RD)	LU	Y	C	2U	35	D	2.08	0.48	2,483	15,675	179	836	0.21	B	Y

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SUNLAKE BLVD: (DALE MABRY HWY -to-LUTZ LAKE FERN)	LU	Y	C	4D	40	D	0.36	2.78	9,671	28,500	546	1,520	0.36	C	Y
SUNSET LANE: (US HWY 41 -to-LIVINGSTON AVE)	LU	Y	C	2U	45	C	1.97	1.02	11,613	13,395	679	713	0.95	C	Y
SYDNEY RD: (VALRICO RD -to-DOVER RD)	VR/ER	Y	C	2U	45	C	2.03	0.49	2,983	13,395	174	713	0.25	B	Y
SYDNEY RD: (DOVER RD -to-TURKEY CREEK)	ER/PC	Y	C	2U	45	C	3.48	0.57	4,743	9,310	294	494	0.60	C	Y
SYMMES RD: (US HWY 41-to-EAST BAY RD)	GB	Y	C	2U	40	D	1.78	0.00	10,512	21,090	605	1,083	0.56	C	Y
SYMMES RD: (EAST BAY RD-to-US HWY 301)	GB/RV	Y	C	2U	45	D	1.50	0.67	10,203	15,675	861	836	1.03	F	N
TAMPA EAST BLVD: (US 301 -to-BROADWAY AVE)	BR	Y	C	2U	45	D	.55	0.00	6,803	21,090	331	1,083	0.31	B	Y
TARPON SPRINGS RD: (GUNN HWY -to-PINELLAS COUNTY)	KO	Y	MA	2U	45	D	4.62	0.00	6,790	19,000	317	1,045	0.30	B	Y
TAYLOR RD: (THONOTOSASSA RD -to-MAIN ST)	TH	Y	MAC	2U	40	C	.38	0.00	3,956*	13,490	212	741	0.29	B	Y
TEMPLE TERRACE HWY: (56TH ST -to-HARNEY RD)	TT/EL	Y	MA	4D	35	D	2.56	1.56	26,946	34,865	1,356	1,862	0.73	0.00	Y
THONOTOSASSA RD: (TAYLOR RD -to-MCINTOSH RD)	TH	Y	MAC	2U	45	C	2.61	0.00	2,346*	13,490	139	741	0.19	B	Y
THONOTOSASSA RD: (MCINTOSH RD -to-BRANCH-FORBES R)	ER/TH	Y	MAC	2U	45	C	3.79	0.00	2,934*	13,490	190	741	0.26	B	Y
THONOTOSASSA RD: (BRANCH-FORBES-to-I-4 )	ER	Y	MAC	2U	45	C	2.40	0.42	9,134*	9,310	411	494	0.83	C	Y
TOBACCO RD: (VAN DYKE RD -to-HUTCHINSON RD)	KO	Y	C	2U	45	C	1.58	0.00	713*	14,345	41	760	0.05	B	Y
TRAPNELL RD: (FORBES RD-to-SR 39)	ER/PC	Y	C	2U	45	C	4.00	0.50	6,845*	13,395	317	713	0.45	B	Y
TRAPNELL RD: (SR 39-to-OLD MULBERRY)	ER/PC	Y	C	2U	45	C	3.50	0.57	4,494*	9,310	240	494	0.49	C	Y
TURKEY CREEK RD: (KEYSVILLE RD -to-SR 60)	ER	Y	MAC	2U	45	C	3.52	0.28	5,663*	9,310	516	494	1.04	D	N
TURKEY CREEK RD: (SR 60 -to-TRAPNELL RD)	ER	Y	C	2U	45	C	2.02	0.00	8,851*	14,345	493	760	0.65	C	Y
TURKEY CREEK RD: (TRAPNELL RD -to-US HWY 92)	ER	Y	C	2U	45	D	3.76	0.80	9,046*	14,440	485	760	0.64	C	Y
VALRICO RD: (ML KING BLVD-to-SR 60)	LU	Y	C	2U	45	D	3.45	0.58	16,451	15,675	861	836	1.03	F	N
VALRICO RD: (SR 60-to-LITHIA PINCREST)	BR/ER	Y	C	2U	45	D	2.38	2.10	7,046	14,440	599	770	0.78	D	Y
VANDERVORT RD: (HANNA RD -to-LIVINGSTONE AVE)	LU	Y	C	2U	50	D	.75	1.33	2,257*	15,675	139	836	0.17	B	Y

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VAN DYKE RD: (SIMMONS RD -to-DALE MABRY HWY)	LU	Y	C	2U	45	C	1.34	0.75	10,546	13,395	595	713	0.84	C	Y
VAN DYKE RD: (DALE MABRY HWY -to- VETERANS EXPWY)	LU	Y	MA	2U	50	D	2.70	1.11	21,474	15,675	1,070	836	1.28	F	N
VAN DYKE RD: (VETERANS EXPWY -to-GUNN HWY)	KO	Y	MA	2U	50	D	2.10	0.95	17,397	* 14,440	810	760	1.07	F	N
VICTORIA ST/LIMONA RD: (LAKEWOOD DR-to-PARSONS AVE)	BR	Y	C	2U	35	D	2.01	1.49	4,067	* 15,675	168	836	0.20	B	Y
W VILLAGE DR: (S VILLAGE DR-to-EHRLICH)	CW	Y	C	2U	35	D	1.59	0.63	9,693	* 15,675	544	836	0.65	C	Y
WATERS AVE: (ARMENIA AVE -to-DALE MABRY HWY)	EGL	Y	MA	4D	45	D	1.27	2.36	32,994	31,540	1,364	1,682	0.81	D	Y
WATERS AVE: (DALE MABRY HWY -to-ANDERSON RD)	EGL	Y	MA	6D	45	D	2.00	2.00	45,888	47,785	2,377	2,546	0.93	D	Y
WATERS AVE: (ANDERSON RD-to-SHELDON RD)	TNC	Y	MA	6D	45	E	2.78	3.24	34,051	50,445	1,884	2,689	0.70	C	Y
WATERS AVE: (SHELDON RD -to-MONTAGUE RD)	TNC	Y	C	4D	45	D	0.92	0.81	17,940	* 34,865	1,315	1,862	0.71	B	Y
WATERS AVE: (MONTAGUE RD -to-COUNTRYWAY BLVD)	TNC	Y	C	4D	45	D	1.54	0.81	13,181	* 34,865	908	1,862	0.49	B	Y
WEBB RD: (MEMORIAL HWY -to-JACKSON SPRINGS)	TNC	Y	C	2U	45	D	1.18	1.69	6,389	* 15,675	339	836	0.41	B	Y
WESTLAKE RD: (SR 674-to-BISHOP RD)	WM	N	C	2U	45	C	1.52	0.00	1,908	* 13,490	113	741	0.15	B	Y
WHEELER RD: (LAKEWOOD DR-to-PARSONS RD)	BR	Y	C	2U	35	D	1.58	1.27	7,905	* 15,675	684	836	0.82	C	Y
WHEELER RD: (PARSONS RD -to-VALRICO RD)	BR	Y	C	2U	40	D	2.02	0.99	11,175	* 15,675	871	836	1.04	F	N
WHITAKER RD/VANDERHORT: (LIVINGSTON-to-US HWY 41)	LU	Y	C	2U	45	C	2.18	0.46	7,597	* 13,395	411	713	0.58	B	Y
WILCOX/NEWKIRK RD: (NORTHDALE BLVD-to-HUCHTHINSON RD)	CW	Y	C	2U	45	C	1.00	1.00	5,299	* 13,395	284	713	0.40	B	Y
WILDER RD: (US HWY 92-to-I-4 FRONTAGE S)	ER/PC	Y	C	2U	45	C	1.20	1.67	1,088	* 13,395	54	713	0.08	B	Y
WILDER RD: (I-4 FRONTAGE N-to-KNIGHTS-GRIFFIN)	ER	Y	C	2U	45	C	3.00	0.67	2,623	* 13,395	262	713	0.37	B	Y
WILLIAMS RD: (BROADWAY AVE -to-MLK BLVD)	SFN	Y	C	2U	40	D	2.30	0.87	6,261	* 15,675	383	836	0.46	B	Y
WILLIAMS RD: (MLK BLVD-to-US HWY 92)	SFN	Y	C	2U	45	D	1.20	0.83	9,559	* 15,675	660	836	0.79	C	Y
WILLIAMS RD: (US HWY 92-to-FOWLER AVE)	TH/SFN	Y	C	2U	45	C	4.32	0.69	6,348	* 13,395	460	713	0.65	C	Y
WILSKY BLVD: (HANLEY RD -to-VETERAN'S EXPWY)	TNC	Y	C	2U	45	D	.98	1.02	15,205	15,675	801	836	0.96	D	Y

**County Roadways**

\* Growth Factor Applied to 2008 AADT

\*\* Capacity and V/C based on 1.2E. LOS based on Generalized Tables

**HILLSBOROUGH COUNTY**  
**AUTOMOBILE LEVEL OF SERVICE REPORT**  
**COUNTY ROADWAYS**

**THE FORMAT OF THIS REPORT IS  
 SPECIFICALLY DESIGNED FOR  
 REZONINGS AND CONCURRENCY REVIEWS**

Roadway (From/To)	Plan Area	Reg	FC	Road Type	Spd Lmt	LOS Std.	Len (mi)	Sig/Mi	AADT	Daily Cap	Peak Hr Dir Vol	Peak Hr Dir Cap	V/C Ratio	LOS	Cap Avail
WINDHORST RD: (LAKEWOOD RD-to-SEFFNER VALRICO RD)	BR	Y	C	2U	35	D	2.02	0.50	9,588*	15,675	705	836	0.84	C	Y
WOODBERRY RD: (FALKENBURG RD -to-LAKEWOOD DR)	BR	Y	C	2U	45	D	1.51	1.32	13,029	15,675	959	836	1.15	F	N

**County Roadways**

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**LOS B** *represents reasonably free-flowing conditions but with some influence by others.*

## STATE ROADWAYS



**HILLSBOROUGH COUNTY**  
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**STATE ROADWAYS**

Roadway (From/To)	Plan Area	FC	Road Type	Spd Lmt	LOS Std.	Len (mi)	Sig/Mi	AADT	Daily Cap	Peak Hr Dir Vol	Peak Hr Dir Cap	V/C Ratio	LOS	Cap Avail	
50TH/56TH ST: (ML KING JR BLVD -to-HILLSBOROUGH AVE)	EL/T	PA	4D	45	E	1.35	1.48	23,800	36,700	1,300	1,960	0.66	B	Y	
56TH ST: (HILLSBOROUGH AVE-to-RIVERHILLS DRIVE)	EL	PA	4D	45	E	2.08	1.44	36,300	36,700	2,000	1,960	1.02	F	N	
56TH ST: (RIVERHILLS DR -to-FOWLER AVE)	TT	PA	4D	45	E	1.93	2.59	35,000	35,100	1,900	1,870	1.02	F	N	
BEARSS AVE: (NEBRASKA AVE -to-FLORIDA AVE)	USF	MA	4D	45	E	0.5	8.00	49,800	31,900	2,700	1,700	1.59	F	N	
BUSCH BLVD: (ARMENIA AVE-to-DALE MABRY)	EGL	PA	4U	45	E	1.30	2.31	44,500	40,014	2,400	2,132	*	1.13	F	N
CAUSEWAY BLVD: (US 41-to-US 301)	PR	PA	4D	45	D	3.18	0.94	16,900	36,700	900	1,960	0.46	B	Y	
DALE MABRY HWY: (HILLSBOROUGH AVE-to-WATERS AVE)	EGL	PA	6D	45	D	2.00	1.50	71,500	55,300	3,800	2,940	1.29	F	N	
DALE MABRY HWY: (WATERS AVE-to-FLETCHER AVE)	CW/EGL	PA	6D	45	D	2.76	2.17	66,500	50,300	3,600	2,680	1.34	F	N	
DALE MABRY HWY: (FLETCHER AVE-to-BEARSS/EHRLICH)	CW	PA	6D	45	D	1.35	2.22	60,500	50,300	3,300	2,680	1.23	F	N	
DALE MABRY HWY: (BEARSS/EHRLICH-to-VAN DYKE)	CW/LU	PA	6D	50	D	2.49	2.81	62,500	50,300	3,400	2,680	1.27	F	N	
DALE MABRY HWY: (VAN DYKE-to-LUTZ LAKE FERN)	LU	PA	4D	55	D	1.20	1.67	42,500	36,700	2,300	1,960	1.17	F	N	
DALE MABRY HWY: (LUTZ LAKE FERN-to-COUNTYLINE RD)	LU	PA	4D	55	D	2.58	0.39	34,500	36,700	1,900	1,960	0.97	D	Y	
FLETCHER AVE: (NEBRASKA AVE -to-FLORIDA AVE)	USF/T	MA	4D	45	E	0.5	8.00	41,000	38,280	2,200	2,040	*	1.08	F	N
FLORIDA AVE: (FOWLER AVE-to-FLETCHER AVE)	CW	MA	4D	45	E	1.00	2.00	25,500	42,120	1,400	2,244	*	0.62	D	Y
FLORIDA AVE: (FLETCHER AVE -to-BEARSS AVE)	CW	MA	4D	45	E	1.28	1.56	24,000	44,040	1,300	2,352	*	0.55	B	Y
FLORIDA AVE: (BEARSS AVE -to-FLORIDA/ NEBRASKA APEX)	CW/USF	MA	4D	45	D	1.64	1.22	26,000	36,700	1,400	1,960	0.71	B	Y	
FOWLER AVE: (FLORIDA AVE--to-BRUCE B DOWNS)	USF/T	PA	8D	50	D	2.00	3.00	51,600	67,300	2,800	3,590	0.78	C	Y	
FOWLER AVE: (BRUCE B DOWNS-to-56TH ST)	T/TT	PA	6D	50	D	1.97	2.54	60,500	50,300	3,300	2,680	1.23	F	N	
FOWLER AVE: (56TH ST-to-I-75)	TT/USF	PA	6D	55	D	2.46	2.03	54,500	50,300	2,900	2,680	1.08	F	N	
FOWLER AVE: (I-75-to-US 301)	EL/ER	PA	4D	55	D	1.43	0.70	15,000	36,700	800	1,960	0.41	B	Y	
HILLSBOROUGH AVE: (ANDERSON-to-VETERANS EXPWY)	TNC/T	PA	6D	45	D	1.41	2.84	62,500	50,300	3,400	2,680	1.27	F	N	
HILLSBOROUGH AVE: (VETERANS EXPWY -to-SHELDON RD)	TNC	PA	6D	45	E	2.20	3.18	56,500	63,720	3,000	3,396	*	0.88	F	Y
HILLSBOROUGH AVE: (SHELDON RD -to-COUNTRYWAY BLVD)	NWH	PA	6D	50	D	3.00	1.00	54,300	55,300	2,900	2,940	0.99	D	Y	
HILLSBOROUGH AVE: (COUNTRYWAY BLVD-to-RACE TRACK RD)	NWH	PA	8D	55	D	1.85	1.08	53,000	73,800	2,900	3,940	0.74	B	Y	

State Roadways

\* Capacity and V/C based on 1.2E. LOS based on Generalized Tables

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**HILLSBOROUGH COUNTY**  
**AUTOMOBILE LEVEL OF SERVICE REPORT**  
**STATE ROADWAYS**

Roadway (From/To)	Plan Area	FC	Road Type	Spd Lmt	LOS Std.	Len (mi)	Sig/Mi	AADT	Daily Cap	Peak Hr Dir Vol	Peak Hr Dir Cap	V/C Ratio	LOS	Cap Avail
HILLSBOROUGH AVE: (50TH ST -to-US HWY 301)	EL	PA	4D	45	E	2.71	1.48	44,000	36,700	2,400	1,960	1.22	F	N
I-4: (US 41/50TH-to-ML KING JR BLVD)	EL/T	F	6F	55	D	1.42		121,000	110,300	6,000	5,580	1.08	E	N
I-4: (ML KING JR BLVD -to-US HWY 301)	EL	F	6F	55	D	1.96		118,000	110,300	5,900	5,580	1.06	E	N
I-4: (US HWY 301 -to-I-75)	EL	F	6F	55	D	1.95		137,000	110,300	6,800	5,580	1.22	F	N
I-4: (I-75 -to-CR 579)	TH/SFN	F	6F	65	D	1.53		137,000	110,300	6,800	5,580	1.22	F	N
I-4: (CR 579 -to-MCINTOSH RD)	TN/SFN	F	6F	65	D	3.73		127,000	110,300	6,600	5,580	1.18	F	N
I-4: (MCINTOSH RD -to-BRANCH FORBES RD)	ER	F	6F	65	D	2.10		116,000	110,300	6,000	5,580	1.08	E	N
I-4: (BRANCH FORBES RD-to-THONOTOSASSA)	ER	F	6F	65	D	3.56		110,000	110,300	5,700	5,580	1.02	E	N
I-4: (THONOTOSASSA-to-SR 39)	PC	F	6F	65	D	1.78		98,000	110,300	5,100	5,580	0.91	D	Y
I-4: (SR 39-to-COUNTY LINE RD)	PC/ER	F	6F	65	D	4.28		104,000	110,300	5,400	5,580	0.97	D	Y
I-75: (I-4-to-ML KING JR BLVD)	EL/SFN	F	6F	70	D	1.48		146,000	110,300	7,400	5,580	1.33	F	N
I-75: (ML KING JR BLVD -to-SR 60)	BR	F	6F	70	D	2.80		133,000	110,300	7,000	5,580	1.25	F	N
I-75: (SR 60-to-LEE ROY SELMON)	BR	F	6F	70	D	0.98		92,500	110,300	4,700	5,580	0.84	D	Y
I-75: (LEE ROY SELMON -to-US HWY 301)	BR	F	8F	70	D	2.00		94,000	146,500	4,800	7,420	0.65	C	Y
I-75: (US HWY 301-to-GIBSONTON DR)	RV/GB/PR/BR	F	8F	70	D	3.60		112,000	146,500	5,900	7,420	0.80	C	Y
I-75: (GIBSONTON DR -to-BIG BEND RD)	GB/RV	F	6F	70	D	4.20		89,000	110,300	4,700	5,580	0.84	D	Y
I-75: (BIG BEND RD-to-SR 674)	APB/RV/SCC	F	6F	70	D	5.85		67,000	110,300	3,600	5,580	0.65	C	Y
I-75: (SR 674-to-MANATEE COUNTY)	RU/SCC/SS	F	6F	70	B	6.30		50,500	54,800	2,900	3,300	0.88	B	Y
I-75: (I-4-to-FOWLER AVE)	EL/TH	F	6F	70	D	4.00		125,000	110,300	6,600	5,580	1.18	F	N
I-75: (FOWLER AVE -to-FLETCHER AVE)	ER/USF/T	F	6F	70	D	1.10		109,000	110,300	5,500	5,580	0.99	D	Y
I-75: (FLETCHER AVE -to-BRUCE B DOWNS BLVD)	ER/T	F	4F	70	D	3.85		90,500	73,600	4,800	3,720	1.29	F	N
I-75: (BRUCE B DOWNS BLVD -to-I-275)	T/LU	F	4F	70	D	3.30		60,500	73,600	3,200	3,720	0.86	D	Y
I-275: (FOWLER AVE-to-FLETCHER AVE)	USF/CW	F	6F	55	D	1.00		115,000	110,300	6,500	5,580	1.17	F	N
I-275: (FLETCHER AVE-to-BEARSS AVE)	USF/CW	F	6F	55	D	1.28		92,000	110,300	5,200	5,580	0.93	D	Y

State Roadways

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**HILLSBOROUGH COUNTY**  
**AUTOMOBILE LEVEL OF SERVICE REPORT**  
**STATE ROADWAYS**

Roadway (From/To)	Plan Area	FC	Road Type	Spd Lmt	LOS Std.	Len (mi)	Sig/Mi	AADT	Daily Cap	Peak Hr Dir Vol	Peak Hr Dir Cap	V/C Ratio	LOS	Cap Avail
I-275: (BEARSS AVE -to-I-75)	CW/USF/LU/T	F	4F	70	D	6.80		52,000	73,600	3,100	3,720	0.83	D	Y
LEE ROY SELMON EXPWY: (US 41/50TH-to-US HWY 301)	PR/T	F	4F	65	D	3.84		48,000	73,600	2,500	3,720	0.67	C	Y
LEE ROY SELMON EXPWY: (US HWY 301 -to-I-75)	BR	F	4F	65	D	1.22		36,000	73,600	1,900	3,720	0.51	B	Y
M L KING BLVD: (40TH ST-to-I-4)	EL/T	MA	2U	45	E	1.83	1.09	23,500	17,900	1,300	890	1.46	F	N
M L KING BLVD: (I-4 -to-US HWY 301)	EL	PA	6D	50	E	1.46	2.05	36,300	53,100	1,900	2,830	0.67	C	Y
M L KING BLVD: (US HWY 301-to-FALKENBURG)	EL	PA	6D	50	E	1.50	0.67	34,000	55,300	1,800	2,940	0.61	B	Y
M L KING BLVD: (FALKENBURG-to-WILLIAMS RD )	EL/SFN	PA	4D	50	E	1.00	1.00	34,800	36,700	1,900	1,960	0.97	D	Y
M L KING BLVD: (WILLIAMS RD-to-CR 579)	SFN	PA	6D	50	D	1.00	3.00	35,800	50,300	2,000	2,680	0.75	C	Y
M L KING BLVD: (CR 579-to-PARSONS AVE)	SFN	MA	2U	45	D	1.50	2.00	27,500	15,200	1,500	810	1.85	F	N
M L KING BLVD: (PARSONS AVE-to-MCINTOSH RD)	BR/ER	MA	2U	45	D	2.64	0.38	18,100	16,500	950	880	1.08	F	N
M L KING BLVD: (MCINTOSH RD-to-FORBES RD)	ER	MA	2U	45	D	3.60	0.56	10,400	15,200	550	800	0.69	C	Y
M L KING BLVD: (FORBES RD-to-TURKEY CREEK RD)	ER	MA	2U	45	D	1.00	1.00	9,700	15,200	520	800	0.65	C	Y
NEBRASKA AVE: (FOWLER AVE -to-FLETCHER AVE)	USF	PA	4D	45	E	0.98	2.04	24,000	35,100	1,300	1,870	0.70	C	Y
NEBRASKA AVE: (FLETCHER AVE -to-BEARSS AVE)	USF	PA	4D	45	E	1.29	2.33	21,500	35,100	1,200	1,870	0.64	C	Y
NEBRASKA AVE: (BEARSS AVE -to-NEBRASKA/FLORIDA )	CW/USF	PA	4D	45	D	1.77	1.13	25,000	36,700	1,400	1,960	0.71	B	Y
SR 39: (SR 60 -to-ALEXANDER ST)	ER	PA	4D	45	D	3.50	0.57	16,200	28,000	870	1,490	0.58	C	Y
SR 39: (SAM ALLEN RD-to-KNIGHTS-GRIFFIN)	ER	PA	2U	45	C	2.10	0.48	12,900	14,100	690	750	0.92	C	Y
SR 39: (KNIGHTS-GRIFFIN -to-PASCO COUNTY)	ER	PA	2U	45	C	6.59	0.00	7,900	14,200	430	780	0.55	C	Y
SR 60 / ADAMO DR: (US HWY 41-to-US 301)	PR/T	PA	4D	50	D	3.00	1.33	36,900	36,700	2,000	1,960	1.02	F	N
SR 60 / BRANDON BLVD: (US 301-to-FALKENBURG)	BR	PA	4D	50	D	1.25	1.60	43,500	36,700	2,400	1,960	1.22	F	N
SR 60 / BRANDON BLVD: (FALKENBURG-to-LAKEWOOD)	BR	PA	8D	45	D	1.50	3.33	82,000	67,300	4,300	3,590	1.20	F	N
SR 60 / BRANDON BLVD: (LAKEWOOD DR-to-LITHIA PINCREST)	BR	PA	6D	45	D	1.75	2.86	69,000	50,300	3,700	2,680	1.38	F	N
SR 60 / BRANDON BLVD: (LITHIA PINCREST-to-VALRICO RD)	BR	PA	8D	50	D	1.90	2.11	52,500	67,300	2,900	3,590	0.81	D	Y
SR 60 / BRANDON BLVD: (VALRICO RD -to-DOVER RD)	VR	PA	4D	55	D	2.04	1.96	38,000	36,700	2,200	1,960	1.12	F	N

State Roadways

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**HILLSBOROUGH COUNTY**  
**AUTOMOBILE LEVEL OF SERVICE REPORT**  
**STATE ROADWAYS**

Roadway (From/To)	Plan Area	FC	Road Type	Spd Lmt	LOS Std.	Len (mi)	Sig/Mi	AADT	Daily Cap	Peak Hr Dir Vol	Peak Hr Dir Cap	V/C Ratio	LOS	Cap Avail
SR 60 / EAST: (DOVER RD -to-TURKEY CREEK RD)	ER/VR	PA	4D	55	D	3.00	0.33	28,000	33,800	1,500	1,800	0.83	C	Y
SR 60 / EAST: (TURKEY CREEK RD -to-SR 39)	ER	PA	4D	55	D	3.01	0.33	21,500	33,800	1,200	1,800	0.67	B	Y
SR 60 / EAST: (SR 39-to-COUNTY LINE RD)	ER	PA	4D	55	C	4.25	0.24	17,700	23,300	950	1,240	0.77	C	Y
SR 674: (I-75-to-US HWY 41)	RU	MA	4D	55	D	3.02	0.99	21,000	33,800	1,200	1,800	0.67	B	Y
SR 674: (I-75 -to-US HWY 301)	SCC	MA	4D	45	D	3.04	1.97	34,000	33,800	1,800	1,800	1.00	D	N
SR 674: (US HWY 301-to-CR 579)	WM	PA	2U	50	D	2.41	0.00	14,600	21,100	780	1,120	0.70	C	Y
SR 674: (CR 579 -to-CARLTON LAKE RD)	WM	PA	2U	50	C	3.27	0.00	6,260	14,200	340	780	0.44	B	Y
SR 674: (CARLTON LAKE RD -to-CR 39)	SR	PA	2U	50	C	6.04	0.17	4,230	9,800	230	520	0.44	C	Y
SR 674: (CR 39 -to-POLK COUNTY)	SR	PA	2U	50	C	5.61	0.00	2,200	14,200	120	780	0.15	B	Y
SUNCOAST PKWY: (VETERANS EXPWY-to-PASCO COUNTY)	LU/KO	F	4F	65	D	3.71		33,900	68,700	1,900	3,560	0.53	B	Y
US HWY 41: (NEBRASKA/FLORIDA-to-CRYSTAL LAKE)	LU/CW	PA	6D	45	D	1.08	1.85	46,800	55,300	2,500	2,940	0.85	C	Y
US HWY 41: (CRYSTAL LAKE-to-LUTZ LAKE FERN)	LU	PA	6D	45	D	1.00	2.00	38,500	50,300	2,100	2,680	0.78	D	Y
US HWY 41: (LUTZ LAKE FERN-to-COUNTY LINE RD)	LU	PA	6D	45	D	1.47	0.68	33,500	55,300	1,800	2,940	0.61	B	Y
US HWY 41: (SR 60 / ADAMO DR-to-CAUSEWAY)	PR/T	PA	6D	45	D	2.00	2.00	29,500	50,300	1,600	2,680	0.60	C	Y
US HWY 41: (CAUSEWAY-to-MADISON)	PR	PA	4D	50	D	1.50	1.33	34,500	36,700	1,900	1,960	0.97	D	Y
US HWY 41: (MADISON-to-GIBSONTON)	PR/RV/GB	PA	4D	50	D	3.80	0.53	24,000	36,700	1,300	1,960	0.66	B	Y
US HWY 41: (GIBSONTON-to-BIG BEND RD)	GB	PA	4D	50	D	3.90	0.51	24,000	36,700	1,600	1,960	0.82	C	Y
US HWY 41: (BIG BEND RD-to-APOLLO BEACH BLVD)	ABP	PA	4D	50	D	1.74	0.57	25,000	36,700	1,400	1,960	0.71	B	Y
US HWY 41: (APOLLO BEACH BLVD-to-19TH AVE NE)	ABP	PA	4D	50	D	3.33	0.30	26,500	33,800	1,400	1,800	0.78	B	Y
US HWY 41: (19TH AVE NE-to-SR 674)	RU	PA	4D	50	D	1.55	1.29	15,900	33,800	770	1,800	0.43	B	Y
US HWY 41: (SR 674-to-FOX PLACE)	RU/SS	PA	4D	55	D	1.60	1.88	11,800	28,000	590	1,490	0.40	C	Y
US HWY 41: (FOX PLACE-to-MANATEE COUNTY)	RU	PA	4D	50	C	5.80	0.00	7,600	37,200	410	2,040	0.20	A	Y
US HWY 92: (US HWY 301-to-WILLIAMS RD)	EL	PA	2U	45	D	2.34	0.85	13,200	16,500	860	880	0.98	D	Y
US HWY 92: (WILLIAMS RD-to-CR 579)	SFN	PA	2U	45	D	1.20	0.83	13,600	16,500	880	880	1.00	D	N

State Roadways

\* Capacity and V/C based on 1.2E. LOS based on Generalized Tables

March 2011

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**HILLSBOROUGH COUNTY**  
**AUTOMOBILE LEVEL OF SERVICE REPORT**  
**STATE ROADWAYS**

Roadway (From/To)	Plan Area	FC	Road Type	Spd Lmt	LOS Std.	Len (mi)	Sig/Mi	AADT	Daily Cap	Peak Hr Dir Vol	Peak Hr Dir Cap	V/C Ratio	LOS	Cap Avail
US HWY 92: (CR 579-to-KINGSWAY RD)	SFN/ER	PA	2U	45	D	1.50	0.67	11,700	16,500	620	880	0.71	C	Y
US HWY 92: (KINGSWAY RD -to-MCINTOSH RD)	SFN/ER	PA	2U	45	D	2.13	0.47	9,400	16,500	500	880	0.57	B	Y
US HWY 92: (MCINTOSH RD-to-FORBES)	ER	PA	2U	45	D	3.46	0.29	8,250	15,200	440	800	0.55	B	Y
US HWY 92: (FORBES-to-THONOTOSASSA)	ER	PA	2U	45	D	2.62	1.15	13,000	15,200	690	800	0.86	C	Y
US HWY 92: (PARK RD-to-COUNTYLINE RD)	BR	PA	2U	50	D	3.06	0.65	9,800	15,200	520	800	0.65	C	Y
US HWY 301: (I-4 NORTH-to-MLK BLVD/ SR 574)	EL	PA	4D	50	D	1.00	1.00	38,000	36,700	2,000	1,960	1.02	F	N
US HWY 301: (MLK BLVD/ SR 574-to-SR 60/ADAMO DR)	BR/PR	PA	4D	50	D	2.30	1.30	37,000	36,700	2,000	1,960	1.02	F	N
US HWY 301: (SR 60/ ADAMO-to-CAUSEWAY)	BR/PR	PA	4D	50	D	1.90	2.11	35,800	33,200	1,900	1,770	1.07	F	N
US HWY 301: (CAUSEWAY-to-BLOOMINGDALE)	BR/PR	PA	4D	50	D	2.14	1.40	41,800	36,700	2,400	1,960	1.22	F	N
US HWY 301: (BLOOMINGDALE-to-GIBSONTON DR)	RV	PA	6D	50	D	2.80	1.79	43,500	55,300	2,700	2,940	0.92	C	Y
US HWY 301: (GIBSONTON-to-BALM RD/CR 672)	RV	PA	6D	55	D	6.06	0.50	28,500	55,300	1,600	2,940	0.54	B	Y
US HWY 301: (BALM RD/CR 672-to-SR 674)	RV/ABP/BA	PA	2U	55	D	4.00	0.25	9,600	15,200	510	800	0.64	C	Y
US HWY 301: (SR 674-to-MANATEE COUNTY)	SCC/WM	PA	2U	55	C	5.70	0.00	3,400	14,200	190	780	0.24	B	Y
US HWY 301: (I-4 NORTH-to-HARNEY RD)	TH/EL	PA	4D	45	D	2.60	1.15	28,000	36,700	1,500	1,960	0.77	B	Y
US HWY 301: (HARNEY RD -to-FOWLER AVE)	EL/TH	PA	2U	45	D	1.93	0.00	15,300	22,200	880	1,140	0.77	D	Y
US HWY 301: (FOWLER AVE-to-CR 579)	TH	PA	2U	55	D	2.10	0.00	18,000	21,100	1,100	1,120	0.98	D	Y
US HWY 301: (CR 579-to-MCINTOSH RD)	TH	PA	2U	50	C	4.40	0.00	11,300	14,200	660	780	0.85	C	Y
US HWY 301: (MCINTOSH RD -to-PASCO COUNTY)	ER	PA	2U	50	C	5.11	0.00	13,200	14,200	770	780	0.99	C	Y
VETERANS EXPWY: (COURTNEY CAMPBELL-to-INDEPENDENCE)	TNC/T	F	10F	55	D	0.72		53,200	184,000	2,800	9,440	0.30	A	Y
VETERANS EXPWY: (INDEPENDENCE-to-MEMORIAL HWY)	TNC	F	8F	55	D	0.77		53,200	146,500	2,800	7,420	0.38	B	Y
VETERANS EXPWY: (MEMORIAL HWY-to-HILLSBOROUGH AVE)	TNC	F	6F	55	D	1.02		56,000	110,300	2,900	5,580	0.52	B	Y
VETERANS EXPWY: (HILLSBOROUGH AVE -to-WATERS AVE)	TNC	F	4F	55	D	1.99		61,600	73,600	3,200	3,720	0.86	D	Y
VETERANS EXPWY: (WATERS AVE-to-LINEBAUGH)	TNC	F	4F	65	D	1.59		55,300	73,600	2,900	3,720	0.78	C	Y
VETERANS EXPWY: (LINEBAUGH-to-GUNN HWY)	TNC/CW	F	4F	65	D	2.00		50,200	73,600	2,600	3,720	0.70	C	Y

State Roadways

\* Capacity and V/C based on 1.2E. LOS based on Generalized Tables

March 2011

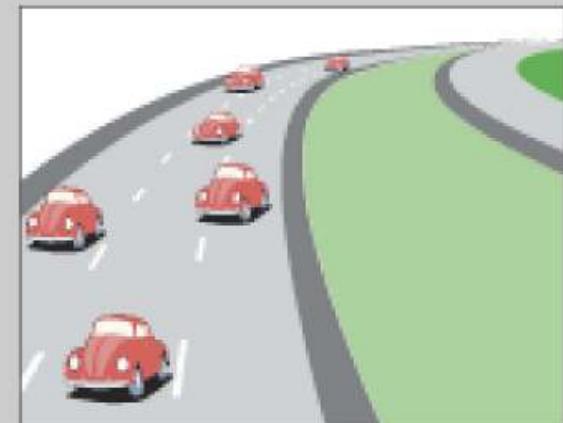
2-5

**HILLSBOROUGH COUNTY**  
**AUTOMOBILE LEVEL OF SERVICE REPORT**  
**STATE ROADWAYS**

Roadway (From/To)	Plan Area	FC	Road Type	Spd Lmt	LOS Std.	Len (mi)	Sig/Mi	AADT	Daily Cap	Peak Hr Dir Vol	Peak Hr Dir Cap	V/C Ratio	LOS	Cap Avail
VETERANS EXPWY: (GUNN HWY-to-EHRLICH)	CW/CPV	F	4F	65	D	1.00		51,000	73,600	2,700	3,720	0.73	C	Y
VETERANS EXPWY: (EHRLICH-to-HUTCHINSON RD)	CW/CPV	F	4F	65	D	1.90		44,900	73,600	2,300	3,720	0.62	C	Y
VETERANS EXPWY: (HUTCHINSON RD-to-SUNCOAST)	KO	F	4F	65	D	1.70		45,600	73,600	2,400	3,720	0.65	C	Y
VETERANS EXPWY: (SUNCOAST-to-DALE MABRY)	LU/KO	F	4F	65	D	3.00		11,700	73,600	630	3,720	0.17	B	Y

**LOS C** *represents constrained constant flow below speed limits, with additional attention required by the drivers to maintain safe operations. Comfort and convenience levels of the driver decline.*

## Appendix A-Legend of Variables



**Appendix A**  
**LEGEND OF VARIABLES USED IN THE ROADWAY LEVEL OF SERVICE REPORT**

The following legend provides a definition or description for each variable in the *Roadway Level of Service Report*. In this legend, each variable is given a number.

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18
Roadway (From/To)	Plan Area	Reg	FC	Road Type	Spd Lmt	LOS Std.	Len (mi)	Sig/Mi	AADT		Daily Cap	Peak Hr Dir Vol	Peak Hr Dir Cap	V/C Ratio	LOS	Cap Avail	
131 <sup>ST</sup> AVE: (NEBRASKA AVE -to-30THST)	USF	Y	C	2U	45	E	1.54	2.60	6,552		15,390	393	817	0.48	C	Y	

- 1 **Roadway (From/To):** The common name assigned to the road segment (street name), the cross street or location at which the segment begins, and the crossing street or location at which the segment ends.
- 2 **Planning Area:** Hillsborough County designated Planning Area.
- 3 **Reg (Regulated Roadways):** Roadways that are considered as part of the Concurrency Management System and defined in the Adequate Public Facilities Ordinance ("Y"- Yes, "N"- No).
- 4 **FC (Functional Classification):** The assignment of roads into systems according to the character of service they provide in relation to the total road network. The abbreviations used for the **FC** are:  
 PA – Principal Arterial                    MA – Minor Arterial  
 MAC – Rural Major Collector            C – Collector  
 MIC – Rural Minor Collector            F – Limited Access
- 5 **Road Type (Existing Road System/Type):** Existing number of lanes and whether the facility type is Divided (D), Undivided (U), One Way (O), or Freeway (F).
- 6 **Spd Lmt (Speed Limit):** Speed limit currently posted for the roadway.
- 7 **LOS Std. (Level of Service (LOS) Standard):** The **LOS Std.** for the particular roadway as adopted and documented in the Hillsborough County Comprehensive Plan. The LOS for roadways within incorporated areas is governed by the jurisdiction's Comprehensive Plan and may differ from this report.
- 8 **Len (mi):** The **Length** of the roadway segment specified in miles.
- 9 **Sig/Mi (Number of Signals per mile on the Segment):** The number of signalized intersections per mile on a roadway analysis segment as identified in this report.
- 10 **AADT (Annual Average Daily Traffic):** The **AADT** is the number of vehicles that travel on a specified segment of a road on an average day. For aggregated segments, traffic counts may be weighted according to the length of each individual link and may not match a specific count.
- 11 **Growth Factor Applied:** An asterisk in this column indicates the volume of traffic was derived by applying a growth factor to an older count.
- 12 **Daily Cap (Daily Capacity):** The **Daily Cap** is the maximum rate of flow at which vehicles can traverse a point or uniform segment roadway and maintain the performance standard as measured by speed for interrupted flow facilities and V/C ratio for uninterrupted flow facilities during the daily (AADT) period.
- 13 **Peak Hr Dir Vol (Peak Hour Directional Volume):** The 100th highest hour traffic volume determined by (AADT x K<sub>100</sub> x Directional Factor).
- 14 **Peak Hr Dir Cap (Peak Hour Directional Capacity):** The **Peak Hr Dir Cap** is the maximum rate of flow at which vehicles can traverse a point or uniform segment roadway and maintain the performance standard as measured by speed for interrupted flow facilities and V/C ratio for uninterrupted flow facilities during the peak hour period for the peak direction.

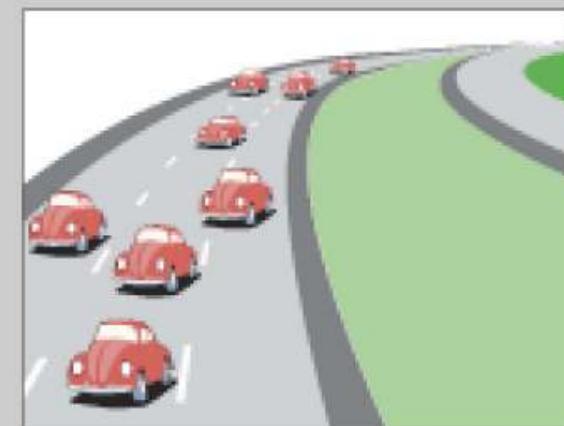
**Appendix A (continued)**

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18
Roadway (From/To)	Plan Area	Reg	FC	Road Type	Spd Lmt	LOS Std.	Len (mi)	Sig/Mi	AADT		Daily Cap	Peak Hr Dir Vol	Peak Hr Dir Cap		V/C Ratio	LOS	Cap Avail
131 <sup>ST</sup> AVE: (NEBRASKA AVE -to-30THST)	USF	Y	C	2U	45	E	1.54	2.60	6,552		15,390	393	817		0.48	C	Y

- 15 **High Transit Level of Service and Constrained:** A double asterisk in this column indicates the road segment is a HTLOS Roadway and is Constrained. The Capacity and V/C Ratio are based on 1.2 x LOS E Capacity.
- 16 **V/C Ratio:** PM Peak Hour Directional Volume to capacity of the roadway. V/C greater than 1.0 indicates a roadway exceeds the available capacity.
- 17 **LOS (Level of Service):** Current LOS for the roadway.
- 18 **Cap Avail (Capacity Available):** If an "N", is identified in the Capacity Available column, then it means that the roadway is already presently deficient and does not have available capacity, or based on existing traffic volumes and vested trips from approved developments, capacity is no longer available.

**LOS D** represents traffic operations approaching unstable flow with high passing demand and passing capacity near zero, characterized by drivers being severely restricted in maneuverability.

## Appendix B-Definition of LOS



## **Appendix B**

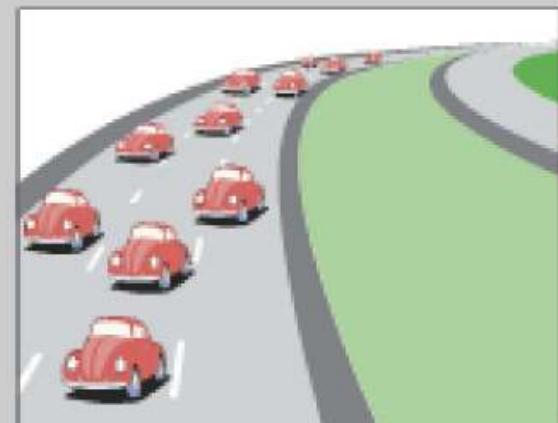
### **DEFINITION OF LEVEL OF SERVICE (LOS)**

Levels of Service (LOS) are qualitative measures describing operational conditions of highways. Six LOS are defined for each facility type and are given designations ranging from "A" (the best) to "F" (the worst). LOS indicates quality of flow measured by a scale of driver satisfaction.

- **Level of Service A** represents free flow. Individual users are virtually unaffected by the presence of others in the traffic stream. Freedom to select desired speeds and to maneuver within the traffic stream is extremely high. The general level of comfort and convenience provided to drivers is excellent.
- **Level of Service B** allows speeds at or near free-flow speeds, but the presence of other users in the traffic stream begins to be noticeable. Freedom to select desired speeds is relatively unaffected, but there is a slight decline in the freedom to maneuver within the traffic stream relative to LOS A.
- **Level of Service C** speeds at or near free-flow speeds, but the freedom to maneuver is noticeably restricted (lane changes require careful attention on the part of drivers). The general level of comfort and convenience declines significantly at this level. Disruptions in the traffic stream, such as an incident (for example, vehicular accident or disablement), can result in significant queue formation and vehicular delay. In contrast, the effect of incidents at LOS A or LOS B are minimal, and cause only minor delay in the immediate vicinity of the event.
- **Level of Service D** conditions where speeds begin to decline slightly with increasing flow. The freedom to maneuver becomes more restricted and drivers experience reductions in physical and psychological comfort. Incidents can generate lengthy queues because the higher density associated with this LOS provides little space to absorb disruption in the traffic flow.
- **Level of Service E** represents operating conditions at or near the roadway's capacity. Even minor disruptions to the traffic stream, such as vehicles entering from a ramp or 2 vehicles changing lanes, can cause delays as other vehicles give way to allow such maneuvers. In general, maneuverability is extremely limited and drivers experience considerable physical and psychological discomfort.
- **Level of Service F** describes a breakdown in vehicular flow. Queues form quickly behind points in the roadway where the arrival flow rate temporarily exceeds the departure rate, as determined by the roadway's capacity. Vehicles typically operate at low speeds in these conditions and are often required to come to a complete stop, usually in a cyclic fashion. The cyclic formation and dissipation of queues is a key characterization of LOS F.

**LOS E** represents unstable flow near capacity. LOS E often changes to LOS F very quickly because of disturbances (road conditions, accidents, etc.) in traffic flow.

## Appendix C-LOS Standards



## ***Appendix C***

### ***LEVEL OF SERVICE (LOS) STANDARDS***

For County roadways, an operational LOS “D” (peak hour, peak directional) shall be maintained on all roadways in urbanized areas and arterial roads in transitioning and rural areas. An operational LOS “C” (peak hour) shall be maintained on all collector roadways in rural and transitional areas.

To ensure transportation infrastructure has sufficient capacity to serve development at the adopted LOS standard concurrent with development, the County shall maintain the minimum peak hour LOS standard for regulated county roads as set forth below.

#### **LEVEL OF SERVICE STANDARDS FOR COUNTY ROADS**

(Table 1, page 80, of the Transportation Element of the *Future of Hillsborough Comprehensive Plan for Unincorporated Hillsborough County, Florida*)

	<b>Urban Service Area</b>	<b>Outside of Urban Service Area</b>	<b>Constrained and Deficient Roads</b>	<b>High Transit LOS Corridor</b>	<b>High Transit LOS Corridor on Constrained Roads</b>
<b>Arterials</b>	D	D	E	E	120% of LOS “E”
Collectors	D	C	E	E	120% of LOS “E”

## **Appendix C (continued)**

For State roadways, an operational LOS “D” peak hour shall be maintained on all roadways in urbanized areas. State roads in transitioning areas have a LOS “C” standard; rural areas have a LOS “B” standard except for two-lane roads which have a LOS “C” standard. In some cases, the MAX V/C for concurrency management purposes supersedes the general LOS standard. The adopted peak hour minimum LOS for State roads shall be as follows:

### **LEVEL OF SERVICE STANDARDS FOR STATE ROADS**

*LOS standards inside parentheses apply to general use lanes only when exclusive through-lanes exist.*

(Transportation Element of the *Future of Hillsborough Comprehensive Plan for Unincorporated Hillsborough County, Florida*)

	Rural Areas	Transitioning Urbanized Areas, Urban Areas, or Communities	Urbanized Areas Over 500,000	High Transit LOS Corridor
<b>INTERSTATE / INTRASTATE</b>				
Limited Access Highway (Freeways)	B	C	D(E)	N/A
Controlled Access Highway	B	C	D	N/A
<b>OTHER STATE ROADS</b>				
Other Multilane	B	C	D	E
Two lane	C	C	D	E

	Roadways Parallel to Exclusive Transit Facilities	Backlogged Roadway on FIHS	Constrained And Deficient Roadways	High Transit LOS & Constrained and Deficient Corridors
<b>INTERSTATE / INTRASTATE</b>				
Limited Access Highway (Freeways)	D(E)	Maintain	Maintain	Maintain
Controlled Access Highway	E	Maintain	Maintain	Maintain
<b>OTHER STATE ROADS</b>				
Other Multilane	E	N/A	E	120% of LOS "E"
Two lane	E	N/A	E	120% of LOS "E"

**Appendix C (continued)**

The following roadways are identified as High Transit LOS Roadways per the requirements of the Hillsborough County Adequate Public Facilities Ordinance:

**High TLOS Corridors in the Unincorporated County  
Using 2009 Transit Level of Service**

<b>On Street</b>	<b>From Street</b>	<b>To Street</b>	<b>Constrained ?</b>	<b>LOS Std</b>
131ST AVE	15TH ST	30TH ST	No	E
22ND ST	FLETCHER AVE	BEARSS AVE	No	E
30TH ST	FOWLER AVE	BEARSS AVE	No	E
50TH ST	FOWLER AVE	FLETCHER AVE	No	E
50TH ST / 56TH ST	M L KING BLVD	HILLSBOROUGH AVE	No	E
56TH ST	HILLSBOROUGH AVE	FOWLER AVE	No	E
78TH ST	MADISON AVE	PALM RIVER RD	No	E
ANDERSON RD	SLIGH AVE	LINEBAUGH AVE	No	E
BEARSS AVE	FLORIDA AVE	NEBRASKA AVE	No	E
BUSCH BLVD	DALE MABRY HWY	ARMENIA AVE	Yes	120% of E
CITRUS PARK DR	SHELDON RD	GUNN HWY	No	E
FLETCHER AVE	FLORIDA AVE	30TH ST	Yes	120% of E
FLORIDA AVE	FOWLER AVE	BEARSS AVE	Yes	120% of E
GORNTO LAKE RD	LUMSDEN RD	BRANDON TOWN CENTER	No	E
GUNN HWY	CITRUS PARK DR	DALE MABRY	No	E
HANLEY RD	HILLSBOROUGH AVE	WATERS AVE	No	E
HILLSBOROUGH AVE	MEMORIAL HWY	BENJAMIN RD	Yes	120% of E
HILLSBOROUGH AVE	50TH ST	ORIENT RD	No	E
HIMES AVE	CITY LIMITS	BUSCH BLVD	No	E
KELLY RD	MEMORIAL HWY	HILLSBOROUGH AVE	No	E
LINEBAUGH AVE	GUNN HWY	DALE MABRY HWY	No	E
LIVINGSTON AVE	BEARSS RD	SINCLAIR HILLS DR	No	E
M L KING BLVD	50TH ST	I-75	No	E
MEMORIAL HWY	KELLY RD	VETERANS EXPWY	No	E
NEBRASKA AVE	FOWLER AVE	BEARSS AVE	No	E
ORIENT RD	BROADWAY AVE	HILLSBOROUGH AVE	No	E
PALM RIVER RD	US HWY 41	78TH ST	No	E
PROGRESS BLVD	78TH ST	US HWY 301	No	E
PROVIDENCE LAKE BLVD	GORNTO LAKE RD	PROVIDENCE RD	No	E
SHELDON RD	OLD MEMORIAL HWY	CITRUS PARK DR	No	E
SKIPPER RD	NEBRASKA AVE	16TH ST	No	E
SLIGH AVE	43RD ST	56TH ST	No	E

## ***Appendix C (continued)***

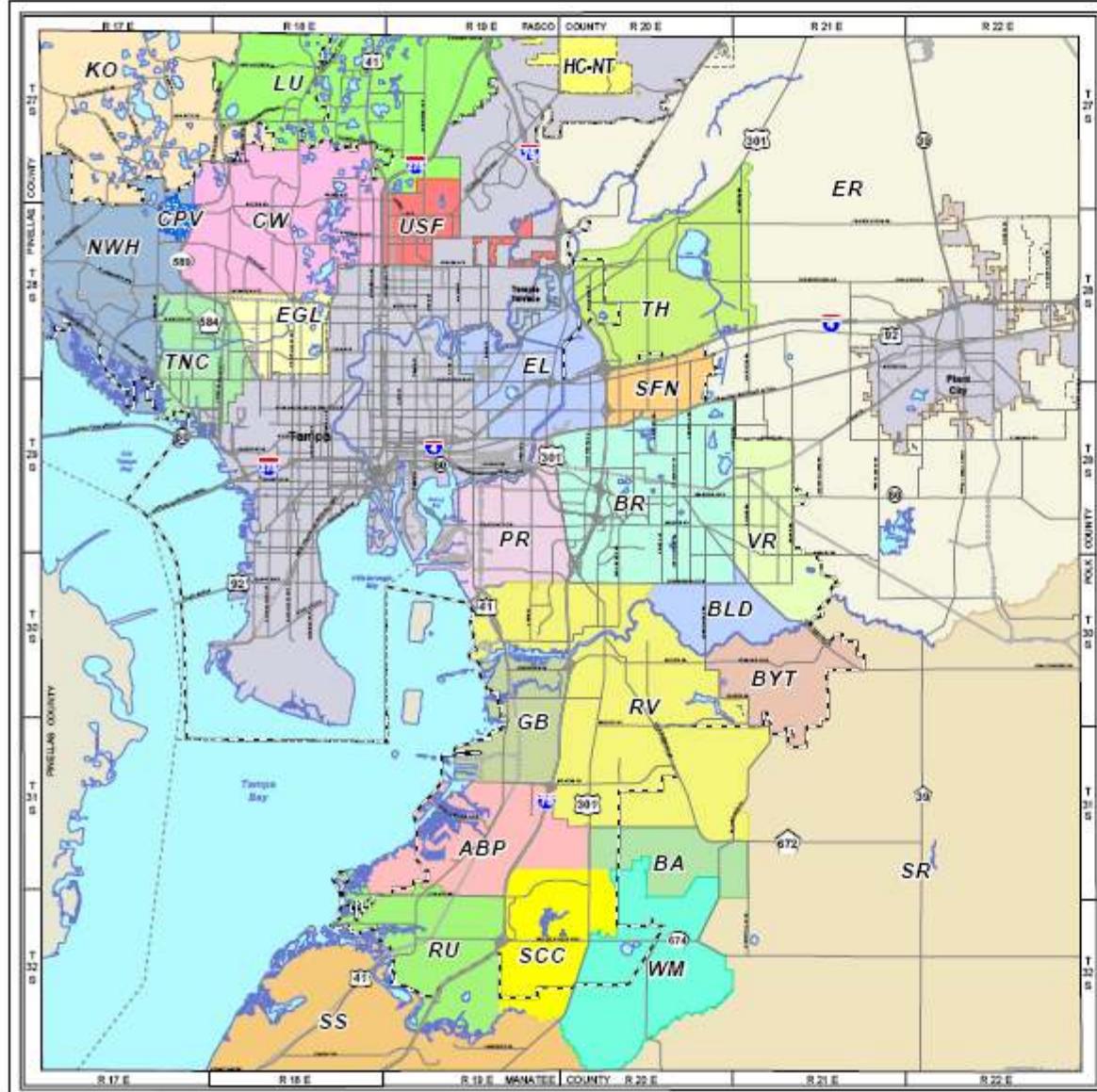
On Street	From Street	To Street	Constrained ?	LOS Std
TOWN CENTER BLVD	BRANDON TOWN CENTER DR	PROVIDENCE RD	No	E
WATERS AVE	SHELDON RD	VETERANS EXPY	No	E

- (1) - LOS Standard of "E" is applied to segments where at least 50% of the segment is served by a transit route with LOS C or D.
- (2) - Increasing the LOS Standard to 120% of E is applied to links when at least 50% of the segment is constrained by the Comprehensive Plan and 50% of the segment is served by a transit route with LOS C or D.

**LOS F** represent the worst conditions with heavily congested flow and traffic demand exceeding capacity, characterized by stop-and-go waves, poor travel time, low comfort and convenience, and increased accident exposure.

## Appendix D-Planning Areas





## HILLSBOROUGH COUNTY PLANNING AREAS

Apollo Beach	Northwest Hillsborough
Balm	Palm River
Bloomingdale	Riverview
Boyette	Ruskin
Brandon	Seffner
Carrollwood	South Rural
Citrus Park Village	South Side
East Lake	Sun City Center
East Rural	Thonotosassa
Egypt Lake	Town N Country
Gibsonton	University Area
HC-New Tampa	Valrico
Keystone-Odessa	Wimauma
Lutz	

The Planning Areas data layer shows the boundaries for the Hillsborough County Community-based Planning Projects and Neighborhood Planning Areas that are referenced for rezoning applicants.

- Urban Service Areas
- ~~~~ Railroad
- Cities
- Roadways
- Bay, Rivers, Lakes
- ~~~~ Ltd Access
- ~~~~ Surface

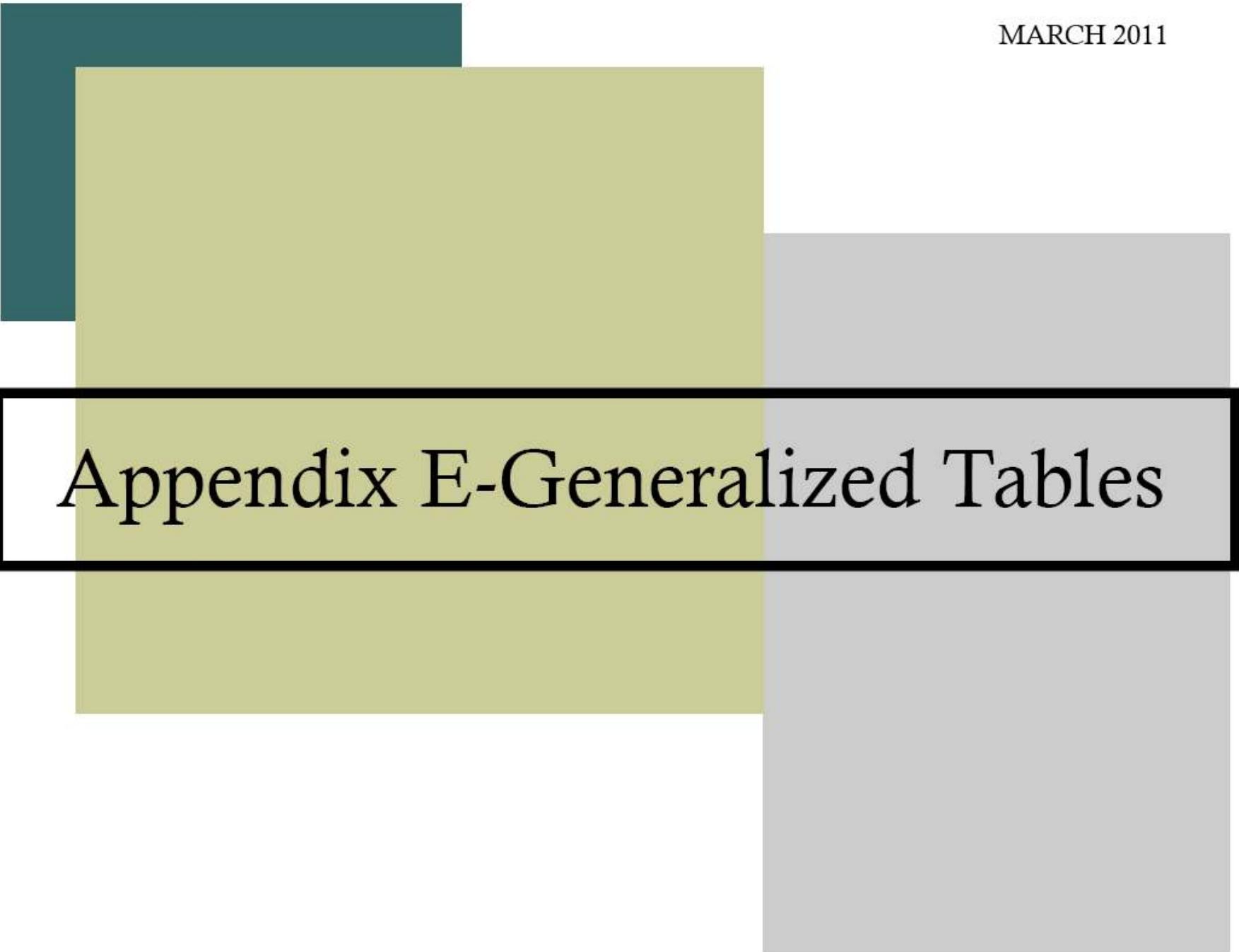


DATA SOURCES: Esri imagery, roads and water from Hillsborough County, Plat Book Department. All other data compiled by Planning & Growth Management Department in cooperation with the Hillsborough County Board of County Commissioners.  
ACCURACY: It is intended that the accuracy of the base map will be 100 percent map accuracy (1:250,000). However, the base map may contain errors due to the original data source or the process of digitizing the data. The data is provided "AS IS" without warranty of any kind. The user assumes all responsibility for its use. The data is not to be sold or distributed outside of Hillsborough County. Reproduction of this document may require a reproduction permit or full site plan review and approval of the Hillsborough County Planning & Growth Management Department. USE: For general planning purposes only.



Hillsborough County  
Planning & Growth Management Department  
Administrative Services Division  
GIS Section

July 2007 .../Projects/PlanningAreasDistricts/PlanAreas\_B1.mxd



MARCH 2011

## Appendix E-Generalized Tables

## 2010 Generalized Tables

AADT - URBANIZED STATE SIGNALIZED ARTERIALS Class I (>0.00 to 1.99 Signals per mile)						AADT - URBANIZED FREEWAYS					
Lanes	Median	B	C	D	E	Lanes		B	C	D	E
2	Undivided	9,600	15,400	16,500	***	4		43,500	59,800	73,600	79,400
4	Divided	29,300	35,500	36,700	***	6		65,300	90,500	110,300	122,700
6	Divided	45,000	53,700	55,300	***	8		87,000	120,100	146,500	166,000
8	Divided	60,800	71,800	73,800	***	10		108,700	151,700	184,000	209,200
Class II (2.00 to 4.50 Signals per mile)						12		149,300	202,100	238,600	252,500
Class III/IV (More than 4.50 Signals per mile)						Freeway Adjustments					
Lanes	Median	B	C	D	E	Auxiliary Lanes		Ramp Metering			
2	Undivided	**	10,500	15,200	16,200	20,000		5%			
4	Divided	**	25,000	33,200	35,100	UNINTERRUPTED FLOW HIGHWAYS					
6	Divided	**	39,000	50,300	53,100	Lanes	Median	B	C	D	E
8	Divided	**	53,100	67,300	70,900	2	Undivided	7,800	15,600	22,200	27,900
Non-State Signalized Rdwy Adjustments						4	Divided	34,300	49,600	64,300	72,800
Major City/County Roadways -10%						6	Divided	51,500	74,400	96,400	109,400
Other Signalized Roadways -35%						Uninterrupted Flow Highway Adjustments					
State & Non-State Signalized Rdwy Adjustments						Lanes	Median	Exclusive Left Lanes	Adjustment Factors		
Divided/Undivided & Turn Lane Adjustments						2	Divided	Yes		5%	
Exclusive Exclusive						Multi	Undivided	Yes		-5%	
Lanes	Median	Lft Lanes	Rht	Adjustment Factors		Multi	Undivided	No		-25%	
2	Divided	Yes	No	5%							
2	Undivided	No	No	-20%							
Multi	Undivided	Yes	No	-5%							
Multi	Undivided	No	No	-25%							
--	--	--	Yes	5%							
One-Way Facility Adjustment Multiply the corresponding two-directional volumes in this table by 0.6.											

## 2010 Generalized Tables

AADT - TRANSITIONING or Areas > 5000 Population STATE SIGNALIZED ARTERIALS Class I (>0.00 to 1.99 Signals per mile)						AADT - TRANSITIONING or Areas > 5000 Population FREEWAYS											
Lanes	Median	B	C	D	E	Lanes		B	C	D	E						
2	Undivided	8,900	14,100	15,200	***	4		42,600	57,600	68,700	73,600						
4	Divided	26,900	32,100	33,800	***	6		63,900	86,600	103,300	113,700						
6	Divided	41,500	48,600	51,000	***	8		85,200	115,600	137,600	153,700						
Class II (2.00 to 4.50 Signals per mile)						10		106,400	145,600	172,400	192,800						
						Freeway Adjustments											
						Auxiliary Lanes	Ramp Metering										
						20,000	5%										
						UNINTERRUPTED FLOW HIGHWAYS											
Lanes	Median	B	C	D	E												
2	Undivided	**	9,400	13,700	14,700	2	Undivided	8,000	15,100	21,100	26,800						
4	Divided	**	22,700	30,000	31,700	4	Divided	31,400	45,400	58,800	66,600						
6	Divided	**	35,700	45,400	47,800	6	Divided	47,200	68,100	88,200	100,000						
						Uninterrupted Flow Highway Adjustments											
Lanes	Median	Exclusive Left Lanes		Adjustment Factors													
2	Divided	Yes		5%													
Multi	Undivided	Yes		-5%													
Multi	Undivided	No		-25%													
**	**	Yes		6%													
One-Way Facility Adjustment																	
Multiply the corresponding two-directional volumes in this table by 0.6.																	

# 2010 Generalized Tables

AADT - RURAL UNDEVELOPED						AADT - Cities or Rural Developed Areas Less Than 5000 Population					
FREEWAYS						FREEWAYS					
Lanes		B	C	D	E	Lanes		B	C	D	E
4		37,100	50,800	59,900	63,700	4		37,100	49,900	59,400	63,700
6		56,500	76,400	89,900	98,300	6		54,800	74,600	89,000	98,300
8		75,100	101,100	119,900	132,900	8		73,300	100,200	118,700	132,700
Freeway Adjustments						Freeway Adjustments					
Auxiliary Lanes						Auxiliary Lanes					
18,000						18,000					
UNINTERRUPTED FLOW 2-LN HIGHWAYS						UNINTERRUPTED FLOW HIGHWAYS					
Lanes	Median	B	C	D	E	Lanes	Median	B	C	D	E
2	Undivided	4,500	8,100	13,800	27,600	2	Undivided	7,800	14,200	20,000	25,600
Passing Lane Adjustment						6					
Alter LOS B-D volumes in proportion to passing lane length to the segment length						Divided					
UNINTERRUPTED FLOW MULTILANE HWYS						Divided					
Lanes	Median	B	C	D	E	Multi Undivided					
4	Divided	26,300	41,100	52,100	59,100	Yes					
6	Divided	39,400	61,700	78,000	88,600	Multi Undivided					
ISOLATED ST SIGNALIZED INTERSECTIONS						No					
Lanes		B	C	D	E	-25%					
2		**	4,700	10,400	12,300						
4		**	10,300	23,200	25,500						
6		**	15,800	36,000	38,500						
STATE SIGNALIZED ARTERIALS											
Lanes	Median	B	C	D	E						
2	Undivided	**	9,800	13,000	13,900						
4	Divided	**	23,300	28,000	29,900						
6	Divided	**	36,400	42,400	45,000						
Non-State Signalized Rd Adjustments											
Major City/County Rds -10%											
Other Signalized Rds -35%											
State & Non-State Signalized Rd Adjustments											
Divided/Undivided & Turn Lane Adjustments											
Lanes	Median	Exc Lt	Tri	Exc Rt	Trn	Adjustment Factors					
2	Divided	Yes		No		5%					
2	Undivided	No		No		-20%					
Multi	Undivided	Yes		No		-5%					
Multi	Undivided	No		No		-25%					
--	--	--		Yes		5%					

## 2010 Generalized Tables

PK HR DIRECTIONAL - URBANIZED STATE SIGNALIZED ARTERIALS Class I (>0.00 to 1.99 Signals per mile)						PK HR DIRECTIONAL - URBANIZED FREEWAYS					
Lanes	Median	B	C	D	E	Lanes		B	C	D	E
1	Undivided	510	820	880	***	2		2,200	3,020	3,720	4,020
2	Divided	1,560	1,890	1,960	***	3		3,300	4,580	5,580	6,200
3	Divided	2,400	2,860	2,940	***	4		4,400	6,080	7,420	8,400
4	Divided	3,240	3,830	3,940	***	5		5,500	7,680	9,320	10,580
Class II (2.00 to 4.50 Signals per mile)						6		7,560	10,220	12,080	12,780
Class III/IV (More than 4.50 Signals per mile)						Freeway Adjustments					
Lanes	Median	B	C	D	E	Auxiliary Lanes:	Ramp Metering				
1	Undivided	**	560	810	860	1,000	5%				
2	Divided	**	1,330	1,770	1,870						
3	Divided	**	2,080	2,680	2,830						
4	Divided	**	2,830	3,590	3,780						
Non-State Signalized Rdwy Adjustments Major City/County Roadways +10% Other Signalized Roadways -35%						UNINTERRUPTED FLOW HIGHWAYS					
Lanes	Median	B	C	D	E	Lanes	Median	B	C	D	E
1	Undivided	**	270	630	790	1	Undivided	400	800	1,140	1,440
2	Divided	**	670	1,500	1,700	2	Divided	1,770	2,560	3,320	3,760
3	Divided	**	1,050	2,330	2,570	3	Divided	2,660	3,840	4,980	5,650
4	Divided	**	1,440	3,170	3,450						
State & Non-State Signalized Rdwy Adjustments Divided/Undivided & Turn Lane Adjustments Exclusive Exclusive						Uninterrupted Flow Highway Adjustments					
Lanes	Median	Lft	Rht	Adjustment Factors		Lanes	Median	Exclusive Left Lan	Adjustment Factors		
2	Divided	Yes	No	5%		2	Divided	Yes	5%		
2	Undivided	No	No	-20%		Multi	Undivided	Yes	-5%		
Multi	Undivided	Yes	No	-5%		Multi	Undivided	No	-25%		
Multi	Undivided	No	No	-25%							
--	--	--	Yes	5%							
One-Way Facility Adjustment Multiply the corresponding two-directional volumes in this table by 1.20.											

## 2010 Generalized Tables

PK HR DIRECTIONAL - TRANSITIONING or Areas > 5000 STATE SIGNALIZED ARTERIALS Class I (>0.00 to 1.99 Signals per mile)						PK HR DIRECTIONAL - TRANSITIONING or Areas > 5000 FREEWAYS							
Lanes	Median	B	C	D	E	Lanes		B	C	D	E		
1	Undivided	470	750	800	***	2		2,200	2,980	3,560	3,800		
2	Divided	1,430	1,710	1,800	***	3		3,300	4,480	5,340	5,880		
3	Divided	2,210	2,590	2,720	***	4		4,400	5,980	7,120	7,940		
Class II (2.00 to 4.50 Signals per mile)						5		5,500	7,520	8,920	9,960		
Lanes	Median	B	C	D	E	Freeway Adjustments							
1	Undivided	**	500	730	780	Auxiliary Lanes	Ramp Metering						
2	Divided	**	1,210	1,600	1,690	1,000	5%						
3	Divided	**	1,900	2,420	2,550	UNINTERRUPTED FLOW HIGHWAYS							
Class III (More than 4.50 Signals per mile)						Lanes	Median	B	C	D	E		
Lanes	Median	B	C	D	E	1	Undivided	420	800	1,120	1,420		
1	Undivided	**	250	570	710	2	Divided	1,670	2,420	3,130	3,550		
2	Divided	**	610	1,360	1,540	3	Divided	2,510	3,630	4,700	5,330		
3	Divided	**	960	2,120	2,340	Uninterrupted Flow Highway Adjustments							
Non-State Signalized Rdwy Adjustments						Lanes	Median	Exclusive Left Lane Adjustment Factors					
Major City/County Roadways -10%						2	Divided	Yes					
Other Signalized Roadways -35%						Multi	Undivided	Yes					
						Multi	Undivided	No					
								-5%					
								-25%					
State & Non-State Signalized Rdwy Adjustments													
Divided/Undivided & Turn Lane Adjustments													
Exclusive Exclusive													
Lanes	Median	Lft	Rht	Adjustment Factors									
2	Divided	Yes	No	5%									
2	Undivided	No	No	-20%									
Multi	Undivided	Yes	No	-5%									
Multi	Undivided	No	No	-25%									
--	--	--	Yes	5%									
One-Way Facility Adjustment													
Multiply the corresponding two-directional volumes in this table by 1.20.													

## 2010 Generalized Tables

PK HR DIRECTIONAL - RURAL UNDEVELOPED						PK HR DIRECTIONAL - Cities or Rural Developed Areas Less Than 5000 Population					
FREEWAYS						FREEWAYS					
Lanes		B	C	D	E	Lanes		B	C	D	E
2		2,100	2,880	3,400	3,600	2		2,100	2,820	3,360	3,600
3		3,200	4,320	5,100	5,560	3		3,100	4,220	5,040	5,560
4		4,260	5,720	6,800	7,520	4		4,160	5,680	6,720	7,520
Freeway Adjustments Auxiliary Lanes +1,000						Freeway Adjustments Auxiliary Lanes +1,000					
UNINTERRUPTED FLOW 2-LN HIGHWAYS						UNINTERRUPTED FLOW HIGHWAYS					
Lanes	Median	B	C	D	E	Lanes	Median	B	C	D	E
1	Undivided	240	430	740	1,480	1	Undivided	420	780	1,100	1,400
Passing Lane Adjustment or LOS B-D volumes in proportion to passing lane length to total segment length						2	Divided	1,300	2,040	2,630	3,000
UNINTERRUPTED FLOW MULTILANE HWYS						3	Divided	1,950	3,060	3,950	4,500
ISOLATED ST SIGNALIZED INTERSECTIONS						Uninterrupted Flow Highway Adjustments					
Lanes	Median	B	C	D	E	Lanes	Median	Exclusive Left Lane Adjustment Factors			
2	Divided	1,410	2,210	2,800	3,180	2	Divided	Yes	5%		
3	Divided	2,120	3,320	4,200	4,770	Multi	Undivided	Yes	-5%		
						Multi	Undivided	No	-25%		
STATE SIGNALIZED ARTERIALS											
Lanes	Median	B	C	D	E	Lanes	Median	B	C	D	E
1	Undivided	**	520	690	740	1	Undivided	**	520	690	740
2	Divided	**	1,240	1,490	1,590	2	Divided	**	1,240	1,490	1,590
3	Divided	**	1,940	2,260	2,400	3	Divided	**	1,940	2,260	2,400
Non-State Signalized Rd Adjustments Major City/County Rds -10% Other Signalized Rds -35%											
State & Non-State Signalized Rd Adjustments Divided/Undivided & Turn Lane Adjustments											
Lanes	Median	Exc Lft Tr	Exc Rt Trn	Adjustment Factors		Lanes	Median	Exc Lft Tr	Exc Rt Trn	Adjustment Factors	
2	Divided	Yes	No	5%		2	Divided	Yes	No	5%	
2	Undivided	No	No	-20%		2	Undivided	No	No	-20%	
Multi	Undivided	Yes	No	-5%		Multi	Undivided	No	No	-25%	
--	--	--	Yes	5%		--	--	--	--	--	